

# HOUSTON PLANNING COMMISSION

## AGENDA

AUGUST 21, 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  
Algenita Davis  
Truman C. Edminster, III  
James R. Jard  
Paul R. Nelson  
Linda Porras-Pirtle  
Mark Sikes  
Martha Stein  
Eileen Subinsky  
Blake Tarrt III  
Shaukat Zakaria

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

## **ALTERNATE MEMBERS**

Richard W. Stolleis, P. E.  
*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](http://www.houstonplanning.com)

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

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



## **Speakers Sign In Form**

### **Instructions:**

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

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

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

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

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

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

---

## **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):** \_\_\_\_\_



# **Houston Planning Commission**

## **AGENDA**

**August 21, 2014**

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

### **Call to Order**

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

- **Approval of the August 7, 2014 Planning Commission Meeting Minutes**
- **Approval of the July 31st Major Thoroughfare and Freeway Plan Amendments Public Hearing Meeting Minutes**
- I. **Staff Recommendation and Planning Commission Consideration of 2014 Major Thoroughfare and Freeway Plan proposed amendments (Amar Mohite)**

#### **Vernon G. Henry & Associates**

- **C-1:** Winfield Road/Generation Pkwy – Proposed Street “E” to Mesa Road

#### **RVi Planning + Landscape Architecture**

- **E-1:** Huffman Cleveland – FM 1485 to Huffman Cleveland Road
- **E-2:** FM 1485 – Intersection realignment at Huffman Cleveland Road
- **E-3:** Community Drive – Huffman Cleveland Road to COH ETJ
- **E-4:** Oakleaf Drive – Kingwood Drive to Huffman Cleveland Road
- **E-5:** Idleloch Drive – FM 2100 to Community Drive
- **E-6:** Miller Wilson Road – Kingwood Drive to COH ETJ
- **E-7:** Wolf Trot – Kingwood Drive to COH ETJ
- **E-8:** Proposed Major Collector – Idleloch Drive to Wolf Trot Road
- **E-9:** Plum Grove Road (east-west) – Huffman Cleveland Road to Plum Grove Road (north-south)/Idleloch Drive

### **II. Forward changes to 2013 MTFP Map to City Council**

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

- a. Consent Subdivision Plats (Marlon Connley)
- b. Replats (Marlon Connley)
- c. Replats requiring Public Hearings with Notification (Dorianne Powe-Phlegm, Teresa Geisheker, Suvidha Bandi, Marlon Connley, and Aracely Rodriguez)
- d. Subdivision Plats with Variance Requests (Mikalla Hodges and Muxian Fang)
- e. Subdivision Plats with Special Exception Requests (Mikalla Hodges, Muxian Fang and Marlon Connley)
- f. Reconsiderations of Requirement
- g. Extension of Approvals (Ryan Medlen)
- h. Name Changes (Ryan Medlen)
- i. Certificates of Compliance (Ryan Medlen)
- j. Administrative
- k. Development Plats with Variance Requests (Kimberly Bowie)

### **IV. Establish a public hearing date of September 18, 2014**

- a. Carolina Place partial replat no 1
- b. Craig Woods partial replat no 5
- c. Hillcrest partial replat no 1
- d. Hilldale partial replat no 1
- e. Houston Community College Eastside Campus Sec 3
- f. Longwoods partial replat no 1



- g. Melody Oaks partial replat no 9 and extension
- h. Shadow Creek South Sec 2 partial replat no 2
- i. Temple Terrace partial replat no 2
- j. Westheimer Estates partial replat no 4

- V. Consideration of a Landscape Variance for a property located at 2929 Bay Area Boulevard**  
(Kimerly Bowie)
- VI. Consideration of an Off-Street Parking Variance for a property located at 1601 Broadway Street**  
**(Milby High School)** (Dipti Mathur)
- VII. Consideration of an Off-Street Parking Variance for a property located at 10726 Mesa Drive**  
**(North Forest High School)** (Dipti Mathur)
- VIII. Consideration of an Off-Street Parking Variance for a property located at 2902 Revere Street**  
**(Kuhl- Linscomb)** (Kimerly Bowie)
- IX. Public hearing for designation of a Special Parking Area for The Menil Collection and Campus**  
(Dipti Mathur)
- X. Public Comment**
- XI. Adjournment**



## **Minutes of the Houston Planning Commission**

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

August 7, 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

Fernando Brave

Kenneth Bohan

Antoine Bryant

Lisa Clark

Truman C. Edminster III

James R. Jard

Absent

Paul R. Nelson

Linda Porras-Pirtle

Absent

Algenita Davis

Mike Sikes

Martha Stein

Eileen Subinsky

Absent

Blake Tartt III

Shaukat Zakaria

Absent

Mark Mooney for

Absent

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**

The Director's Report was given by Patrick Walsh, Director, Planning and Development Department.

## **APPROVAL OF THE JULY 24, 2014 PLANNING COMMISSION MEETING MINUTES**

Commission action: Approved the July 24, 2014 Planning Commission meeting minutes with change that Commissioner Stein was absent.

Motion: **Bryant**      Second: **Clark**      Vote: **Carries**      Abstaining: **Alleman, Brave, Subinsky**

### **I. PLATTING ACTIVITY (Consent items A and B, 1- 119)**

Items removed for separate consideration: **21, 88, and 90.**

Staff recommendation: Approve staff's recommendations for items **1 – 119** subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendations for items **1 – 119** subject to the CPC 101 form conditions.

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

**Commissioners Alleman, Edminster, and Sikes abstained and left the room.**

Staff recommendation: Approve staff's recommendation to approve items **21, 88, and 90** subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendation to approve items **21, 88, and 90** subject to the CPC 101 form conditions.

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

**Commissioners Alleman, Edminster, and Clark returned.**

### **C PUBLIC HEARINGS**

**120 Alys Park**      **C3N**      **Withdrawn**

**121 Bradbury Forest Sec 1 partial replat no 1**      **C3N**      **Approve**

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

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

Motion: **Garza**      Second: **Clark**      Vote: **Carries**      Abstaining: **None**

Opposed: **Bryant**

Speakers for item 121: Corey Sessions, Justin Keen, Teresa Bosworth-Green, Flowers Sifuentes, John Howard, and Nick Hansarik - opposed

**122 Craig Woods partial replat no 11**      **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: **Bryant**      Second: **Tartt**      Vote: **Unanimous**      Abstaining: **None**

**123 Nobility Park replat no 1**      **C3N**      **Defer**

Staff recommendation: Defer the plat for two weeks for further study and review.

Commission action: Deferred the plat for two weeks for further study and review.

Motion: **Edminster**      Second: **Bohan**      Vote: **Carries**      Abstaining: **Tartt**



**124 Pecore Industrial** **C3N** **Defer**  
 Staff recommendation: Defer the plat for two weeks to allow time for additional information.  
 Commission action: Deferred the plat for two weeks to allow time for additional information.  
 Motion: **Garza** Second: **Bryat** Vote: **Unanimous** Abstaining: **None**  
 Speaker for item 124: Abby Harrision – opposed

**125 Southland Place 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: **Alleman** Second: **Garza** Vote: **Unanimous** Abstaining: **None**  
 Speaker for item 125: Tommy L. Curtis, Sarah Oliverie, and Mrs. Walker-Curtis – supportive

**126 Southland Place partial replat no 2** **C3N** **Approve**  
 Staff recommendation: Approve the plat subject to the CPC 101 form conditions.  
 Commission action: Approved the plat subject to the CPC 101 form conditions.  
 Motion: **Clark** Second: **Sikes** Vote: **Unanimous** Abstaining: **None**

**127 Stude Rodger Heights replat no 1 partial replat no 1** **C3N** **Defer**  
 Staff recommendation: Defer the plat for two weeks for Chapter 42 planning standards.  
 Commission action: Deferred the plat for two weeks for Chapter 42 planning standards.  
 Motion: **Bryant** Second: **Subinsky** Vote: **Unanimous** Abstaining: **None**

**128 University of St Thomas Center for Science and Health Professions** **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: **Nelson** Vote: **Unanimous** Abstaining: **None**

## **D VARIANCES**

**129 Ellisor Investments Ltd on Gant** **C2** **Approve**  
 Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.  
 Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.  
 Motion: **Edminster** Second: **Tartt** Vote: **Unanimous** Abstaining: **None**

**Items 130, 134, 137, 138, 139, 140, and 144 were taken together at this time with staff requesting a two week deferral for the reasons stated.**

<b>130</b>	<b>Harmony West Sector</b>	<b>C3P</b>	<b>Defer</b>
<b>134</b>	<b>Saddle Ridge Sec 6</b>	<b>C3P</b>	<b>Defer</b>
<b>137</b>	<b>Aliana Sec 44</b>	<b>C3P</b>	<b>Defer</b>
<b>138</b>	<b>Anserra GP</b>	<b>GP</b>	<b>Defer</b>
<b>139</b>	<b>Anserra Sec 4</b>	<b>C3F</b>	<b>Defer</b>
<b>140</b>	<b>Anserra Sec 5</b>	<b>C3F</b>	<b>Defer</b>
<b>144</b>	<b>Towne Lake Sec 38</b>	<b>C3F</b>	<b>Defer</b>

Staff recommendation: Defer the plats for two weeks.  
 Commission action: Deferred the plats for two weeks.  
 Motion: **Garza** Second: **Davis** Vote: **Unanimous** Abstaining: **None**



**131 Katy Lake RV Resort****C2****Approve**

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

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

Motion: **Bryant**Second: **Asakura**Vote: **Unanimous**Abstaining: **None****132 Leeland Bell Landing****C2****Approve**

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

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

Motion: **Asakura**Second: **Davis**Vote: **Unanimous**Abstaining: **None****133 Roseland Addition partial replat no 1****C3P****Approve**

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

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

Motion: **Clark**Second: **Davis**Vote: **Unanimous**Abstaining: **None****135 Somerset Green Sec 6****C3R****Approve**

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

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

Motion: **Edminster**Second: **Asakura**Vote: **Unanimous**Abstaining: **None****136 Westview Addition partial replat no 1 and extension****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: **Asakura**Second: **Bryant**Vote: **Unanimous**Abstaining: **None****E SPECIAL EXCEPTIONS  
NONE****F RECONSIDERATION OF REQUIREMENTS****141 Bauer Road Tract GP****GP****Approve**

Staff recommendation: Grant the requested variance and approve the general plan subject to the CPC 101 form conditions

Commission action: Granted the requested variance and approved the general plan subject to the CPC 101 form conditions

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



**142 Fieldstone GP****GP****Approve**

Staff recommendation: Grant the requested variance to allow 179 lots i.e. Sec 10 & 11 only, on one point of access and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the requested variance to allow 179 lots i.e. Sec 10 & 11 only, on one point of access and approved the plat subject to the CPC 101 form conditions.

Motion: **Garza**Second: **Tarrr**Vote: **Unanimous**Abstaining: **None****143 Sommerall Tract GP****GP****Approve**

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

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

Motion: **Clark**Second: **Bryant**Vote: **Unanimous**Abstaining: **None****G EXTENSIONS OF APPROVAL****145 Bridgeland Hidden Creek Sec 26****EOA****Approve****146 Bridgeland Hidden Creek Sec 27****EOA****Approve****147 Fairdale Place Condominiums partial replat no 1****EOA****Approve****148 Historic Texas Company Building Redevelopment****EOA****Approve****149 Impact Church of The Woodlands****EOA****Approve****150 Lifebridge Church****EOA****Approve****151 Sheldon Ridge Sec 5****EOA****Approve****152 Sports Cube Subdivision****EOA****Approve****153 Tidwell Lakes Ranch****EOA****Approve****154 Volta Power****EOA****Approve****155 Watermark at Harmony****EOA****Approve****156 Woodlands Carlton Woods Creekside Sec 14 in The Villages of Creekside Park****EOA****Approve****157 Woodlands Carlton Woods Creekside Sec 16 in the Village of Creekside Park****EOA****Approve****H NAME CHANGES****158 Guild Shop of the Church of St John the Divine****NC****Approve**

(Guild Shop of the Church of St John the Devine)

**I CERTIFICATES OF COMPLIANCE****159 24068 Wildwood Road****COC****Approve**

Staff recommendation: Approve staff's recommendation for items **145-159**.

Commission action: Approved staff's recommendation for items **145-159**.

Motion: **Bryant**Second: **Subinsky**Vote: **Unanimous**Abstaining: **None****J ADMINISTRATIVE  
NONE**



## **K DEVELOPMENT PLATS WITH VARIANCE REQUESTS**

### **160 3203 Blue Bonnet Blvd**

**DPV**

**Approve**

Staff recommendation: Grant the requested variance and approve the development plat subject to the conditions listed.

Commission action: Granted the requested variance and approved the development plat subject to the conditions listed.

Motion: **Bryant**

Second: **Davis**

Vote: **Unanimous**

Abstaining: **None**

### **161 605 Silver Street**

**DPV**

**Approve**

Staff recommendation: Grant the requested variance and approve the development plat subject to the conditions listed.

Commission action: Granted the requested variance and approved the development plat subject to the conditions listed.

Motion: **Garza**

Second: **Subinsky**

Vote: **Unanimous**

Abstaining: **None**

Speakers for item 161: Robert Burnham (applicant), Mike Blackburn, and Chris Clark – supportive; Laura Thorpe, Councilmember Gonzalez's office- no position stated; Ryan Boehner and Jane West-opposed

## **II. ESTABLISH A PUBLIC HEARING DATE OF SEPTEMBER 4, 2014**

- a. Cedar Grove replat no 1**
- b. Craig Woods partial replat no 8**
- c. Grand Lismar Estates**
- d. Highland Glen Sec 1 partial replat no 2**
- e. HISD Parker Elementary**
- f. Lakeside Estates Sec 2 partial replat no 1**
- g. Marshall Oaks Sec 2**
- h. Melody Oaks partial replat no 12**
- i. Montclair Addition partial replat no 4**
- j. Raintree Village Sec 7 partial replat no 1**
- k. Shadow Creek South Sec 2 partial replat no 1**
- l. Southampton Place partial replat no 2**

Staff recommendation: Establish a public hearing date of September 4, 2014 for items **II a-l**.

Commission action: Established a public hearing date of September 4, 2014 for items **II a-l**.

Motion: **Brave**

Second: **Tartt**

Vote: **Unanimous**

Abstaining: **None**

**Agenda items III and IV were taken together at this time.**

## **III. CONSIDERATION FOR AN OFF STREET PARKING VARIANCE FOR A PROPERTY LOCATED AT 1601 BROADWAY STREET (Milby High School)**

## **IV. CONSIDERATION FOR AN OFF STREET PARKING VARIANCE FOR A PROPERTY LOCATED AT 10726 MESA DRIVE (North Forest High School)**

Staff recommendation: Defer the applications for two weeks to allow time for the applicant to provide waste water reservation letter approved by PWE and correct off-street parking calculations.

Commission action: Deferred the applications for two weeks to allow time for the applicant to provide waste water reservation letter approved by PWE and correct off-street parking calculations.

Motion: **Bohan**

Second: **Bryant**

Vote: **Unanimous**

Abstaining: **None**



**V. CONSIDERATION OF A HOTEL MOTEL VARIANCE FOR MARIOTT TOWNPLACE SUITES  
LOCATED AT 5205 SOUTH RICE AVENUE**

Staff recommendation: Grant the requested variance.

Commission action: Granted the requested variance.

Motion: **Clark**

Second: **Bryant**

Vote: **Unanimous**

Abstaining: **None**

**Agenda items VI and VII are taken together at this time.**

**VI. Public Hearing and Consideration of a Special Minimum Lot Size Block Application for the 900 block of Walling Street (north and south sides)**

**VII. Public Hearing and Consideration of a Special Minimum Building Line Block Application for the 900 block of Walling Street (north and south sides)**

Staff recommendation: Approve the Special Minimum Lot Size Block Application for the 900 block of Walling Street (north and south sides) and the Special Minimum Building Line Block Application for the 900 block of Walling Street (north and south sides) and forward to City Council.

Commission action: Approved the Special Minimum Lot Size Block Application for the 900 block of Walling Street (north and south sides) and the Special Minimum Building Line Block Application for the 900 block of Walling Street (north and south sides) and forwarded to City Council.

Motion: **Stein**

Second: **Bryant**

Vote: **Unanimous**

Abstaining: **None**

Speakers for items VI and VII: Christine Rodriguez (VI only)- no position stated; Margaret Lane – opposed; Angelica Shaeffer and Gene Rouse- supportive

**VIII. Public Hearing and Consideration of a Special Minimum Lot Size Block Application for the 4800-4900 block of Marietta Lane (south side) between Ventura Lane and Milart Street**

Staff Recommendation: Approve the Special Minimum Lot Size Block Application for the 4800-4900 block of Marietta Lane between Ventura Lane and Milart Street (south side) and forward to City Council.

Commission action: Approved the Special Minimum Lot Size Block Application for the 4800-4900 block of Marietta Lane (south side) between Ventura Lane and Milart Street and forwarded to City Council.

Motion: **Bryant**

Second: **Alleman**

Vote: **Unanimous**

Abstaining: **None**

**Agenda items IX, X, XI, and XII are taken together at this time.**

**IX. Public Hearing and Consideration of a Special Minimum Lot Size Block Application for the 7200-7300 block of Sims Drive (north and south sides)**

**X. Public Hearing and Consideration of a Special Minimum Lot Size Block Application for the 6900-7000 block of Ashburn Street (south)**

**XI. Public Hearing and Consideration of a Special Minimum Lot Size Block Application for the 6800 block of Santa Fe Drive (east and west sides)**



**XII. Public Hearing and Consideration of a Special Minimum Lot Size Application for the the 6700-6800 block of Brace Street (north side)**

Staff Recommendation: Approve the Special Minimum Lot Size Block Applications for 7200-7300 block of Sims Drive (north and south sides), the 6900-7000 block of Ashburn Street (south side), the 6800 block of Santa Fe Drive (east and west sides), and the 6700-6800 block of Brace Street (north side) and forward to City Council.

Commission action: Approved the Special Minimum Lot Size Block Applications for 7200-7300 block of Sims Drive (north and south sides), the 6900-7000 block of Ashburn Street (south side), the 6800 block of Santa Fe Drive (east and west sides), and the 6700-6800 block of Brace Street (north side) and forwarded to City Council.

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

Speakers for items IX, X, XI, and XII – Daniel Kemp (item X)- supportive; Lucy Turoff (item XVI); Juan Silva (XVI) – supportive; Col. Stan Horton, John Little, and Linda Fletcher (XVII)- supportive

**XIII. Public Hearing and Consideration of a Special Minimum Lot Size Block Application for the 2800-2900 block of Ellington Street (north and south sides)**

Staff Recommendation: Approve the Special Minimum Lot Size Block Application for the 2800-2900 block of Ellington Street (north and south sides) and forward to City Council.

Commission action: Approved the Special Minimum Lot Size Block Application for the 2800-2900 block of Ellington Street (north and south sides) and forwarded to City Council.

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

**XIV. Public Hearing and Consideration of a Special Minimum Lot Size Block Application for the 6800-6900 block of Evans Street (north and south sides)**

Staff Recommendation: Approve the Special Minimum Lot Size Block Application for the 6800-6900 block of Evans Street (north and south sides) and forward to City Council.

Commission action: Approved the Special Minimum Lot Size Block Application for the 6800-6900 block of Evans Street (north and south sides) and forwarded to City Council.

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

**XV. Public Hearing and Consideration of a Special Minimum Lot Size Block Application for the 7100 block of Ashburn Street (south)**

Staff Recommendation: Approve the Special Minimum Lot Size Block Application for the 7100 block of Ashburn Street (south side) and forward to City Council.

Commission action: Deferred the Special Minimum Lot Size Block Application for the 7100 block of Ashburn Street (south side).

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

**XVI. Public Hearing and Consideration of a Special Minimum Lot Size Block Application for the 7500 block of Haywood Drive (north and south sides)**

Staff Recommendation: Approve the Special Minimum Lot Size Block Application for the 7500 block of Haywood Drive (north and south sides) and forward to City Council.

Commission action: Approved the Special Minimum Lot Size Block Application for the 7500 block of Haywood Drive (north and south sides)

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



**XVII. Public Hearing and Consideration of a Special Minimum Building Line Block Application for the 1200-1400 block of Wycliffe Drive (east and west sides)**

Staff Recommendation: Approve the Special Minimum Building Line Block Application for the 1200-1400 block of Wycliffe (east and west sides) and forward to City Council.

Commission action: Approved the Special Minimum Building Line Block Application for the 1200-1400 block of Wycliffe Drive (east and west sides) and forwarded to City Council.

Motion: **Bryant**

Second: **Edminster**

Vote: **Carries**

Abstaining: **None**

Opposed: **Garza**

**XVIII. PUBLIC COMMENT  
NONE**

**XIX. ADJOURNMENT**

There being no further business brought before the Commission Chair, Mark Kilkenny adjourned the meeting at 4:55 p.m.

Motion: **Bryant**

Second: **Nelson**

Vote: **Unanimous**

Abstaining: **None**

---

**Mark Kilkenny, Chair**

---

**Patrick Walsh, Secretary**



Item		App	
No.	Subdivision Plat Name	Type	Deferral
A-Consent			
1	Aliana Sec 34	C3P	
2	Ashford Grove East Sec 1	C3P	
3	August Lakes Sec 1	C3F	
4	Barker Village Sec 2 partial replat no 2 and extension	C3F	
5	Beechnut Street Dedication Sec 1	C3F	
6	Benbow Reserve	C2	
7	Blue Ash Center	C2	
8	Boardwalk at Towne Lake	C2	
9	Brazos Sage Drive Street Dedication Sec 1	SP	
10	Bridgeland Hidden Creek Sec 19	C3F	DEF1
11	Bridgeland Hidden Creek Sec 29	C3P	
12	Cambridge Falls Sec 7	C3P	
13	Cambridge Falls Sec 8	C3P	
14	Cathedral Lakes	C3F	
15	Champion Ridge Office Condos	C2	
16	Crockett Street Terrace	C2	
17	Cypress Creek Lakes Sec 26	C3F	
18	Deerbrook Estates Sec 11	C3P	
19	Deroloc Addition partial replat no 1 partial replat no 1	C3F	
20	DNJS Rserve On Rankin Road	C2	
21	Fannin Station Sec 2 replat no 1	C3F	
22	Grand Vista Sec 8	C3F	
23	Harmony RPM4M Central partial replat no 1	C3F	
24	Harvest Green Sec 6	C3F	
25	Harvest Green Sec 7	C3F	
26	Harvest Green Sec 8	C3F	
27	Highland Glen Sec 3	C3F	
28	Imperial Trace Sec 3	C3F	
29	Intercontinental Crossing Business Park Sec 1	C3P	
30	Kings Lake Estates Sec 8	C3F	DEF2
31	Lakes at Creekside Sec 1	C3F	DEF1
32	Landmark Grand Champion	C2	
33	Mayfair at Clarkson	C3P	
34	McCrary Meadows GP	GP	
35	Memorial Green Sec 2	C3F	
36	Moore Heights	C3F	DEF1
37	Oneal FM 2920 Development	C2	DEF1
38	Phuoc Duc Buddhist Cultural Center	C2	
39	Pin Oak Enclave	C3F	
40	Pine Creek at Canyon Lakes West Sec 13	C3F	DEF1
41	Rankin Axis Development	C2	
42	Reach Unlimited	C2	



**Platting Summary****Houston Planning Commission****PC Date: August 21, 2014**

Item No.	Subdivision Plat Name	App	
		Type	Deferral
43	Sigala Pines	C2	
44	Somerset Green Sec 4	C3F	
45	Spring Collision	C2	
46	Tall Pines Plaza	C2	DEF1
47	Tan Oak Business Park	C3P	
48	Tavola GP	GP	
49	Tavola Sec 11	C3P	DEF1
50	Tavola Sec 12	C3P	DEF1
51	Tavola Sec 13	C3P	DEF1
52	Tavola Sec 14	C3P	DEF1
53	Towne Lake Commercial Reserve at Towne Lake Parkway	C2	
54	Towne Lake Detention Reserve at the Boardwalk	C2	
55	University Grove	C3P	
56	University of St Thomas Center for Science and Health Professions	C3F	
57	Upland Grove	C3F	DEF1
58	Ventana Lakes Sec 8	C3P	
59	Waldrons Grant Sec 2 replat no 1	C3F	
60	Westfield Ranch Sec 1	C3F	
61	Woodlands Village of Alden Bridge Zone 5 GP	GP	

**B-Replats**

62	Aftonshire Landing	C2R	
63	Ashley Pointe Sec 8	C3R	DEF1
64	Ashley Pointe Sec 11	C3R	DEF1
65	Ashley Pointe Sec 12	C3R	DEF1
66	Audubon Place partial replat no 2	C2R	
67	Bastrop Villas	C2R	
68	Brittmoore Tanner Industrial Park replat no 1 and extension	C2R	
69	Greater Commission	C2R	
70	Greenhouse Road Apartments	C3R	
71	Harris County ESD 17 Airline Drive	C2R	
72	Haven at Highland Knolls	C2R	
73	Heights Place	C2R	
74	Houston Kenswick Trade Center	C2R	DEF2
75	Houston Society for the Prevention of Cruelty to Animals	C2R	
76	Ingersoll Street Terrace	C2R	
77	Jackson Landing on Sandman Street	C2R	
78	Jones Square partial replat no 1	C2R	
79	Main Street Kingwood	C2R	
80	Mayfair Addition Sec 1 partial replat no 2	C2R	
81	Memorial City Way Center	C2R	
82	Midtown Landing	C2R	
83	Muneris	C2R	DEF1
84	Nett Street Landing	C2R	



**Platting Summary****Houston Planning Commission****PC Date: August 21, 2014**

Item No.	Subdivision Plat Name	App	
		Type	Deferral
85	Old River Terrace Third Section Extension partial replat no 1	C3R	
86	OTM Partners Old Spanish Trail replat no 1	C2R	DEF1
87	Pecore Lofts	C2R	
88	Peden Court	C2R	
89	Pine Briar Addition	C2R	
90	River Oaks District Westcreek Westheimer	C2R	DEF1
91	Rose Estates	C2R	
92	Rosslyn Addition partial replat no 1	C3R	
93	Saint Anthony of Padua Catholic Church and School	C2R	
94	Samantha Fitness	C2R	
95	Shady Acres Gardens	C2R	DEF1
96	Springfield Sec 5 partial replat no 3	C2R	
97	Town Corner Two	C2R	
98	Trails on Hyde Park	C2R	
99	Tricon Park Villas	C2R	
100	Tricons Bolsover Enclave	C2R	
101	Tricons Crocker Street Villas	C2R	
102	Tricons Knox Street Villas	C2R	
103	Tulane Trail	C2R	
104	Twenty Seventh Street Villas at Sunset Heights	C2R	
105	Wakefield Garden Oaks	C2R	
106	West 18th Street Gardens	C2R	
107	Westheimer Lakes North Commercial Reserve replat no 1	C2R	
108	Woodlands Village of Alden Bridge Sec 110	C3R	

**C-Public Hearings Requiring Notification**

109	Colquitt Court Sec 2 partial replat no 1	C3N	
110	Gardens at Twenty First Street replat no 1	C3N	
111	Greenview Manor Sec 2 partial replat no 2	C3N	
112	Harlem Heights partial replat no 1	C3N	
113	Melody Oaks partial replat no 10	C3N	
114	Monterrey at Willowbend Sec 4 partial replat no 1	C3N	
115	Nobility Park replat no 1	C3N	DEF1
116	Pecore Industrial	C3N	DEF1
117	Plainview Addition partial replat no 2	C3N	
118	Strathmore Park partial replat no 1 and extension	C3N	
119	Stude Rodger Heights replat no 1 partial replat no 1	C3N	DEF1

**D-Variances**

120	Aerovillas Hangar Home Sec 1	C2	
121	Audubon Place partial replat no 1	C2R	
122	Commerce Estates	C2R	
123	Hanover River Oaks	C2R	
124	Harmony West Sector	C3P	DEF1



**Platting Summary****Houston Planning Commission****PC Date: August 21, 2014**

Item No.	Subdivision Plat Name	App	
		Type	Deferral
125	Lakes at Creekside GP	GP	
126	Lakes at Creekside Sec 2	C3P	
127	Madek Price	C2	
128	Montrose Addition partial replat no 6	C2R	
129	Saddle Ridge Sec 6	C3P	DEF1
130	Wagner Heights	C2R	
131	Workshop Houston	C2R	

**E-Special Exceptions**

132	Cypress Landing East GP	GP	
133	Cypress Landing East Sec 11	C3P	

**F-Reconsideration of Requirements**

134	Aliana Sec 44	C3P	DEF1
135	Anserra GP	GP	DEF1
136	Anserra Sec 4	C3F	DEF1
137	Anserra Sec 5	C3F	DEF1
138	Bauer Road Wastewater Treatment Plant	C2	
139	Crosby High School GP	GP	
140	Crosby High School Sec 1	C3P	
141	Towne Lake Sec 38	C3F	DEF1

**G-Extensions of Approval**

142	Azutami	EOA	
143	Edgewood Village Sec 3	EOA	
144	Generation Park West Rail Sit Yard	EOA	
145	Park Place	EOA	
146	San Jacinto College North Campus West Addition	EOA	
147	Villages of Cypress Lakes Sec 29	EOA	
148	Woodlands Waterway Square partial replat no 1 partial replat no 1	EOA	

**H-Name Changes**

149	Northgrove GP (prev. Woodbridge at Spring Creek GP)	NC	
150	Northgrove Water Plant Site no 1 (prev. Woodbridge at Spring Creek Water Plant Site no 1)	NC	
151	Northgrove WWTP no 1 (prev. Woodbridge at Spring Creek WWTP no 1)	NC	
152	Northgrove Sec 1 (prev. Woodbridge at Spring Creek Sec 1)	NC	
153	Northgrove Sec 2 (prev. Woodbridge at Spring Creek Sec 2)	NC	
154	Northgrove Sec 3 (prev. Woodbridge at Spring Creek Sec 3)	NC	
155	Northgrove Sec 4 (prev. Woodbridge at Spring Creek Sec 4)	NC	
156	Northgrove Sec 5 (prev. Woodbridge at Spring Creek Sec 5)	NC	

**I-Certification of Compliance**



**Platting Summary****Houston Planning Commission****PC Date: August 21, 2014**

Item		App	
No.	Subdivision Plat Name	Type	Deferral
None		COC	

**J-Administrative**

None

**K-Development Plats with Variance Requests**

157	1712 Capron Street	DPV
158	1713 Pannell Street	DPV
159	1035 West 30th Street	DPV
160	3123 Gannett Street	DPV



**Platting Summary****Houston Planning Commission****PC Date: August 21, 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

**A-Consent**

1	Aliana Sec 34	2014-2010	C3P	Fort Bend	ETJ	567A	13.47	1.47	24	Aliana Development	LJA Engineering, Inc.- (West Houston Office)
2	Ashford Grove East Sec 1	2014-1961	C3P	Harris	ETJ	329B	13.85	4.18	56	Woodmere Development Co., Ltd	Robert Doley, Planner
3	August Lakes Sec 1	2014-1955	C3F	Waller	ETJ	444J	72.51	26.83	33	B4 Diversified Holding, Ilc	Texas Engineering And Mapping Company
4	Barker Village Sec 2 partial replat no 2 and extension	2014-1982	C3F	Harris	ETJ	407S	14.83	0.88	71	KB HOME LONE STAR INC	Brown & Gay Engineers, Inc.
5	Beechnut Street Dedication Sec 1	2014-1997	C3F	Fort Bend	ETJ	526R	10.61	0.00	0	Taylor Morrison of Texas Inc.	Costello, Inc.
6	Benbow Reserve	2014-1948	C2	Harris	City	450U	0.95	0.95	0	Surv-Tex Surveying Inc	Surv-Tex surveying Inc.
7	Blue Ash Center	2014-1980	C2	Harris	ETJ	372C	5.10	5.10	0	KDWLTD	Century Engineering, Inc
8	Boardwalk at Towne Lake	2014-1995	C2	Harris	ETJ	367W	20.63	20.63	0	Caldwell Companies	EHRA
9	Brazos Sage Drive Street Dedication Sec 1	2014-1936	SP	Harris	ETJ	366U	1.94	0.00	0	Mischer Development, L.P.	Brown & Gay Engineers, Inc.
10	Bridgeland Hidden Creek Sec 19 (DEF1)	2014-1864	C3F	Harris	ETJ	366N	25.93	4.84	98	BRIDGELAND DEVELOPMENT LP	Costello, Inc.
11	Bridgeland Hidden Creek Sec 29	2014-1953	C3P	Harris	ETJ	366N	9.32	0.35	15	Bridgeland Devlopment L.P.	LJA Engineering, Inc - (Woodlands Office)
12	Cambridge Falls Sec 7	2014-1891	C3P	Fort Bend	ETJ	611T	7.28	0.00	39	Compass Land Development	LJA Engineering, Inc.- (West Houston Office)
13	Cambridge Falls Sec 8	2014-2024	C3P	Fort Bend	ETJ	611T	3.51	0.00	21	Compass Land Development	LJA Engineering, Inc.- (West Houston Office)
14	Cathedral Lakes	2014-1933	C3F	Montgomery	ETJ	252X	128.48	124.15	0	Grace International Churches and Ministries, Inc.	CobbFendley
15	Champion Ridge Office Condos	2014-1943	C2	Harris	ETJ	289Y	4.96	4.96	0	Southern Home Builders	Town and Country Surveyors
16	Crockett Street Terrace	2014-1999	C2	Harris	City	493F	0.11	0.00	3	Urban Living, LP	Total Surveyors, Inc.
17	Cypress Creek Lakes Sec 26	2014-1935	C3F	Harris	ETJ	366U	39.51	7.81	121	Mischer Development, L.P.	Brown & Gay Engineers, Inc.
18	Deerbrook Estates Sec 11	2014-1975	C3P	Harris	City/ ETJ	335N	21.14	1.24	97	LGI Homes-Texas, LLC	Pape-Dawson Engineers
19	Deroloc Addition partial replat no 1 partial replat no 1	2014-1856	C3F	Harris	City	451H	0.47	0.00	3	Rob Ryan Construction	Melissa's platting service
20	DNJS Rserve On Rankin Road	2014-2000	C2	Harris	City	372F	6.38	6.38	0	ASHTON SAWING AND DRILING	PROSURV
21	Fannin Station Sec 2 replat no 1	2014-2012	C3F	Harris	City	532Z	7.14	1.69	115	InTownHomes, LTD	Windrose Land Services, Inc.
22	Grand Vista Sec 8	2014-2017	C3F	Fort Bend	ETJ	526R	42.28	28.05	85	Taylor Morrison of Texas Inc.	Costello, Inc.
23	Harmony RPM4M Central partial replat no 1	2014-2007	C3F	Montgomery	ETJ	293B	5.06	3.84	0	RPM4M Ventures, LP	Jones & Carter, Inc.



**Platting Summary****Houston Planning Commission****PC Date: August 21, 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
24	Harvest Green Sec 6	2014-1991	C3F	Fort Bend	ETJ	566F	23.83	14.34	0	Johnson Development	Jones & Carter, Inc.
25	Harvest Green Sec 7	2014-1994	C3F	Fort Bend	ETJ	566G	8.53	5.55	10	Johnson Development	Jones & Carter, Inc.
26	Harvest Green Sec 8	2014-1996	C3F	Fort Bend	ETJ	566G	3.89	0.36	8	Johnson Development	Jones & Carter, Inc.
27	Highland Glen Sec 3	2014-1916	C3F	Harris	ETJ	332H	0.91	0.28	3	Highland Resources	Van De Wiele & Vogler, Inc.
28	Imperial Trace Sec 3	2014-1931	C3F	Harris	ETJ	332R	7.27	0.30	41	Elan Development, L.P.	McDonough Engineering Corporation
29	Intercontinental Crossing Business Park Sec 1	2014-2018	C3P	Harris	ETJ	333Y	37.30	34.30	0	INTERCONTINENT AL CROSSING, LP	Jones & Carter, Inc. - The Woodlands
30	Kings Lake Estates Sec 8 (DEF2)	2014-1429	C3F	Harris	City/ ETJ	337N	44.81	2.21	37	KL-5, LLC, A TEXAS LIMITED LIABILITY COMPANY	Brown & Gay Engineers, Inc.
31	Lakes at Creekside Sec 1 (DEF1)	2014-1875	C3F	Harris	ETJ	249V	47.12	14.89	100	LAKES AT CREEKSIDE, LLC	LJA Engineering, Inc.- (West Houston Office)
32	Landmark Grand Champion	2014-1878	C2	Harris	ETJ	289X	17.75	17.08	0	Gleannloch Commercial Development, L.P.	LJA Engineering, Inc.- (West Houston Office)
33	Mayfair at Clarkson	2014-1983	C3P	Harris	City	451Z	1.42	0.16	20	Beacon Builders	Total Surveyors, Inc.
34	McCrary Meadows GP	2014-1989	GP	Fort Bend	ETJ	565G	200.22	0.00	0	Ventana Development	LJA Engineering, Inc.- (West Houston Office)
35	Memorial Green Sec 2	2014-1914	C3F	Harris	City	489M	6.38	1.49	53	The Methodist Hospital	Windrose Land Services, Inc.
36	Moore Heights (DEF1)	2014-1802	C3F	Harris	ETJ	485A	27.17	26.39	0	Jae Moore	Van De Wiele & Vogler, Inc.
37	Oneal FM 2920 Development (DEF1)	2014-1886	C2	Harris	ETJ	290Q	9.76	9.76	0	Robert and Norma O'neal Family Patnership No 1	LJA Engineering, Inc.- (West Houston Office)
38	Phuoc Duc Buddhist Cultural Center	2014-1905	C2	Harris	ETJ	371V	1.00	1.00	0	alvarado group	Replat Specialists
39	Pin Oak Enclave	2014-2032	C3F	Fort Bend	ETJ	484G	26.16	10.48	62	Pulte Homes	GBI Partners, LP
40	Pine Creek at Canyon Lakes West Sec 13 (DEF1)	2014-1893	C3F	Harris	ETJ	406F	14.94	1.39	62	beazer homes	AGS CONSULTANTS LLC
41	Rankin Axis Development	2014-1918	C2	Harris	ETJ	372H	1.33	1.33	0	ADKISSON GROUP	The Pinnell Group, LLC
42	Reach Unlimited	2014-2033	C2	Harris	ETJ	367M	9.99	9.99	0	Reach Unlimited, Inc.	Windrose Land Services, Inc.
43	Sigala Pines	2014-1913	C2	Harris	City	452Y	0.30	0.00	2	Lidia I. Sigala	Windrose Land Services, Inc.
44	Somerset Green Sec 4	2014-1964	C3F	Harris	City	492A	4.65	0.77	74	Development Houston In Town LP	Brown & Gay Engineers, Inc.
45	Spring Collision	2014-1972	C2	Harris	ETJ	330N	2.08	2.08	0	Spring Collision L.L.C. dba A-1 Auto & Collision	John G. Thomas and Associates, Inc. dba Thomas Land Surveying
46	Tall Pines Plaza (DEF1)	2014-1879	C2	Harris	ETJ	368D	2.05	2.05	0	Axis Development	South Texas Surveying Associates, Inc.



**Platting Summary****Houston Planning Commission****PC Date: August 21, 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
47	Tan Oak Business Park	2014-2021	C3P	Harris	ETJ	332Y	109.68	107.86	0	Liberty Property Limited Partnership	Terra Associates, Inc.
48	Tavola GP	2014-1988	GP	Montgomery	ETJ	257E	1043.91	0.00	0	Friendswood Development Company	RVi Planning + Landscape Architecture
49	Tavola Sec 11 (DEF1)	2014-1812	C3P	Montgomery	ETJ	257F	15.69	3.93	50	Friendswood Development Company	RVi Planning + Landscape Architecture
50	Tavola Sec 12 (DEF1)	2014-1814	C3P	Montgomery	ETJ	257F	11.99	0.37	51	Friendswood Development Company	RVi Planning + Landscape Architecture
51	Tavola Sec 13 (DEF1)	2014-1807	C3P	Montgomery	ETJ	257F	11.43	0.07	47	Friendswood Development Company	RVi Planning + Landscape Architecture
52	Tavola Sec 14 (DEF1)	2014-1810	C3P	Montgomery	ETJ	257F	13.33	0.38	58	Friendswood Development Company	RVi Planning + Landscape Architecture
53	Towne Lake Commercial Reserve at Towne Lake Parkway	2014-2001	C2	Harris	ETJ	367W	12.73	12.73	0	Caldwell Companies	EHRA
54	Towne Lake Detention Reserve at the Boardwalk	2014-2008	C2	Harris	ETJ	367W	11.81	11.81	0	Caldwell Companies	EHRA
55	University Grove	2014-1981	C3P	Harris	City	494S	1.90	0.07	42	Leeland Baking Co., LLC.	Vernon G. Henry & Associates, Inc.
56	University of St Thomas Center for Science and Health Professions	2014-1939	C3F	Harris	City	493W	1.67	1.67	0	University of St Thomas	Terra Surveying Company, Inc.
57	Upland Grove (DEF1)	2014-1748	C3F	Harris	City	449X	1.25	0.14	21	IntownHomes, Ltd.	TKE Development Services, Ltd.
58	Ventana Lakes Sec 8	2014-1968	C3P	Harris	ETJ	445F	24.01	10.31	55	D. R. Horton - Texas, LTD.	EHRA
59	Waldrons Grant Sec 2 replat no 1	2014-2034	C3F	Harris	City	492H	0.12	0.00	2	Alpesh Intwala	Tetra Surveys
60	Westfield Ranch Sec 1	2014-2003	C3F	Harris	ETJ	446F	40.07	8.17	130	Woodmere Development Co., LTD	AECOM
61	Woodlands Village of Alden Bridge Zone 5 GP	2014-1951	GP	Montgomery	ETJ	217T	500.00	0.00	0	The Woodlands Land Development Company, L.P.	LJA Engineering, Inc - (Woodlands Office)

**B-Replats**

62	Aftonshire Landing	2014-1979	C2R	Harris	City	491V	0.26	0.00	5	McCollum City Homes, LLC	Total Surveyors, Inc.
63	Ashley Pointe Sec 8 (DEF1)	2014-1669	C3R	Harris	ETJ	616L	21.32	2.30	56	Ashley Pointe Development, LP	Blackline Engineering
64	Ashley Pointe Sec 11 (DEF1)	2014-1670	C3R	Harris	ETJ	616L	10.61	0.62	36	Ashley Pointe Development, LP	Blackline Engineering
65	Ashley Pointe Sec 12 (DEF1)	2014-1671	C3R	Harris	ETJ	616L	12.84	0.98	38	Ashley Pointe Development, LP	Blackline Engineering
66	Audubon Place partial replat no 2	2014-2016	C2R	Harris	City	492T	0.22	0.20	0	Williams Square Properties, Inc.	Miller Survey Group
67	Bastrop Villas	2014-1957	C2R	Harris	City	493Y	0.12	0.00	2	ADR Group LLC	Owens Management Systems, LLC



**Platting Summary****Houston Planning Commission****PC Date: August 21, 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
68	Brittmoore Tanner Industrial Park replat no 1 and extension	2014-1969	C2R	Harris	ETJ	449C	24.76	24.76	0	Kimley-Horn, Inc	Terra Surveying Company, Inc.
69	Greater Commission	2014-1840	C2R	Harris	City	412S	2.08	2.08	0	Greater Commission	Hawkland
70	Greenhouse Road Apartments	2014-1898	C3R	Harris	ETJ	446Z	11.05	11.05	0	Davis Development	R.G. Miller Engineers
71	Harris County ESD 17 Airline Drive	2014-1971	C2R	Harris	ETJ	413E	14.58	14.58	0	HARRIS COUNTY E.S.D. # 17	REKHA ENGINEERING, INC.
72	Haven at Highland Knolls	2014-1823	C2R	Harris	ETJ	486K	5.00	5.00	0	Haven at Highland Knolls	Paksima Group, Inc.
73	Heights Place	2014-1932	C2R	Harris	City	492D	0.11	0.00	2	Madi Group International, LLC	Paksima Group, Inc.
74	Houston Kenswick Trade Center (DEF2)	2014-1734	C2R	Harris	City	335W	21.50	21.50	0	Houston Intercontinental Trade Center, L.P.	EHRA
75	Houston Society for the Prevention of Cruelty to Animals	2014-1929	C2R	Harris	City	492A	11.87	11.87	0	PIN OAK INTERESTS, LLC	C.L. Davis & Company
76	Ingersoll Street Terrace	2014-1973	C2R	Harris	City	491Z	0.20	0.00	4	Arcada Homes, LLC	Total Surveyors, Inc.
77	Jackson Landing on Sandman Street	2014-1793	C2R	Harris	City	492G	0.11	0.00	3	City Choice Homes L.L.C.	ICMC GROUP INC
78	Jones Square partial replat no 1	2014-1966	C2R	Harris	ETJ	409B	3.51	3.51	0	ALDI, INC.	Civil Concepts, Inc.
79	Main Street Kingwood	2014-1657	C2R	Harris	City	337B	33.71	33.71	0	Main Street Kingwood, Ltd	Windrose Land Services, Inc.
80	Mayfair Addition Sec 1 partial replat no 2	2014-1942	C2R	Harris	City	492T	1.04	1.04	0	South Winstone LLC	American-Lupher Land Surveyors, Inc.
81	Memorial City Way Center	2014-1912	C2R	Harris	City	490A	6.36	6.36	0	Memorial City Towers, Ltd.	Windrose Land Services, Inc.
82	Midtown Landing	2014-1986	C2R	Harris	City	493P	0.12	0.00	3	1602 Val St Development, LLC	Total Surveyors, Inc.
83	Muneris (DEF1)	2014-1860	C2R	Harris	City	450D	0.62	0.62	0	South Texas Surveying Associates, Inc	South Texas Surveying Associates, Inc.
84	Nett Street Landing	2014-1831	C2R	Harris	City	492H	0.34	0.00	9	Tranquility Development Group, LLC	Total Surveyors, Inc.
85	Old River Terrace Third Section Extension partial replat no 1	2014-1759	C3R	Harris	ETJ	458Z	11.10	5.18	3	Manuel Martinez	Tetra Surveys
86	OTM Partners Old Spanish Trail replat no 1 (DEF1)	2014-1780	C2R	Harris	City	533L	2.53	2.53	0	OTM Partners L.P.	K. Chen Engineering
87	Pecore Lofts	2014-1788	C2R	Harris	City	493B	0.18	0.00	3	DESIGN3 STUDIO INC.	Field Data Srvce, Inc
88	Peden Court	2014-2025	C2R	Harris	City	493N	0.11	0.00	2	Lake Street Ventures, LLC	The Interfield Group
89	Pine Briar Addition	2014-1902	C2R	Harris	City	452U	0.30	0.00	8	Olde Good Things, Inc.	PROSURV
90	River Oaks District Westcreek Westheimer (DEF1)	2014-1859	C2R	Harris	City	491V	3.44	3.40	0	Oliver McMillan	Bury
91	Rose Estates	2014-1917	C2R	Harris	ETJ	410N	13.90	13.90	0	TEXVEST LLC	The Pinnell Group, LLC



**Platting Summary****Houston Planning Commission****PC Date: August 21, 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
92	Rosslyn Addition partial replat no 1	2014-1970	C3R	Harris	City	451E	5.71	5.50	0	New Nurseries Bingle, LLC	Vernon G. Henry & Associates, Inc.
93	Saint Anthony of Padua Catholic Church and School	2014-2013	C2R	Montgomery	ETJ	216P	21.94	21.94	0	Most Reverend Daniel Cardinal DiNardo Archbishop of Galveston-Houston	Windrose Land Services, Inc.
94	Samantha Fitness	2014-1868	C2R	Harris	City	531X	3.01	3.01	0	WU PROPERTY MANAGEMENT LLC	Advance Surveying, Inc.
95	Shady Acres Gardens (DEF1)	2014-1833	C2R	Harris	City	452U	1.43	0.07	37	Cityside Homes, LLC	Total Surveyors, Inc.
96	Springfield Sec 5 partial replat no 3	2014-1967	C2R	Harris	ETJ	485B	18.49	18.49	0	Kimley-Horn, Inc	Terra Surveying Company, Inc.
97	Town Corner Two	2014-1934	C2R	Harris	City	452V	0.15	0.15	0	20th and Rutland LLC	Karen Rose Engineering and Surveying
98	Trails on Hyde Park	2014-2004	C2R	Harris	City	493N	0.12	0.00	3	LACASA INTERNATIONAL	ICMC GROUP INC
99	Tricon Park Villas	2014-1924	C2R	Harris	City	492V	0.11	0.00	2	BERCON LTD	MOMENTUM ENGINEERING
100	Tricons Bolsover Enclave	2014-1959	C2R	Harris	City	532D	0.27	0.00	4	Tricon Homes	Owens Management Systems, LLC
101	Tricons Crocker Street Villas	2014-1993	C2R	Harris	City	493N	0.11	0.00	2	Tricon Homes, Inc.	TKE Development Services, Ltd.
102	Tricons Knox Street Villas	2014-1990	C2R	Harris	City	492L	0.26	0.00	5	Tricon Homes, Inc.	TKE Development Services, Ltd.
103	Tulane Trail	2014-1950	C2R	Harris	City	492D	0.63	0.00	8	Sullivan Brothers Builders LTD	TKE Development Services, Ltd.
104	Twenty Seventh Street Villas at Sunset Heights	2014-1925	C2R	Harris	City	453T	0.11	0.00	2	Momentum Engineering	MOMENTUM ENGINEERING
105	Wakefield Garden Oaks	2014-1927	C2R	Harris	City	452Q	0.33	0.00	8	Urban Living, LP	Total Surveyors, Inc.
106	West 18th Street Gardens	2014-1976	C2R	Harris	City	452U	0.25	0.00	5	Tranquility Development Group, LLC	Total Surveyors, Inc.
107	Westheimer Lakes North Commercial Reserve replat no 1	2014-2031	C2R	Fort Bend	ETJ	524J	3.32	3.32	0	Westheimer Lakes Venture, LP	Windrose Land Services, Inc.
108	Woodlands Village of Alden Bridge Sec 110	2014-1952	C3R	Montgomery	ETJ	217N	6.42	1.81	34	The Woodlands Land Development Company, L.P.	LJA Engineering, Inc - (Woodlands Office)

**C-Public Hearings Requiring Notification**

109	Colquitt Court Sec 2 partial replat no 1	2014-1736	C3N	Harris	City	492Y	0.15	0.00	2	Rainbow Custom Homes LLC	Owens Management Systems, LLC
110	Gardens at Twenty First Street replat no 1	2014-1566	C3N	Harris	City	452T	0.42	0.04	9	SBH HEIGHTS LLC	SBH Heights LLC
111	Greenvew Manor Sec 2 partial replat no 2	2014-1610	C3N	Harris	City	373R	0.76	0.76	0	QVALVECO, LLC	E.I.C. Surveying Company
112	Harlem Heights partial replat no 1	2014-1454	C3N	Harris	City	490X	0.23	0.23	0	Rick Wise	Jalayer And Associates, Inc.



**Platting Summary****Houston Planning Commission****PC Date: August 21, 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
113	Melody Oaks partial replat no 10	2014-1337	C3N	Harris	City	451X	0.28	0.03	3	Trejo	Field Data Srvce, Inc
114	Monterrey at Willowbend Sec 4 partial replat no 1	2014-1682	C3N	Fort Bend	ETJ	484R	2.06	0.00	5	Meritage Homes of Texas, LLC.	Brown & Gay Engineers, Inc.
115	Nobility Park replat no 1 (DEF1)	2014-1625	C3N	Harris	City	494J	3.25	0.21	61	Cityside Homes, LLC	Total Surveyors, Inc.
116	Pecore Industrial (DEF1)	2014-1267	C3N	Harris	City	453X	0.20	0.20	0	Field Data Service, Inc.	Field Data Srvce, Inc
117	Plainview Addition partial replat no 2	2014-1542	C3N	Harris	City	492V	0.11	0.00	2	Sandcastle Homes	MOMENTUM ENGINEERING
118	Strathmore Park partial replat no 1 and extension	2014-1719	C3N	Harris	ETJ	406R	7.02	7.02	0	Brooks and Sparks, Inc.	West Belt Surveying, Inc.
119	Stude Rodger Heights replat no 1 partial replat no 1 (DEF1)	2014-1558	C3N	Harris	City	453S	0.08	0.00	1	Field Data Service, Inc.	Field Data Srvce, Inc

**D-Variances**

120	Aerovillas Hangar Home Sec 1	2014-1949	C2	Harris	ETJ	447P	10.83	7.52	13	West Houston Airport Corp.	Landtech Consultants, Inc.
121	Audubon Place partial replat no 1	2014-1839	C2R	Harris	City	492T	0.73	0.68	0	Williams Square Properties, Inc.	Miller Survey Group
122	Commerce Estates	2014-1974	C2R	Harris	City	494N	0.12	0.00	3	Jose Colunga	Owens Management Systems, LLC
123	Hanover River Oaks	2014-1998	C2R	Harris	City	492U	1.66	1.59	0	The Hanover Company	Brown & Gay Engineers, Inc.
124	Harmony West Sector (DEF1)	2014-1907	C3P	Montgomery	ETJ	293L	72.52	11.69	238	Shae Homes	Jones & Carter, Inc. - The Woodlands
125	Lakes at Creekside GP	2014-2028	GP	Harris	ETJ	249Z	276.20	0.00	0	Flair Development	BGE Kerry R. Gilbert Associates
126	Lakes at Creekside Sec 2	2014-2029	C3P	Harris	ETJ	249V	22.60	5.15	46	Flair Development	BGE Kerry R. Gilbert Associates
127	Madek Price	2014-1938	C2	Harris	ETJ	250R	5.99	5.99	0	Madek-Price L.L.C.	Rubio Engineering Company F-12313
128	Montrose Addition partial replat no 6	2014-1985	C2R	Harris	City	493S	0.57	0.55	0	Montrose & Marshall, LLC	Vernon G. Henry & Associates, Inc.
129	Saddle Ridge Sec 6 (DEF1)	2014-1900	C3P	Harris	ETJ	334R	8.43	0.04	54	Castlerock Communities	IDS Engineering Group
130	Wagner Heights	2014-1954	C2R	Harris	City	493E	0.39	0.00	9	Clear Scope LLC	Hovis Surveying Company Inc.
131	Workshop Houston	2014-1940	C2R	Harris	City	493Y	0.46	0.46	0	Workshop Houston	Karen Rose Engineering and Surveying

**E-Special Exceptions**

132	Cypress Landing East GP	2014-2005	GP	Harris	ETJ	326U	40.20	0.00	0	Pulte Homes	BGE Kerry R. Gilbert Associates
133	Cypress Landing East Sec 11	2014-2006	C3P	Harris	ETJ	326U	22.50	6.88	77	Pulte Homes	BGE Kerry R. Gilbert Associates

**F-Reconsideration of Requirements**

134	Aliana Sec 44 (DEF1)	2014-1904	C3P	Fort Bend	ETJ	566D	34.33	10.99	69	Aliana Development	LJA Engineering, Inc.- (West Houston Office)
-----	----------------------	-----------	-----	-----------	-----	------	-------	-------	----	--------------------	--



**Platting Summary****Houston Planning Commission****PC Date: August 21, 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
135	Anserra GP (DEF1)	2014-1887	GP	Fort Bend	Outsi de ETJ	483G	120.60	0.00	0	KB Home	BGE Kerry R. Gilbert Associates
136	Anserra Sec 4 (DEF1)	2014-1846	C3F	Fort Bend	Outsi de ETJ	483G	14.21	1.13	43	KB Home Lonestar Inc., a Texas Corporation	Jones & Carter, Inc.
137	Anserra Sec 5 (DEF1)	2014-1847	C3F	Fort Bend	Outsi de ETJ	483G	17.46	11.40	21	KB Home Lonestar Inc., a Texas Corporation	Jones & Carter, Inc.
138	Bauer Road Wastewater Treatment Plant	2014-1874	C2	Harris	ETJ	325B	10.99	10.99	0	LGI Homes - Texas LLC	Pape-Dawson Engineers
139	Crosby High School GP	2014-1965	GP	Harris	ETJ	419L	374.28	0.00	0	Crosby Independent School District	LJA Engineering, Inc.- (West Houston Office)
140	Crosby High School Sec 1	2014-1910	C3P	Harris	ETJ	419L	80.08	74.43	0	Crosby Independent School District	LJA Engineering, Inc.- (West Houston Office)
141	Towne Lake Sec 38 (DEF1)	2014-1901	C3F	Harris	ETJ	367S	21.65	2.79	51	Caldwell Companies	EHRA

**G-Extensions of Approval**

142	Azutami	2013-2332	EOA	Harris	ETJ	411M	0.60	0.60	0	cas survey	Replat Specialists
143	Edgewood Village Sec 3	2013-2295	EOA	Harris	ETJ	457G	8.97	0.10	55	Woodmere Development Co., LTD.	IDS Engineering Group
144	Generation Park West Rail Sit Yard	2013-2226	EOA	Harris	ETJ	416F	82.60	82.60	0	MRA GP WEST, LLC	Baseline Corporation
145	Park Place	2013-2430	EOA	Harris	City	492L	2.27	2.27	0	57 Off Memorial Ventures, LLC a Texas Limited Liability Company	Vernon G. Henry & Associates, Inc.
146	San Jacinto College North Campus West Addition	2013-2497	EOA	Harris	ETJ	457T	23.83	23.83	0	Brooks and Sparks	West Belt Surveying, Inc.
147	Villages of Cypress Lakes Sec 29	2013-2318	EOA	Harris	ETJ	326Z	16.77	2.10	57	Woodmere Development Co.	R.G. Miller Engineers
148	Woodlands Waterway Square partial replat no 1 partial replat no 1	2013-2628	EOA	Montgo mery	ETJ	251H	0.83	0.83	0	The Woodlands Development Company	Vogt Engineering, LP

**H-Name Changes**

149	Northgrove GP (prev. Woodbridge at Spring Creek GP)	2014-0762	NC	MULTI PLE	ETJ	249K	595.00	0.00	0	Toll Brothers	Costello, Inc.
150	Northgrove Water Plant Site no 1 (prev. Woodbridge at Spring Creek Water Plant Site no 1)	2014-1515	NC	Montgo mery	ETJ	249K	2.29	2.29	0	Toll Brothers	Costello, Inc.



**Platting Summary****Houston Planning Commission****PC Date: August 21, 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
151	Northgrove WWTP no 1 (prev. Woodbridge at Spring Creek WWTP no 1)	2014-1525	NC	Montgomery	ETJ	249K	3.54	3.54	0	Toll Brothers	Costello, Inc.
152	Northgrove Sec 1 (prev. Woodbridge at Spring Creek Sec 1)	2014-1573	NC	Montgomery	ETJ	249K	32.34	24.04	0	Toll Brothers	Costello, Inc.
153	Northgrove Sec 2 (prev. Woodbridge at Spring Creek Sec 2)	2014-1574	NC	Montgomery	ETJ	249K	19.84	4.37	48	Toll Brothers	Costello, Inc.
154	Northgrove Sec 3 (prev. Woodbridge at Spring Creek Sec 3)	2014-1575	NC	Montgomery	ETJ	249K	27.59	5.98	79	Toll Brothers	Costello, Inc.
155	Northgrove Sec 4 (prev. Woodbridge at Spring Creek Sec 4)	2014-1230	NC	Montgomery	ETJ	249K	15.84	4.72	26	Toll Brothers	Costello, Inc.
156	Northgrove Sec 5 (prev. Woodbridge at Spring Creek Sec 5)	2014-0288	NC	Montgomery	ETJ	249K	39.90	15.75	43	Toll Brothers	Costello, Inc.

**I-Certification of Compliance**

None

**J-Administrative**

None

**K-Development Plats with Variance Requests**

157	1712 Capron Street	14031780 DPV	Harris	City	494E					Cathy Torregano	Fifth Ward CRC
158	1713 Pannell Street	14027879 DPV	Harris	City	494F					Cathy Torregano	Fifth Ward CRC
159	1035 West 30th Street	14062250 DPV	Harris	City	452Q					Amber M. Campise	Amber M. Campise
160	3123 Gannett Street	14077706 DPV	Harris	City	532P					Marvel Wimbley	Innovative Permit Expeditors



# Houston Planning Commission

**ITEM: 109**

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Colquitt Court Sec 2 partial replat no 1**

**Applicant: Owens Management Systems, LLC**



**C – Public Hearings**

**Site Location**



# Houston Planning Commission

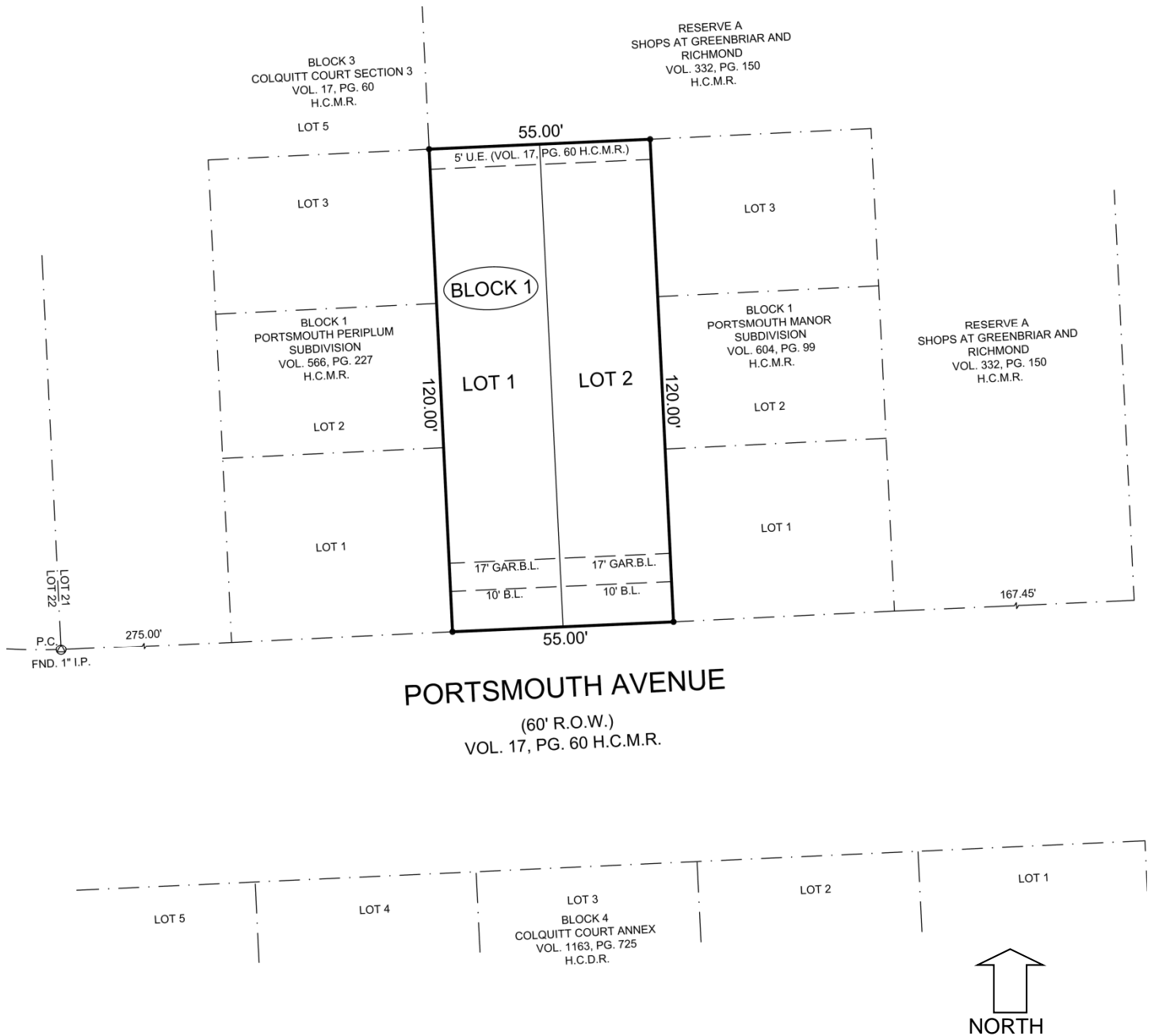
## ITEM: 109

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Colquitt Court Sec 2 partial replat no 1**

**Applicant: Owens Management Systems, LLC**



**C – Public Hearings**

**Subdivision**



---

# Houston Planning Commission

## ITEM: 109

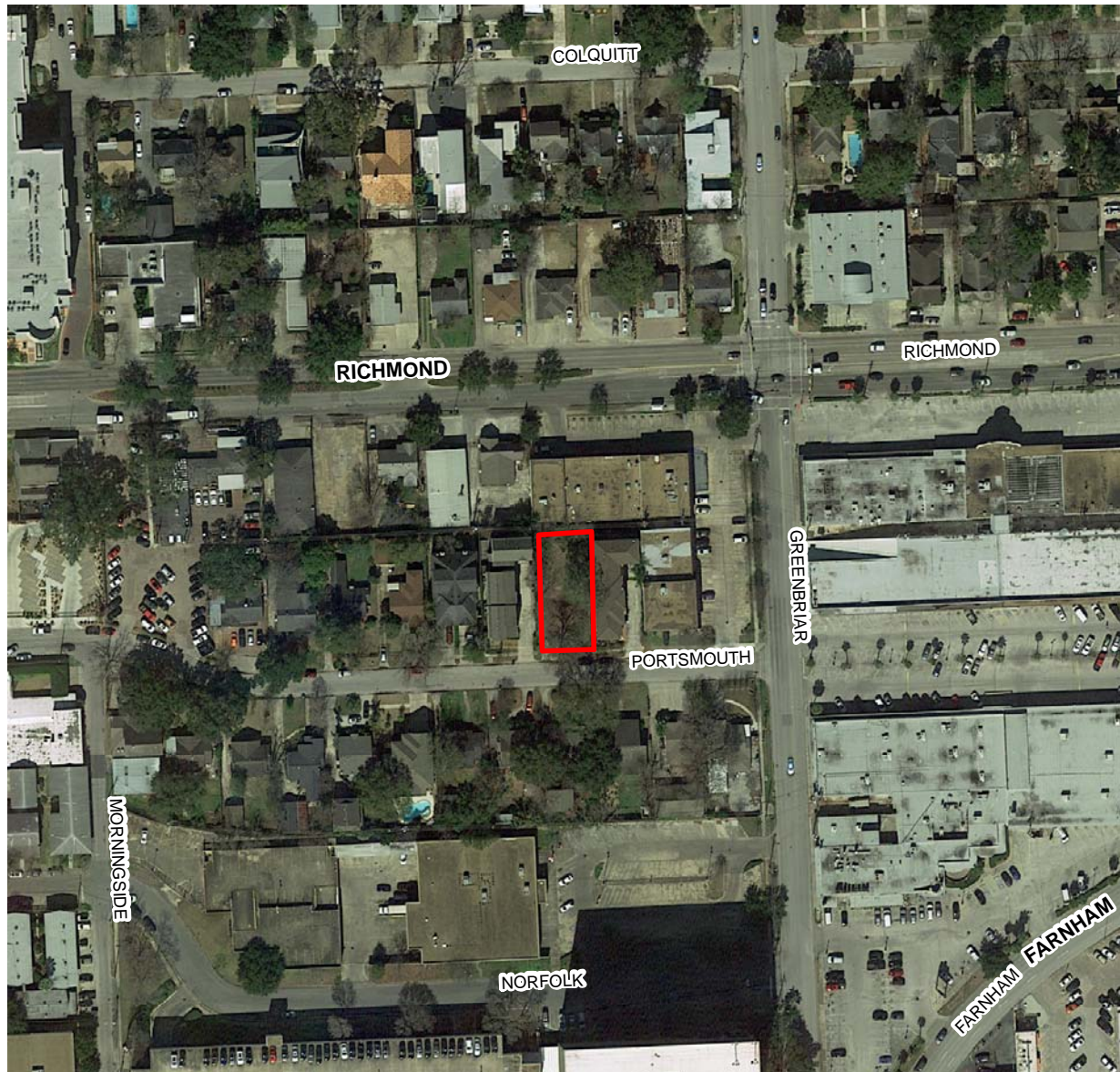
Planning and Development Department

Meeting Date: 08/21/2014

---

Subdivision Name: Colquitt Court Sec 2 partial replat no 1

Applicant: Owens Management Systems, LLC



---

**C – Public Hearings**

**Aerial**

---



# Houston Planning Commission

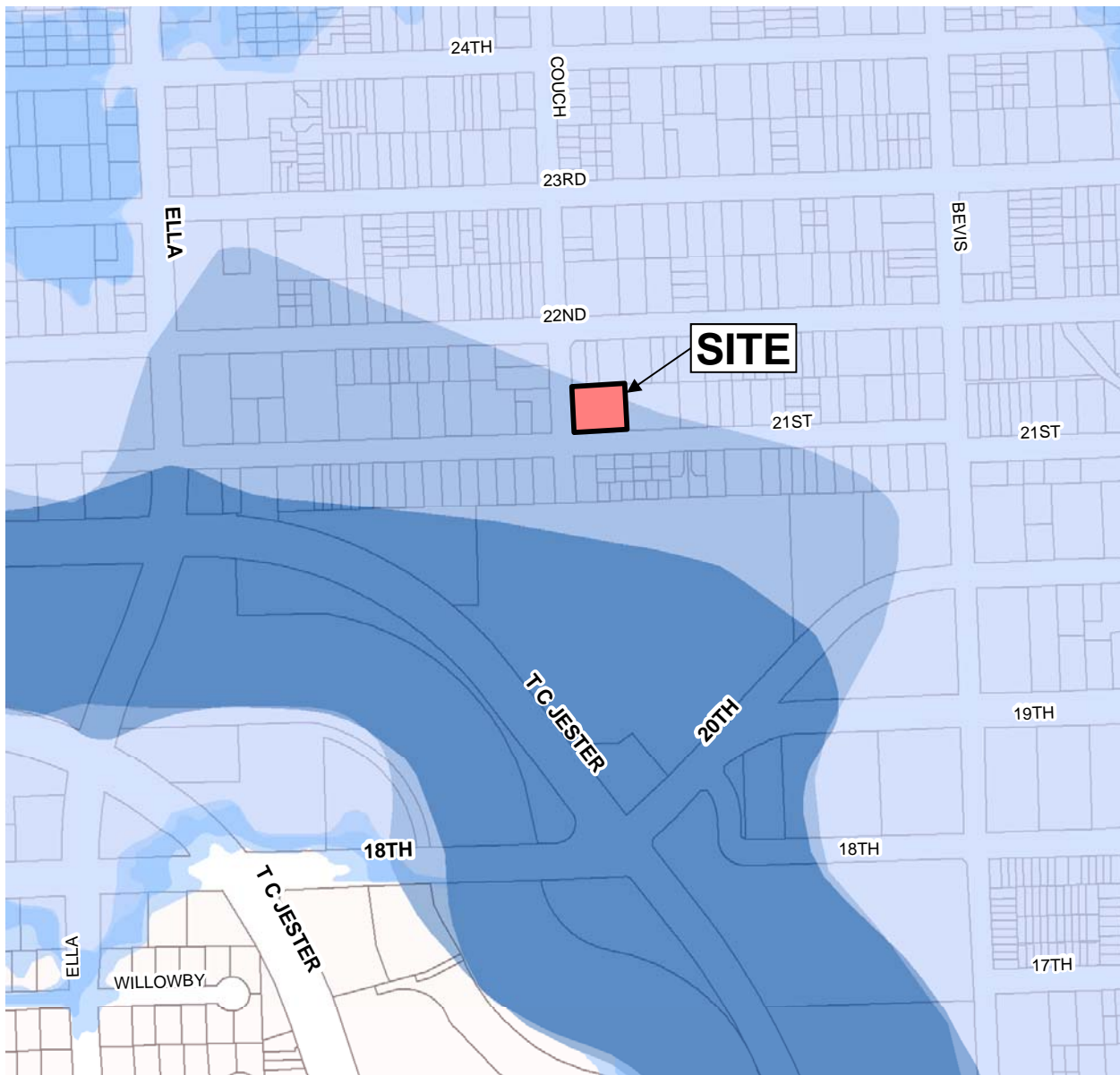
**ITEM: 110**

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Gardens at Twenty First Street replat no 1**

**Applicant: SBH Heights LLC**



**C – Public Hearings**

**Site Location**



# Houston Planning Commission

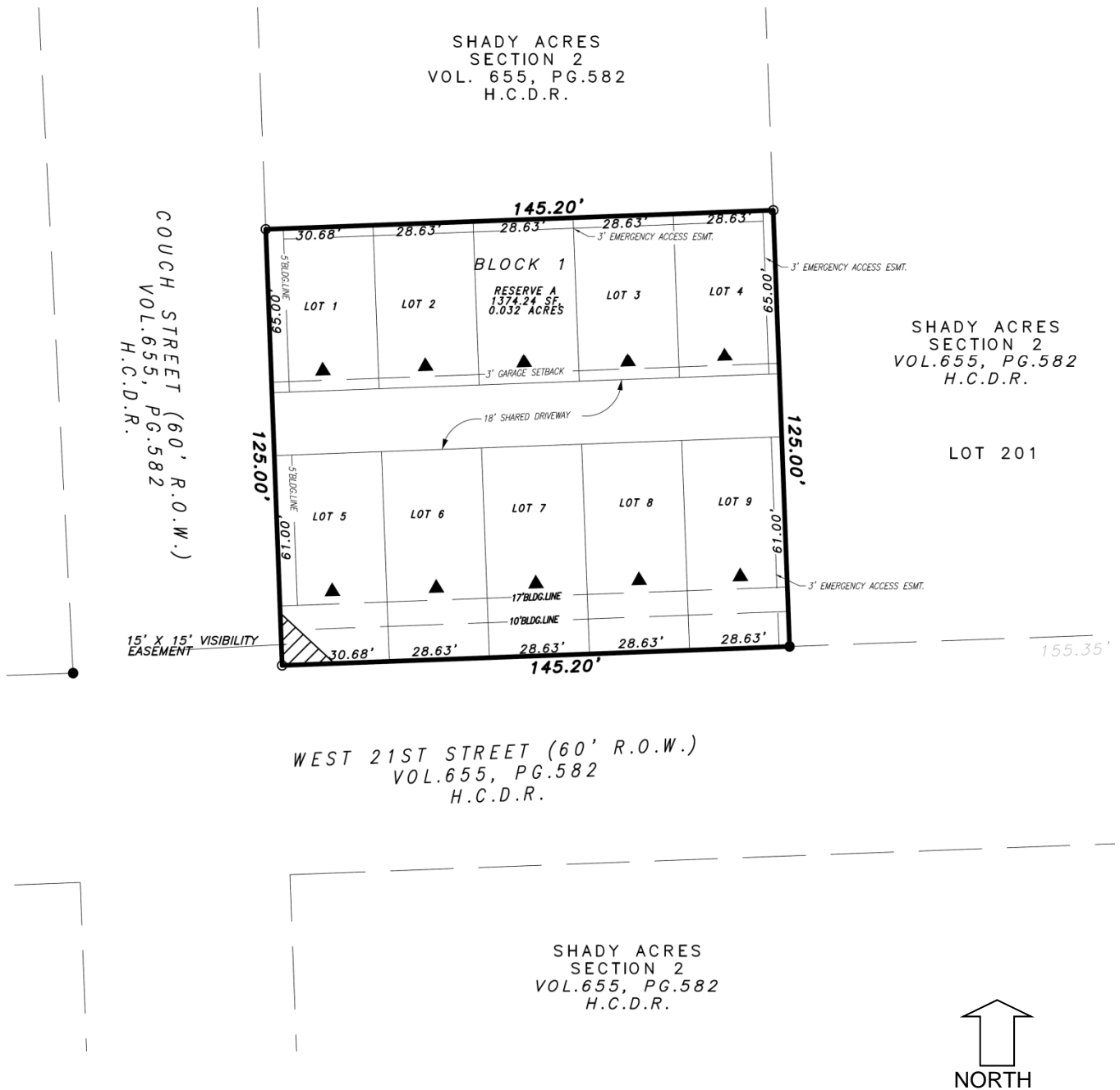
## ITEM: 110

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Gardens at Twenty First Street replat no 1

Applicant: SBH Heights LLC



C – Public Hearings

Subdivision



---

# Houston Planning Commission

## ITEM: 110

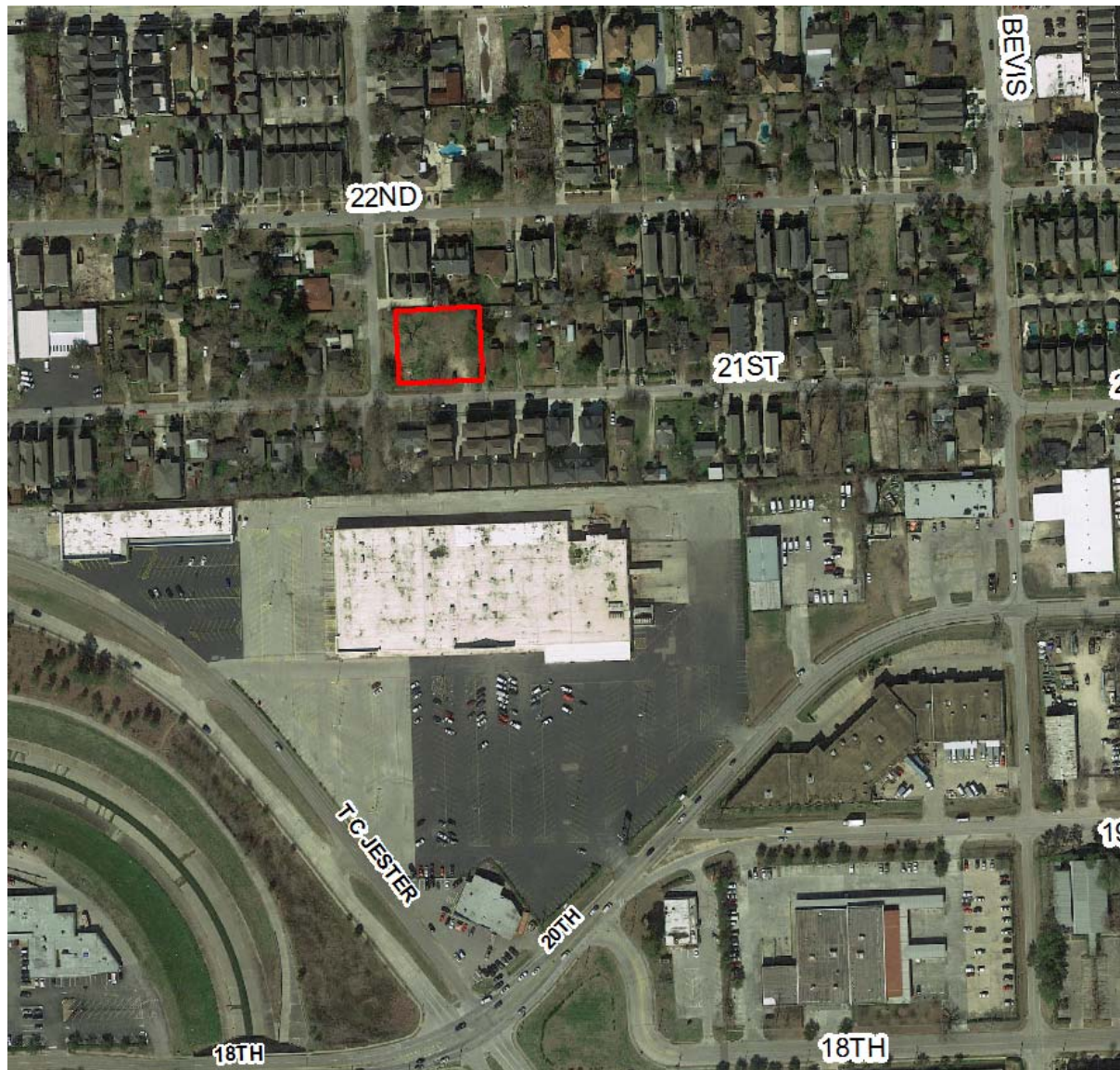
Planning and Development Department

Meeting Date: 08/21/2014

---

Subdivision Name: Gardens at Twenty First Street replat no 1

Applicant: SBH Heights LLC



---

**C – Public Hearings**

**Aerial**

---



# Houston Planning Commission

**ITEM: 111**

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Greenview Manor Sec 2 partial replat no 2**

**Applicant: E.I.C Surveying Company**



**C – Public Hearings**

**Site Location**



# Houston Planning Commission

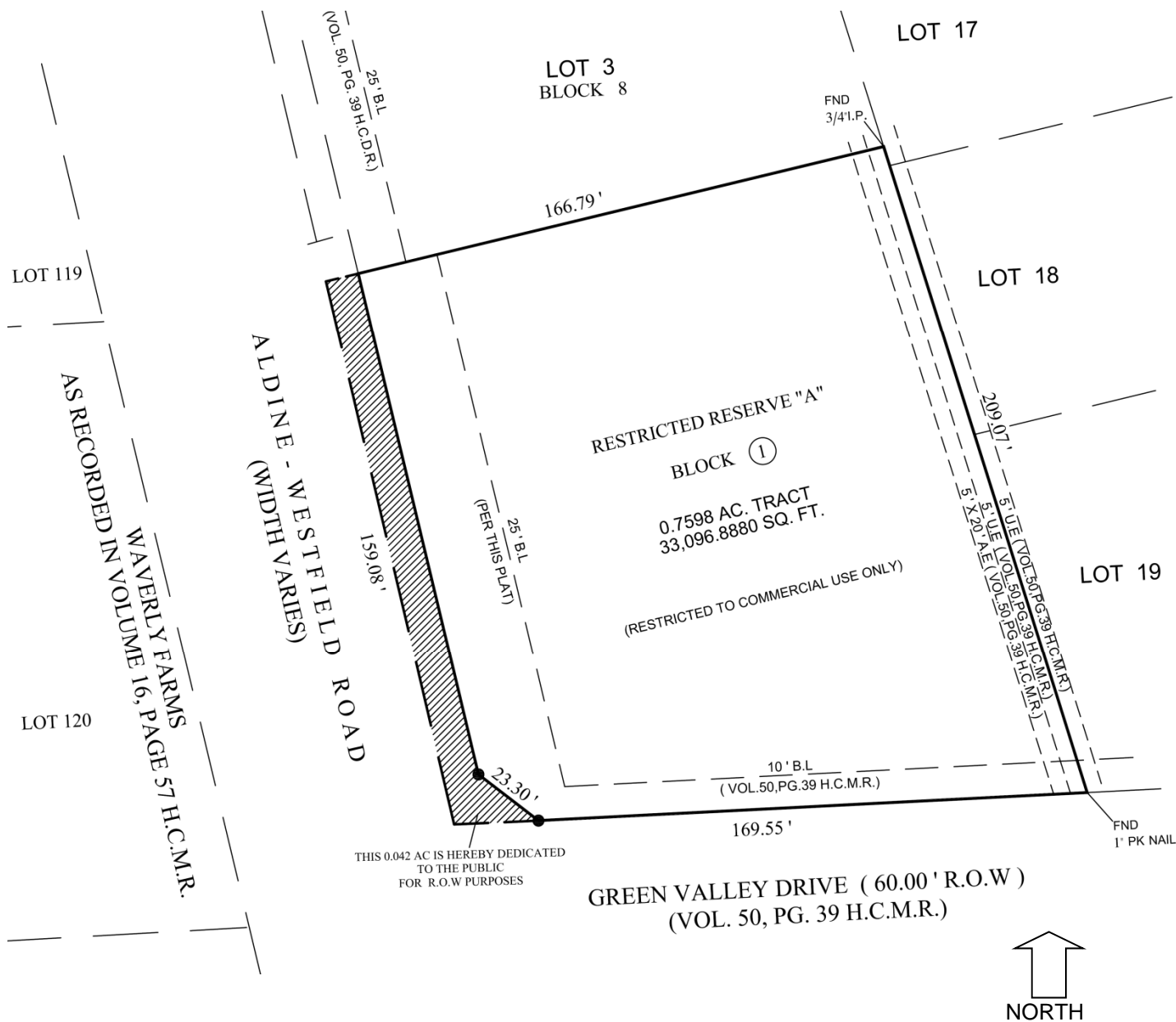
## ITEM: 111

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Greenview Manor Sec 2 partial replat no 2

Applicant: E.I.C Surveying Company



C – Public Hearings

Subdivision



---

# Houston Planning Commission

## ITEM: 111

Planning and Development Department

Meeting Date: 08/21/2014

---

Subdivision Name: Greenview Manor Sec 2 partial replat no 2

Applicant: E.I.C Surveying Company



---

C – Public Hearings

Aerial

---



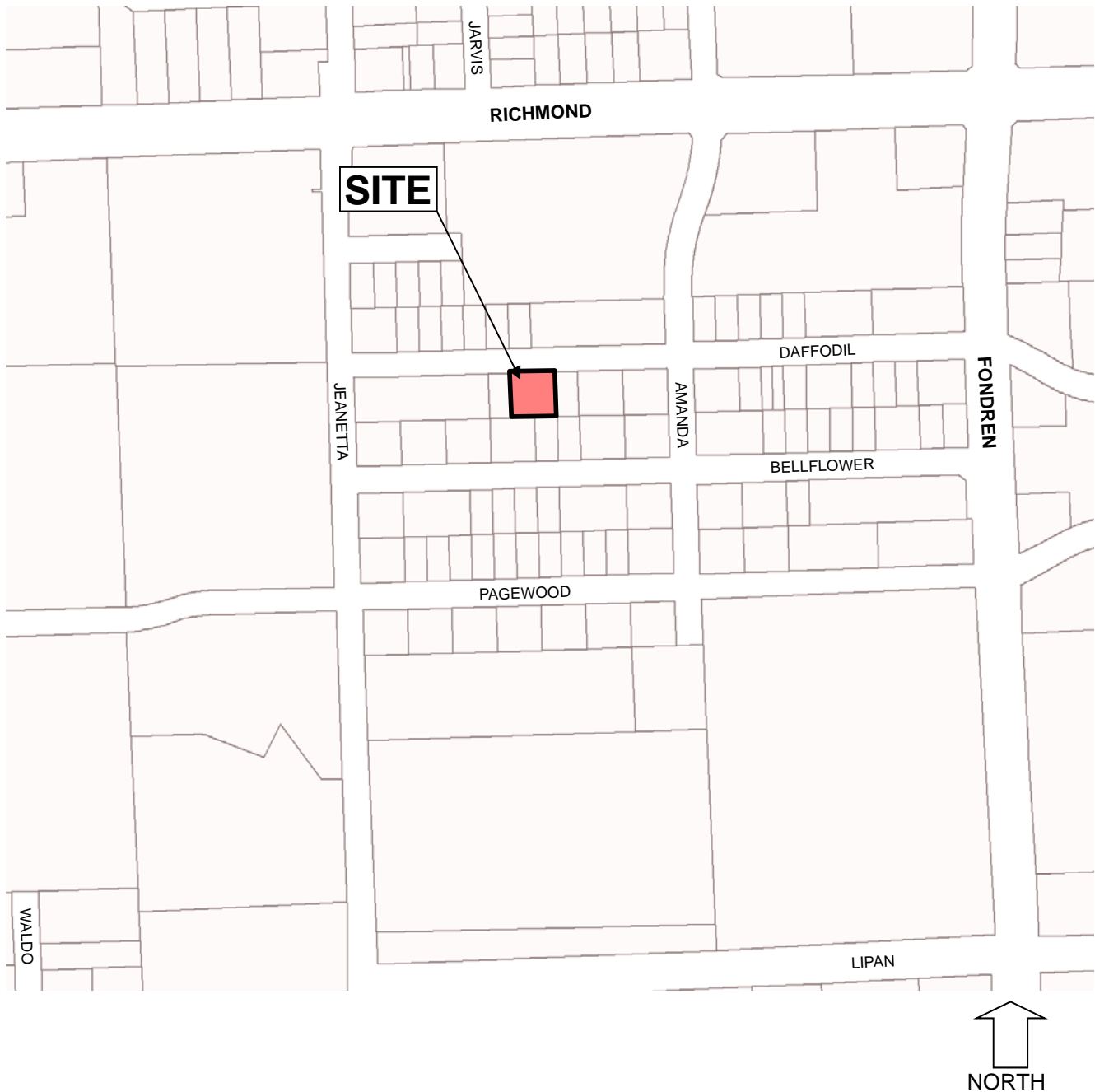
# Houston Planning Commission    ITEM : 112

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name:** Harlem Heights partial replat no 1

**Applicant:** Jalayer And Associates, Inc.



**C – Public Hearings**

**Site Location**

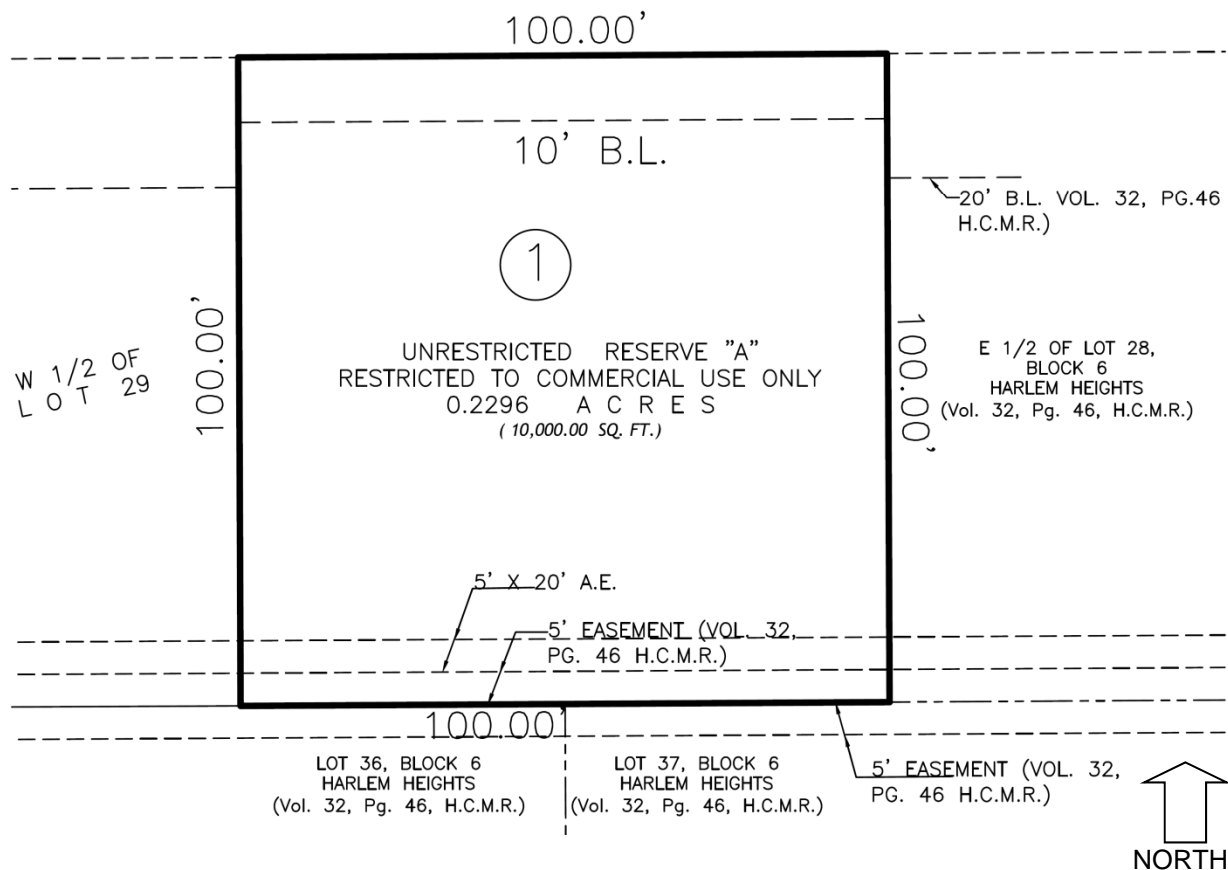


**Meeting Date: 08/21/2014**

**Applicant: Jalayer And Associates, Inc.**

LOT 9, BLOCK 1  
HARLEM HEIGHTS  
(Vol. 32, Pg. 46, H.C.M.R.)

DAFFODIL STREET (60.0' R.O.W.)  
(VOL. 32, PG. 46, H.C.M.R.)



## Subdivision



# Houston Planning Commission ITEM : 112

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Harlem Heights partial replat no 1

Applicant: Jalayer And Associates, Inc.



C – Public Hearings

Aerial



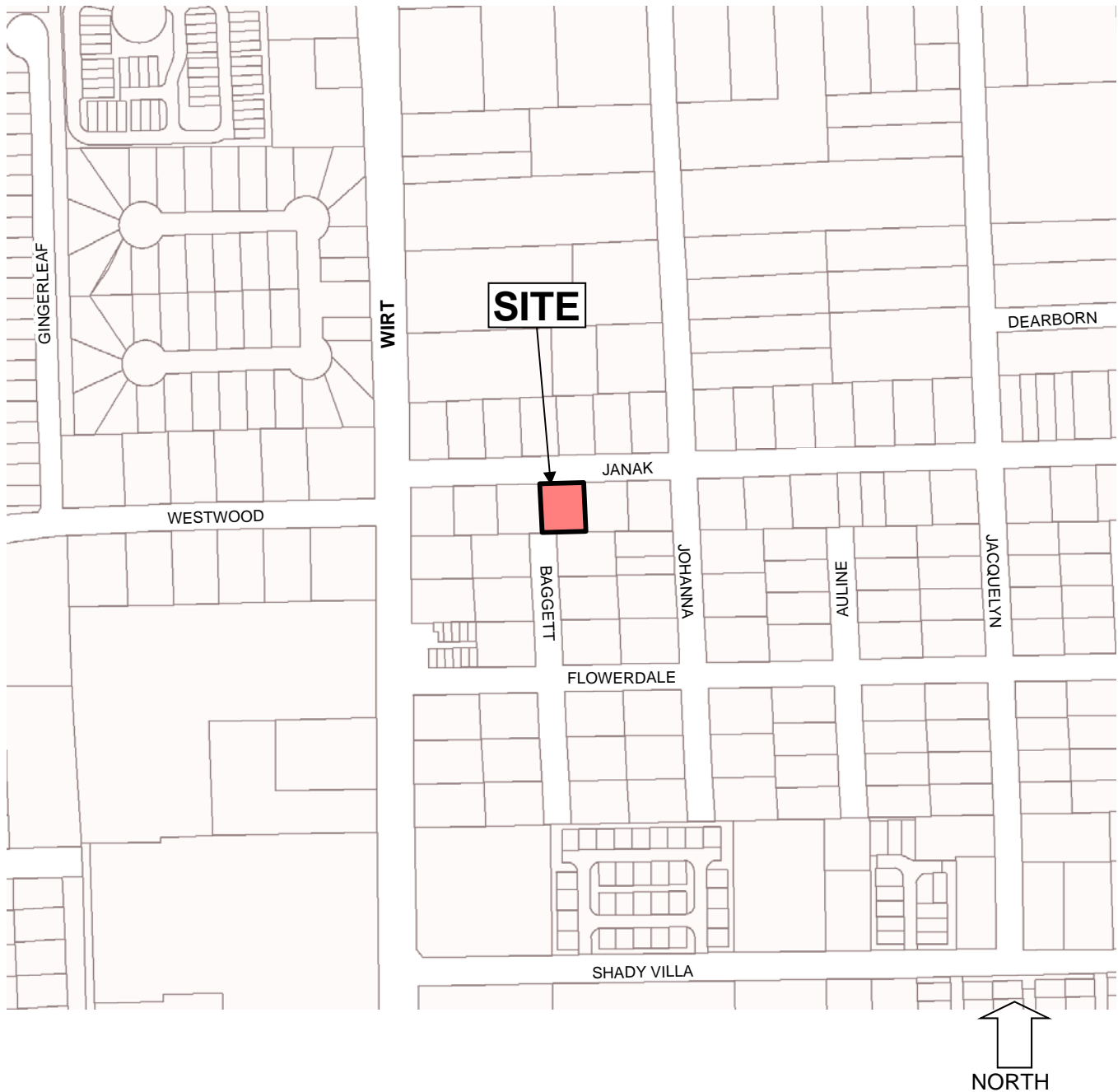
# Houston Planning Commission      ITEM : 113

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name:** Melody Oaks partial replat no 10

**Applicant:** Field Data Service, Inc



**C – Public Hearings**

**Site Location**



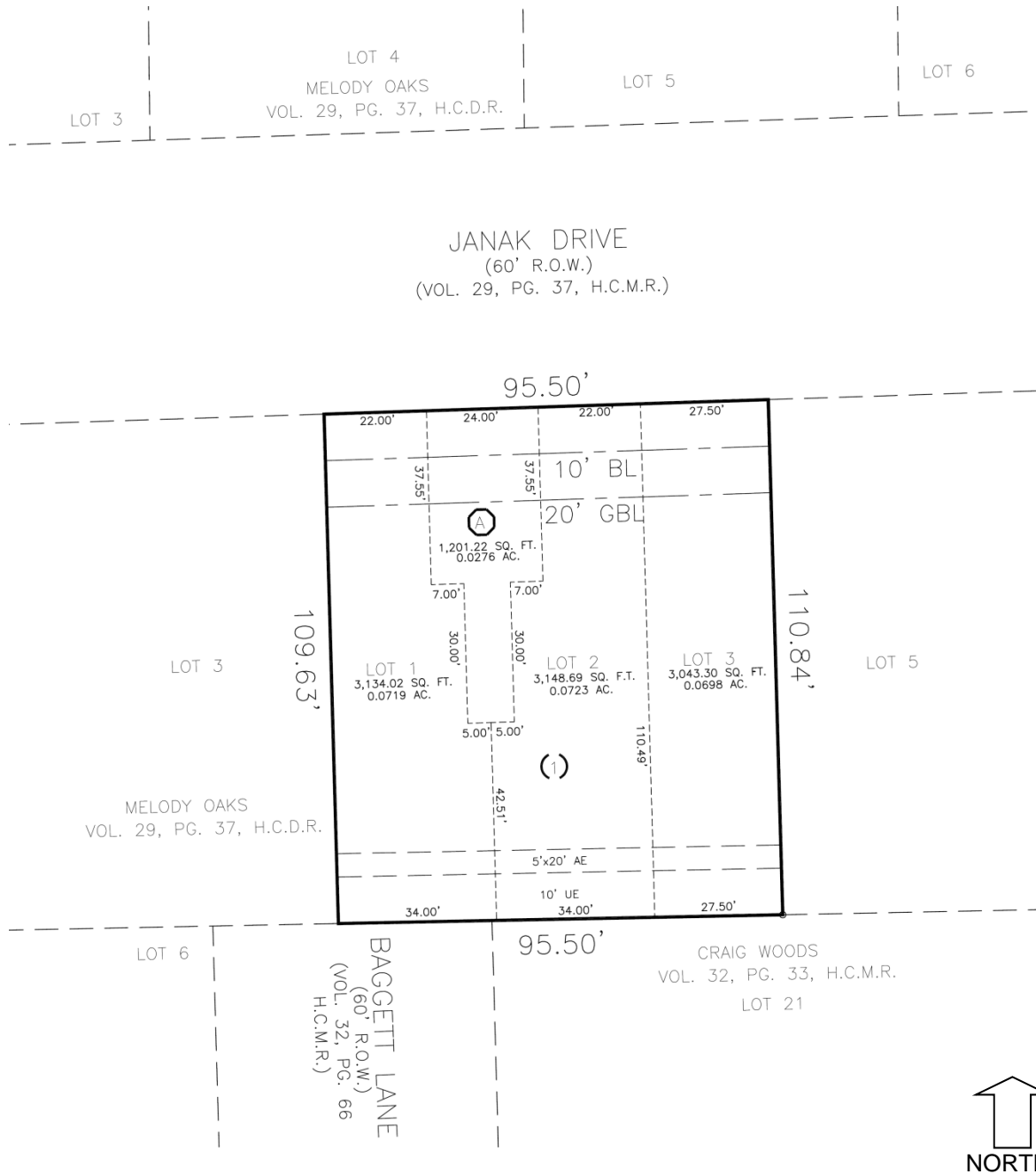
# Houston Planning Commission ITEM : 113

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Melody Oaks partial replat no 10**

**Applicant: Field Data Service, Inc**



**C – Public Hearings**

**Subdivision**



---

# Houston Planning Commission      ITEM : 113

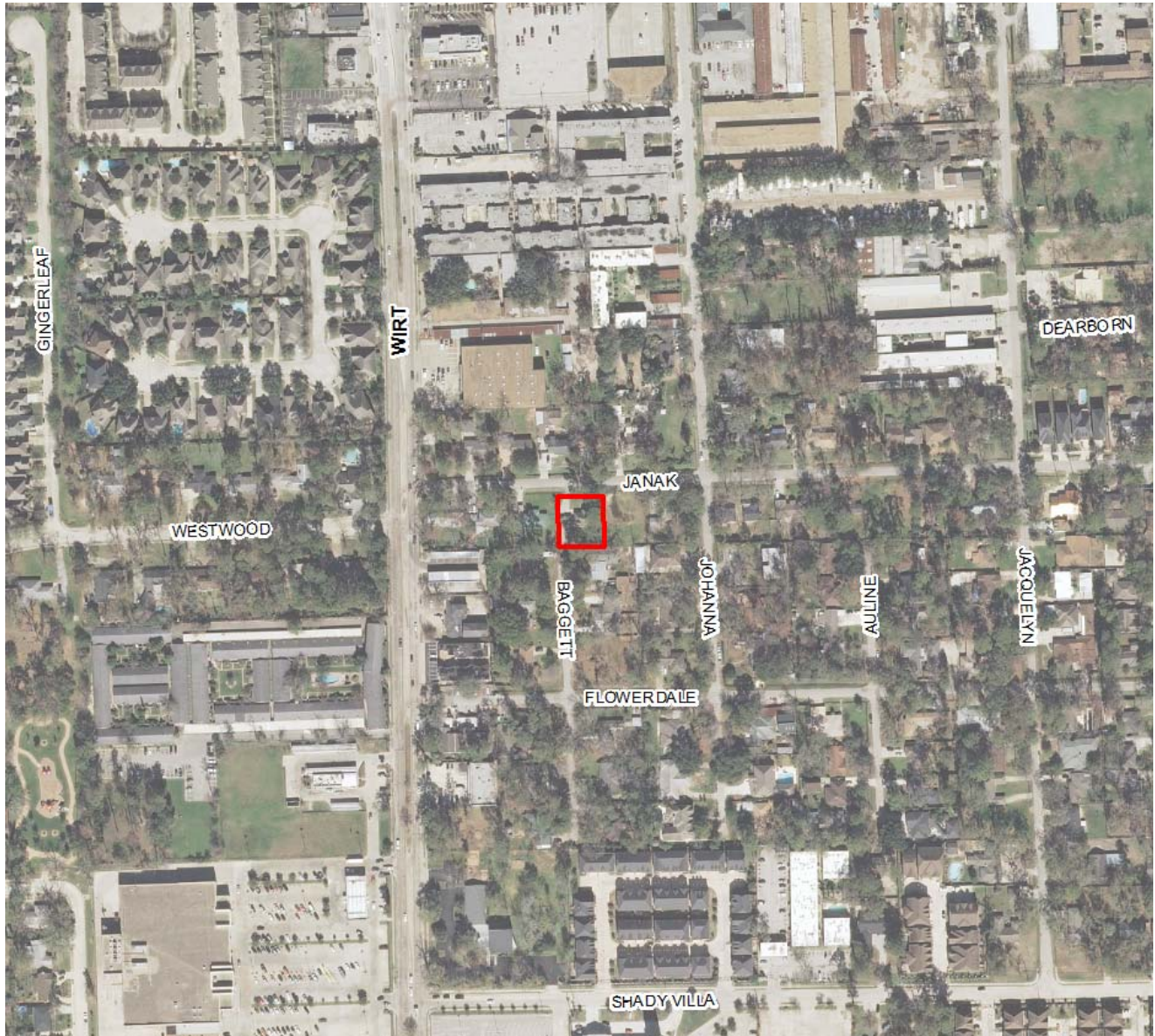
Planning and Development Department

Meeting Date: 08/21/2014

---

**Subdivision Name:** Melody Oaks partial replat no 10

**Applicant:** Field Data Service, Inc



---

**C – Public Hearings**

**Aerial**

---





**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

**VARIANCE  
Request Information Form**

**Application Number:** 2014-1337

**Plat Name:** Melody Oaks partial replat no 10

**Applicant:** Field Data Service, Inc

**Date Submitted:** 06/01/2014

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

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

Not to extend Baggett Lane or to terminate in a Cul-de-sac

**Chapter 42 Section:** 135

**Chapter 42 Reference:**

(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;**

Melody Oaks Subdivision was platted and recorded on January 12, 1949 with streets geometry and lot configurations as required by the planning commission at that time prior to Craig Woods Subdivision, adjacent and south of this tract platted and recorded on January 26, 1950. Extension of Baggett Lane is not feasible with this plat because part of the area required for right-of-way is outside this tract, and may never be replatted to obtain full right-of-way width, thus making street extension unnecessary. Also the sole purpose of the Melody Oaks Partial Replat No 10 Subdivision is to create three (3) single-family residential homes out of one lot, by providing any acreage for street extension or a Cul-de-Sac will negate the purpose of this plat.

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

Hardship is not imposed by the applicant, based on the fact that there is adequate circulation in the area, provided by Janak Drive, Wirt Road and Flowerdale Streets, so the intent of Chapter 42 is met with the existing street pattern.

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

Area traffic circulation for the surrounding properties will not be affected and has been adequate for many years. This replat will not have any additional impact to the area traffic circulation.

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

The granting of this variance does not alter the existing traffic conditions of the surrounding areas, nor is it injurious to the public health, safety or welfare of the community as there are sufficient streets to serve the proposed single family development that is creating only two additional lots.

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

We're hereby requesting that the variance be granted due to the existing physical condition (location) of the property and allow the owner reasonable use of his land.



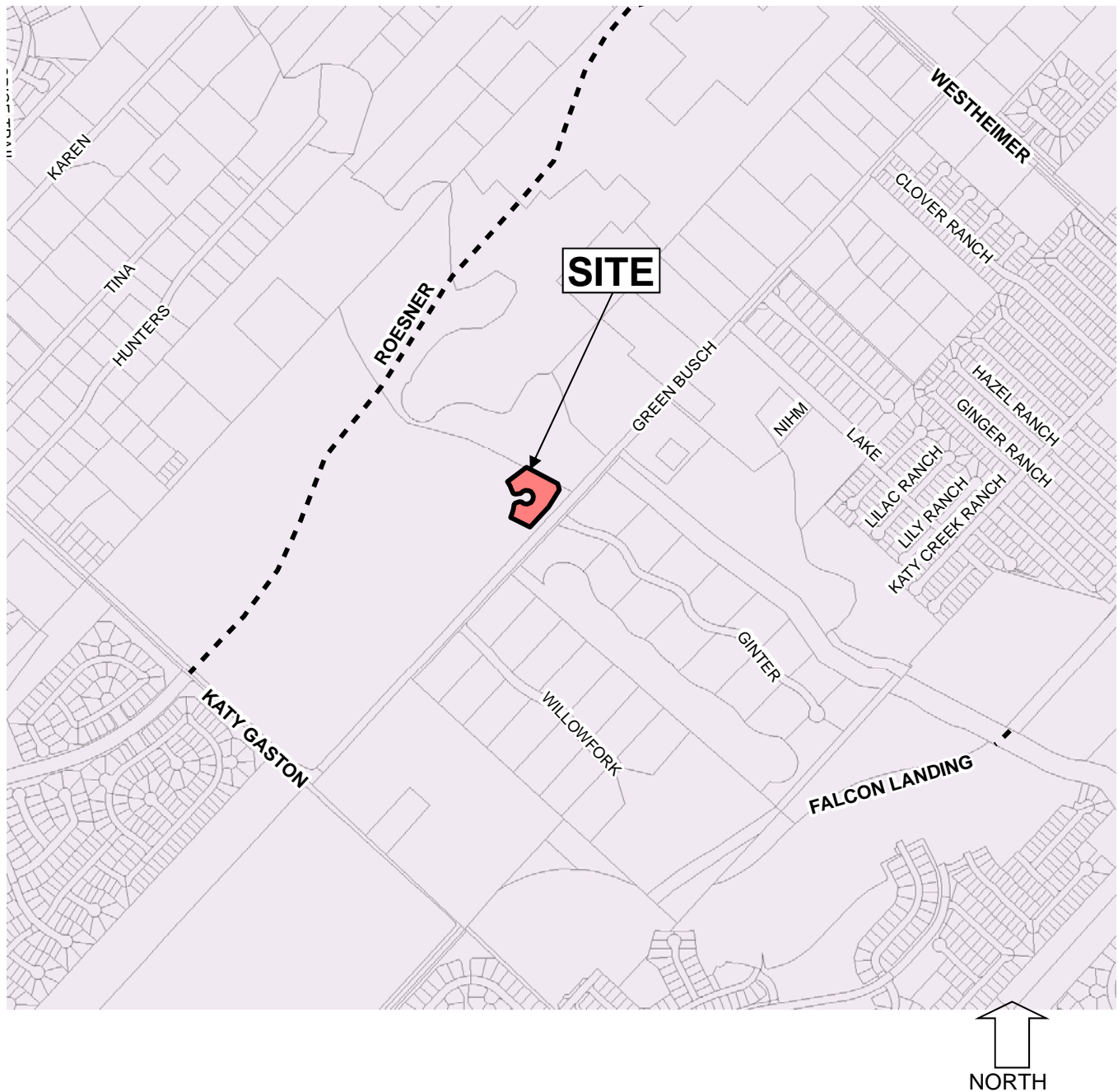
# Houston Planning Commission      ITEM : 114

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Monterrey at Willowbend Sec 4 partial replat no 1

Applicant: Brown & Gay Engineers, Inc.



C – Public Hearings

Site Location



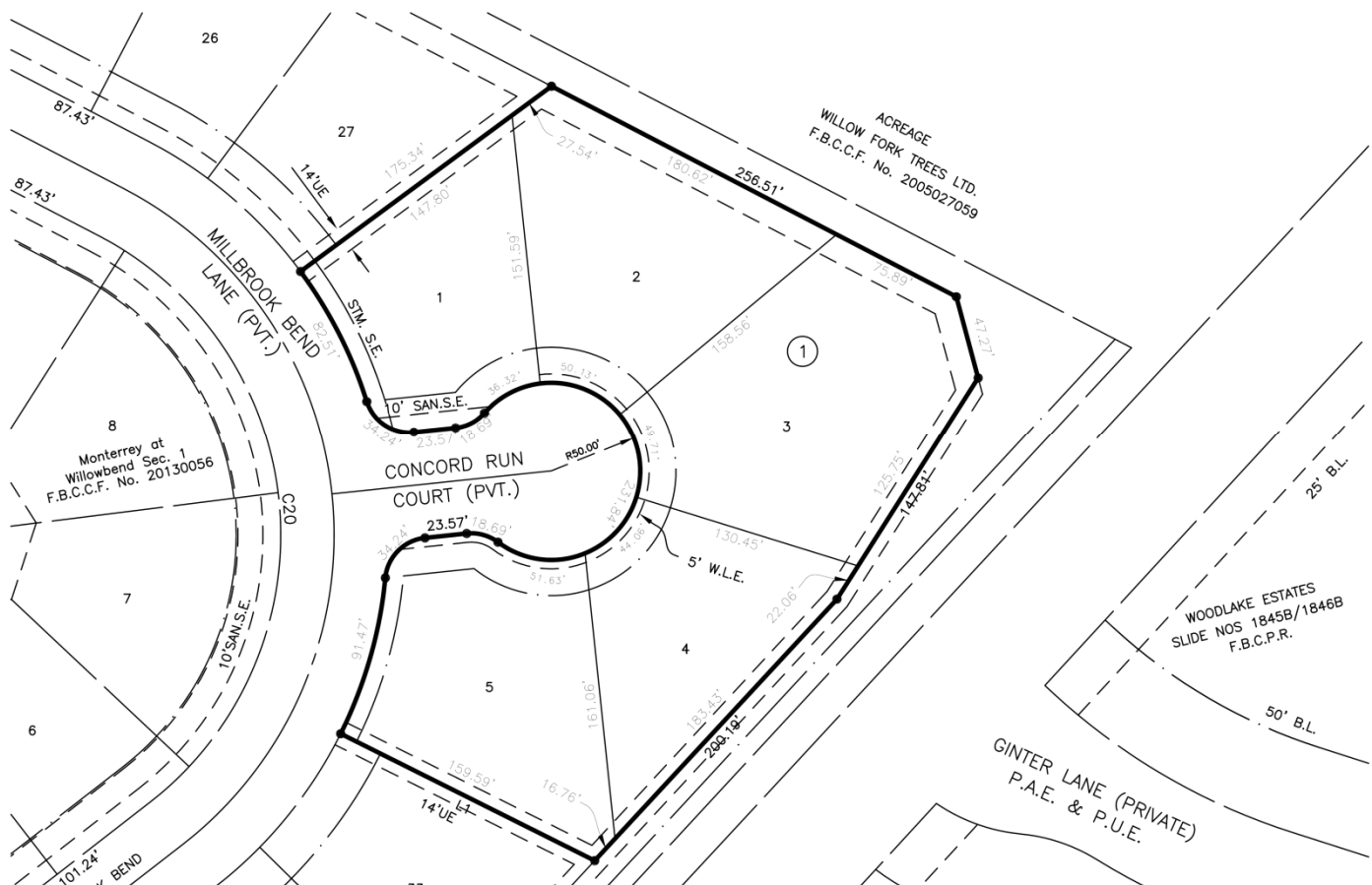
# Houston Planning Commission ITEM : 114

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Monterrey at Willowbend Sec 4 partial replat no 1

Applicant: Brown & Gay Engineers, Inc.



C – Public Hearings

Subdivision



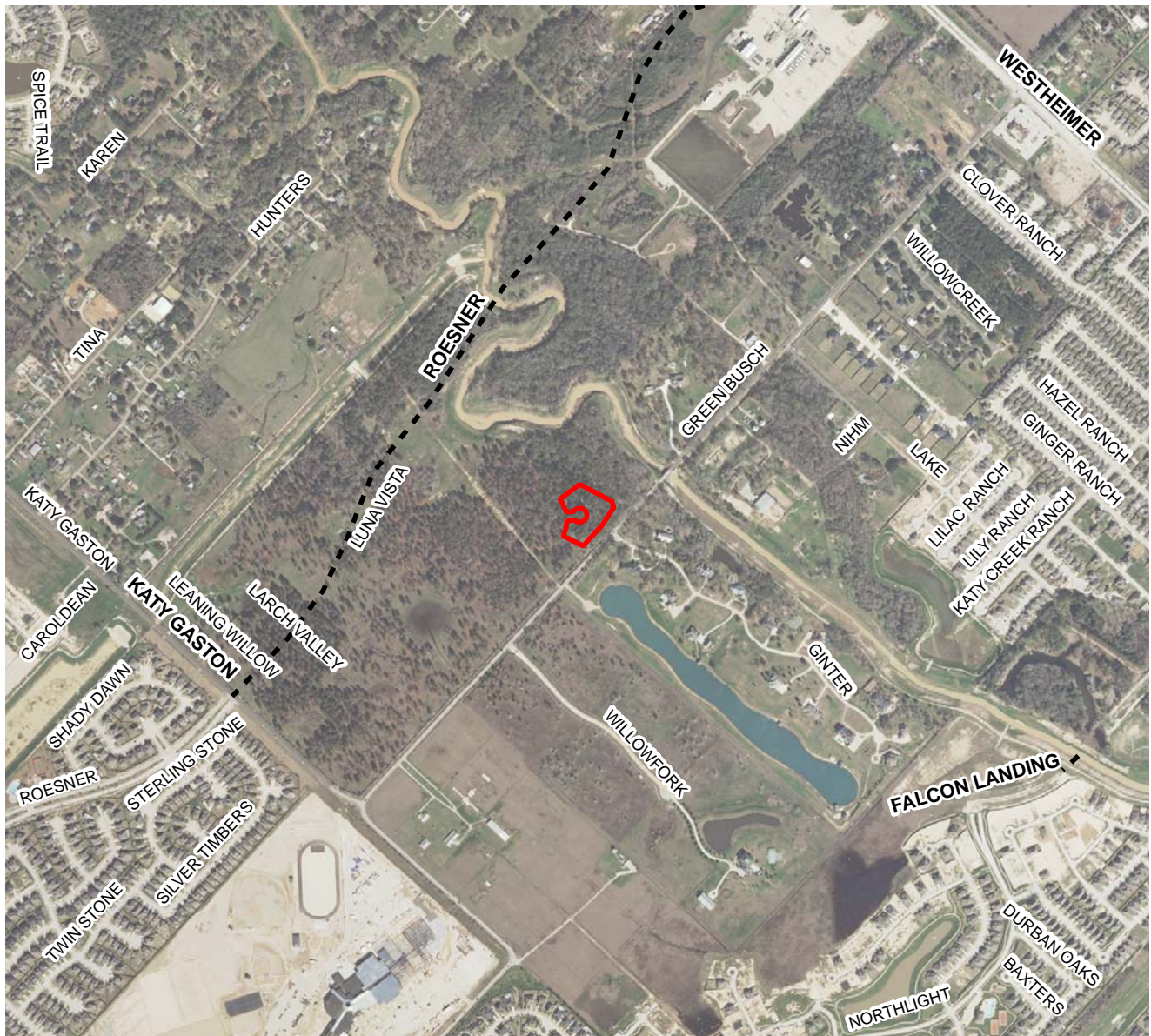
# Houston Planning Commission      ITEM : 114

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Monterrey at Willowbend Sec 4 partial replat no 1

Applicant: Brown & Gay Engineers, Inc.



C – Public Hearings

Aerial



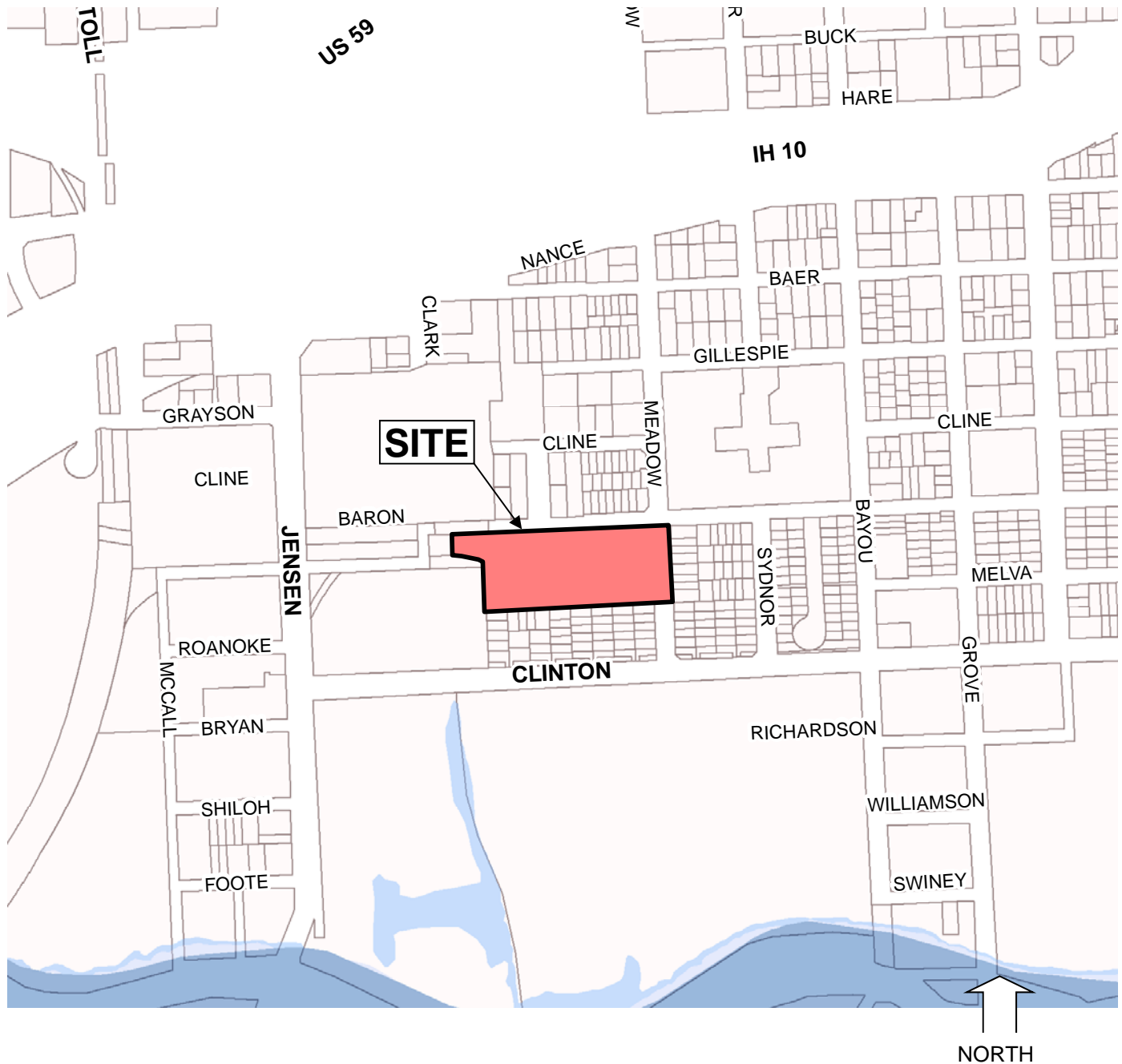
# Houston Planning Commission      ITEM : 115

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Nobility Park replat no 1 (DEF 1)

Applicant: Total Surveyors, Inc.



**C – Public Hearings with Variance      Site Location**



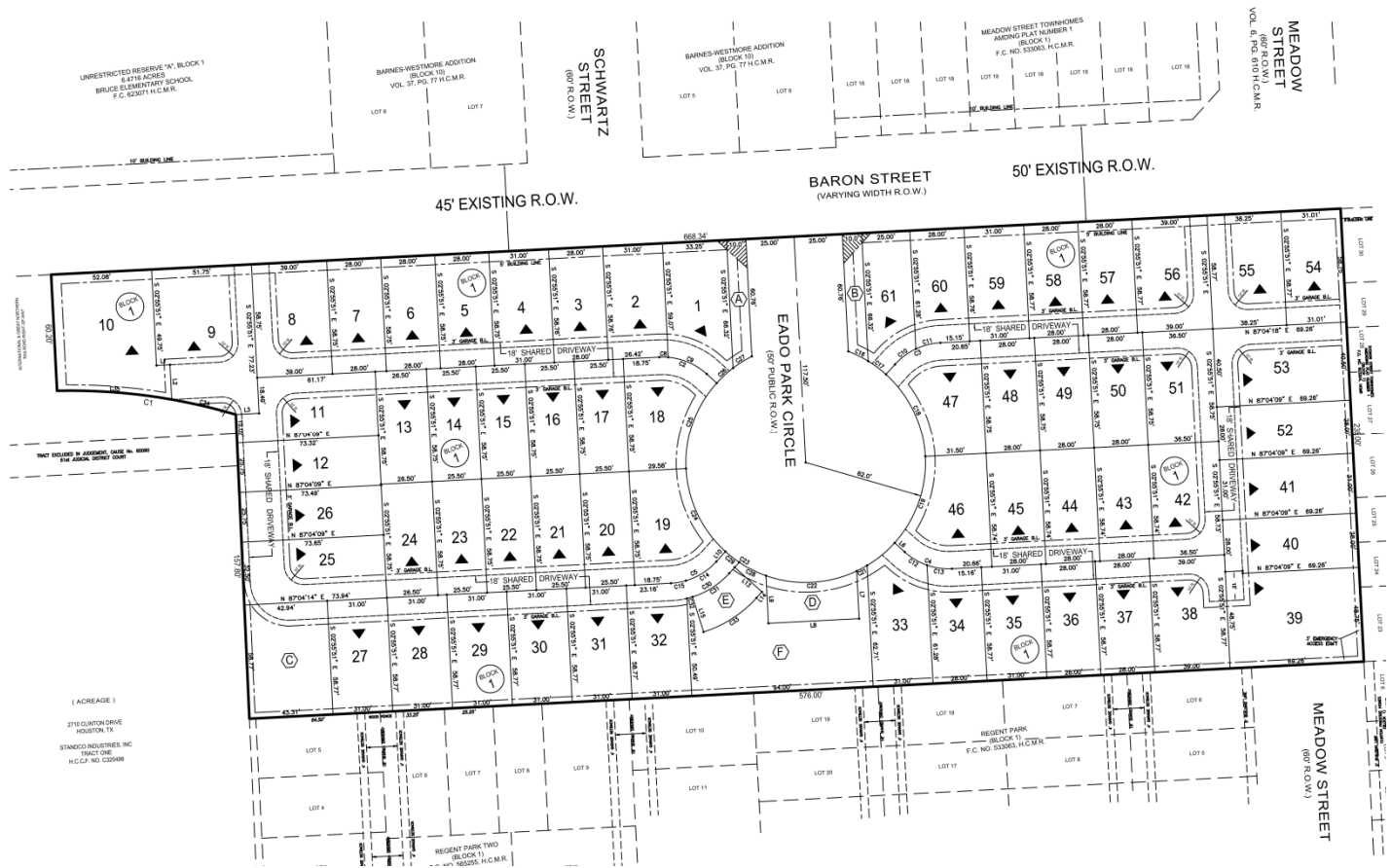
# Houston Planning Commission

## ITEM : 115

Planning and Development Department Meeting Date: 08/21/2014

Subdivision Name: Nobility Park replat no 1 (DEF 1)

Applicant: Total Surveyors, Inc.



C – Public Hearings with Variance Subdivision



---

# Houston Planning Commission    ITEM : 115

Planning and Development Department

Meeting Date: 08/21/2014

---

Subdivision Name: Nobility Park replat no 1 (DEF 1)

Applicant: Total Surveyors, Inc.



---

**C – Public Hearings with Variance**

**Aerial**

---





**Application Number:** 2014-1625

**Plat Name:** Nobility Park replat no 1

**Applicant:** Total Surveyors, Inc.

**Date Submitted:** 06/30/2014

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

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

To allow a shared driveway to extend longer than 200 feet.

**Chapter 42 Section:** 42-145

**Chapter 42 Reference:**

General layout and arrangement for all shared driveways—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

**Statement of Facts**

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

This tract of land is bounded on the north by a public right-of-way and with the approval of this plat a new 50' wide public right-of-way with a cul-de-sac is being created. From the public rights-of-way there are several 18' wide shared driveways serving the single family lots created with this plat. These shared driveways do create several intersecting point among themselves. These intersecting points are never more than 200 feet from either one of the public rights of ways, but when each leg is combined the total length of the shared driveways do total over 200 feet. The current requirement that a shared driveway is limited to 200 feet in width would require that a separation be placed within the driveway system limiting the connectivity from street to street. By creating the driveway separations limiting the connectivity of the driveway system it would chop the neighborhood into sections and not allow the streets functions with adequate traffic flow throughout the development. The geometrics of the shared driveway system within this development will allow the traffic to flow smoothly and freely. A major factor in limiting the length of a shared driveway is fire protection. Since the intersections of the shared driveways are not more than 200 feet from its intersection with a public street the fire protection will never 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;**

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

The size of the tract of land combined with the fact that there is only access to an existing public right-of-way on the north side, is the basis for this variance.

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

The intent and purposes of Chapter 42 include the creation of the shared driveway system and in this case by allowing the shared driveway to exceed the 200 foot length would help to alleviate any potential impact to the surrounding traffic system as well as allow the neighborhood to be connected and allow the smooth flow of traffic.

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

The variance will not be injurious to public health, safety or welfare. The vehicular access to the proposed homes will be from an internal shared driveway system, ultimately accessing Baron Street on the north side. This will promote safe vehicular access to the surrounding and promote the safe fire protection for the entire neighborhood..

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



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





**Application Number:** 2014-1625

**Plat Name:** Nobility Park replat no 1

**Applicant:** Total Surveyors, Inc.

**Date Submitted:** 06/30/2014

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

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

To allow an intersection spacing of less than 75 feet.

**Chapter 42 Section:** 42-129

**Chapter 42 Reference:**

Intersections of Local Streets – (c) Intersections along local streets shall be spaced a minimum of 75 feet.

**Statement of Facts**

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

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

This tract of land is bounded on the north by Baron Street, a varying width public right-of-way. This plat proposes to create a 50' wide Public right-of-way, called Eado Park Circle, within its boundaries. Schwartz Street is a 60' wide public right-of-way intersecting Baron Street approximately 51 feet west of the westerly blockface of the new Eado Park Circle. Schwartz only intersects Baron on paper. The two streets actually have a severe grade separation between them and there is a barricade set approximately 15 feet north of the Baron Street right-of-way, along Schwartz Street. The elevation of Baron Street is currently 4 – 5 feet higher than the elevation of Schwartz, causing these two streets to be separated. During the proposed development of this subdivision Baron Street will be widened to 20 feet, per the City of Houston PWE, but the elevation of Baron Street will only slightly change, not allowing the streets to be connected. Without major reconstruction to both streets and the existing structures around them the grade separation will not allow these two streets to be connected.

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

The grade separation and the fact that these two streets have never actually had an intersection between them are the result of a hardship created or imposed by the applicant. This is long standing condition to the area.

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

The intent and purposes of Chapter 42 include the creation of public rights-of-way with limitations on the spacing between such rights- of –way, but in this case there is only an intersection of the two rights-of-way and no actual intersection of the pavement. Without an intersection of the pavement at Schwartz Street, allowing Eado Park Circle to intersect Baron Street does not create an unsafe intersection spacing and the intent and general purpose of Chapter 42 will be preserved and maintained.

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

The variance will not be injurious to public health, safety or welfare. Again without an intersection of the pavement at Schwartz Street, allowing Eado Park Circle to intersect Baron Street does not create an unsafe intersection spacing and will not be injurious to the public health or welfare.

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

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



# Houston Planning Commission

ITEM: 116

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Pecore Industrial (DEF 1)

Applicant: Field Data Service, Inc.



C – Public Hearings with Variance

Site Location



# Houston Planning Commission

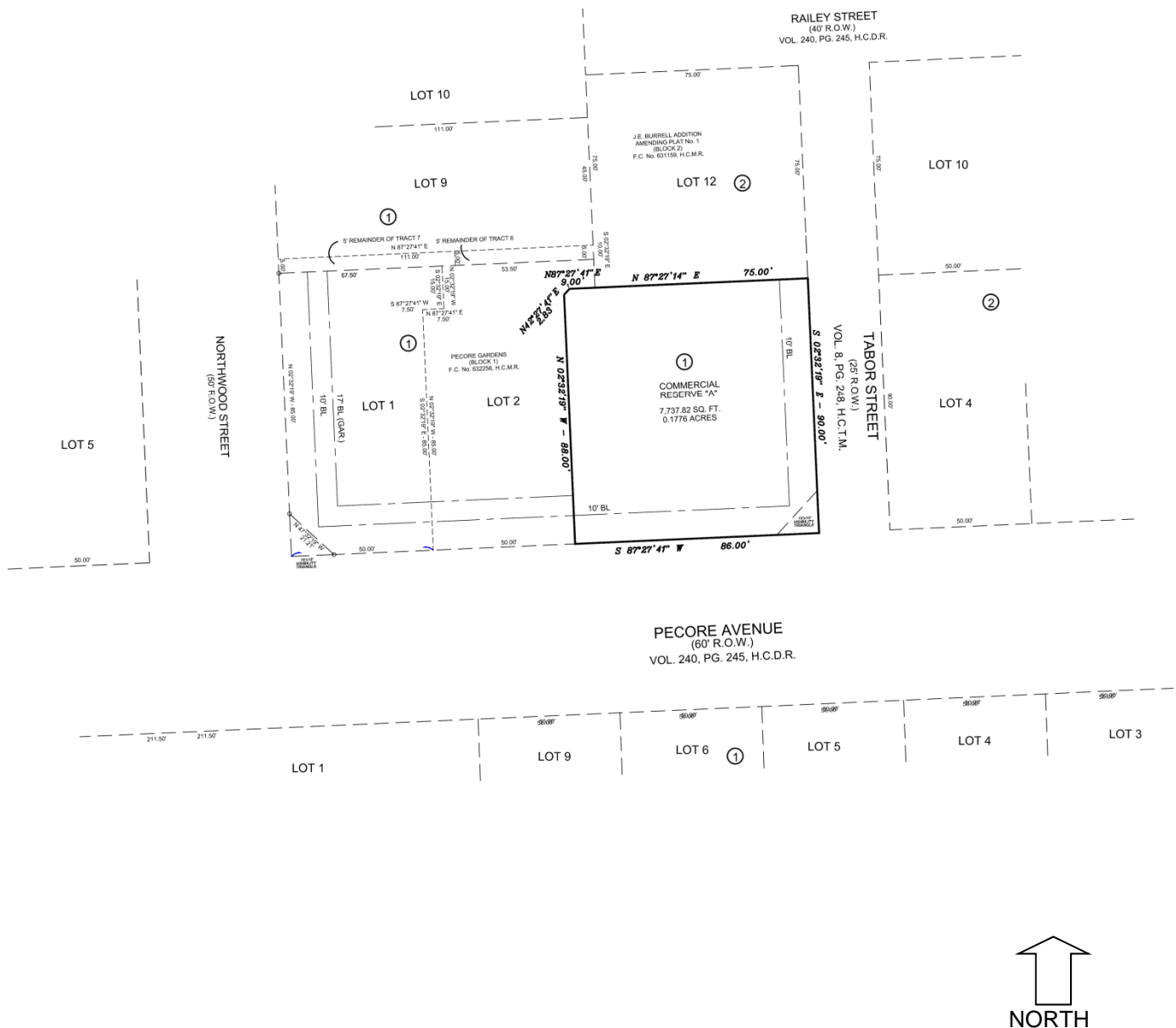
## ITEM: 116

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Pecore Industrial (DEF 1)

Applicant: Field Data Service, Inc.



C – Public Hearings with Variance

Subdivision



---

# Houston Planning Commission

## ITEM: 116

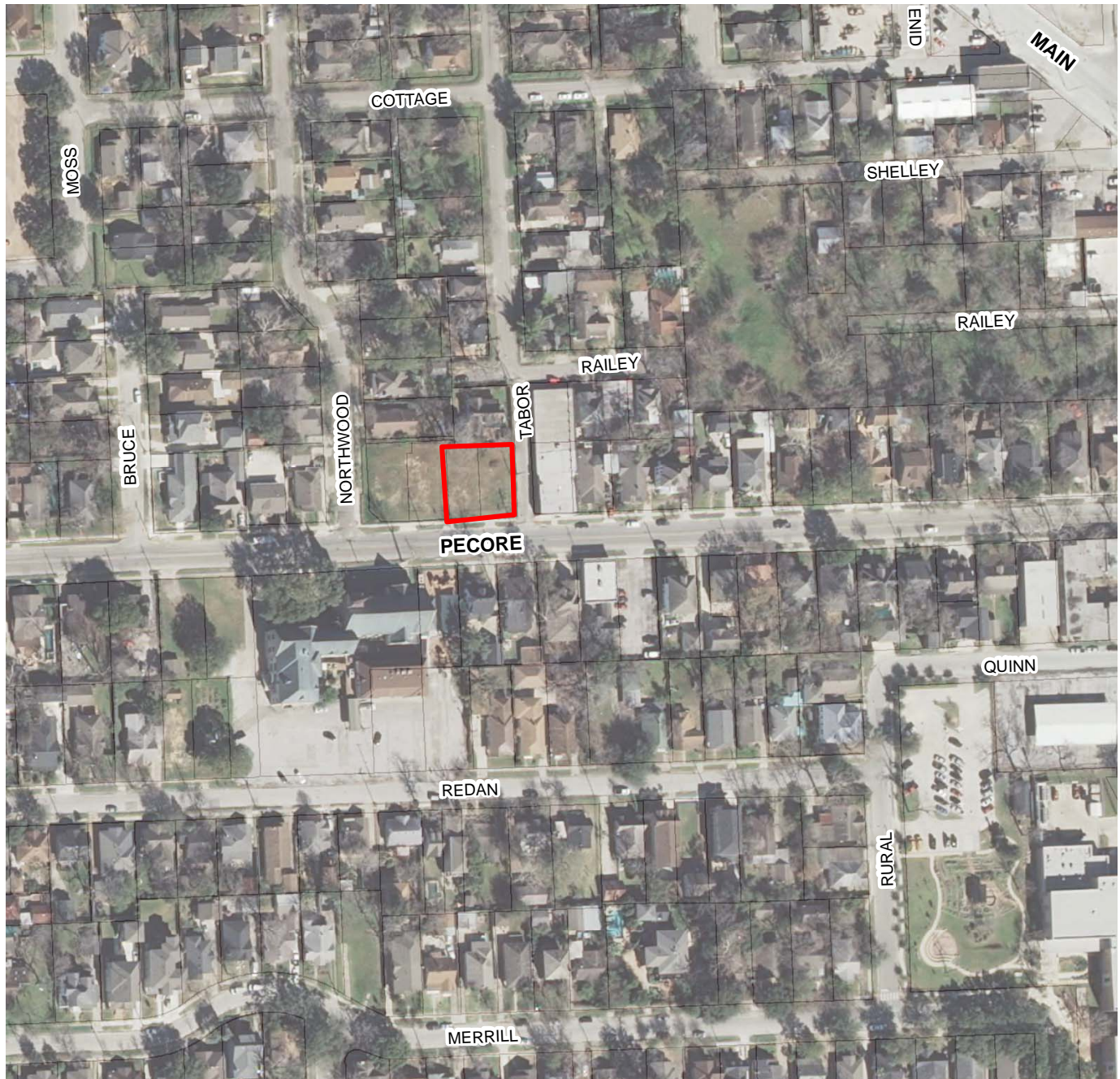
Planning and Development Department

Meeting Date: 08/21/2014

---

**Subdivision Name: Pecore Industrial (DEF 1)**

**Applicant: Field Data Service, Inc.**



---

**C – Public Hearings with Variance**

**Aerial**

---





**Application Number:** 2014-1267

**Plat Name:** Pecore Industrial

**Applicant:** Field Data Service, Inc

**Date Submitted:** 05/19/2014

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

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

Not to provide 12.5' of widening to Tabor Street.

**Chapter 42 Section:** 42-121

**Chapter 42 Reference:**

Sec. 42-121: Dedication of rights-of-way. (b) When an existing public street with a right-of-way width that does not meet the requirements of section 42-122 of this Code is adjacent to and forms a boundary of a subdivision plat or development plat, the owner of the property within the proposed subdivision or development shall dedicate sufficient additional right-of-way within the proposed subdivision or development adjacent to the existing right-of-way to provide one-half of the total right-of-way width necessary to meet the requirements of section 42-122 of this Code.

**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**

J.E. Burrell Addition, Amending Plat No. 1 was platted and recorded on August 24, 2009 with streets geometry and lot configurations as required by the planning commission at that time. Widening of Tabor Street is not feasible with this plat because part of the area required for right-of-way is inside this tract, taking away from the property owners land usage. The adjoining property to the north, Lot 12, at the time of platting, did not foresee street widening thus would be affected with the widening of the street as well. Also the sole purpose of the Pecore Industrial Subdivision is to create one (1) commercial reserve out of two lots, by providing any street widening will negate the purpose of this plat.

**(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;**

Hardship is not imposed by the applicant, based on the fact that there is adequate right-of-way along Tabor Street, this is not a major thoroughfare, so the intent of Chapter 42 is met with the existing street pattern.

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

Area traffic circulation for the surrounding properties will not be affected and has been adequate for many years. This replat will not have any additional impact to the area traffic circulation.

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

The granting of this variance does not alter the existing traffic conditions of the surrounding areas, nor is it injurious to the public health, safety or welfare of the community as there're sufficient streets to serve the proposed commercial reserve development that is creating only one reserve out of two lots.

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

We're hereby requesting that the variance be granted due to the existing physical condition (location) of the property and allow the owner reasonable use of his land.



# Houston Planning Commission    ITEM : 117

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name:** Plainview Addition partial replat no 2

**Applicant:** Momentum Engineering



**C – Public Hearings**

**Site Location**



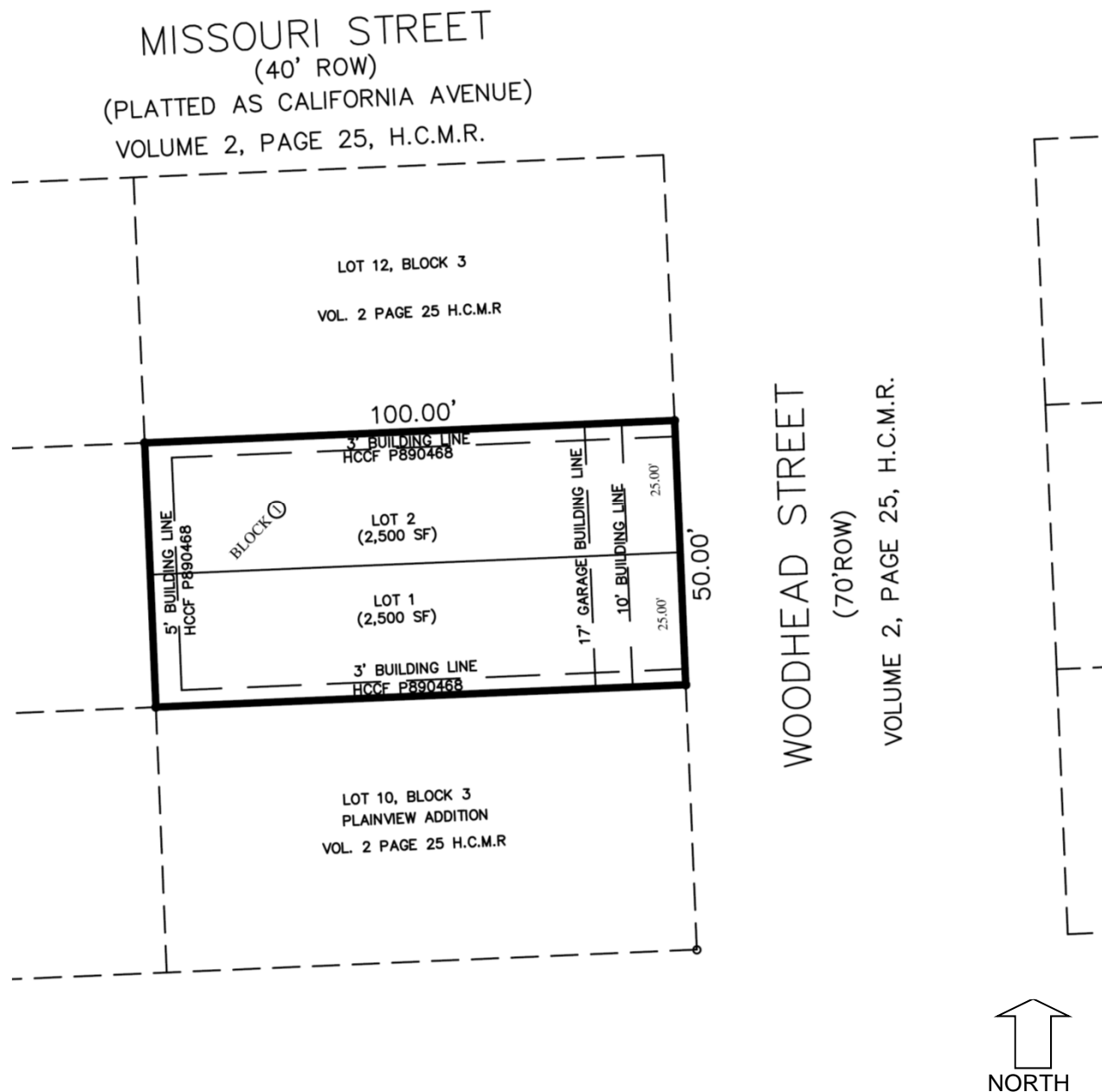
# Houston Planning Commission ITEM : 117

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name:** Plainview Addition partial replat no 2

**Applicant:** Momentum Engineering



**C – Public Hearings**

**Subdivision**



---

# Houston Planning Commission    ITEM : 117

Planning and Development Department

Meeting Date: 08/21/2014

---

**Subdivision Name:** Plainview Addition partial replat no 2

**Applicant:** Momentum Engineering



---

**C – Public Hearings**

**Aerial**

---



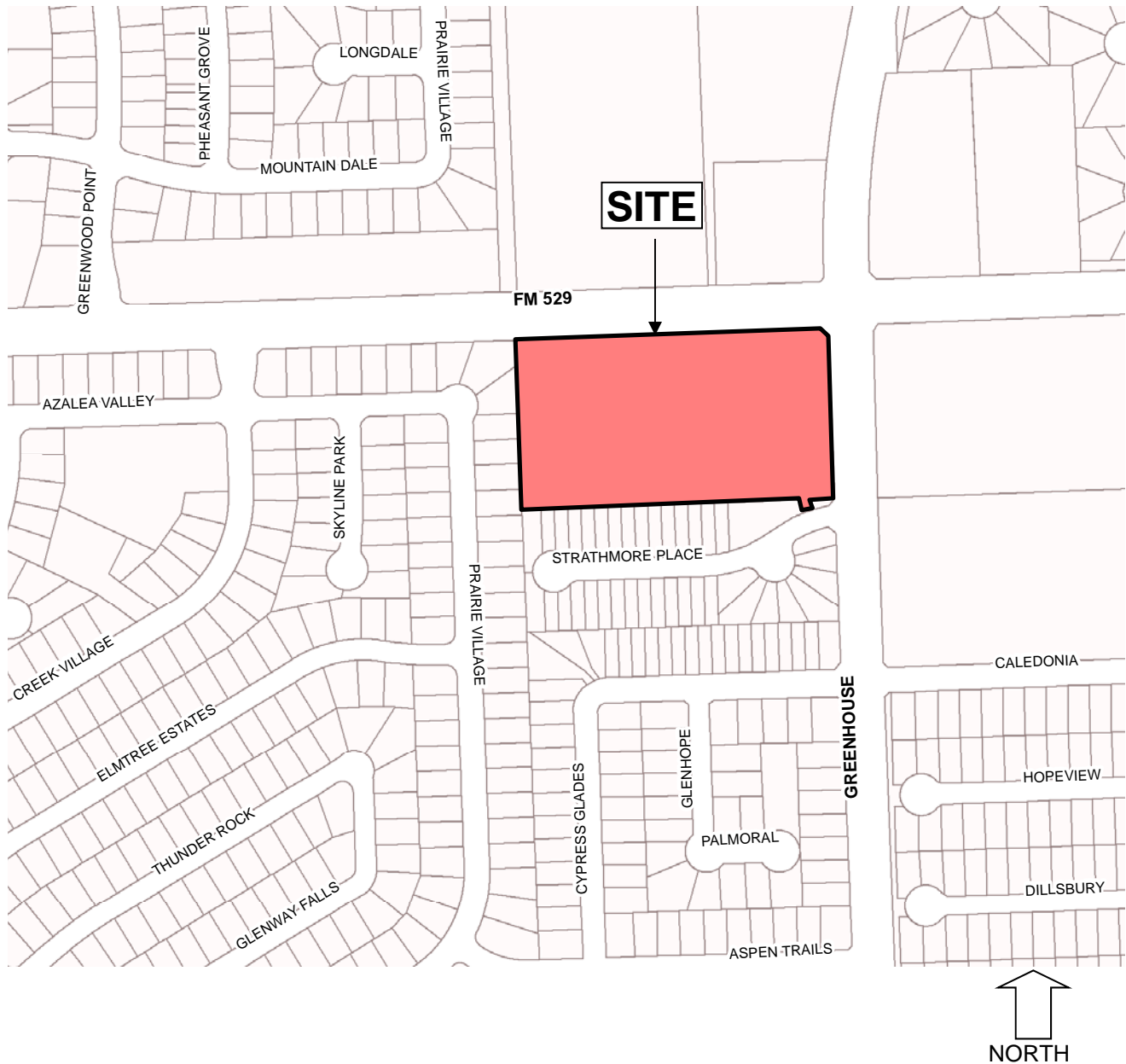
# Houston Planning Commission      ITEM : 118

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Strathmore Park partial replat no 1 and extension**

**Applicant: West Belt Surveying, Inc.**



**C – Public Hearings**

**Site Location**



**Meeting Date: 08/21/2014**

**Applicant: West Belt Surveying, Inc.**





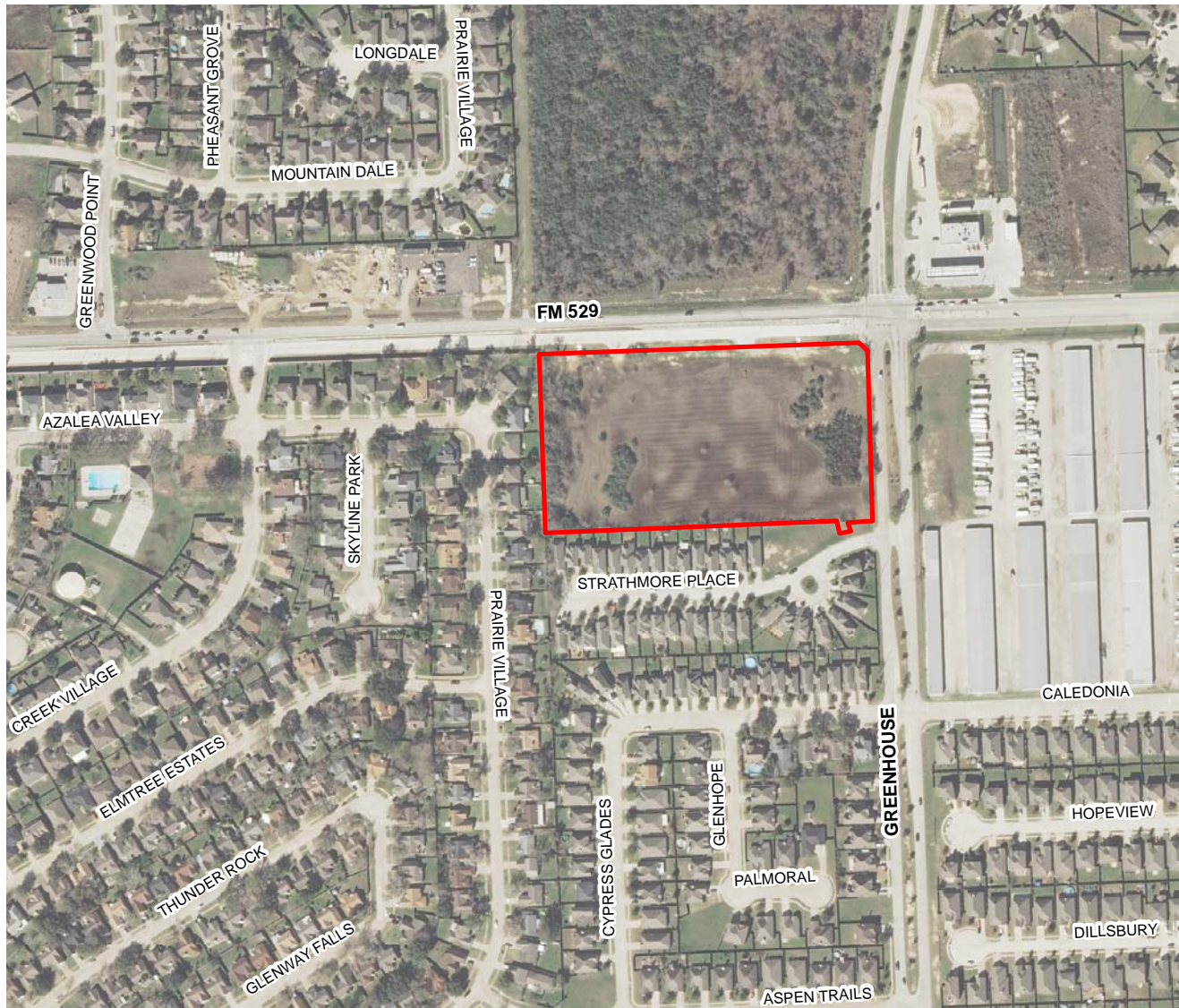
# Houston Planning Commission      ITEM : 118

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Strathmore Park partial replat no 1 and extension**

**Applicant: West Belt Surveying, Inc.**



**C – Public Hearings**

**Aerial**





**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

**VARIANCE  
Request Information Form**

**Application Number:** 2014-1719

**Plat Name:** Strathmore Park partial replat no 1 and extension

**Applicant:** West Belt Surveying, Inc.

**Date Submitted:** 07/14/2014

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

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

To allow a portion of EXCESS compensating open space to be replatted into an unrestricted reserve.

**Chapter 42 Section:** 42-193

**Chapter 42 Reference:**

42-193 (c)(1) – (C) Property within a subdivision plat that contains lots restricted to single-family residential or residential use may be replatted to amend a plat restriction only as provided below: (1) A plat restriction limiting the use of property to residential or single-family residential use may be amended to permit the use of that property only for landscape, park, recreation, drainage, or open space uses.

**Statement of Facts**

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

The imposition of this chapter and section would prohibit the landowner from reasonable use of this land. The replat consists of all of Unrestricted Reserve "A" from the Greenhouse Plaza plat, and a portion of Restricted Reserve "A" (restricted to compensating open space) from the Strathmore Park plat. When Strathmore Park was platted, the minimum requirement for compensating open space was 13,900 square feet. As platted, Strathmore Park Restricted Reserve "A" provided 15,501 square feet, which yielded an EXCESS of 1,601 square feet of compensating open space. In November 2011 the Strathmore Park Home Owners Association sold 733 square feet out of the 1,601 square feet of excess compensating open space for the purpose of providing ingress and egress to the adjoining property (Greenhouse Plaza). The warranty deed for this sale is recorded under H.C.C.F. No. 20110507264 (attached to Plat Tracker Application). The granting of this variance would allow the permitting and construction of a private ingress egress driveway connecting the 7 acres at the southwest corner of FM 529 and Greenhouse Road to Strathmore Place Lane. Therefore, replating 733 square feet of this EXCESS compensating open space into an unrestricted reserve will allow for the expressed and intended use of the property (ingress egress). The HOA supports this replat and has signed a document to that affect (attached to Plat Tracker application).

**(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 portion of EXCESS compensating open space being replatted was created by a previous plat that did not take into account the large reserve adjacent to the north that would someday become developed. Insufficient distance exists to add a median break between FM 529 and Strathmore Place Lane. The granting of this variance will allow for a safer and more orderly flow of traffic by allowing traffic desiring to head north on Greenhouse Road to exit via Strathmore Place Lane to the existing median opening, instead of making a U-turn on Greenhouse Road.

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

Since Strathmore Park was platted with 15,501 square feet of compensating open space, and only 13,900 square feet was, and still is required, there exists 1,601 square feet of EXCESS compensating open space. The intent of this chapter will continue to be maintained because the minimum compensating open space requirement will still be met.

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

The granting of this variance will, in fact, increase the traffic safety in the general area of this subdivision. Without the granting of this variance, traffic exiting from the Greenhouse Plaza site desiring to go north on Greenhouse Road will not have any safe options. The first option would be to cut across 3 lanes of high speed traffic on FM 529 to get into the northbound left turn lane for Greenhouse Road. The second option would be to head south on Greenhouse Road and make a U-turn at the existing median opening located at Strathmore Place Lane. This second option would cause traffic



congestion in the median opening and make it difficult for the residents of Strathmore Park to use the median opening. This replat will allow the construction of a private drive to route traffic on to Strathmore Place Lane and then to the existing median opening on Greenhouse Road. This will discourage traffic from attempting to make U-turns at the median opening to head north on Greenhouse Road. This private drive will also have a stop sign at Strathmore Place Lane. This will give the residents of Strathmore Park the Right-Of-Way and first option to utilize the existing median opening at Greenhouse Road.

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

Traffic safety is the main justification for the variance. As this area grows and traffic increases, this variance will facilitate a safer, more orderly flow of traffic.



# Houston Planning Commission

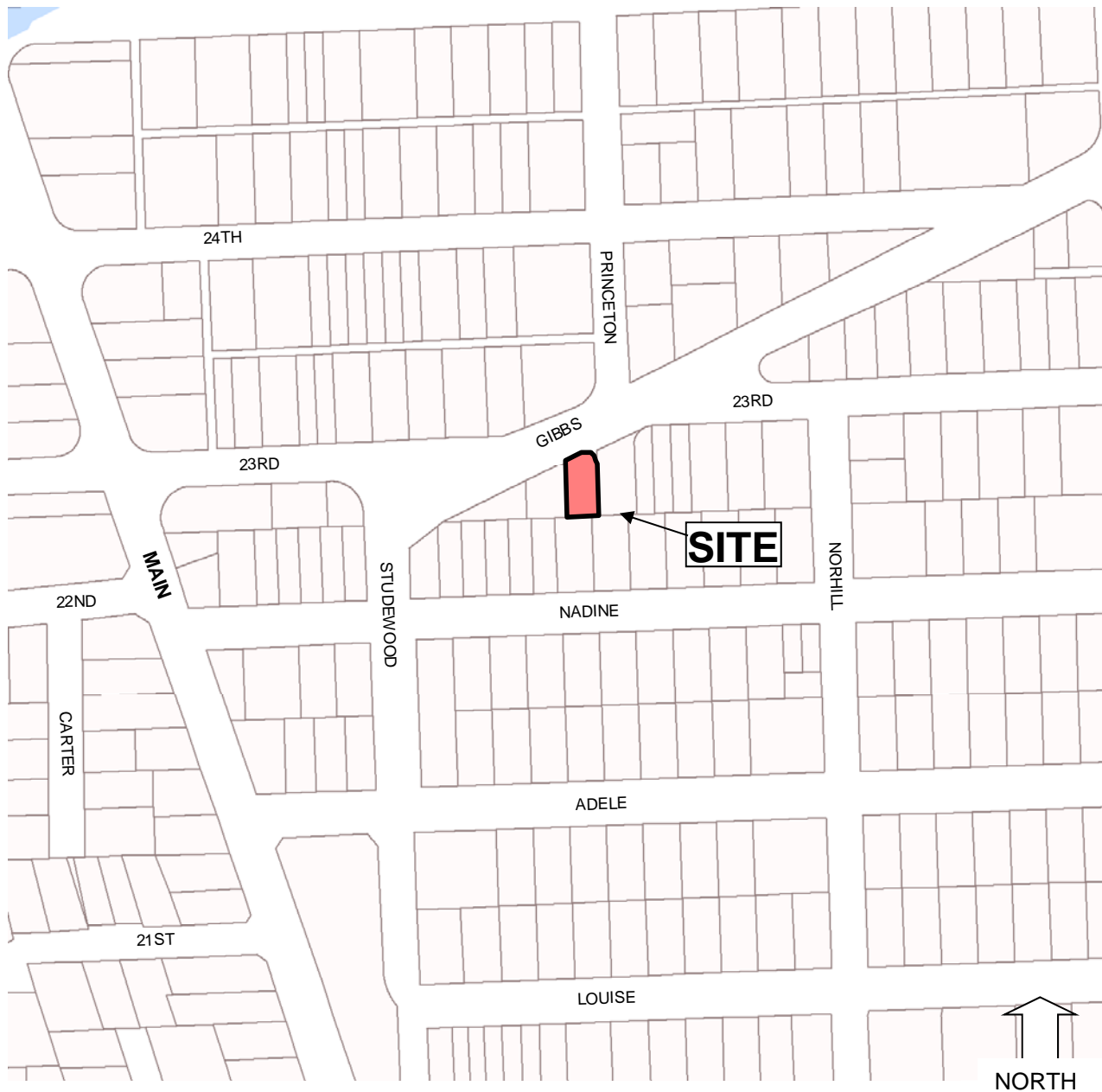
**ITEM: 119**

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Stude Rodger Heights replat no 1 partial replat no 1  
(DEF 1)**

**Applicant: Field Data Service, Inc**



**C – Public Hearings**

**Site Location**



# Houston Planning Commission

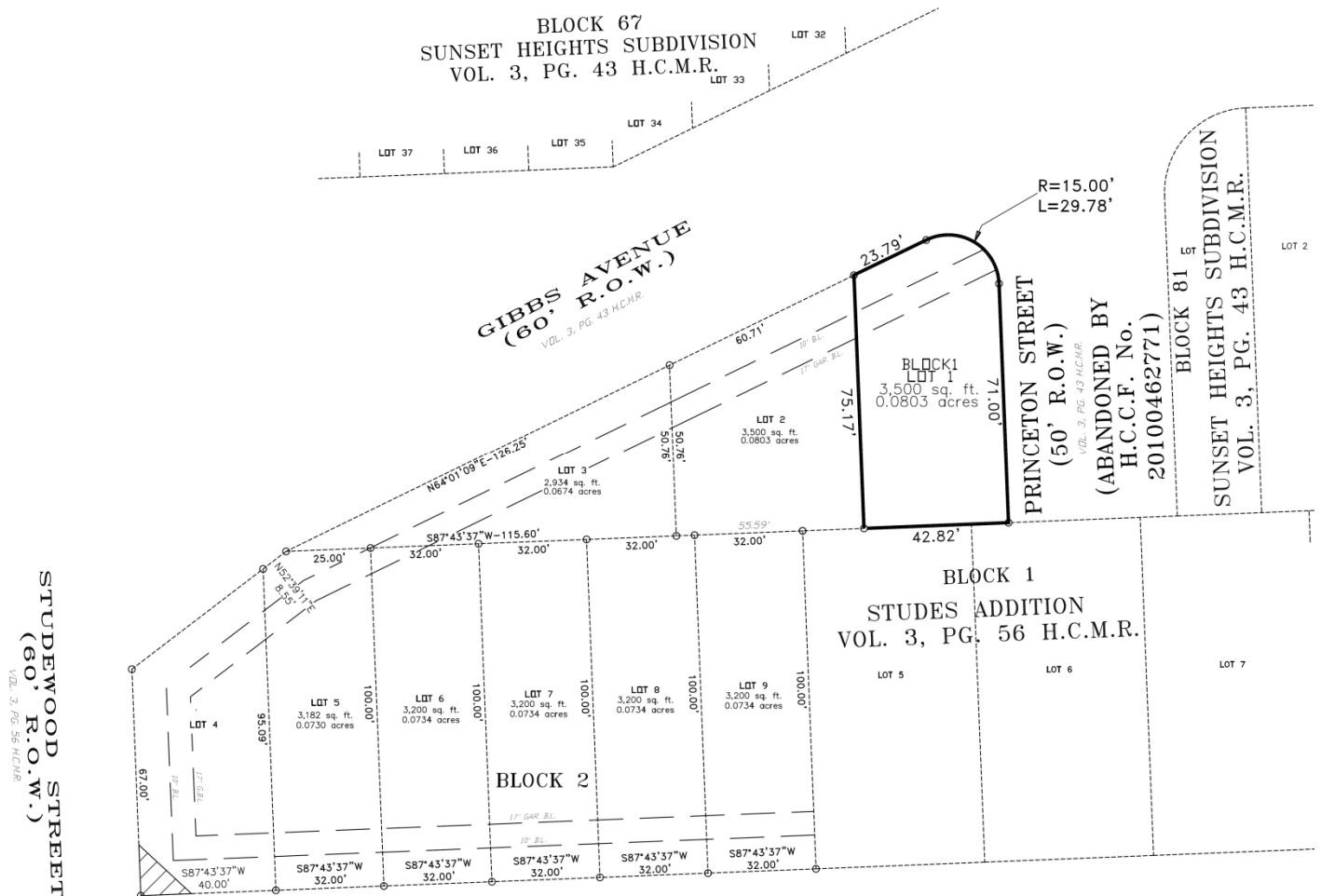
## ITEM: 119

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Stude Rodger Heights replat no 1 partial replat no 1  
(DEF 1)

Applicant: Field Data Service, Inc



C – Public Hearings

Subdivision



---

# Houston Planning Commission

## ITEM: 119

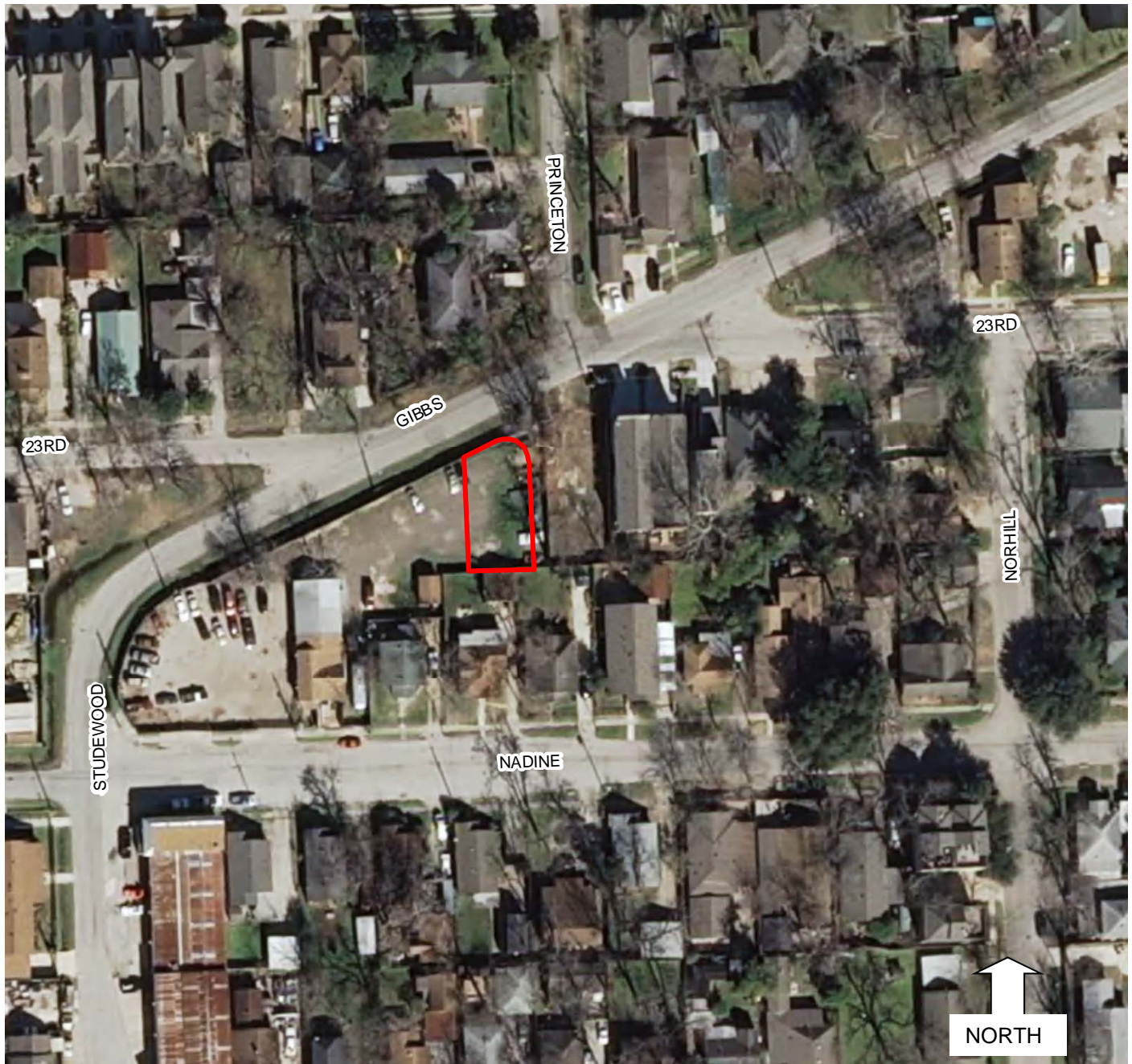
Planning and Development Department

Meeting Date: 08/21/2014

---

Subdivision Name: Stude Rodger Heights replat no 1 partial replat no 1  
(DEF 1)

Applicant: Field Data Service, Inc



---

C – Public Hearings

Aerial

---



# Houston Planning Commission

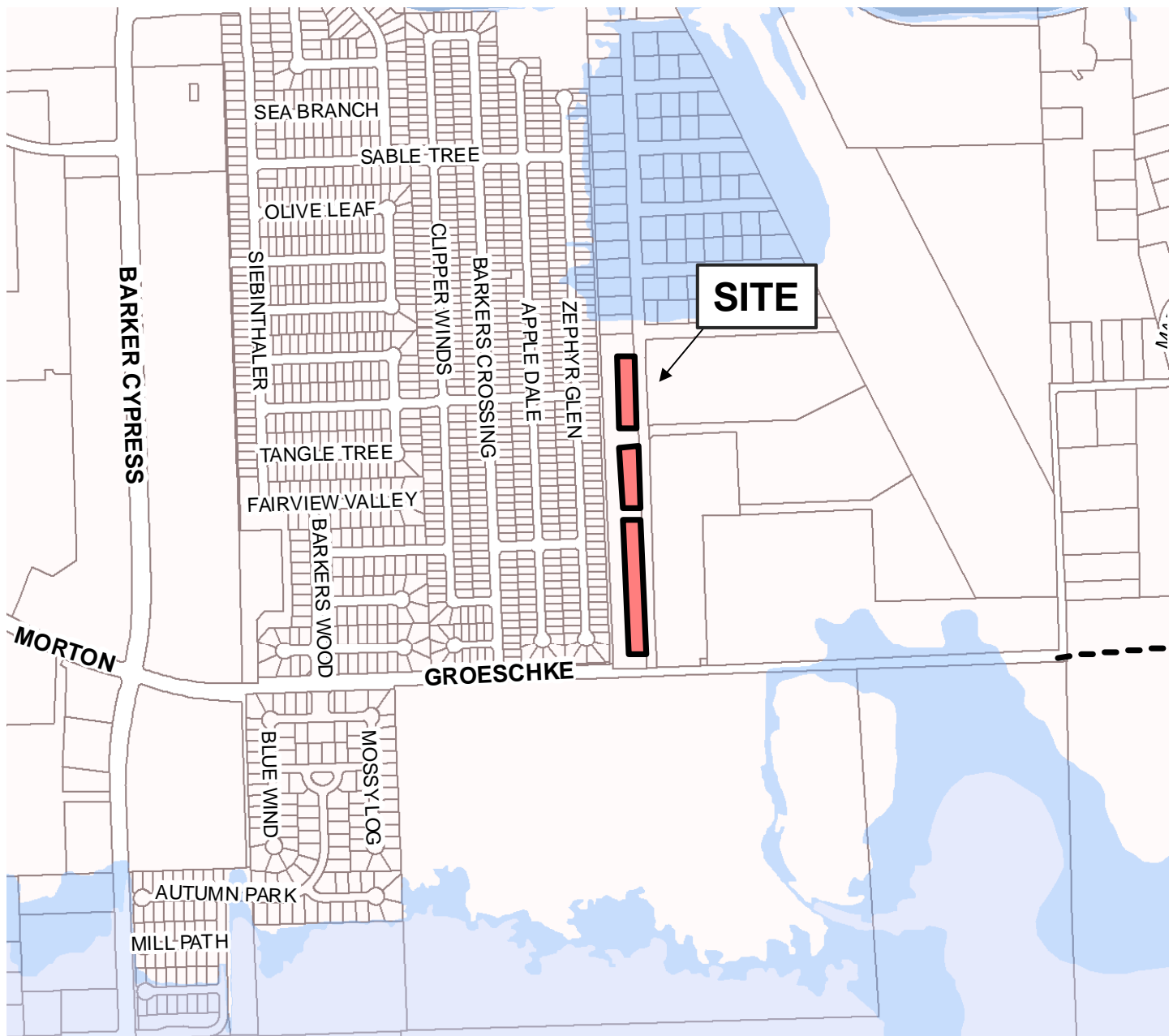
ITEM : 120

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name:** Aerovillas Hangar Home Sec 1

**Applicant:** Landtech Consultants, Inc.



**D – Variances**

**Site Location**



# Houston Planning Commission

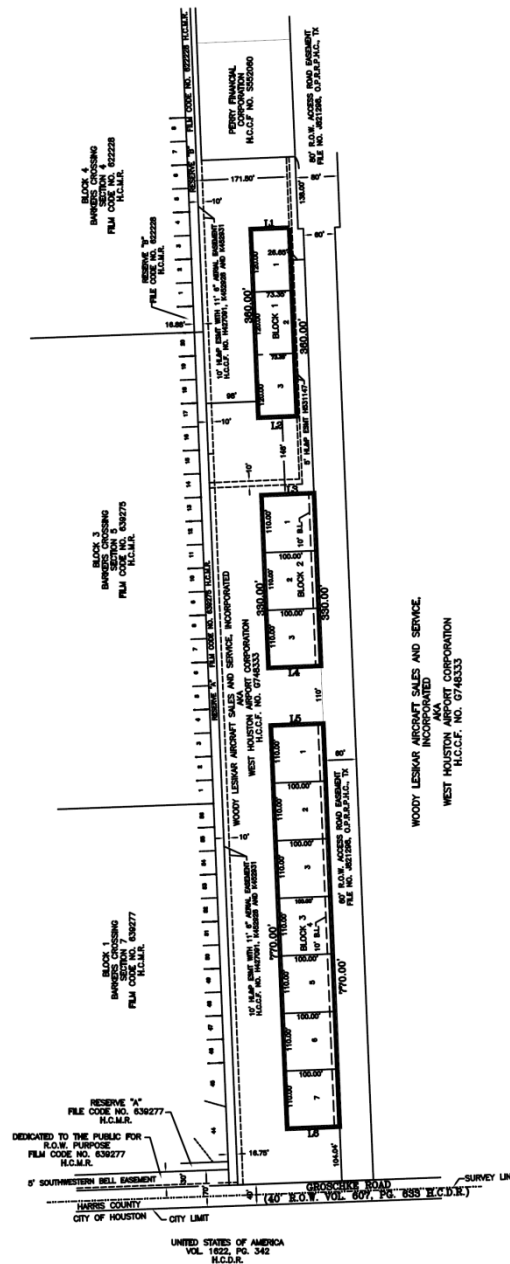
## ITEM : 120

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Aerovillas Hangar Home Sec 1

Applicant: Landtech Consultants, Inc.



D – Variances

Subdivision



---

# Houston Planning Commission

## ITEM : 120

Planning and Development Department

Meeting Date: 08/21/2014

---

**Subdivision Name:** Aerovillas Hangar Home Sec 1

**Applicant:** Landtech Consultants, Inc.



---

**D – Variances**

**Aerial**

---





Become part of a dynamic aviation community at West Houston Airport. Work with award winning Allen-Guerra Architects to design your own unique hangar home.

- Custom designed and built to suit
- 3800 - 5100 sq ft of luxury living space
- 3750 sq ft hangar with a 65' X 18' door
- 4000 ft paved runway
- Located within the Energy Corridor
- Full service 24 hr terminal

Available  
Sold

*Future  
Development  
Phase Two*

**Design Yours Today**

CALL: 281 492 - 2130  
VISIT: [www.aerovillas.com](http://www.aerovillas.com)  
EMAIL: [woody@westhoustonairport.com](mailto:woody@westhoustonairport.com)









**Application Number:** 2014-1949

**Plat Name:** Aerovillas Hangar Home Sec 1

**Applicant:** Landtech Consultants, Inc.

**Date Submitted:** 08/10/2014

**(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:** 188,128

**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; 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 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 grand-fathered 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

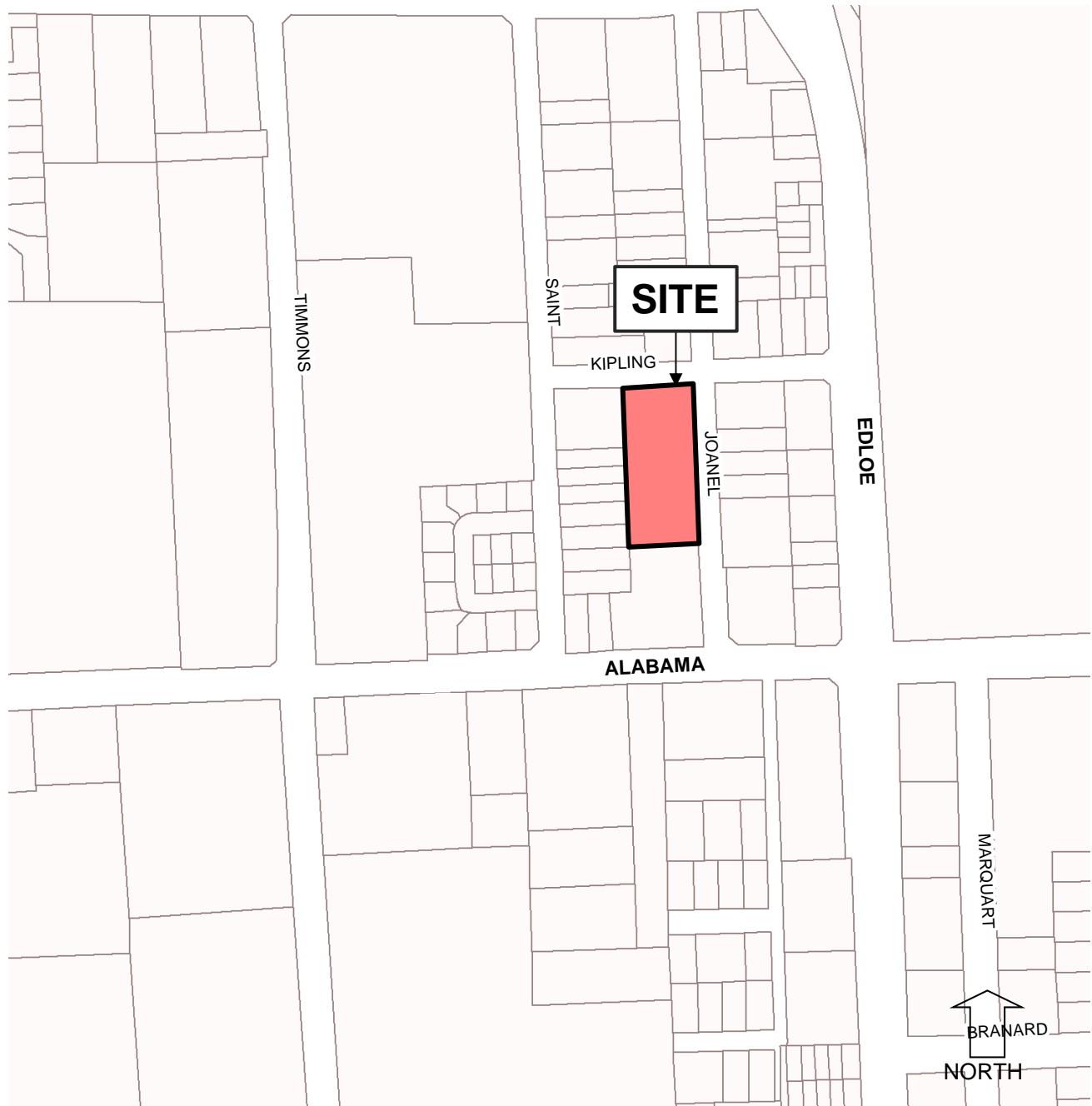
ITEM : 121

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Audubon Place partial replat no 1

Applicant: Miller Survey Group



**D – Variances**

**Site Location**



# Houston Planning Commission

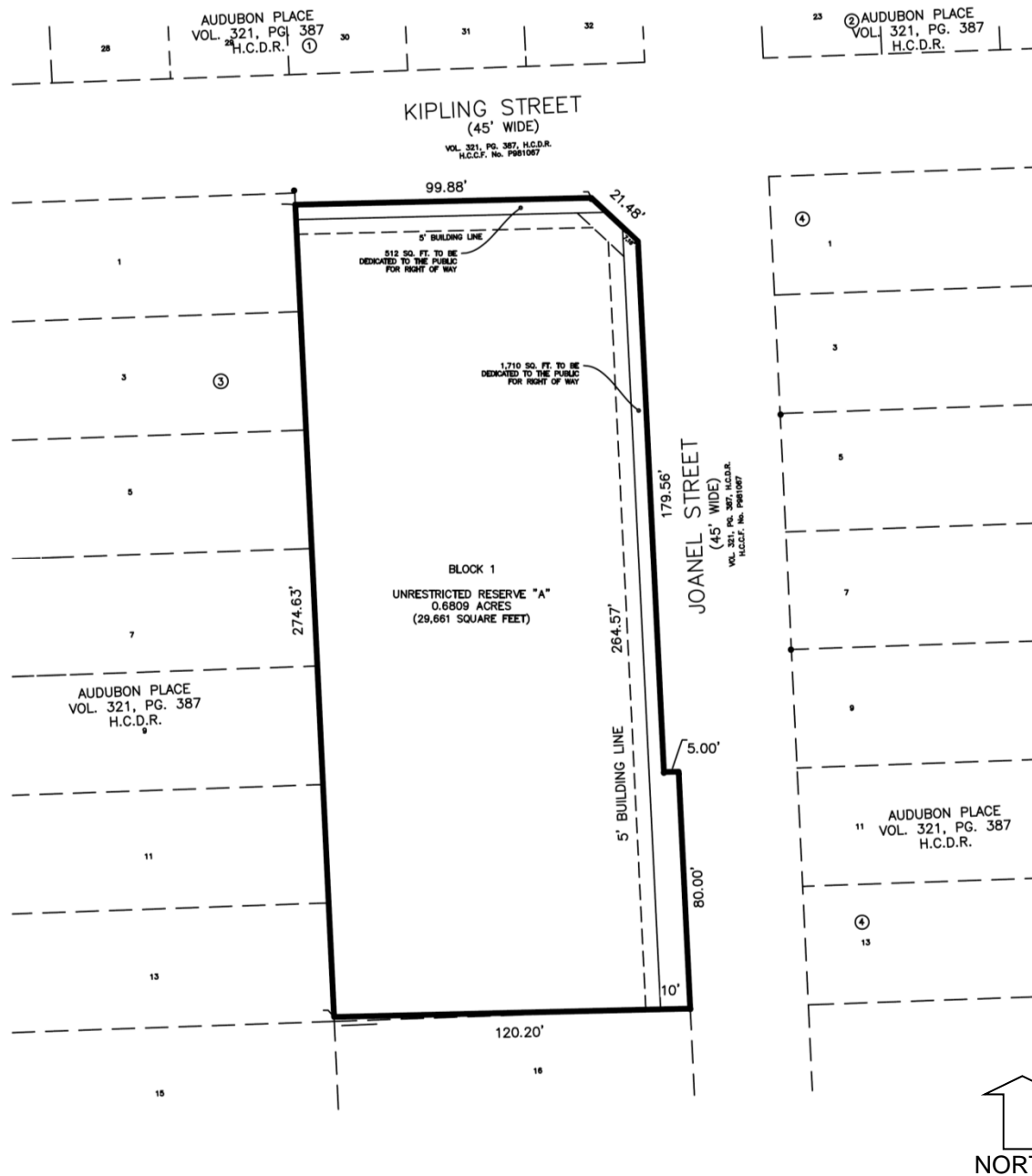
## ITEM : 121

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Audubon Place partial replat no 1

Applicant: Miller Survey Group



D – Variances

Subdivision



# Houston Planning Commission

ITEM : 121

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Audubon Place partial replat no 1

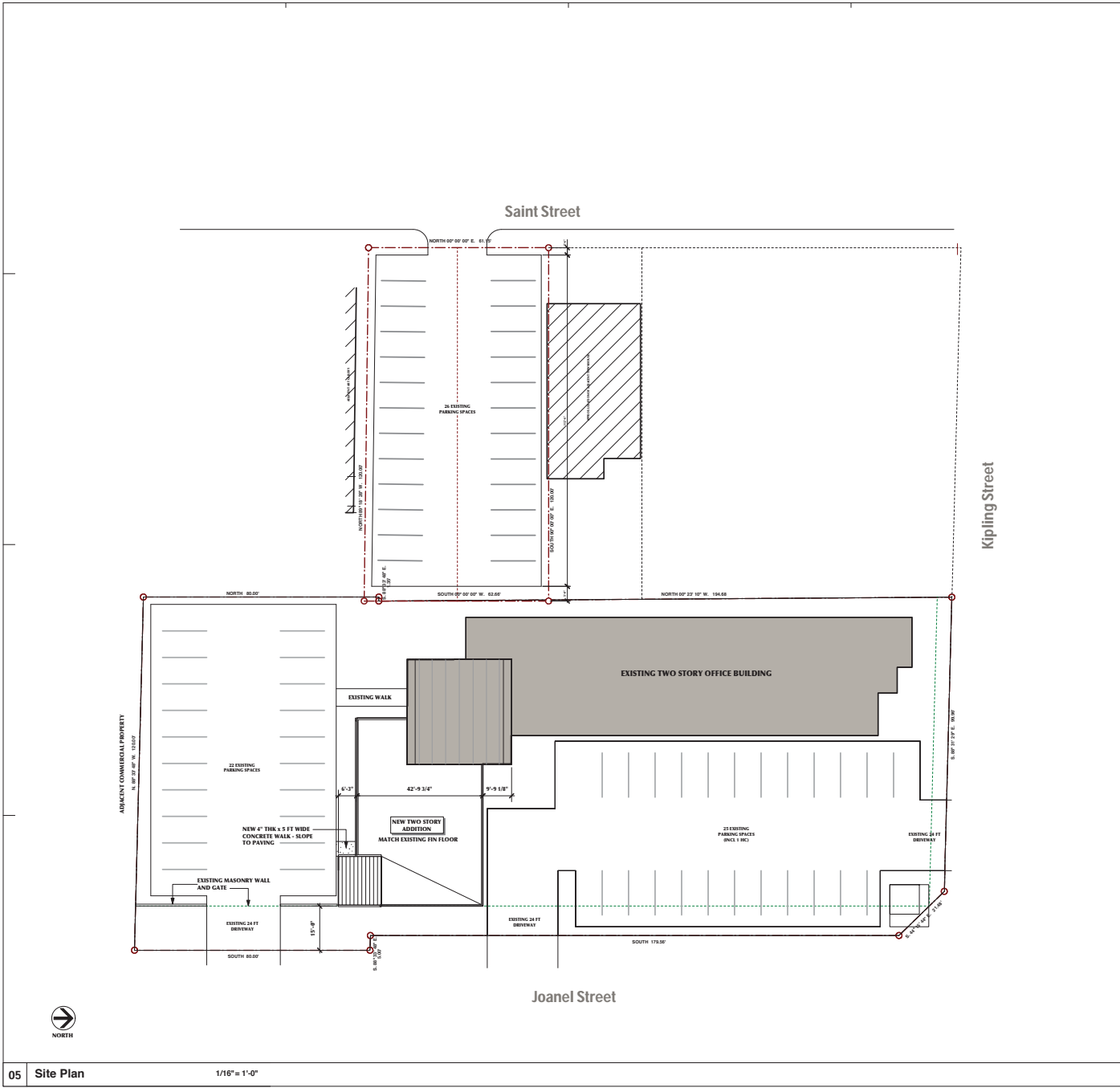
Applicant: Miller Survey Group



D – Variances

Aerial





ALL WORK shall conform to the following codes:  
2006 International Building Code  
2009 International Energy Conservation Code  
2011 National Electrical Code  
2006 Uniform Plumbing Code  
2006 Uniform Mechanical Code  
All work performed shall comply with latest City of Houston Code Amendments

Area Calculation:	Scope of Work SUMMARY:
EXISTING 1st FLOOR: 8,445 sf 1st FLOOR DEMOLITION: 1,873 sf EXISTING 2nd FLOOR: 4,911 sf 2nd FLOOR ADDITION: 2,171 sf TOTAL NEW FLOOR AREA: 15,927 sf	• Demolish Existing One Story Wing (approx 1,873 sf) • New TWO STORY ADDITION (approx 4,446 sf) • New Rooftop A/C Gas-Fired 43 Package Unit • Misc Repairs and Painting • No Restrooms Added (Existing is Adequate) • No New Parking Required (Existing is Adequate)

**Parking:**  
2.5 PARKING SPACES per 1,000 sf of 40 SPACES REQUIRED  
73 EXISTING PARKING SPACES PROVIDED

## 16 Building Codes & Scope of Work Summary

Section 304: OCCUPANCY: BUSINESS GROUP B  
Table 304.2: ALLOWABLE HEIGHTS & AREAS  
• ALLOWABLE AREA/HEIGHT: 10,000 SF / TWO STORIES  
• ACTUAL AREA/HEIGHT: 15,927 SF / TWO STORIES  
Table 601: CONSTRUCTION TYPE VB NON-RATED - NOT FIRE SPRINKLERED  
Table 602: FIRE RESISTANCE OF EXTERIOR WALLS  
FIRE SEPARATION DISTANCE IS GREATER THAN 30 FEET - NO REQUIREMENT  
TABLE 1004.1: OCCUPANT LOAD: BUSINESS: 15,927 SF @ 100 SF per Person = 160  
Table 1005.1: EGRESS WIDTH:  
• EXIT WIDTH 0.2"/PERSON = 0.2" x 160 = 32"; 6 EXIT DOORS PROVIDED AT 36" EA.  
• EXIT STAIR WIDTH 0.3"/PERSON = 0.3" x 80 = 24"; PROVIDED 44" MIN WIDTH AT STAIRS  
Table 1015.1: MINIMUM TWO EXITS REQUIRED; SRA6 PROVIDED  
Table 1016.1: MAX. TRAVEL DISTANCE 200 FT; ACTUAL (From Work Room) = Approx 120 FT  
Table 2902.1: MINIMUM NUMBER OF REQUIRED PLUMBING FACILITIES:  
• PLUMBING FIXTURES REQUIRED: EXISTING: 160 OCCUPANTS (80 M/80 F)  
Male  
WC/URN: 1 per 50 = 2 Required (3 Existing)  
LAVS: 1 per 80 = 1 Required (3 Existing)  
DRINKING FOUNTAIN: 1 per 100 = 2 Required (2 Existing)  
Note: ALL PLUMBING FIXTURES ARE EXISTING

## 11 Building Code Review

EXTERIOR BUILDING ENVELOPE:  
MASONRY WALLS: R-19 FIBERGLASS BATT INSULATION + 4" CMU = R-21  
EIFS WALLS: R-19 FIBERGLASS INSULATION + 2" EIFS = R-27  
ROOF: R-11 FIBERGLASS BATT INSULATION AT DECK 3" R-17 R-ICED POLYSTYRENE INSULATION  
WHITE SINGLE PLY 'COOL ROOF'; Solar Reflectance MIN 8.79 Thermal Emittance MIN 8.75  
EXTERIOR WALL AREA: TOTAL 5,857 SF  
NORTH: 1393 SF SOUTH: 1756 SF EAST: 1259 SF WEST: 649 SF  
GLAZING AREA: 862 SF (17%)  
NORTH: 409 SF SOUTH: 143 SF EAST: 189 SF WEST: 81 SF  
GLAZING SPECIFICATIONS:  
PPG SOLARBAN (G2) ON AZURIA + 1/2" AIRSPACE + 6MM CLEAR  
SHGC: 0.19 U-FACTOR: 0.37  
Note: SEE SHEET A3.2 FOR BUILDING ENVELOPE COMCHECK REPORT  
SEE MEP DRAWINGS FOR MECHANICAL & LIGHTING COMCHECK REPORTS

## 06 Energy Code Information

ARCHITECTURAL	MECHANICAL
A1.0 Site Plan	M0.1 Mechanical Legend & Notes
A1.1 Demolition Plan	M2.1 First Floor Mechanical Plan
A1.2 First Floor Plan	M2.2 Second Floor Mechanical Plan
A1.3 Second Floor Plan	M2.3 Roof Mechanical Plan
A1.4 Roof Plan	M2.4 Mechanical Details
A1.5 First Floor Ceiling Plan	M2.5 Mechanical Schedules
A1.6 Second Floor Ceiling Plan	M2.6 Mechanical ComCheck Energy Code Report
A2.0 Exterior Elevations	ELECTRICAL
A3.0 Wall Sections	E0.1 Electrical Legend/Symbols
A3.1 Wall Sections	E2.1 First Floor Power Plan
A3.2 Not Used	E2.2 Second Floor Power Plan
A3.3 Wall Section Details	E2.3 Roof Power Plan
A3.4 Wall Section Details	E2.4 First Floor Lighting Plan
A3.5 Plan Details	E2.5 Second Floor Lighting Plan
A3.6 Plan Details	E2.6 Electric Meter Diagram
A4.0 Stair Plan & Details	E2.7 Electrical Panel Schedules
A5.0 Doors, Windows & Partitions	E2.8 Electrical ComCheck Energy Code Report
STRUCTURAL	PLUMBING
S1.1 General Notes	P0.1 Plumbing Legend & Notes
S1.2 General Notes	P1.1 Existing/Demo Underfloor Plumbing Plan
S2.1 Foundation Plan	P1.2 Existing/Demo Plumbing Floor Plan
S2.2 2nd Floor Framing Plan	P2.0 Plumbing Underfloor Plan
S2.3 Roof Framing Plan	P2.1 First Floor Plumbing Plan
S3.1 Foundation Details	P2.2 Second Floor Plumbing Plan
S3.2 Foundation Details	P2.3 Plumbing Details
S4.1 Framing Details	
S4.2 Framing Details	
S4.3 Framing Details	
S5.1 Truss & Bracing Details	

Office Addition  
2808 Joanel  
Houston, Texas 77227

STRUCTURAL ENGINEER  
PINNACLE Structural Engineers  
5516 Chandler  
Houston, TX 77065  
(713) 887-8911

MEP ENGINEER  
DABNEY Commercial Engineering  
4727 Merwin Suite B  
Houston, TX 77027  
(713) 368-6996

10 JULY 2014 • FOR PERMIT

Phil SCHAUWE Architect  
7101 880/538  
P O BOX 70827  
HOUSTON TX 77270

ALL RIGHTS RESERVED  
© Phil Schauwe Architect, 2014  
ALL WORKS REVERSED

A1.0  
Site Plan





**Application Number:** 2014-1839

**Plat Name:** Audubon Place partial replat no 1

**Applicant:** Miller Survey Group

**Date Submitted:** 07/27/2014

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

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

Sec. 42-150 requires a 10' building line along Local Streets that are not abutting lots not restricted to single family residential. The property being platted abuts Kipling Street & Joanel Street, both of which are classified as local streets. The streets are not bound by property restricted to single family residential use. The streets will require dedication of additional right of way to meet the requirements of 42-122. Applicant is requesting a reduced building line of 5' along Kipling and Joanel Streets after dedication of additional right of way.

**Chapter 42 Section: 42-150**

**Chapter 42 Reference:**

Sec. 42-150. Building line requirement. (d) The following chart is a summary of certain building line requirements of this chapter and is intended for illustrative purposes only. In case of any conflict between the chart and the text of this chapter, the text shall control. Type of Street or Private Roadway: Local streets Tract Description: All others Minimum Building Line Requirement: 10 feet

**Statement of Facts**

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

In 1992, the owner successfully appealed the dedication of a full 10' of right of way for Kipling and Joanel Streets where they abutted Lots 2,4,6,8 & 10, Block 3, Audubon Place. The Planning & Zoning Commission approved the appeal subject to a reduced dedication of only 5' of right of way and a 15'x15' cutback at the intersection of Kipling and Joanel. The conditions leading to the approval of the development plat appeal are still the same. Kipling and Joanel Streets are only two (2) blocks long. Traffic flow on the two streets are minimal. Joanel Street terminates at Westheimer on the north and West Alabama on the south. An extension of Joanel would to the north would be through a public park, and through existing commercial land use on the south. Kipling terminates on the east at Edloe and Saint Street on the west. An extension of Kipling to the east would be through St. Lukes Methodist Church and existing condominiums to the west. Upon the approval of the Development Plat (No. 92-10705), the owner constructed an office building 10' away from the 5' right of way dedication. The building still exists and is currently in use. Subsequently, the owner also constructed parking facilities on Lots 12 & 14, Block 3 of Audubon Place. The owner is replatting Lots 2,4,6,8,10,12 & 14 of Block 3 in order to remove the existing line between Lots 10 & 12. The line needs to be eliminated in order to provide access to a planned second story addition to a portion of the existing building from the existing parking on Lot 12. The second story addition will be within the existing building envelope. In order for the partial replat to meet the requirements of 42-150 a 10' building line will need to be established parallel to additional right of way dedication, resulting in the existing right of way line and prevent the desired second story addition. It is our belief that there is a strong argument in favor of a variance allowing a dedication of only 5' of additional right of way along Lots 12 & 14. As previously stated, the same conditions still exist as they did in 1992 and a 5' dedication would simply extend the previous dedication made. However, the owner recognizes the value of widening Joanel and Kipling to an eventual full width of 60' to the public. It is for this reason that the owner is willing to dedicate all of the additional right of way required to meet the requirements of 42-122 and is only asking for a building line variance.

**(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 the variance were not created by the owner. As stated above, the Planning & Zoning Commission approved a Development Plat Appeal in 1992 that allowed the owner to construct a building that will be in violation of a 10' building line created in accordance with 42-150.



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

The general intent and purpose of this chapter will be maintained as the owner will be dedicating the full right of way width required by 42-122.

**(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 welfare. There is little to no pedestrian traffic in the area. There will be no substantial changes made to any of the structures currently existing between the existing building and the current right of way. These structures have been in place for more than two decades and have not imperiled the public to this point. Additionally, the full right of way width will be achieved to allow the City of Houston to make improvements when it is deemed in the best interests of the public.

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

Quite the contrary, the owner is agreeing to relinquish ownership of valuable property in order to expand the public right of way. Owner is also planning to spend significant sums in order to proceed with his planned expansion.



# Houston Planning Commission    ITEM : 122

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Commerce Estates**

**Applicant: Owens Management Systems, LLC**



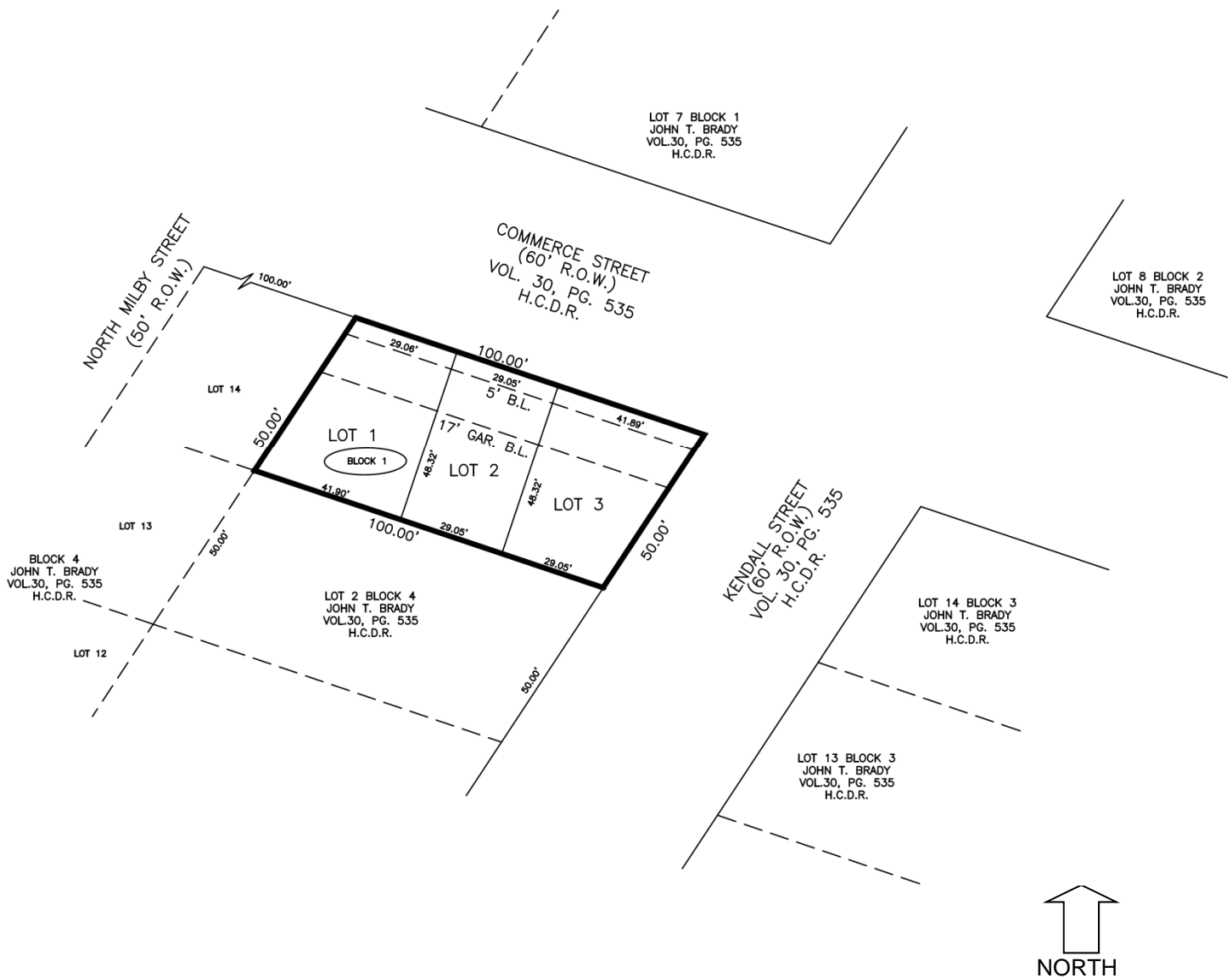
**D – Variances**

**Site Location**



**Meeting Date: 08/21/2014**

**Applicant: Owens Management Systems, LLC**



## Subdivision



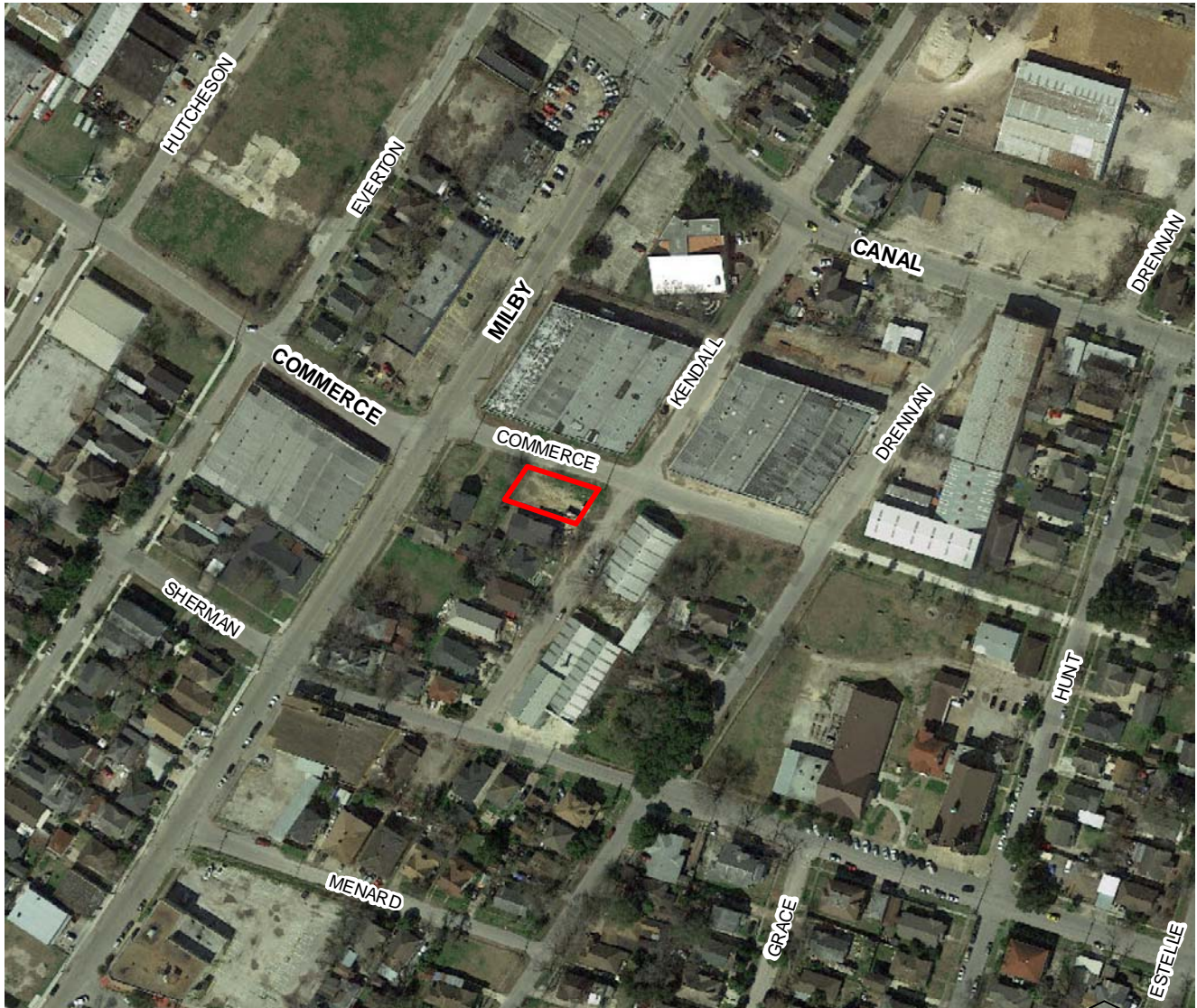
# Houston Planning Commission    ITEM : 122

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Commerce Estates

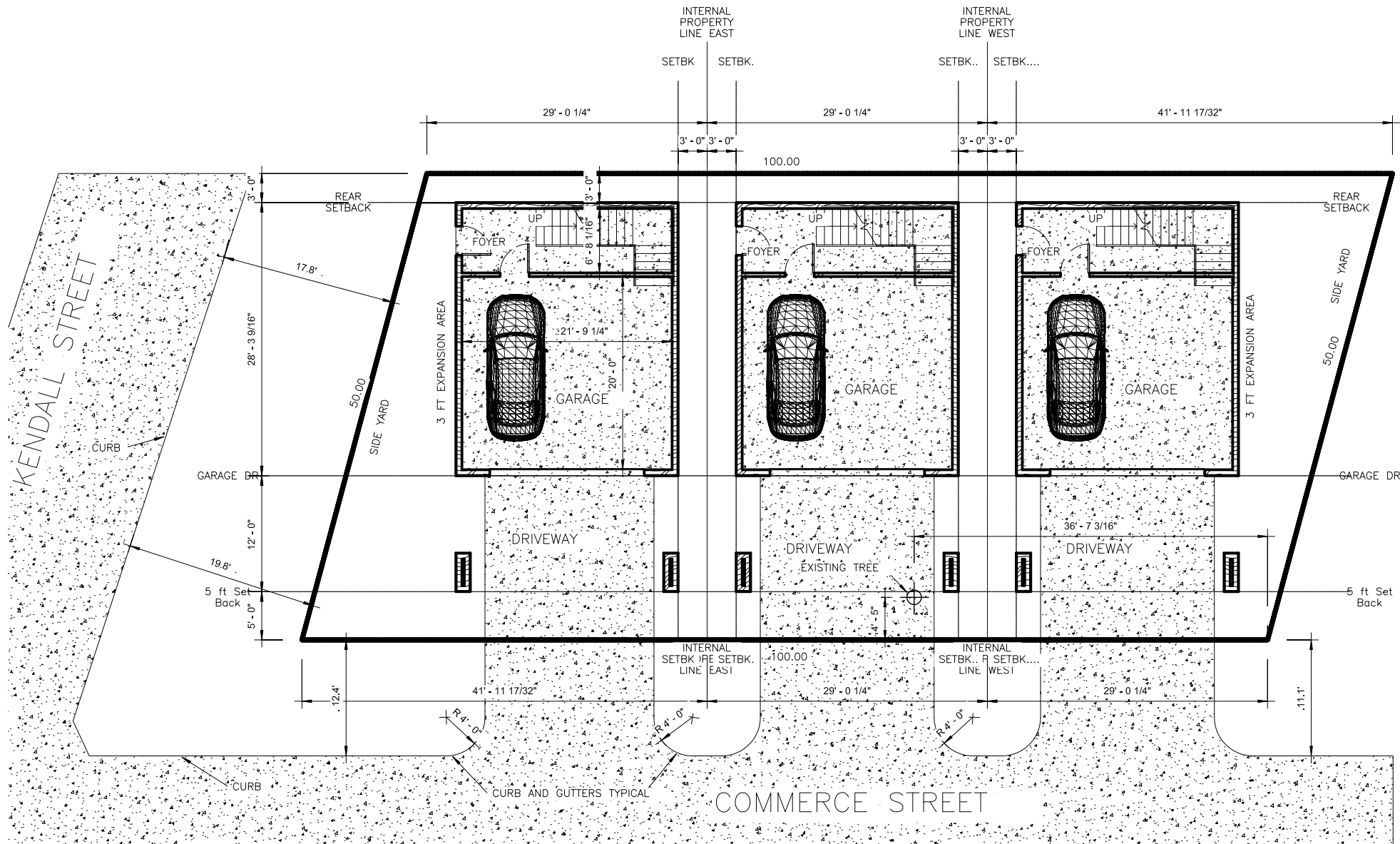
Applicant: Owens Management Systems, LLC



**D – Variances**

**Aerial**









**Application Number:** 2014-1974

**Plat Name:** Commerce Estates

**Applicant:** Owens Management Systems, LLC

**Date Submitted:** 08/11/2014

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

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

A variance is sought for a reduced five-foot building line on Commerce, Zero building line on Kendall Street and not to provide a 15' x 15' visibility triangle at the corner of Commerce and Kendall.

**Chapter 42 Section: 157 & 161**

**Chapter 42 Reference:**

42-157 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 a 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. 42-161 The building line for property adjacent to two intersecting streets shall not encroach into any visibility triangle, the triangle area adjacent to the intersection of any 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.

**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 located at the corners of Kendall and Commerce Streets in the JT Brady subdivision recorded in 1883. Commerce Street, between N. Milby and Drennan was owned by Missouri Pacific Railroad Company and purchased by City of Houston in 1998. Commerce is paved with no open ditches or curb and gutter. Commerce street, east of N. Milby is approximately 260' to its terminus at Drennan Street. It then turns into a bike trail. The developments to north, northeast, and east of property are warehouse or commercial properties with no driveway access on Commerce. Kendall Street is 345 feet long with residential lots on the west side of the street that also have access N. Milby via Sherman Street for vehicular circulation. The east side of Kendall are warehouse properties. The owner/developer is proposing 3 - 3 story units, 2 bedrooms approximately 1900 square feet.

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

The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant. Lots in Block 4 of the JT Brady subdivision are parallelogram shaped - no sides are fixed at 90 degree angles which decreases the actual buildable space on the lots.

**(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. With 19.8 feet from the paved section to the property line on Kendall Street, there is sufficient distance for adequate site at the corner. An additional 15' x 15' visibility triangle is excessive. To provide a 10'/17' building line on Kendall will create 29.8 feet from the property line that is not consistent with urban development. A zero building line on Kendall and 5-foot building line on Commerce allows for the design of structures that are not diagonal shaped. The development maintains the 17' garage setback on Commerce.

**(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. From N.Milby to Drennan, there are no existing developments that take vehicular access to Commerce Street. The development includes 5-foot sidewalks on Kendall and Commerce. Additional landscaping will be provided along Kendall and Commerce. The addition of 3 lots will not impact traffic on Commerce Street.

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

Economic hardship is not the sole justification of the variance. The hardship is created by the parallelogram shaped lot and the existing unpaved sections of the right-of-way on Kendall Street.



---

# Houston Planning Commission

## ITEM : 123

Planning and Development Department

Meeting Date: 08/21/2014

---

**Subdivision Name: Hanover River Oaks**

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



---

**D – Variances**

**Site Location**

---



# Houston Planning Commission

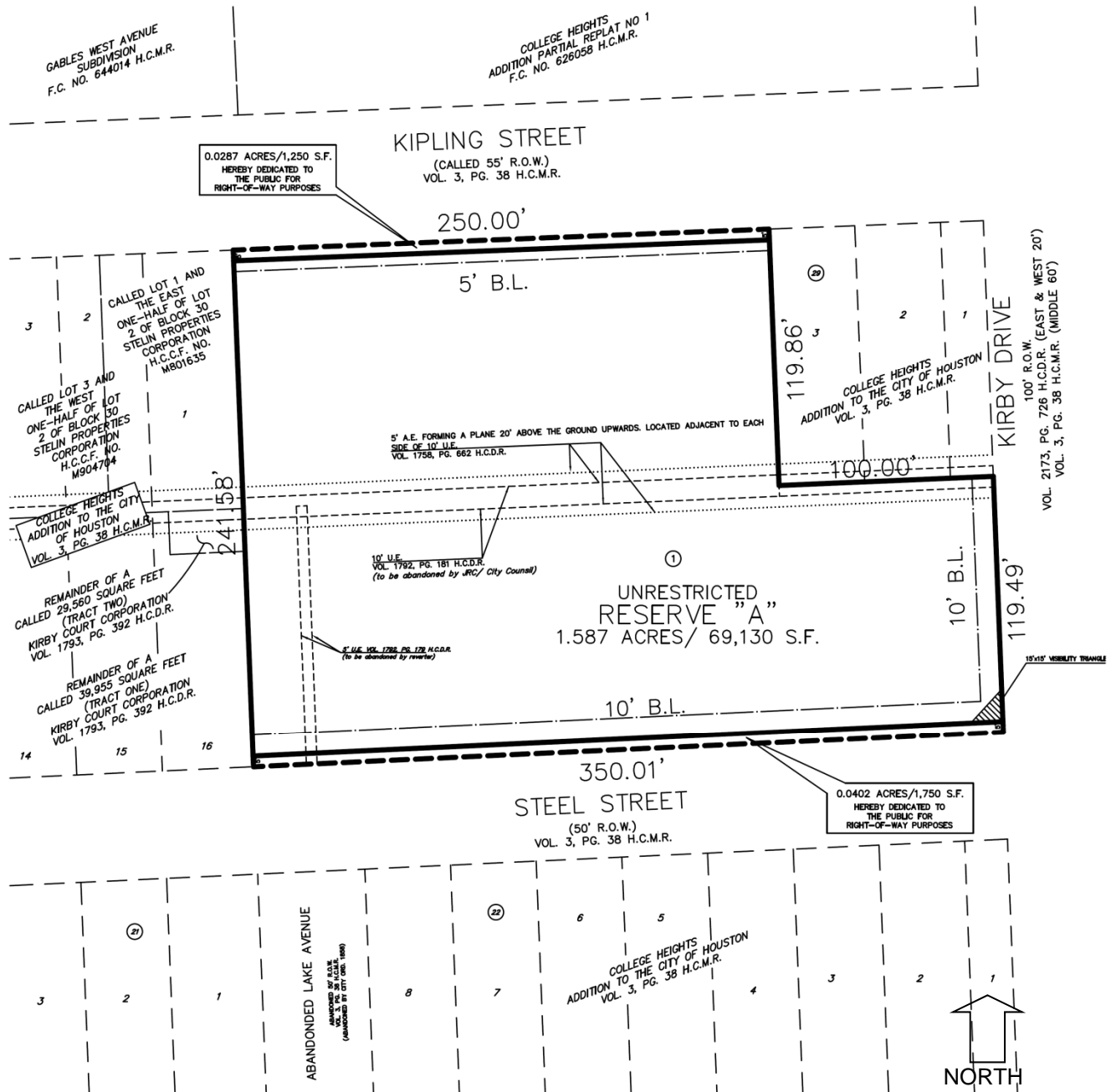
## ITEM : 123

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Hanover River Oaks

Applicant: Brown & Gay Engineers, Inc.



D – Variances

Subdivision



# Houston Planning Commission

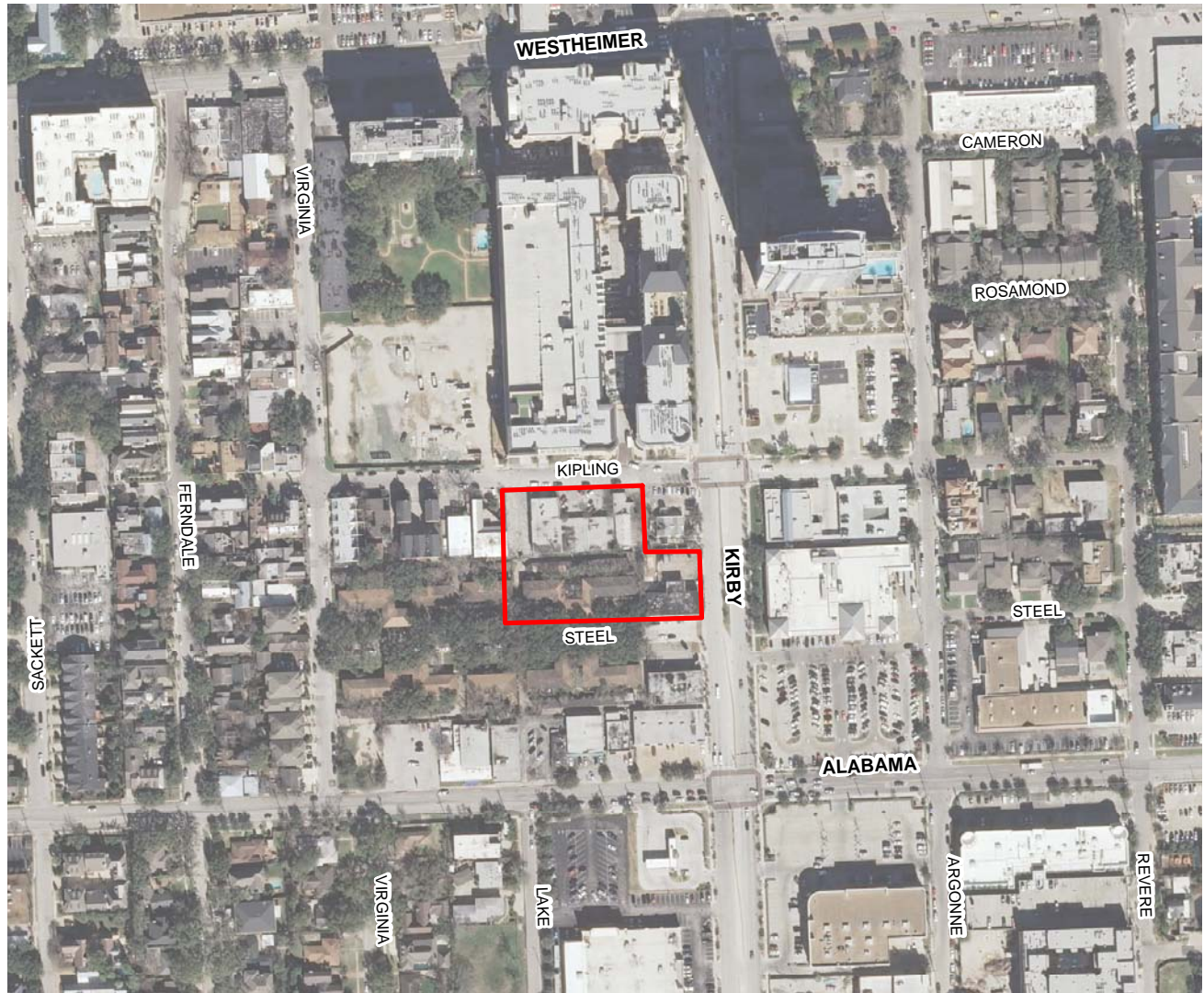
ITEM : 123

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Hanover River Oaks

Applicant: Brown & Gay Engineers, Inc.



D – Variances

Aerial





SE



NE

0 25' 50'

#### Tower Renders

River Oaks - 2651 Kipling St.  
Hanover | Houston, TX

08.04.2014

2014.035



2





SW

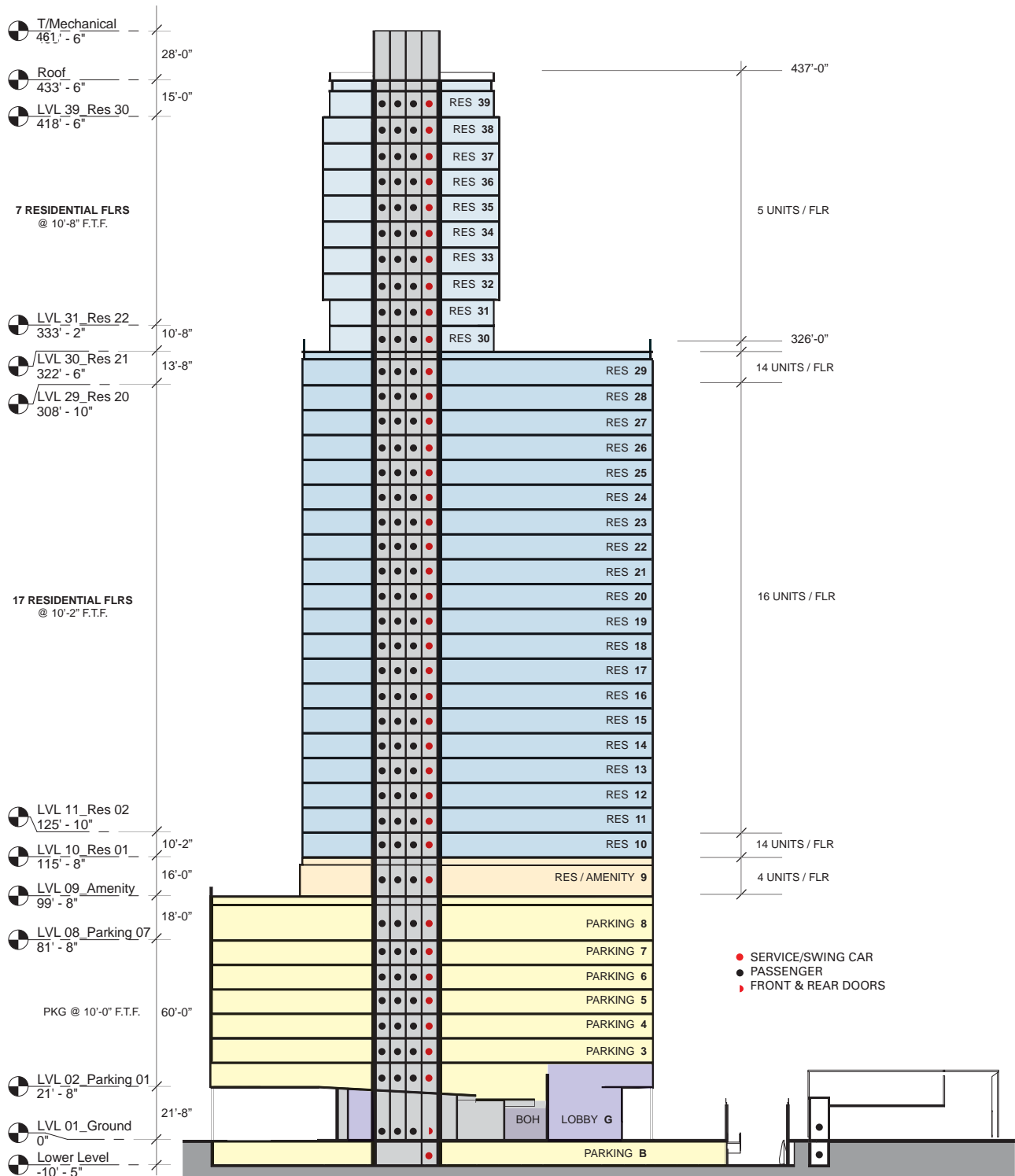


Restaurant A Kirby









Section A | 1" = 40'-0"

E-W Section

River Oaks - 2651 Kipling St.  
Hanover | Houston, TX

08.04.2014

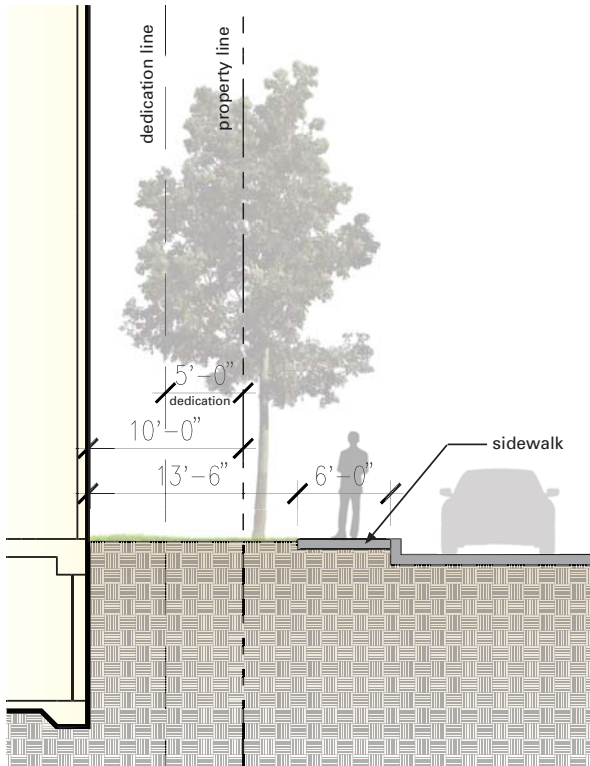
2014.035



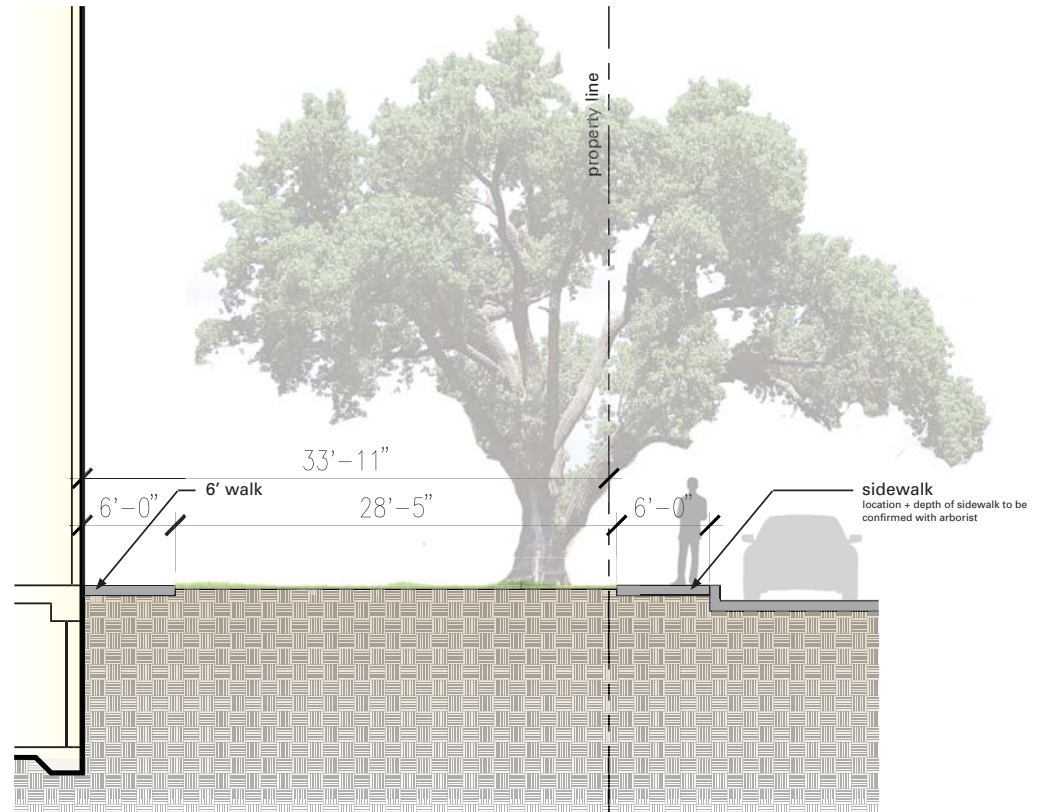








**Kipling Ave. Section** | Looking West



**Steel St. Section** | Looking East

**Kipling Ave + Steel St Sections**

River Oaks - 2651 Kipling St.  
Hanover | Houston, TX

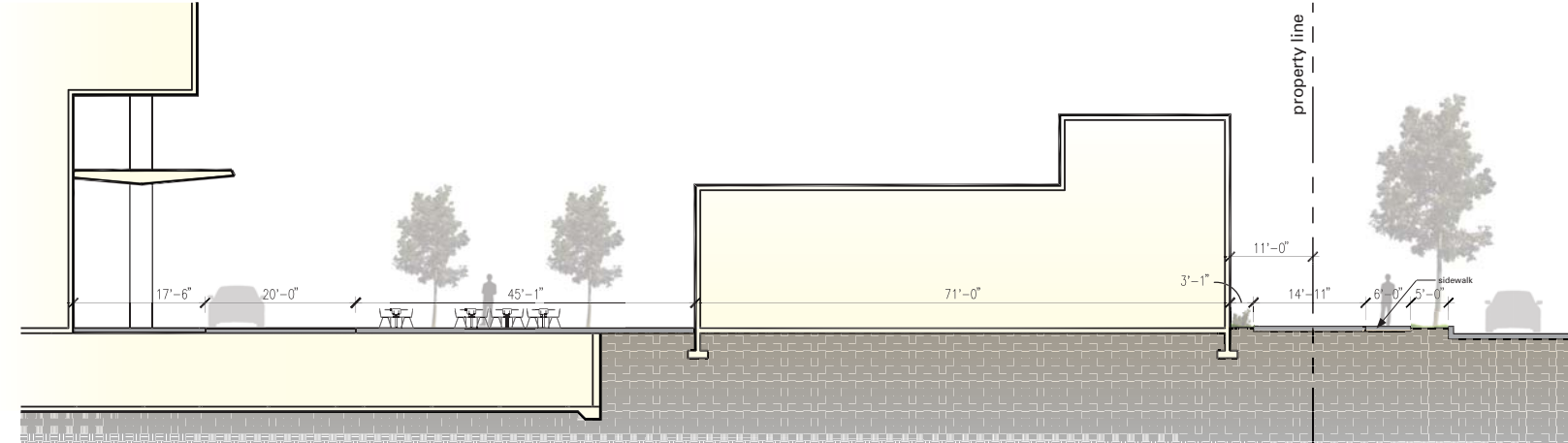
08.11.2014

2014.035

0 4' 8'







Kirby Dr. Section | Looking North



July 30, 2014

Patrick Walsh, P.E.  
Planning & Development Department  
611 Walker St, 6th Floor  
Houston, TX 77002

Re: Hanover Setback Request, Kirby Drive at Steel Street

Dear Director Walsh,

As I understand, the Hanover Company intends to construct a new project on Kirby Drive between Steel Street and Kipling Street in the Upper Kirby District and has asked to be granted a setback of 10' on the Kirby side and 5' on the Kipling side of the project. We have reviewed the conceptual design and are in full support of this request.

As you know, the Upper Kirby area, like much of inner-city Houston is becoming denser by the day. The Hanover Company has communicated to us that the edges along these setbacks will be built with the pedestrian in mind and will interact seamlessly with existing pedestrian improvements implemented along Kirby. The proposed treatments here are fully in line with the evolving urban context of the District and the vision Upper Kirby Management District's Pedestrian and Mobility Master Plan.

Further, a reduced setback on Kirby and Kipling not only contributes to safer, more active streetscape along those streets, it also allows for an extremely generous setback along Steel Street that will permit the preservation of the majestic 50-75-year-old oaks currently shading that street.

Please do not hesitate to contact me if you would like to discuss this project in more detail.

Sincerely,



Jamie Brewster  
Executive Director





**Application Number:** 2014-1998

**Plat Name:** Hanover River Oaks

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

**Date Submitted:** 08/11/2014

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

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

To allow a reduced building line of 10' along Kirby Drive and a reduced building line of 5' along Kipling Street.

**Chapter 42 Section:** 152, 155

**Chapter 42 Reference:**

Sec. 42-152. Building line requirement along major thoroughfares. (a) The portion of a lot or tract that is adjacent to a major thoroughfare shall have a building line requirement of 25 feet unless otherwise authorized by this chapter. Sec. 42-155. Collector and local streets--Uses other than single-family residential. (a) The building line requirement for a tract used or to be used for other than single-family residential purposes adjacent to a street that is a collector street or local street that is not an alley shall be ten feet unless otherwise required or authorized by this chapter.

**Statement of Facts**

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

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

The ±1.65 acre site currently has five large oak trees with diameters varying from twenty-six inches to thirty-five inches along the south boundary being Steel Street. The proposed development desires to preserve the five large oak trees and by shifting the proposed development north and reducing the building line along Kipling Street to five feet. The proposed building would be approximately 41-feet from the back of curb along Steel Street and approximately 19-feet from the back of curb along Kipling Street. The existing paving section is approximately thirty-five feet along Kipling Street and approximately thirty-three and a half feet along Steel Street. The proposed shift north will allow for the proposed building to be located outside of the drip line of the five oak trees. The reduced building line along Kirby Drive will allow for vehicular traffic visiting the site to be moved away from Kirby Drive and create a friendlier pedestrian realm. The developer proposes to improve the pedestrian realm along Kirby Drive and Kipling Street with six-foot sidewalks and three-inch caliper oak trees. In addition, coordination with Upper Kirby has occurred and a letter of support has been provided.

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

The developer is proposing to preserve the five large oaks trees along Steel Street reducing the buildable area between Kipling Street and Steel Street to 196-feet from 216-feet. The proposed development along Kirby Drive is in conjunction with the Upper Kirby District to provide a pedestrian friendly environment.

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

The proposed buildings provide ample space from the building to the back of curb along Kipling Street and Kirby Street. The proposed development will provide an enhanced pedestrian realm along the adjoining streets.

**(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 building along Kipling Street will be approximately 19-feet from the back of curb and the building along Kirby Drive will be approximately 22-feet from the back of curb.

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



Economic hardship is not the justification of the variance. Preservation of the five large oaks trees and the improved pedestrian realms along Kirby Drive, Kipling Street and Steel Street will only increase the cost of the proposed development.



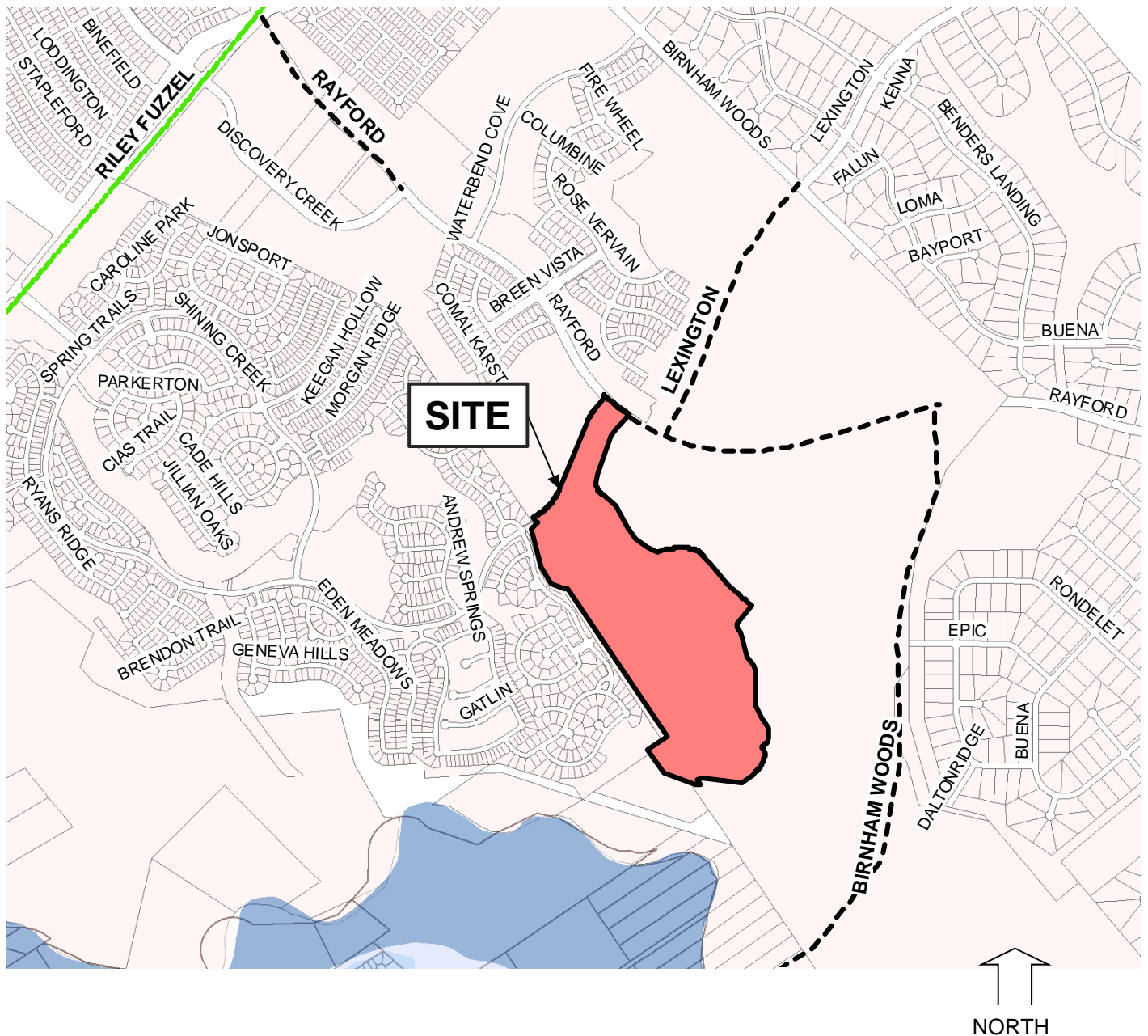
# Houston Planning Commission      ITEM : 124

Planning and Development Department

Meeting Date: 8/21/2014

**Subdivision Name: Harmony West Sector (DEF1)**

**Applicant: Jones & Carter , Inc. - The Woodlands**



**D – Variances**

**Site Location**



**Meeting Date: 08/21/2014**

**Applicant: Jones & Carter, Inc. - The Woodlands**





# Houston Planning Commission    ITEM : 124

Planning and Development Department

Meeting Date: 8/21/2014

Subdivision Name: Harmony West Sector (DEF1)

Applicant: Jones & Carter , Inc. - The Woodlands



D – Variances

Aerial





**Application Number:** 2014-1907

**Plat Name:** Harmony West Sector

**Applicant:** Jones & Carter, Inc. - The Woodlands

**Date Submitted:** 07/28/2014

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

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

To not provide an second east/west street for the proposed plat resulting in an intersection spacing greater than 1,400' along the western plat boundary.

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

**Chapter 42 Reference:**

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

**Statement of Facts**

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

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

The proposed plat is a new section in the Harmony General Plan, including a street pattern that consists of four entries serving a total of 238 single family lots. Public street access will be from existing Spring Trails Park Drive, with three future access points. One east/west connection is being made as part of the layout. However, due to the length of the proposed section, a second east/west connection is required. Extension of a second east/west connector street south is limited by a multitude of existing barriers. The location at which the connection to the south would be required puts the connection extending into the existing municipal utility district waste water treatment facility. The proposed street pattern was designed to accommodate existing site constraints. The proposed street pattern will provide for safe and efficient circulation through the immediate area and the effectiveness of the planned street pattern serve to justify the requested modification of the standard.

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

Application of the standard is not physically possible due to the existing physical characteristics and improvements existing prior to the acquisition of this site by the developer, which namely consists of the municipal utility district waste water treatment facility.

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

The proposed plat will provide adequate local access via public street network. The existing nearby public street system, as well as the future extension of Birnham Woods Drive, as indicated on the City's Major Thoroughfare Plan provides for safe and efficient traffic circulation in the immediate area while allowing for the orderly development of land and preservation of natural features, which is consistent with the intent and general purposes of the Chapter.

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

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

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

The granting of the variance is based on the unique physical environmental characteristics that affect the subject tract.



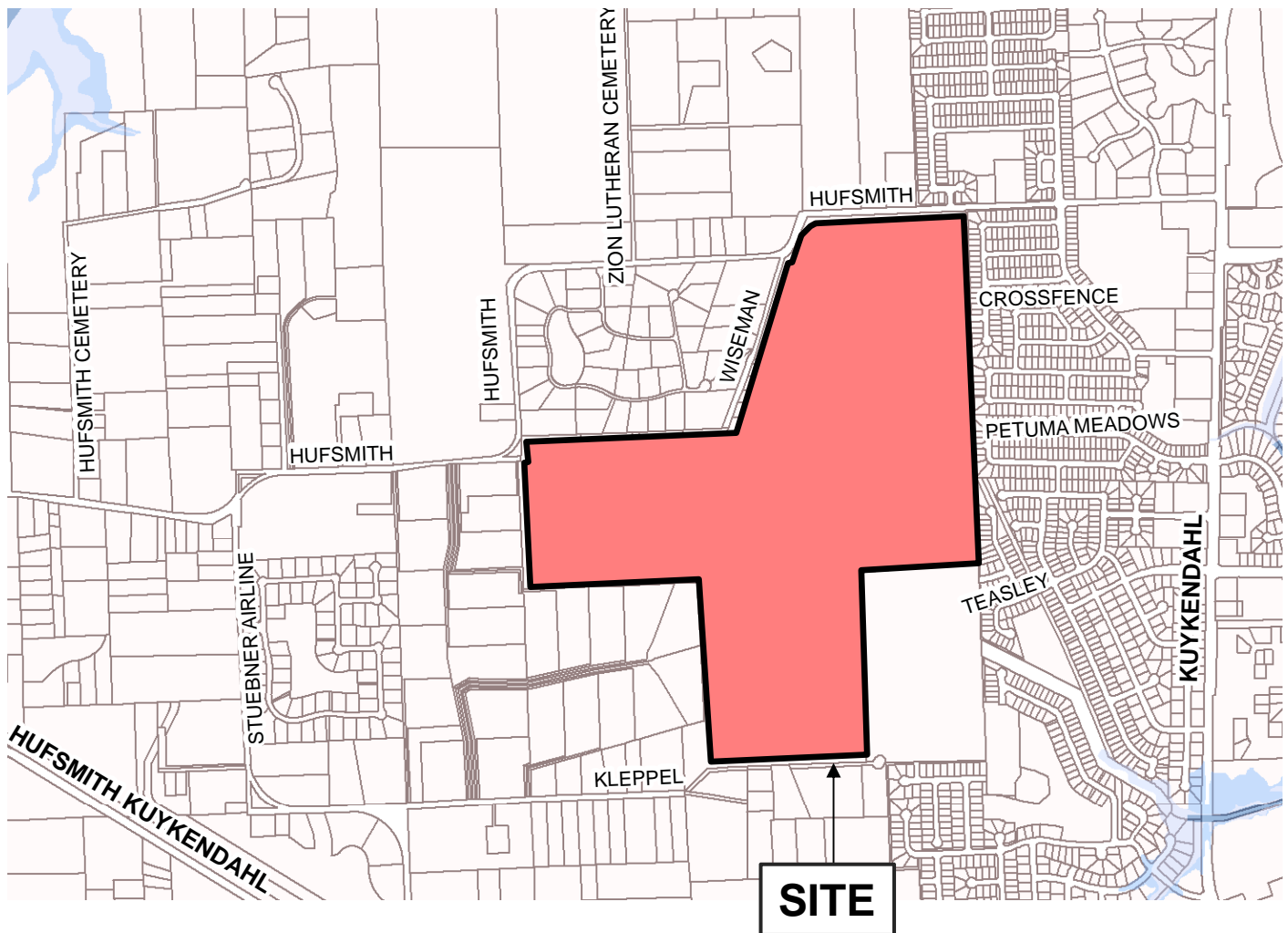
# Houston Planning Commission      ITEM : 125

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Lakes at Creekside GP

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Site Location



# Houston Planning Commission ITEM : 125

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Lakes at Creekside GP

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Subdivision



# Houston Planning Commission      ITEM : 125

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Lakes at Creekside GP

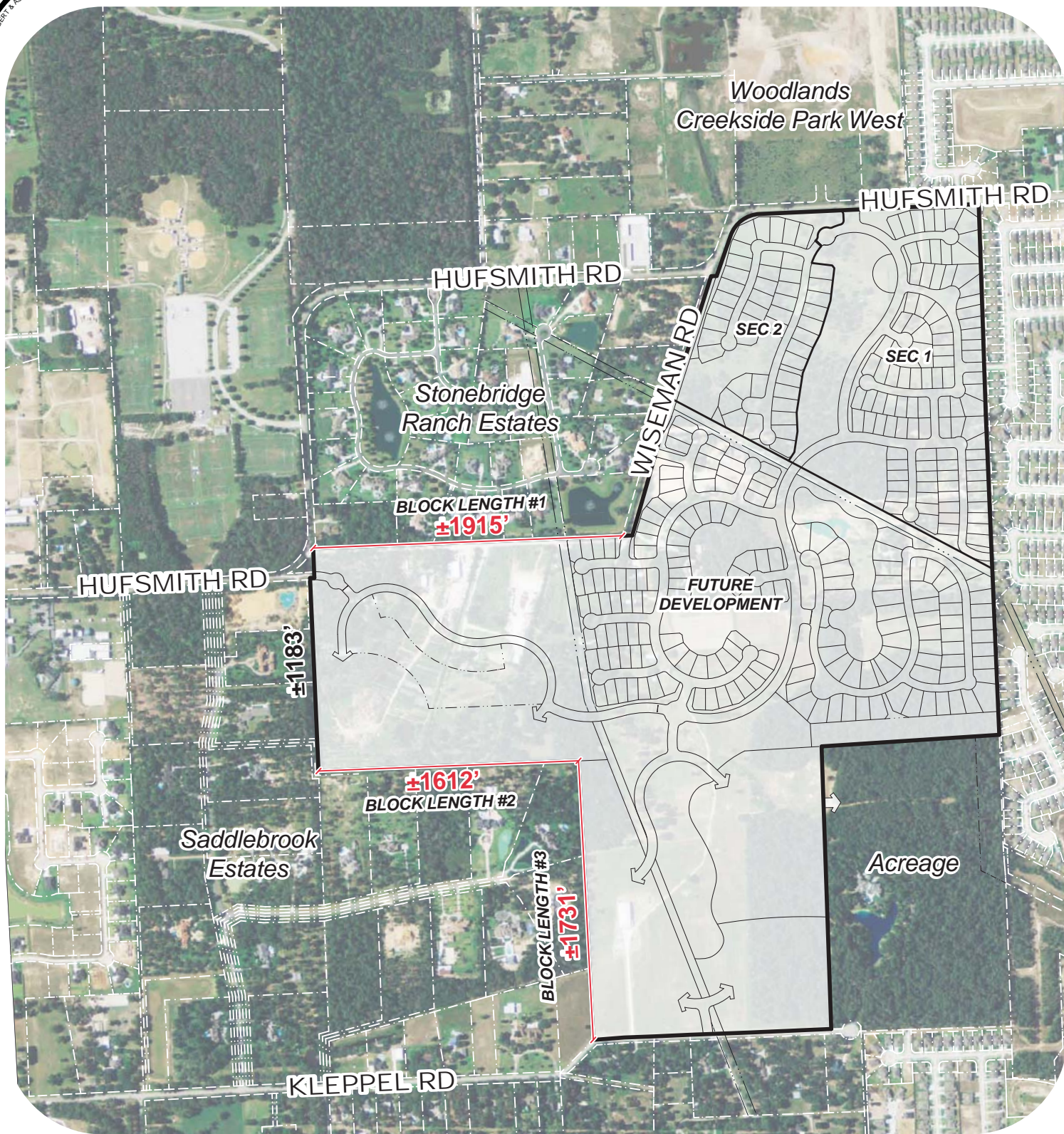
Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Aerial





a variance exhibit for

# LAKES AT CREEKSIDE

± 276.2 ACRES OF LAND

prepared for

## FLAIR DEVELOPMENT

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



AUGUST 14, 2014

KGA #1-316

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.

©2014 BGE | KERRY R. GILBERT & ASSOCIATES, ALL RIGHTS RESERVED





**Application Number:** 2014-2028

**Plat Name:** Lakes at Creekside GP

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

**Date Submitted:** 08/11/2014

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

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

To allow an excessive block length along three portions of the western property boundary: (1) along the project boundary south of the adjacent community Stonebridge Ranch Estates between Hufsmith Road and Wiseman Rd, and (2) north and (3) east of the adjacent community Saddlebrook Estates, along the project boundary south of Hufsmith Road and north of Kleppel 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 Lakes at Creekside is a ± 276.2 acre proposed single-family community in northwest Harris County. The subject site is located south of Hufsmith Road, a collector street that connects Kuykendahl Road with Hufsmith Kohrville Road aka HWY 2978. The site is bounded by Hufsmith Road on the north, the Stonebridge Ranch Estates gated community on the northeast, the Saddlebrook Estates community to the west and southwest, Kleppel Road to the south, an acreage tract on the southeast, and the Saddlebrook Ranch community on the east. The proposed development takes access from two points on Hufsmith Road, primarily at the north and with a secondary entrance to the west. Other street connections include an eventual connection to Kleppel Road at the southern project boundary, the continuation of Wiseman Road along the northwestern boundary, and the extension of the stub street Teasley Drive from the east, along with a proposed stub street to the acreage tract on the southeast. Stonebridge Ranch Estates, located northwest of the subject site, is a gated, private-street community which is recorded by Harris County Map Record. The north-south boundary between Stonebridge Ranch Estates and the subject site is along Wiseman Road, which is widened by and continued into the proposed development of Lakes at Creekside. However, the east-west boundary between Stonebridge Ranch Estates and Lakes at Creekside is bounded by the lots of the recorded Stonebridge Ranch Estates for a distance of approximately 1915' between Wiseman Road and Hufsmith Road. There are no stub streets south from Stonebridge Ranch Estates along this boundary. A stub street to the north from Lakes at Creekside would be of no benefit to local traffic circulation, since there is no corresponding stub street from the recorded private-street development Stonebridge Ranch Estates to the north. Saddlebrook Estates is an unrecorded flag-lot subdivision located east and south of the Lakes at Creekside development. The boundary between the two developments, starting at the bend of Hufsmith Road, runs south approximately 1183', then east approximately 1612', and then south again for approximately 1731' to Kleppel Road. The lots in Saddlebrook Estates range from 4 to 6.5 acres in size, with homes ranging from 6,000 to almost 14,000 square feet. The community is bounded on the north by Hufsmith Road and on the south by Kleppel Road. In the unlikely event that this established large-lot community we

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

The existing adjacent residential developments are pre-existing conditions and were not created by the applicant.

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



The overall circulation of the area is maintained by Hufsmith Road, Kleppel Road, and the internal circulation of the proposed development and the adjacent existing residential developments, thereby preserving the intent and general purposes of this chapter.

**(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, due to the existing and proposed street patterns, which are sufficient for both the existing adjacent subdivisions and the proposed Lakes at Creekside development.

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

The existing adjacent residential developments are the justification for this request.



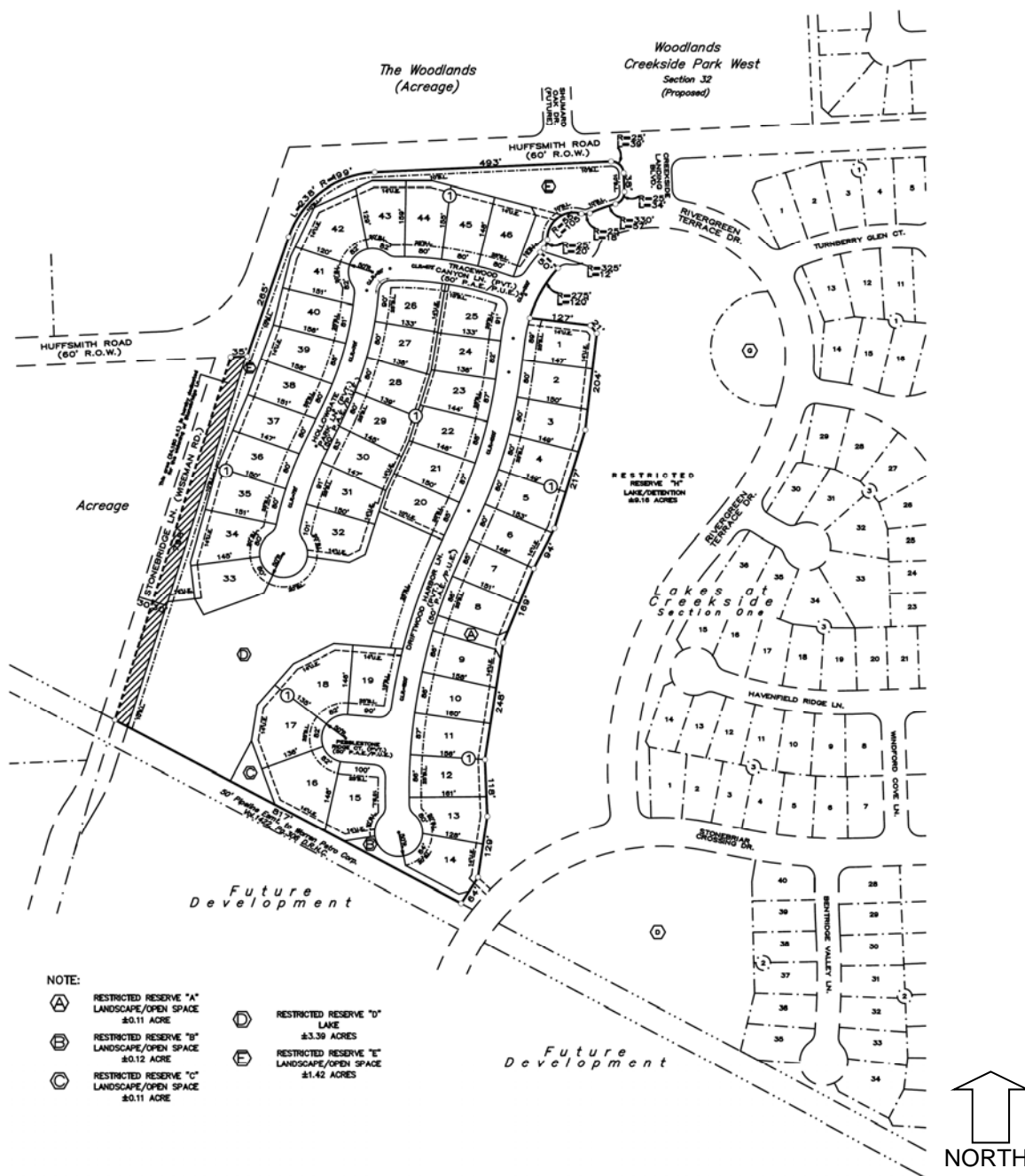
# Houston Planning Commission ITEM : 126

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Lakes at Creekside Sec 2

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Subdivision



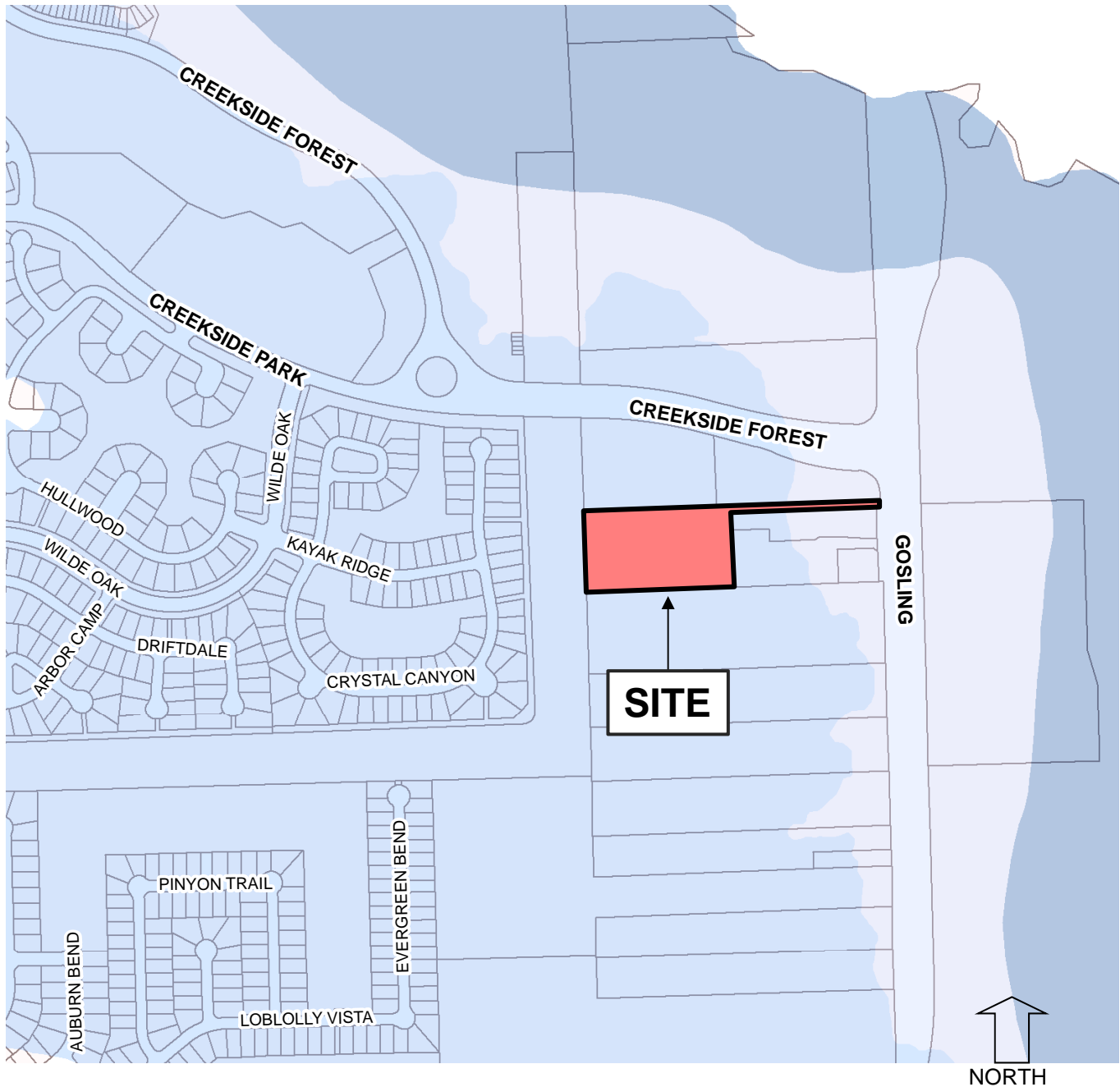
# Houston Planning Commission    ITEM : 127

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Madek Price**

**Applicant: Rubio Engineering Company**



**D – Variances**

**Site Location**



**Meeting Date: 08/21/2014**

**Applicant: Rubio Engineering Company**



## Subdivision



# Houston Planning Commission    ITEM : 127

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Madek Price

Applicant: Rubio Engineering Company



D – Variances

Aerial





**Application Number:** 2014-1938

**Plat Name:** Madek Price

**Applicant:** Rubio Engineering Company F-12313

**Date Submitted:** 08/08/2014

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

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

A variance is requested for Section 42 -191 Reserves (b) Unrestricted Reserve Minimum Street Frontage 60 Feet. The variance request is to reduce the minimum street frontage requirement of 60 feet to 30 feet the width of the flag lot along Gosling Road. The 30' street frontage and associated access easement was established by deed record in 1978 when the subject tract, which was a part of a larger, parent tract of 11.137 acres, was developed with a single family residence. The remainder portion of the parent tract was subsequently sold and platted, resulting in no opportunity for the subject site to gain additional frontage along Gosling Road.

**Chapter 42 Section: 191b**

**Chapter 42 Reference:**

Section 42-191 Reserves (b), Unrestricted Reserve Minimum Street Frontage 60 Feet

**Statement of Facts**

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

The 30' street frontage and associated access easement was established by deed record in 1978 when the subject tract was developed with a single family residence. The subject tract was also a part of a larger, parent tract of 11.137 acres. The remainder portion was subsequently sold and platted, resulting in no opportunity for the subject site to gain additional frontage along Gosling Road to meet the requirements of the ordinance. The subject tract takes its primary access from Creekside Forest Drive via a perpetual, non-exclusive access easement through the property to the north – the Woodlands Village of Creekside Park Commercial Section Two.

**(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 30' street frontage and associated access easement was established by deed record in 1978 when the subject tract, which was a part of a larger, parent tract of 11.137 acres, was developed with a single family residence. The remainder portion of the parent tract was subsequently sold and platted, resulting in no opportunity for the subject site to gain additional frontage along Gosling Road.

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

The subject site will take primary access from Creekside Forest Drive via a perpetual, non-exclusive access easement through the property to the north – the Woodlands Village of Creekside Park Commercial Section Two.

**(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 and welfare. The site will take primary access from Creekside Forest Drive via a perpetual, non-exclusive access easement through the property to the north – the Woodlands Village of Creekside Park Commercial Section Two.

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

Economic hardship is not the sole justification of the variance.



# Houston Planning Commission

ITEM : 128

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Montrose Addition partial replat no 6

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Site Location



# Houston Planning Commission

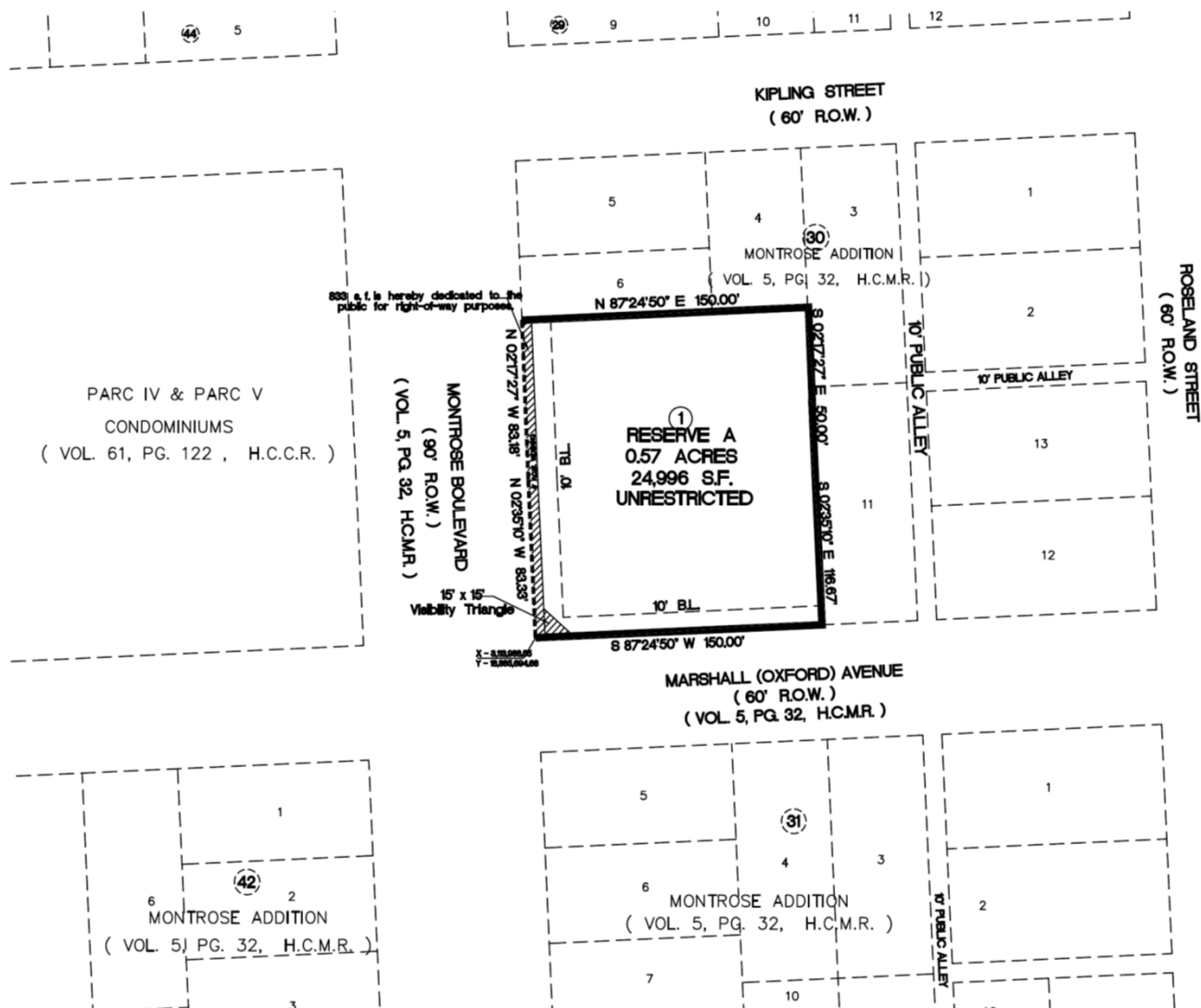
## ITEM : 128

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Montrose Addition partial replat no 6

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Subdivision



# Houston Planning Commission

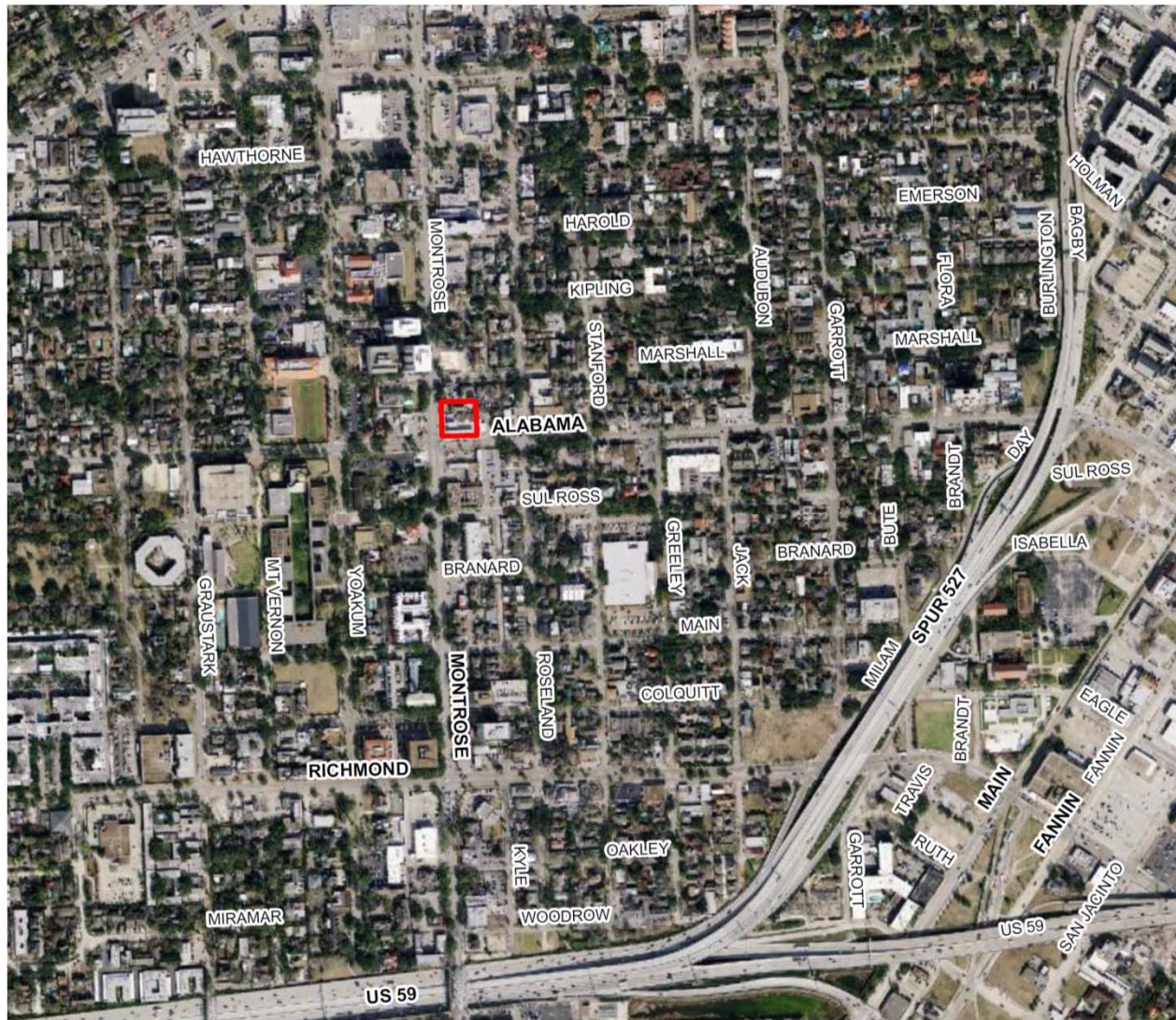
ITEM : 128

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Montrose Addition partial replat no 6

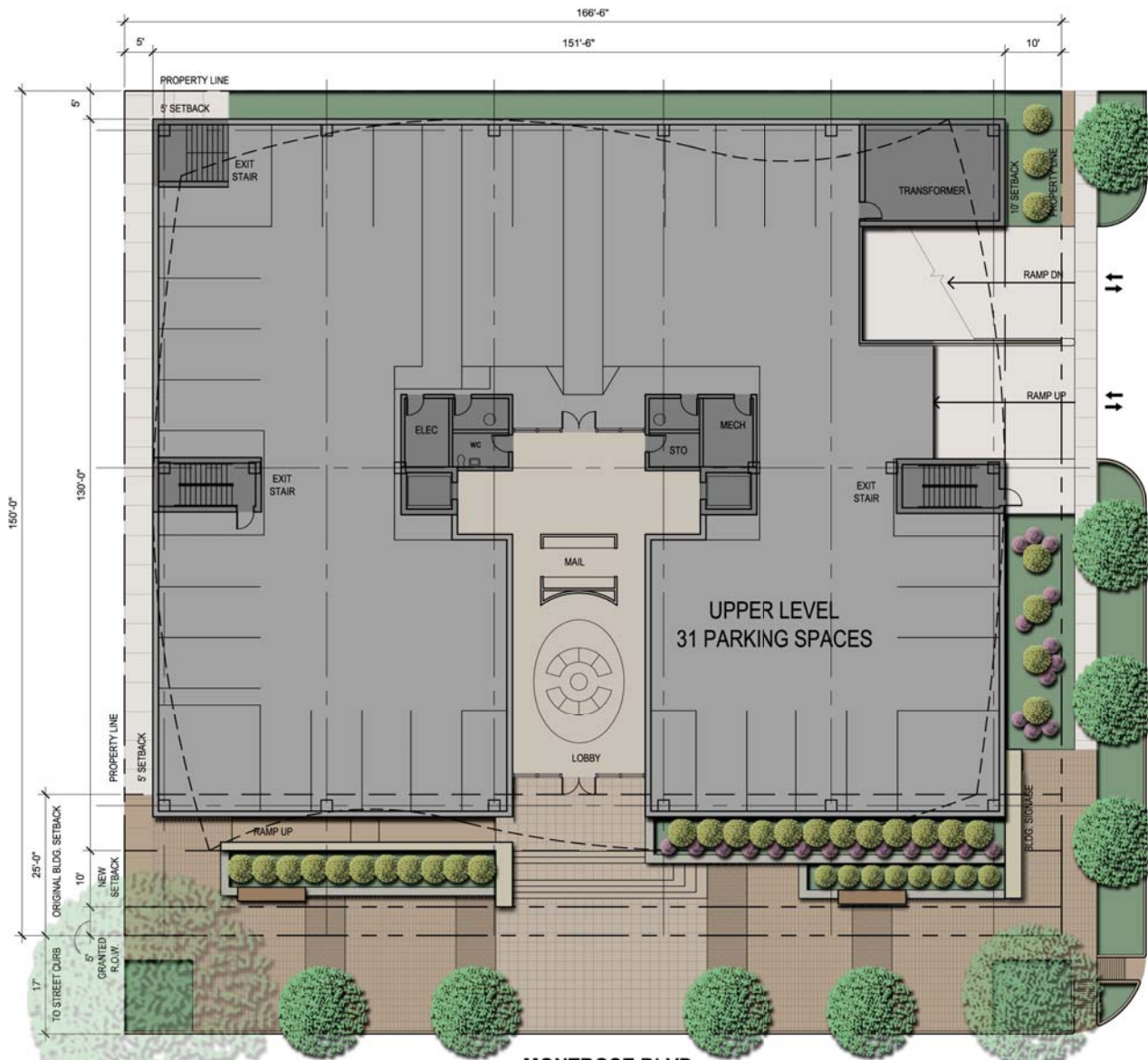
Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Aerial





MARSHALL ST  
60' R.O.W. (30' WIDE STREET)



# 3615 MONTROSE RESIDENCE

SITE PLAN

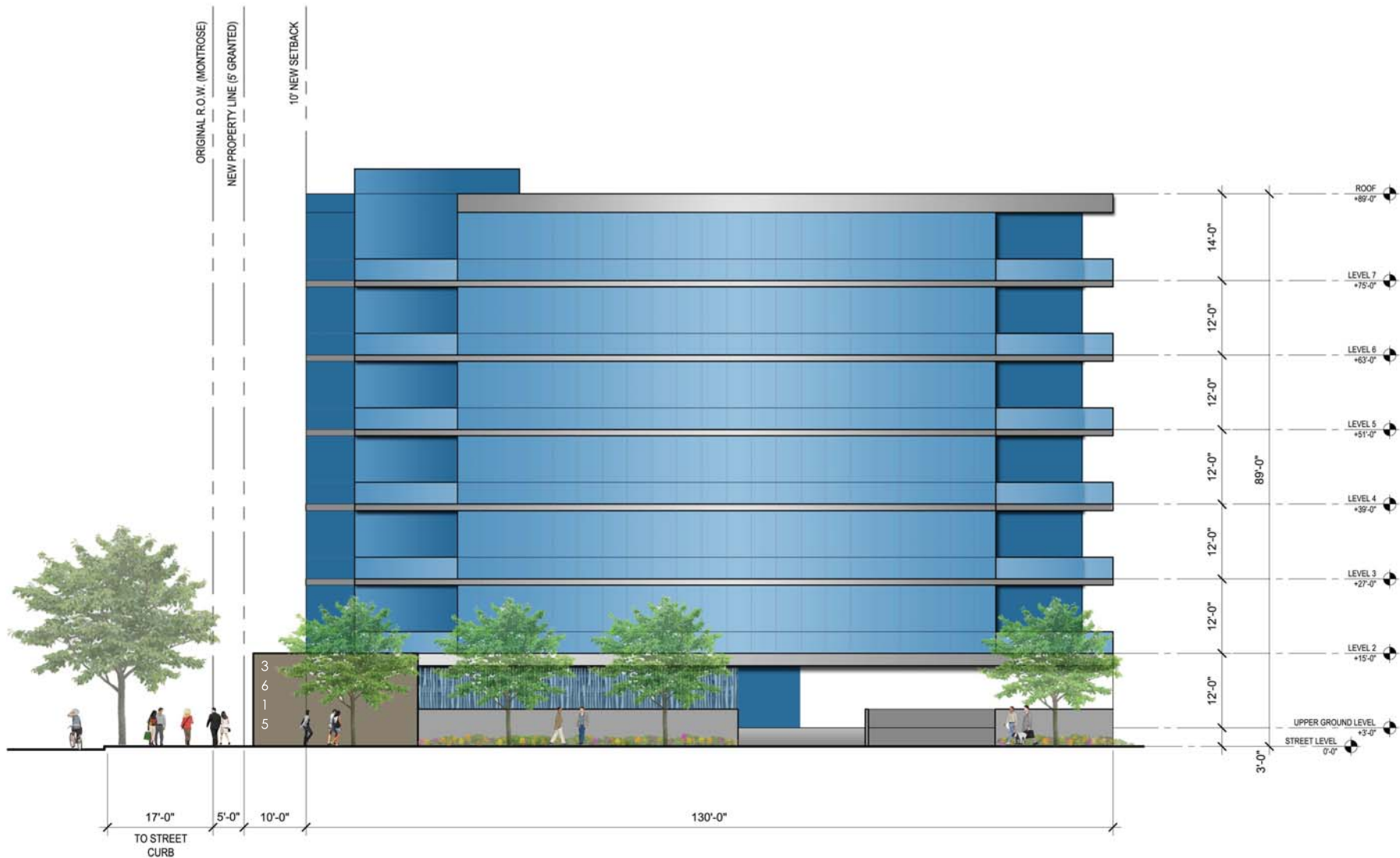
SCALE: 1" = 20'-0"

MONTROSE BLVD  
100' R.O.W. (WITH 5' EXPANSION EACH SIDE)

Philip Johnson • Alan Ritchie  
A R C H I T E C T S

Date: 08/11/2014





## 3615 MONTROSE RESIDENCE

BUILDING ELEVATION B

SCALE: 1/16" = 1'-0"

Philip Johnson • Alan Ritchie  
A R C H I T E C T S

Date: 08/11/2014





## 3615 MONTROSE RESIDENCE

BUILDING ELEVATION A

SCALE: 1/16" = 1'-0"

Philip Johnson • Alan Ritchie  
A R C H I T E C T S

Date: 08/11/2014





**Application Number:** 2014-1985

**Plat Name:** Montrose Addition partial replat no 6

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

**Date Submitted:** 08/11/2014

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

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

To allow a 10' setback on Montrose Blvd. after dedicating 5' of right-of-way widening

**Chapter 42 Section:** 150

**Chapter 42 Reference:**

Sec. 42-150. Building line requirement. (d) The following chart is a summary of certain building line requirements of this chapter and is intended for illustrative purposes only. In case of any conflict between the chart and the text of this chapter, the text shall control. Type of Street or Private Roadway: Major Thoroughfares Tract Description: In general Minimum Building Line Requirement: 25 feet

**Statement of Facts**

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

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

This property at the corner of Montrose and Marshall replaces two old building, originally homes but converted to offices many years ago. The one on the corner was constructed on the property line with no setback on Montrose or on Marshall. Th Montrose is one of the few truly walkable areas of the City and has a high pedestrian population. Many existing buildings along Montrose are constructed on the property line or within the 25' setback; the closeness adds greatly to the pedestrian character of the area. The proposed residential condominium will have a balconies directly overlooking Montrose Blvd. Broad steps will invite people in and out and will be a good spot to sit and watch street life. The garage at street level will be hidden by a decorative metal screen. The large oak tree on Montrose near the Marshall corner is to be preserved and other large trees (4" minimum caliper) are to be added. Paving along the Montrose side will form a plaza appropriate to an urban area with decorative contrasting bands but small plant beds will add interest. The landscaping will include a seating wall; existing street lights will be supplemented by pedestrian level lighting on both Montrose and Marshall. In the inner- city, Montrose is one of the few Major Thoroughfares that requires more than 80' of right-of-way. (In this section, it has 90' and 100' is planned). On those thoroughfares, a setback of 15' would be allowed for a project like this, even though most are not as pedestrian-friendly as Montrose Blvd. There are no current plans to widen Montrose; widening will be difficult because there are numerous existing structures built on the property line which would need to be acquired at great expense. If this building were to be setback 25' in addition to the 5' of widening, the area would likely be fenced for the private use of residents or used for surface parking, rather than creating an enhanced pedestrian realm. adjacent.

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

The character of Montrose Blvd. was established many years ago, with most buildings close to the street and sidewalks in front of all properties shaded by large trees. This proposed project will compliment and enhance the existing character.

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

Among the purposes of Chapter 42 are establishing setback lines appropriate to an area, recognizing the differences in design framework of various areas, encouraging efficiency of land development patterns and encouraging the pedestrian use of sidewalks. The development proposed is consistent with these purposes.

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



Automobile access to the parking is grouped at a single location, limiting conflict points with pedestrians in this urban, pedestrian area. This enhances safety for both pedestrians and vehicles.

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

The variance is based upon creating an urban, pedestrian-oriented residential development appropriate to the immediate area and consistent with its character.



# Houston Planning Commission

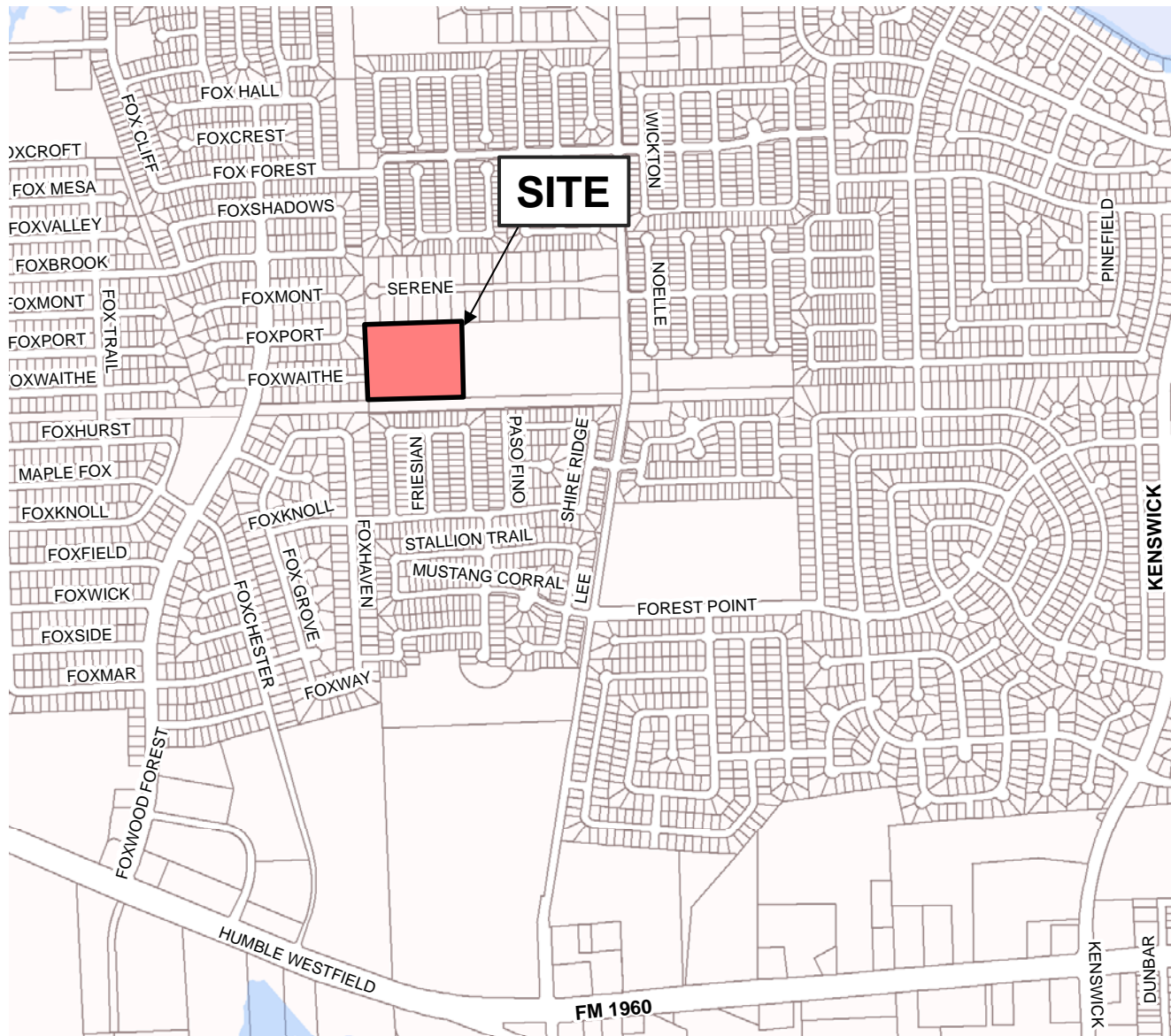
ITEM : 129

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Saddle Ridge Sec 6 (DEF1)

Applicant: IDS Engineering Group



D – Variances

Site Location



# Houston Planning Commission

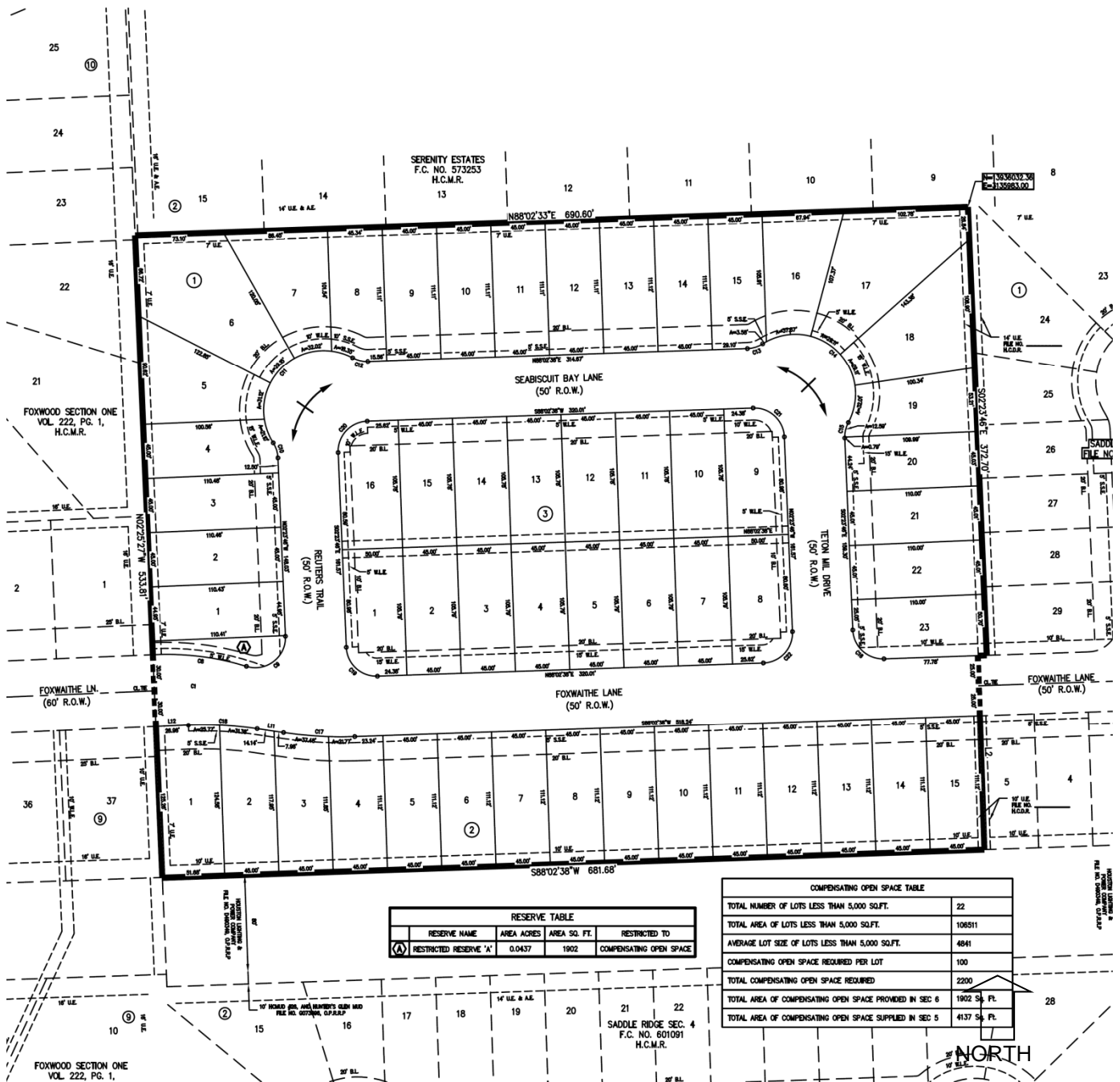
ITEM : 129

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Saddle Ridge Sec 6 (DEF1)

Applicant: IDS Engineering Group



D – Variances

Subdivision



# Houston Planning Commission

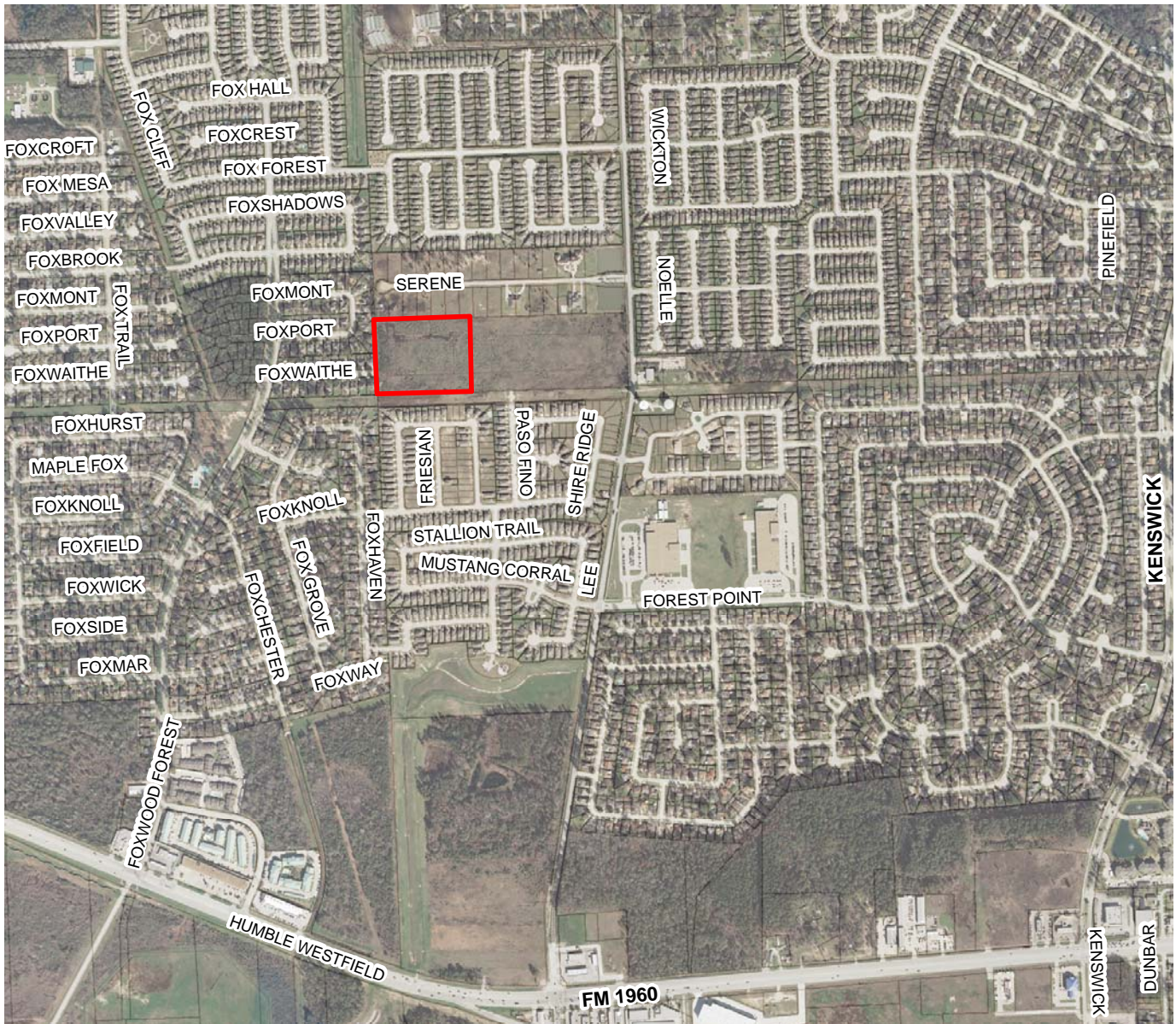
ITEM : 129

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Saddle Ridge Sec 6 (DEF1)

Applicant: IDS Engineering Group



D – Variances

Aerial





**Application Number:** 2014-1900

**Plat Name:** Saddle Ridge Sec 6

**Applicant:** IDS Engineering Group

**Date Submitted:** 07/28/2014

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

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

Variance request to allow the balance of Compensating Open Space from Saddle Ridge Sec 6 to fulfill Compensating Open Space requirement for Saddle Ridge Sec 5.

**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. Average lot size may be reduced to this square footage (ETJ) 4,999—4,500 Upon providing this amount of compensating open space per lot (square feet) - 100

**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 states the individual must provide Compensating Open Space (COS) within the boundaries of the sections of the subdivision. 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. Saddle Ridge Sec 6 is proving 1,902 Sq. Ft. of the 2,200 Sq. Ft. required. Saddle Ridge Sec 5 which is adjacent to the subject property contains a surplus of COS of 6,422 Sq. Ft. We are requesting that the remaining 298 Sq. Ft. of the COS which missing to meet the required amount for the subject property to be provided by Saddle Ridge Sec 5.

**(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 surplus of COS in Saddle Ridge Sec 5 which is adjacent to the subject property. Due to development phases over the life of the project, the project was broken into smaller sections over time. This has created a hardship for the developer to meet COS requirements within the individual sections, including Saddle Ridge Sec 6. Instead we propose that we use the surplus of COS in Saddle Ridge Sec 5 to help meet the required COS for Saddle Ridge Sec 6.

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

The intent and the general purposes of Chapter 42 will not be adversely affected by allowing this variance. The developer is providing the required COS through Saddle Ridge Sec 5. The developer will meet all the requirements of Chapter 42-183.

**(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.

**(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 master planned community to share COS.



# Houston Planning Commission

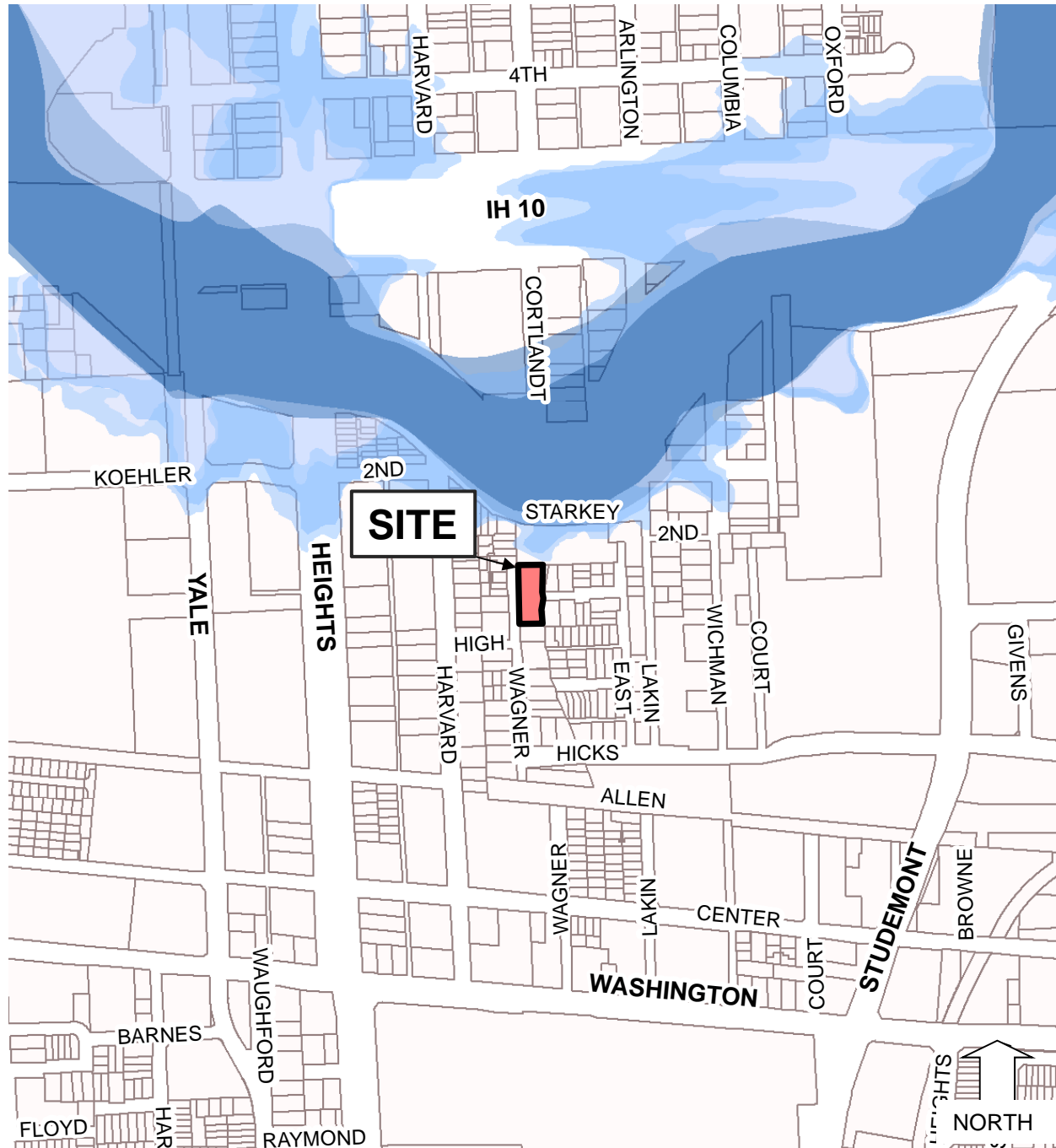
ITEM : 130

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Wagner Heights

Applicant: Hovis Surveying Company Inc.



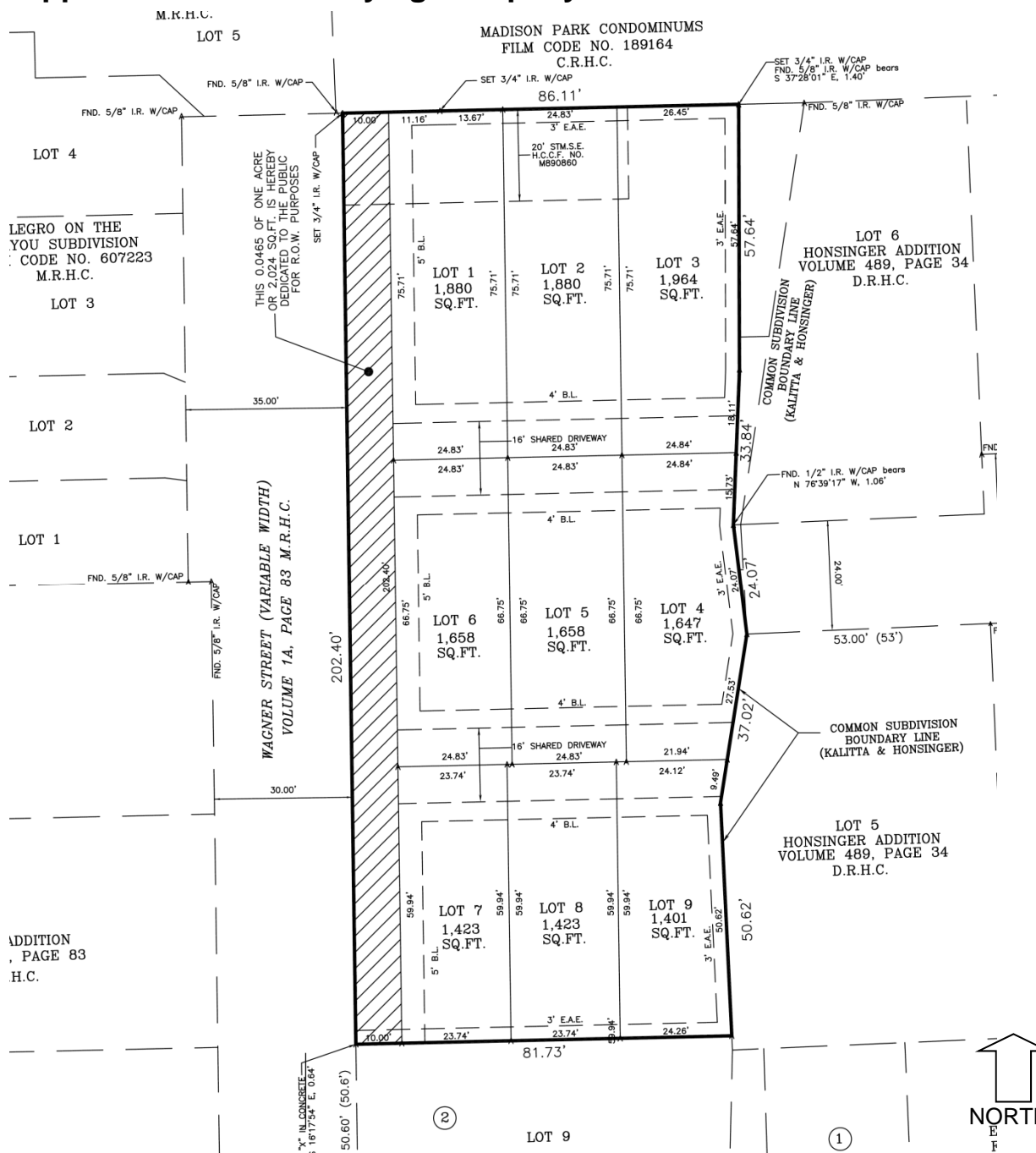
D – Variances

Site Location



**Meeting Date: 08/21/2014**

**Applicant: Hovis Surveying Company Inc.**



## Subdivision



# Houston Planning Commission

ITEM : 130

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Wagner Heights

Applicant: Hovis Surveying Company Inc.



D – Variances

Aerial





**Application Number:** 2014-1954

**Plat Name:** Wagner Heights

**Applicant:** Hovis Surveying Company Inc.

**Date Submitted:** 08/10/2014

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

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

To not extend Honsinger Street through to Wagner Street or provide a turnaround

**Chapter 42 Section: 135**

**Chapter 42 Reference:**

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

**Statement of Facts**

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

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

This development is a replat of Lots 10, 11, 12 and 13, Block 2 of Kalitta Addition, a subdivision as shown on map or plat recorded under Volume 1A, Page 83 of the Map Records of Harris County, Texas. Kalitta Addition was recorded in April 1904. In 1921 Honsinger Addition was recorded and it created Honsinger Street, which currently stubs into the East property line of this development. Honsinger Street is currently only 24 feet wide at the point it would enter this development. It is a variable width right-of-way that has been widened as tracts have been replatted. Wagner Street is a variable width right-of-way, varying from 35 to 30 feet in front of this development. It is only 723 feet long and currently meets the intersection spacing requirement. Honsinger Street is not needed to meet the intersection spacing requirement. Honsinger Street would only be able to extend to Wagner Street with no further extension to the West due to existing development. The South line of Honsinger Street if extended through to Wagner Street would only be 122.86 feet North of the North right-of-way line of existing High Street (25' R.O.W.). High Street goes West to Harvard Street from the West right-of-way line of Wagner Street. In addition, there are four large trees that would have to be removed in order to extend Honsinger Street. This would include the removal of a 24" Hickory, a 20" Elm and a 20" Hickory, a 15" Elm.

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

The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant because these conditions have been in place for over a hundred years. Kalitta Addition was platted and approved prior to the creation of Honsinger Street and due to the length of Wagner Street an intersection is not required through this development. It is understood that new development creates the need for greater circulation, however, a street that is currently a 12 foot asphalt road with 24 foot width at the East line of this development with no further extension to the West does not increase the circulation in the area.

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

The intent and general purposes of this chapter will be preserved and maintained because Honsinger Street is not needed to meet the intersection spacing requirements of Chapter 42 and there is currently adequate circulation in this area at this time. The extension of Honsinger Street also creates an intersection within 123 feet of an existing intersection and it has no possibility of extending to Harvard Street. This extension would create traffic to jog South then exit to Harvard Street via High Street, a 25' right-of-way. It is also evident when driving on Honsinger Street that it does not extend through to another street and when you turn on East Street to access Honsinger it clearly states there is no outlet which helps to negate the need for a turnaround.



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

The granting of the variance will not be injurious to the public health, safety or welfare because there is circulation in this area at this time and the street is not needed to meet block length.

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

Economic hardship is not the sole justification of the variance because these conditions have been in existence for several years and the street extension has no further connection to the West at this point. There is also the consideration that to extend Honsinger Street or provide a turnaround would require the removal four large trees. In addition, this development meets the current City of Houston intersection spacing requirements without the extension of Honsinger Street



# Houston Planning Commission

## ITEM : 131

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Workshop Houston**

**Applicant: Karen Rose Engineering and Surveying**



**D – Variances**

**Site Location**



# Houston Planning Commission

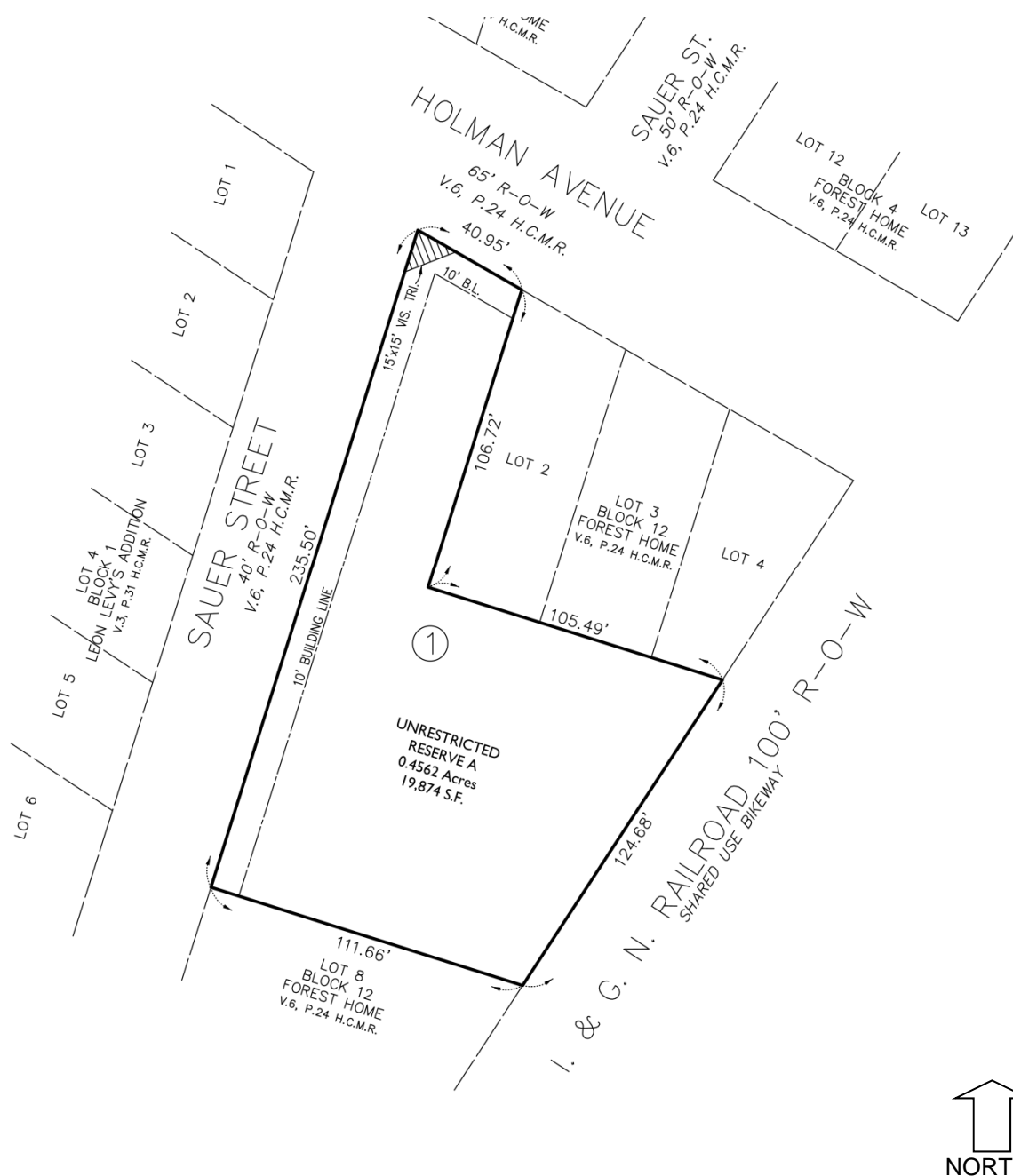
## ITEM : 131

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Workshop Houston

Applicant: Karen Rose Engineering and Surveying



D – Variances

Subdivision



---

# Houston Planning Commission

## ITEM : 131

Planning and Development Department

Meeting Date: 08/21/2014

---

Subdivision Name: Workshop Houston

Applicant: Karen Rose Engineering and Surveying



---

**D – Variances**

**Aerial**

---



PHASE ONE SITE PLAN  
WORKSHOP HOUSTON  
RICE BUILDING WORKSHOP 4. 15. 2013  
SITE PLAN 1"=16'



Holman St.







**Application Number:** 2014-1940

**Plat Name:** Workshop Houston

**Applicant:** Karen Rose Engineering and Surveying

**Date Submitted:** 08/09/2014

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

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

The variance being sought is not to be required to dedicate an additional 5 feet of widening for the right-of-way width of Sauer Street.

**Chapter 42 Section: 122**

**Chapter 42 Reference:**

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

**Statement of Facts**

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

**(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 unique physical characteristic of this development is the shape of Block 12 of the original subdivision of Forest Home, of which this development is a part. Block 12 is wedge shaped tract cutoff from the rest of Forest Home between the I. & G.N. Railroad right-of-way, which predates Forest Home by 30 plus years, and the west boundary of Forest Home. The west right-of-way line of Sauer Street is one of the oldest property lines in Harris County, dating back to sovereignty, being the west line of the Henry Tierwester Survey, Abstract No.75, and the east line of the J.S. Holman Survey, Abstract No.323. The original developers realizing that very little traffic would be generated on this one block long street, the lots on the west side of Sauer Street in Levy Leon's Addition already having access along Palmer Street, chose to maximize the usable area in the block by dedicating a right-of-way width of 40 feet for this reach of Sauer Street. All the other streets in Forest Homes have a minimum right-of-way width of 50 feet.

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

The original developers of Forest Home dedicated a 40 foot wide right-of-way for Sauer Street, realizing that the short street would generate limited traffic, in order to maximize the area in Block 12.

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

The intent of Chapter 42 in requiring minimum right-of-way widths is to provide for adequate traffic, vehicular and pedestrian, access and circulation. Sauer Street has limited need for traffic access and provides very limitedly to traffic circulation. The expansion of the facilities for Workshop Houston Chopper Shop will add little to vehicular traffic on Sauer Street. The Chopper Shop is a non-profit, after school program to teach young people bicycle construction and repair by learning welding and other trade skills. These young people come to the Chopper Shop by foot or on bicycles. The conversion of the I. & G.N. Railroad right-of-way to a City of Houston shared use bikeway serves these young people well.

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

The 40 foot right-of-way width adequately provides for the existing curb & gutter paving width of 26.8 feet. The close proximity of the City of Houston shared use bikeway provides for safe pedestrian and bicycle circulation in the area.



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

The original developers of Forest Home realizing that this reach of Sauer Street would generate limited vehicular traffic, chose to maximize the area of Block 12 by dedicating a 40 foot wide right-of-way for this reach of Sauer Street. What was probably seen as liability at the time, this block cut-off from the rest of the subdivision by the railroad, has become an asset to the Chopper Shop, with the conversion of the railroad right-of-way to a shared use bikeway. The dedication of additional right-of-way for Sauer Street will serve limited if any useful purpose.



# Houston Planning Commission

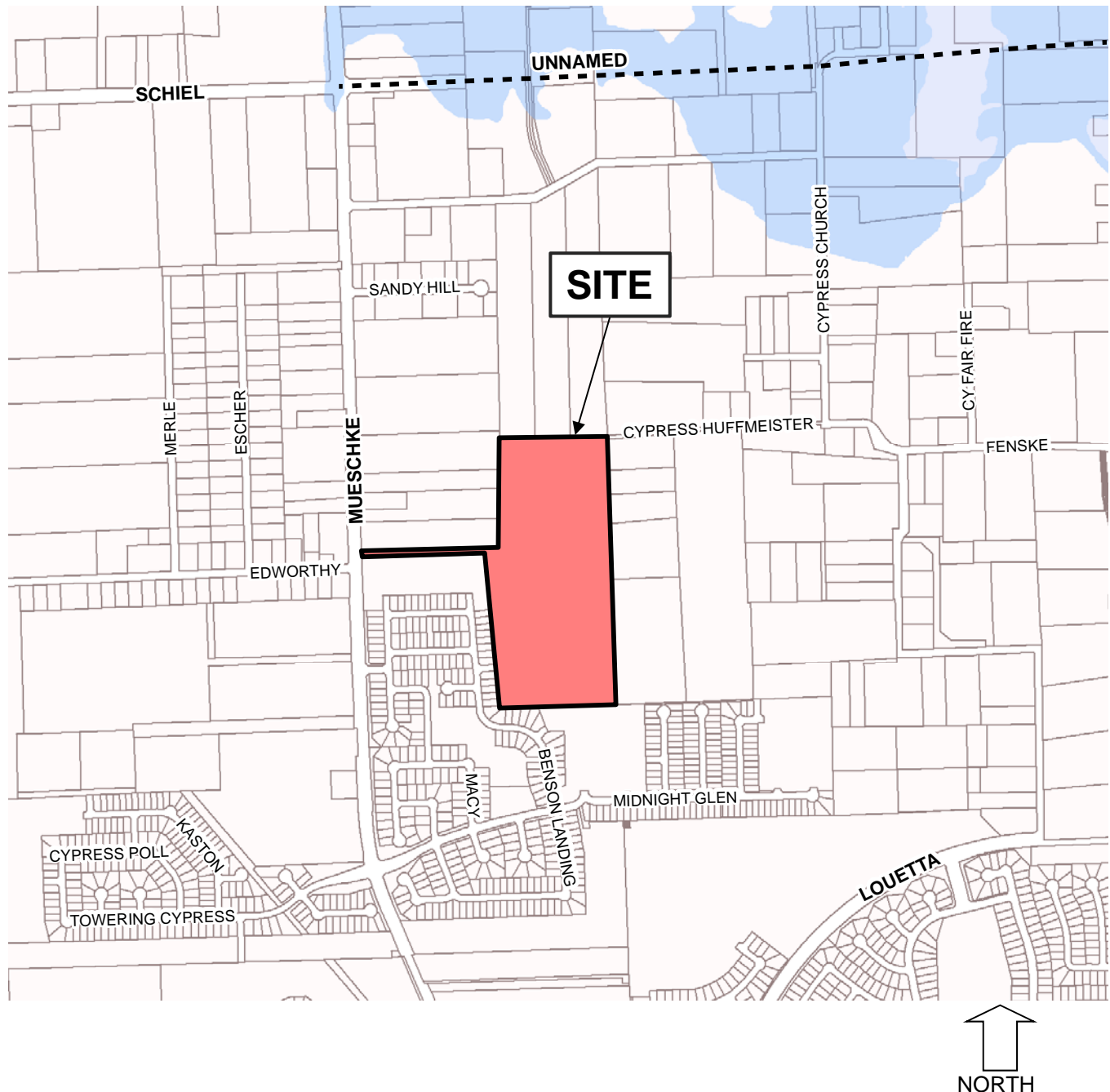
ITEM : 132

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Cypress Landing East GP

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Expections

Site Location



# Houston Planning Commission

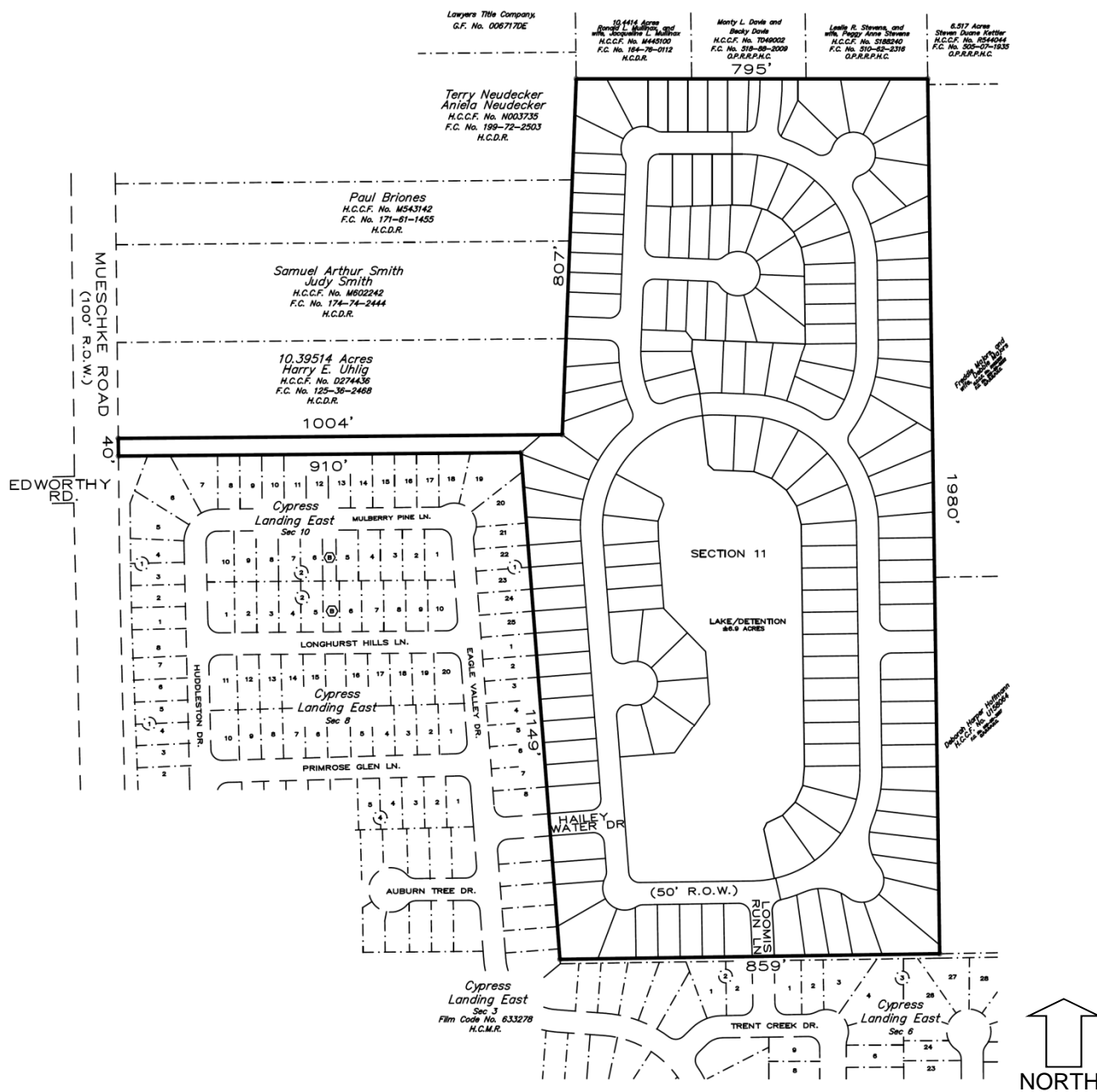
## ITEM : 132

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Cypress Landing East GP

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Exceptions

Subdivision



# Houston Planning Commission

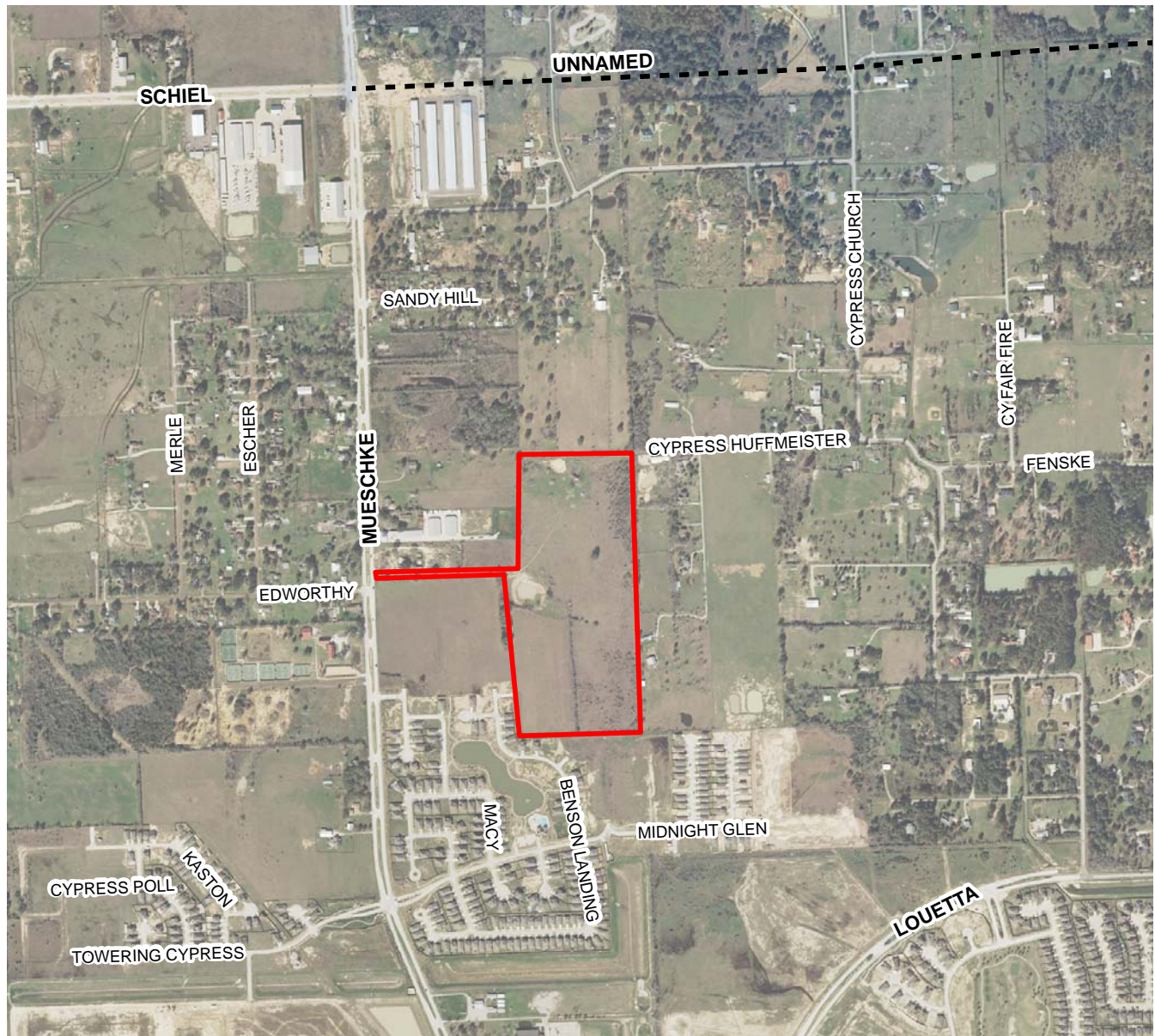
ITEM : 132

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Cypress Landing East GP

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Exceptions

Aerial





an overall exhibit for  
**CYPRESS  
LANDING EAST**  
± 40.2 ACRES OF LAND

prepared for  
**PULTE HOMES**

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  
0 200 400 800

AUGUST 11, 2014  
KGA #06606

**BROWN  
& GAY**  
ENGINEERS, INC.

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.

©2014 BGE | KERRY R. GILBERT & ASSOCIATES, ALL RIGHTS RESERVED





## SPECIAL EXCEPTION Request Information Form

**Application Number:** 2014-2005

**Plat Name:** Cypress Landing East GP

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

**Date Submitted:** 08/11/2014

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

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

To allow an excessive block length along the northern property boundary.

**Chapter 42 Section:** 128

**Chapter 42 Reference:**

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

### Statement of Facts

**(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;**

Cypress Landing East is a single-family residential community located in Harris County, northwest of central Houston, on Mueschke Road, a north-south major thoroughfare. The vast majority of Cypress Landing East is complete; the subject site is an expansion of ±40.2 acres directly adjacent to the original development. The subject site is bounded on the south and southwest by the original Cypress Landing East development and takes access from two stub streets, Hailey Water Drive and Loomis Run Lane, which connect through Cypress Landing East back to Mueschke Road. To the northwest, north, and east of the subject site are large acreage tracts, most of which are currently used as large-lot residential properties. Further east in the original Cypress Landing East development is a recorded stub street to the north called Butter Brooks Lane. This stub street falls approximately 2848' from Mueschke Road, meaning that the midway point between these two streets is at approximately 1424'. The subject site proposes a northern stub street approximately 1460' from Mueschke Road, relatively close to this midpoint and at a deviation of approximately 4% from the standard.

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

The granting of this Special Exception will provide one stub street at the approximate mid-point between two north-south street connections, providing for future local street circulation, which is a result contemplated by the standards of Chapter 42.

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

The proposed modification is a 4% deviation from the standard and is not disproportionate.

**(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 by the provision of a northern stub street at a distance only 4% greater than the standard, which preserves the internal local street circulation of this area.

**(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 not be injurious to the public health, safety, or welfare, since the stub street will be provided as required to improve internal circulation, with a distance only 4% greater than the standards of this chapter.



# Houston Planning Commission

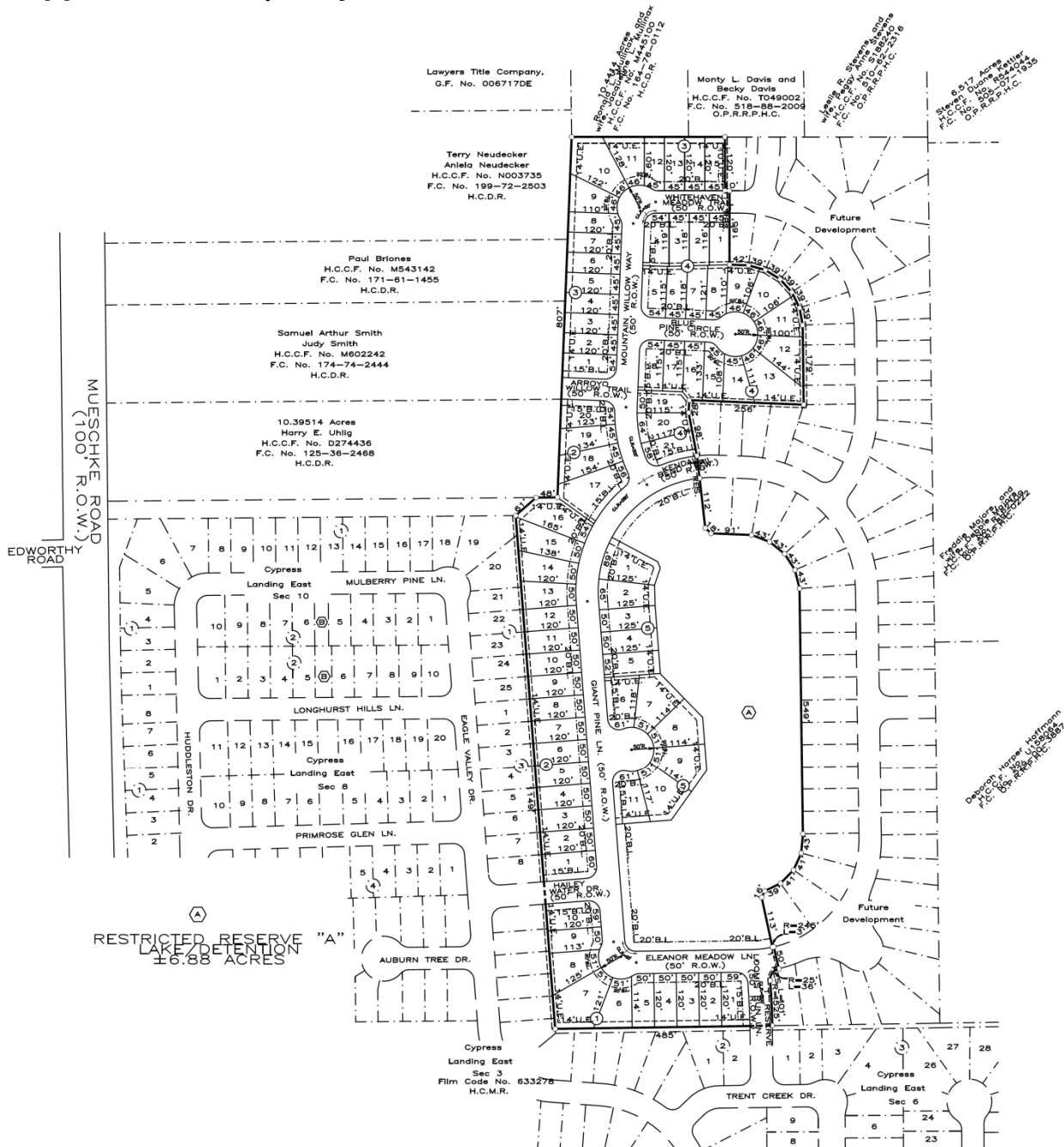
# ITEM : 133

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Cypress Landing East Sec 11

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Exceptions

Subdivision



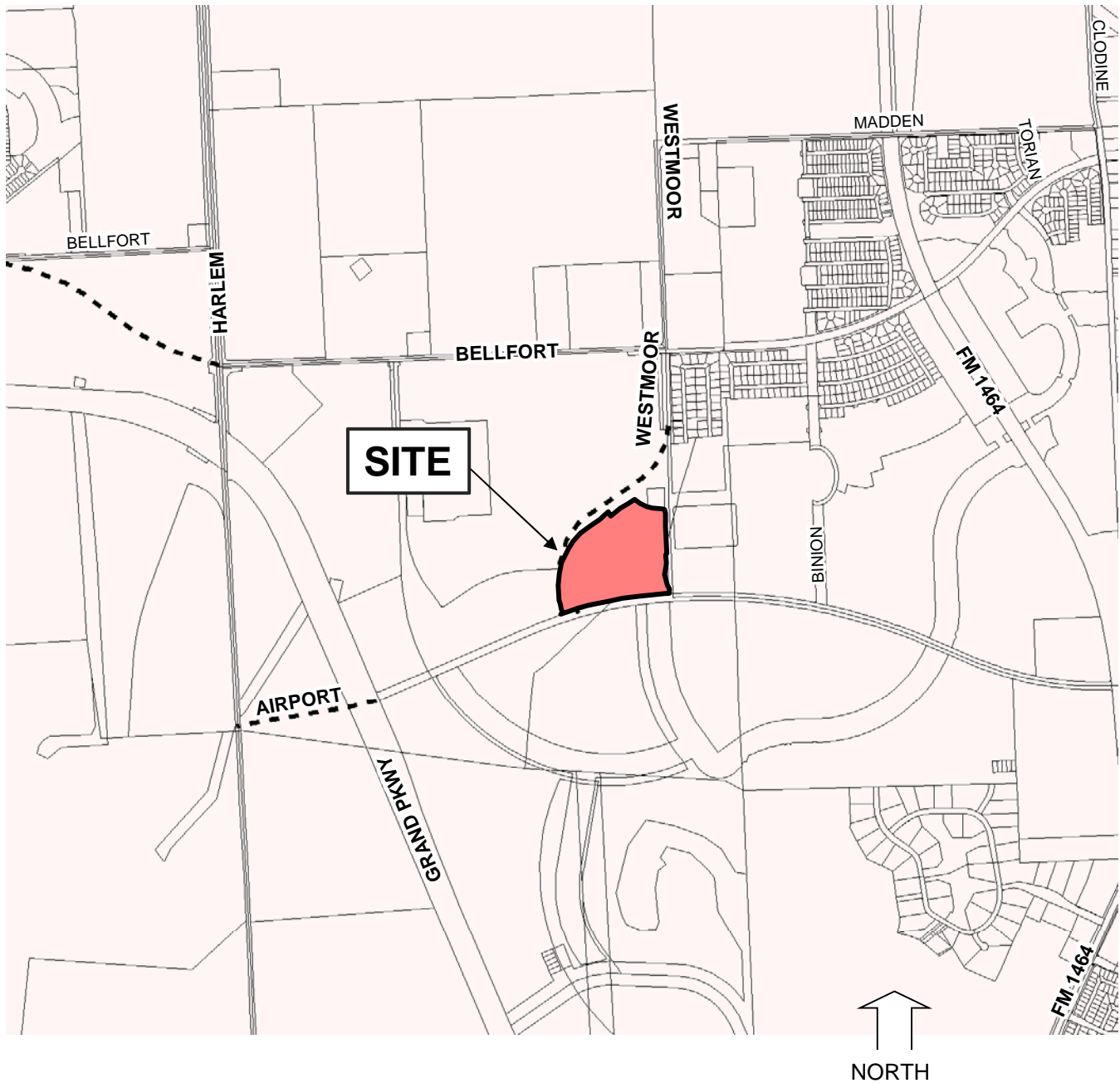
# Houston Planning Commission      ITEM : 134

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Aliana Sec 44 (DEF1)

Applicant: LJA Engineering, Inc.



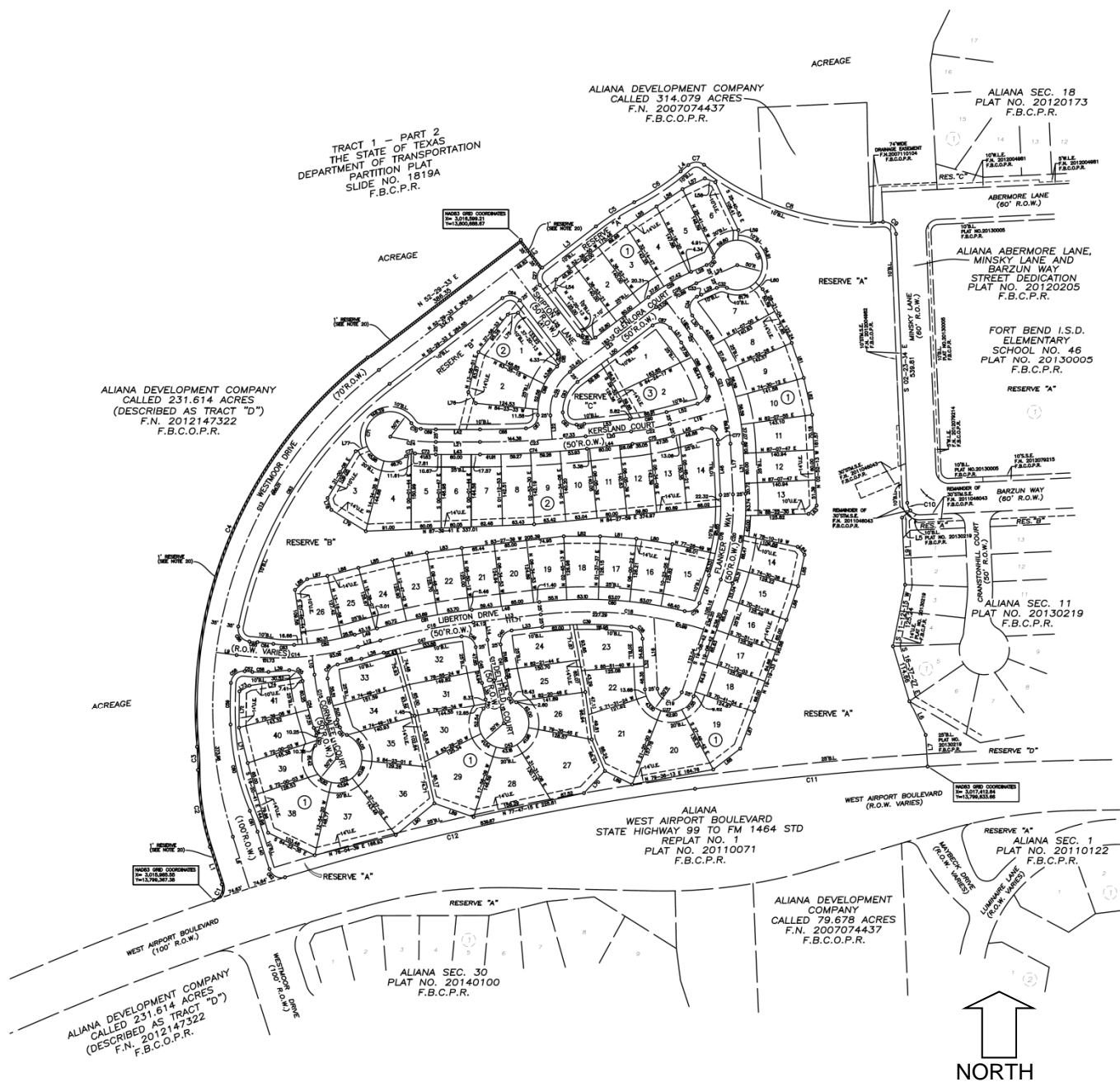
F – Reconsideration of Requirements

Site Location



**Meeting Date: 08/21/2014**

**Applicant: LJA Engineering, Inc.**



## Subdivision



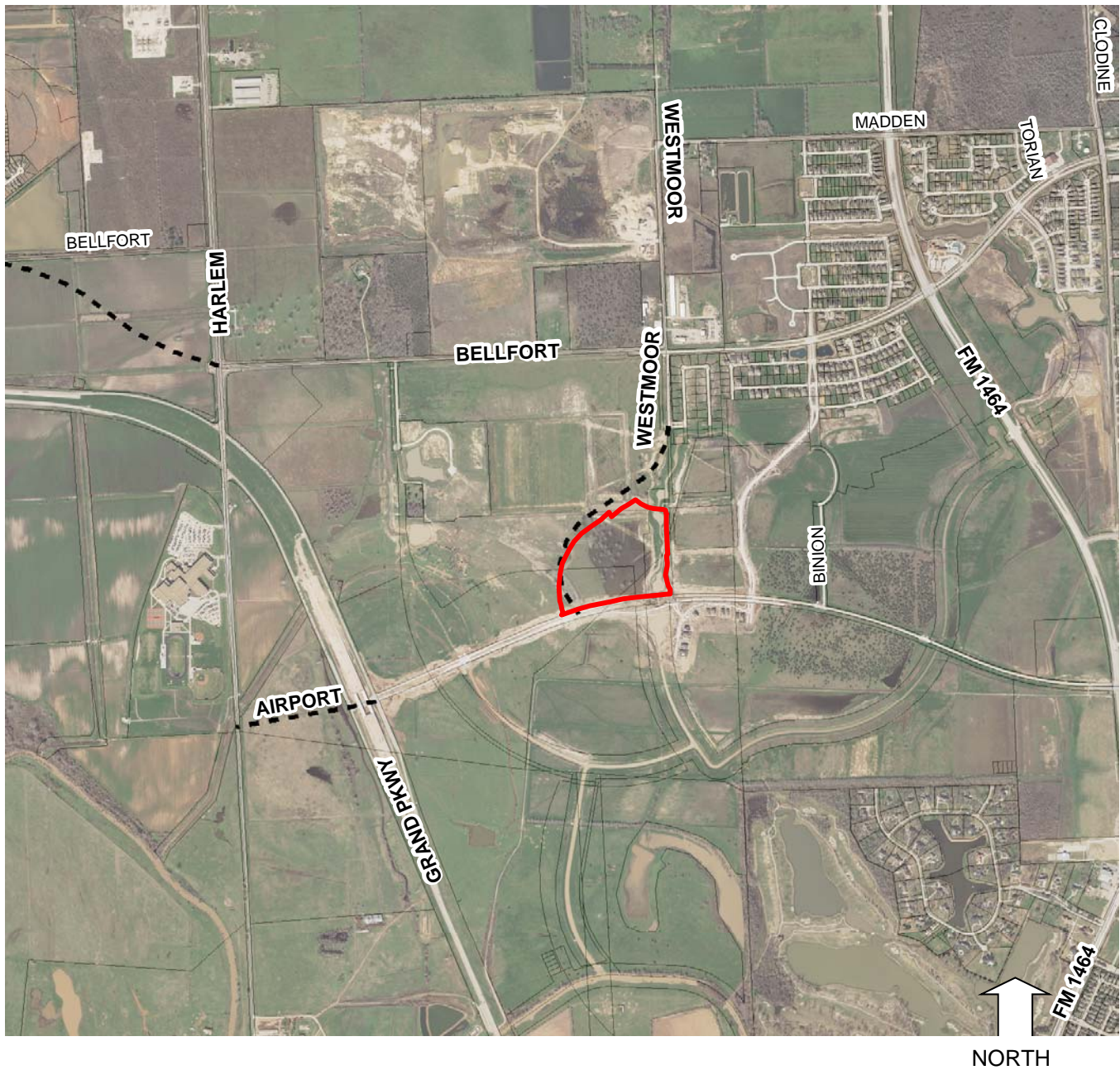
# Houston Planning Commission      ITEM : 134

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Aliana Sec 44 (DEF1)

Applicant: LJA Engineering, Inc.



F – Reconsideration of Requirements

Aerial





## RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2014-1904  
Plat Name: Aliana Sec 44  
Applicant: LJA Engineering, Inc.- (West Houston Office)  
Date Submitted: 07/28/2014

---

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

**Specific requirement or condition being sought:**

To Allow a width of 70' and a radius of 850' for Westmoor

**Chapter 42 Section:** 42-122, 132

**Chapter 42 Reference:**

Sec. 42-122. Right-of-way widths Major thoroughfare shall have the lesser of 100 feet or the right-of-way specified by the street hierarchy classification established by the major thoroughfare and freeway plan; Sec. 42-132. Curves. (a) Curves for the right-of-way of a major thoroughfare shall have a centerline radius of at least 2000 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:**

Request that Westmoor be treated as a major collector with a 70' ROW.





**Application Number:** 2014-1904

**Plat Name:** Aliana Sec 44

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

**Date Submitted:** 07/28/2014

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

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

To Allow a width of 70' and a radius of 850' for Westmoor

**Chapter 42 Section:** 42-122, 132

**Chapter 42 Reference:**

Sec. 42-122. Right-of-way widths Major thoroughfare shall have the lesser of 100 feet or the right-of-way specified by the street hierarchy classification established by the major thoroughfare and freeway plan; Sec. 42-132. Curves. (a) Curves for the right-of-way of a major thoroughfare shall have a centerline radius of at least 2000 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;**

In 2006 LJA Engineering on behalf of Aliana Development went through the City of Houston Major Thoroughfare amendment to remove Westmoor from the Major Thoroughfare designation south of West Airport. Westmoor north of Madden Road was already declassified from a major thoroughfare to a collector. The only portion of Westmoor that is still a major thoroughfare is the area between Madden and West Airport. Fort Bend county is currently updating their major thoroughfare plan to declassify Westmoor to a major collector. Strict application of the 2000' radius and the 100' row would make this project infeasible. The request is to treat Westmoor as a collector street. It is our intention to request an amendment to the Houston Major Thoroughfare next year to match Fort Bend County's classification of the road.

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

Westmoor was a major thoroughfare at one time from the West Park tollway all the way to Hwy 99. Since that time most of it has been declassified or removed. Treating the street as a collector would not result in a hardship as the County is now considering this portion of Westmoor as a collector street.

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

Westmoor is currently being treated as a collector from Madden Road to its termination at West Airport. The proposed 70' ROW will allow the street to be a collector and the 850' radius meets the minimum standards of a collector road.

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

The granting of the variance is not injurious to the public health or safety. The street will function as collector as it should. The amending of the major thoroughfare, if granted will allow the street function and be a collector street.

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

The hardship is feasibility. It is not practical to have this street as a major thoroughfare. We will provide a letter from the county in support of this action.



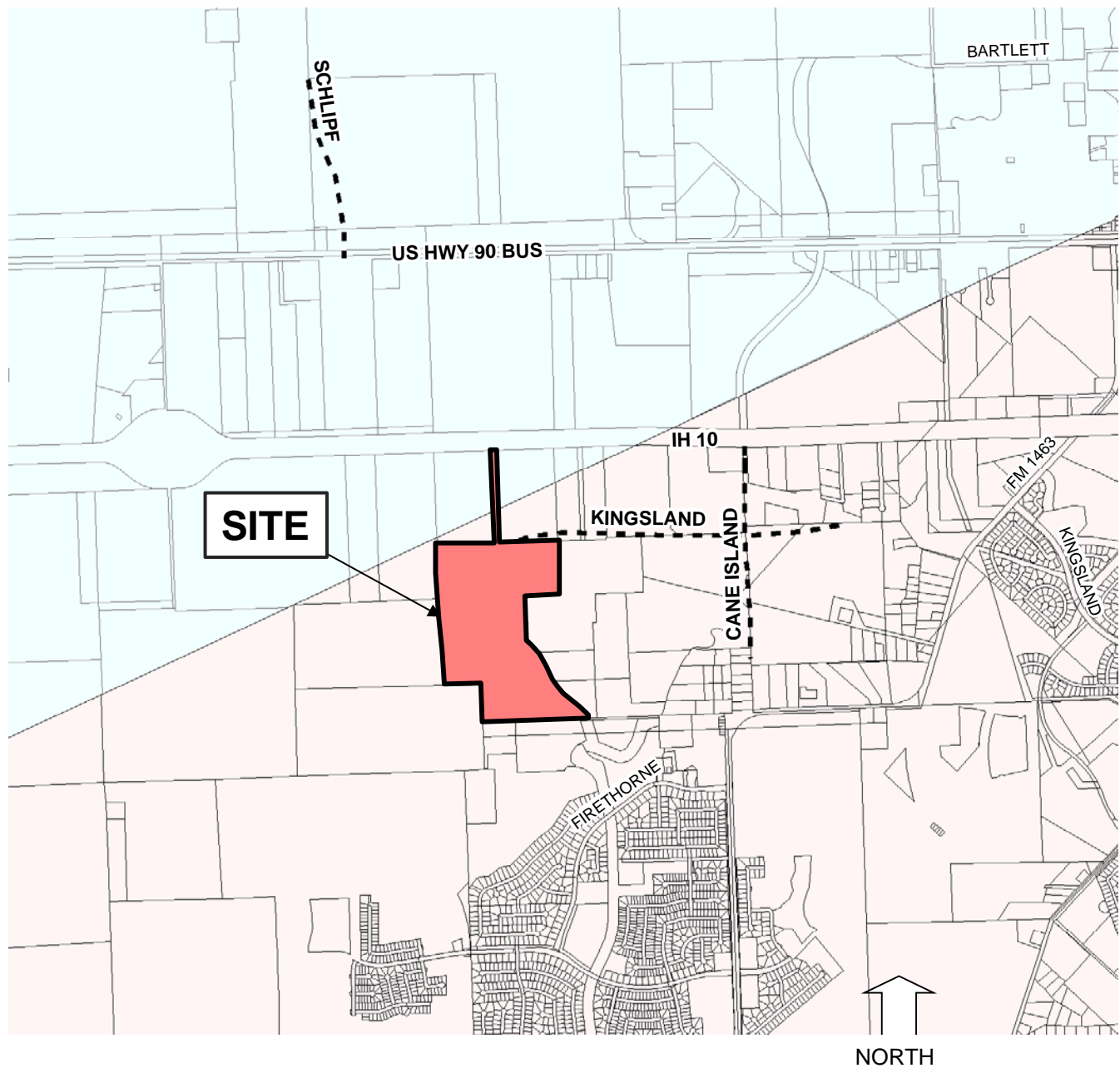
# Houston Planning Commission      ITEM : 135

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Anserra GP (DEF1)

Applicant: BGE|Kerry R. Gilbert Associates



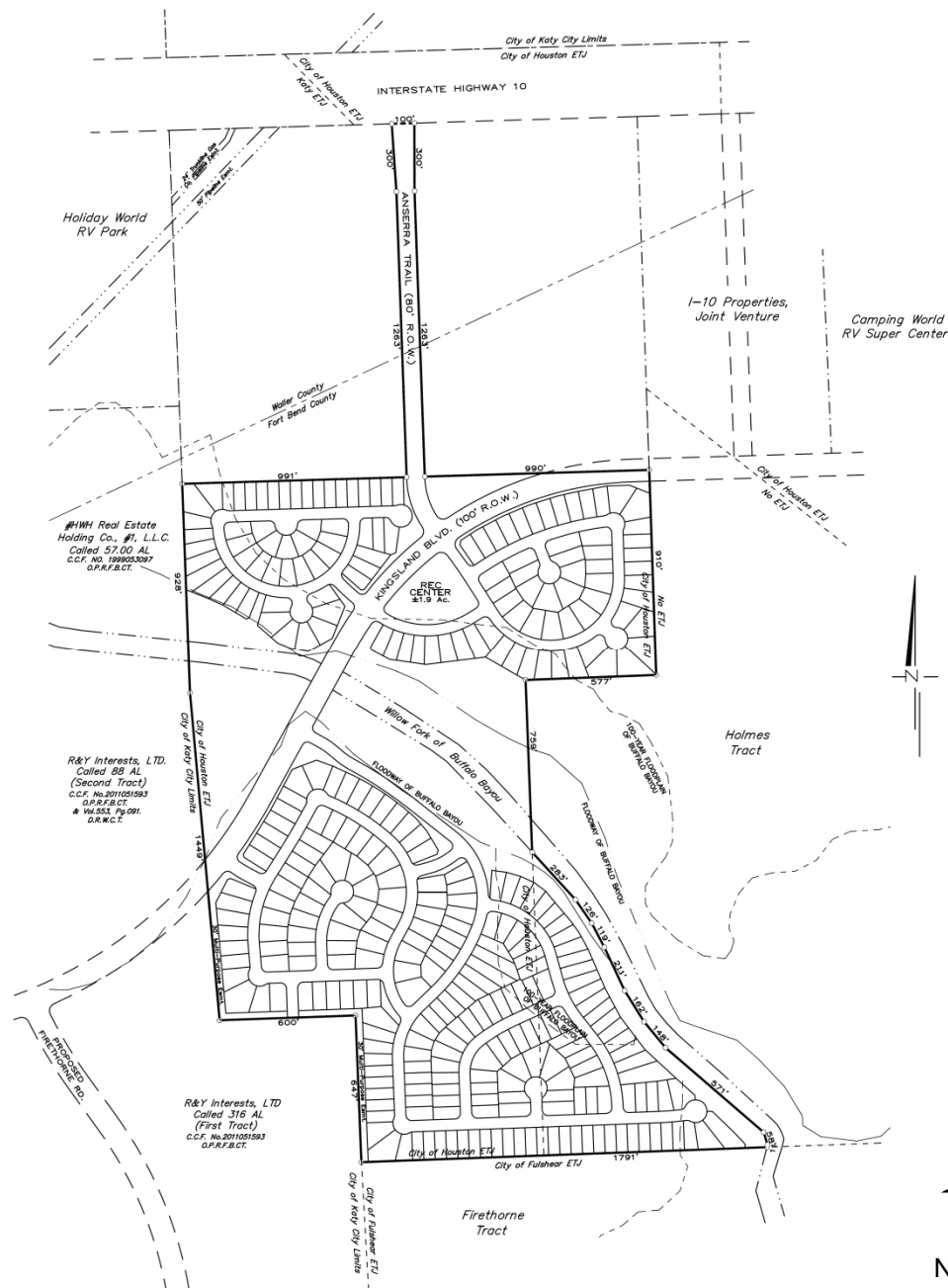
**F – Reconsideration of Requirements**

**Site Location**



**Meeting Date: 08/21/2014**

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



## Subdivision



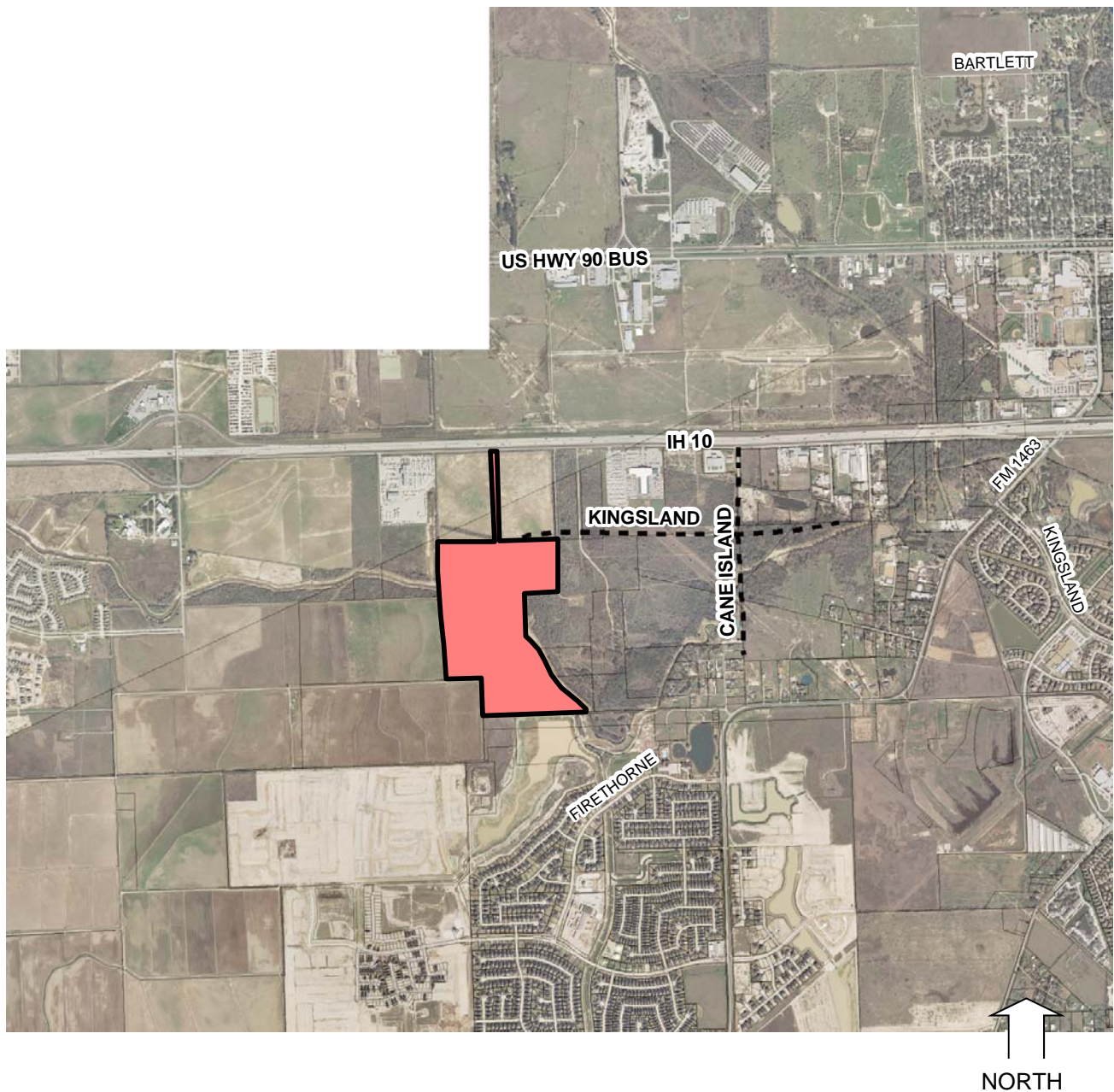
# Houston Planning Commission      ITEM : 135

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Anserra GP (DEF1)

Applicant: BGE|Kerry R. Gilbert Associates



F – Reconsideration of Requirements

Aerial





## RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2014-1887  
Plat Name: Anserra GP  
Applicant: BGE|Kerry R. Gilbert Associates  
Date Submitted: 07/28/2014

---

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

**Specific requirement or condition being sought:**

To allow more than 150 lots to take access from multiple points on a major thoroughfare.

**Chapter 42 Section:** 42-189

**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.

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:**

Anserra is a master-planned community located west of central Houston, just south of IH-10 near the City of Katy. Adjacent developments in progress include Firethorne to the south, Trails of Katy to the east, and the Young Ranch tract to the west. The subject site is divided by the floodway of Willow Fork of Buffalo Bayou. Additionally, per the City of Houston Major Thoroughfare Plan, the major thoroughfare Kingsland Boulevard is projected to extend through the subject site and cross Willow Fork, creating an 'X' in the middle of the tract. The proposed north-south collector street Anserra Trail connects Kingsland Blvd to IH-10 and provides the primary access for the development. The Anserra General Plan was approved in September 2012, under the name "Villages of West Katy", and the approval included a comment that "each cell with only one point of access from the proposed Kingsland Blvd must not exceed 150 lots". The overall plan for Anserra complies with this comment and with the City of Houston major thoroughfare plan for the alignment of Kingsland Blvd. The approved final plats of Anserra Sections 1, 2, and 3 include dedication of the adjacent sections of Kingsland Blvd. All the single-family sections of Anserra are designed to connect to and take access from Kingsland Blvd, and sections exceeding 150 lots connect to Kingsland Blvd at two points as is required by Chapter 42. However, the Anserra General Plan was resubmitted in January 2013 to include new property in the GP boundary. The approved 2013 GP includes a comment requiring a second point of access for the entire Anserra development. No such second point of access exists. Kingsland Blvd has not yet been dedicated or constructed to the west of the subject site, and the dedication of Kingsland Blvd by the Trails of Katy to the east does not connect to existing right-of-way. The Trails of Katy project must connect Kingsland Blvd to Cane Island Blvd, the next major thoroughfare, which is approximately a mile away from Anserra to the east. The Young Ranch Tract, in the City of Katy's jurisdiction, must connect Kingsland Blvd west to either Firethorne Road or Pederson Road per the Fort Bend County and Waller County major thoroughfare plans; the existing portion of Pederson Rd is approximately a mile west of Anserra. These connections are outside the control of the owner of Anserra. Until the adjacent properties develop and Kingsland Blvd is extended to another street intersection,





**Application Number:** 2014-1887

**Plat Name:** Anserra GP

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

**Date Submitted:** 07/28/2014

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

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

To allow more than 150 lots to take access from multiple points on a major thoroughfare which has not been extended beyond the subject site.

**Chapter 42 Section:** 42-189

**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**

**(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;**

Anserra is a master-planned community located west of central Houston, just south of IH-10 near the City of Katy. Adjacent developments in progress include Firethorne to the south, Trails of Katy to the east, and the Young Ranch tract to the west. The subject site is divided by the floodway of Willow Fork of Buffalo Bayou. Additionally, per the City of Houston Major Thoroughfare Plan, the major thoroughfare Kingsland Boulevard is projected to extend through the subject site and cross Willow Fork, creating an 'X' in the middle of the tract. The proposed north-south collector street Anserra Trail connects Kingsland Blvd to IH-10 and provides the primary access for the development. The Anserra General Plan was approved in September 2012, under the name "Villages of West Katy", and the approval included a comment that "each cell with only one point of access from the proposed Kingsland Blvd must not exceed 150 lots". The overall plan for Anserra complies with this comment and with the City of Houston major thoroughfare plan for the alignment of Kingsland Blvd. The approved final plats of Anserra Sections 1, 2, and 3 include dedication of the adjacent sections of Kingsland Blvd. All the single-family sections of Anserra are designed to connect to and take access from Kingsland Blvd, and sections exceeding 150 lots connect to Kingsland Blvd at two points as is required by Chapter 42. However, the Anserra General Plan was resubmitted in January 2013 to include new property in the GP boundary. The approved 2013 GP includes a comment requiring a second point of access for the entire Anserra development. No such second point of access exists. Kingsland Blvd has not yet been dedicated or constructed to the west of the subject site, and the dedication of Kingsland Blvd by the Trails of Katy to the east does not connect to existing right-of-way. The Trails of Katy project must connect Kingsland Blvd to Cane Island Blvd, the next major thoroughfare, which is approximately a mile away from Anserra to the east. The Young Ranch Tract, in the City of Katy's jurisdiction, must connect Kingsland Blvd west to either Firethorne Road or Pederson Road per the Fort Bend County and Waller County major thoroughfare plans; the existing portion of Pederson Rd is approximately a mile west of Anserra. These connections are outside the control of the owner of Anserra. Until the adjacent properties develop and Kingsland Blvd is extended to another street intersection,

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

The configuration and limitations of the subject site, specifically the adjacent properties and the existing and future access points, are the circumstances supporting the granting of this variance.

**(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 by the eventual access connections to be made when the adjacent properties develop, as well as the proposed internal circulation which meets all the requirements of this chapter.

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

The overall access and circulation for the subject site and adjacent future developments is provided for with Kingsland Blvd per the City of Houston Major Thoroughfare plan and will provide for the public health, safety, and welfare.

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

The existing configuration of the subject site, the adjacent properties, and the existing and future circulation patterns are the supporting circumstances for this request.



**Meeting Date: 08/21/2014**

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





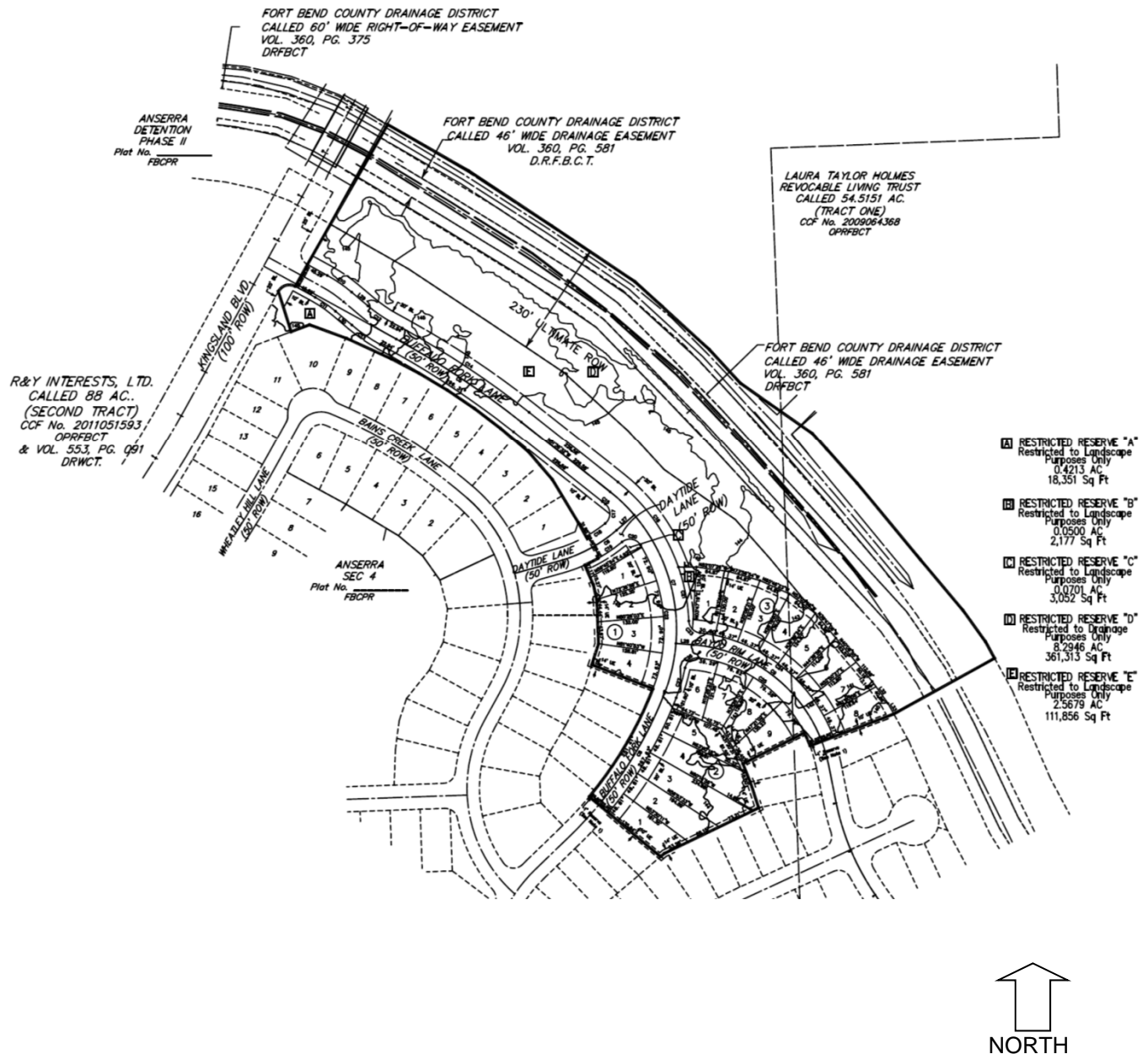
# Houston Planning Commission ITEM : 137

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Anserra Sec 5 (DEF1)

Applicant: Jones & Carter, Inc.



F – Reconsideration of Requirements Subdivision



# Houston Planning Commission

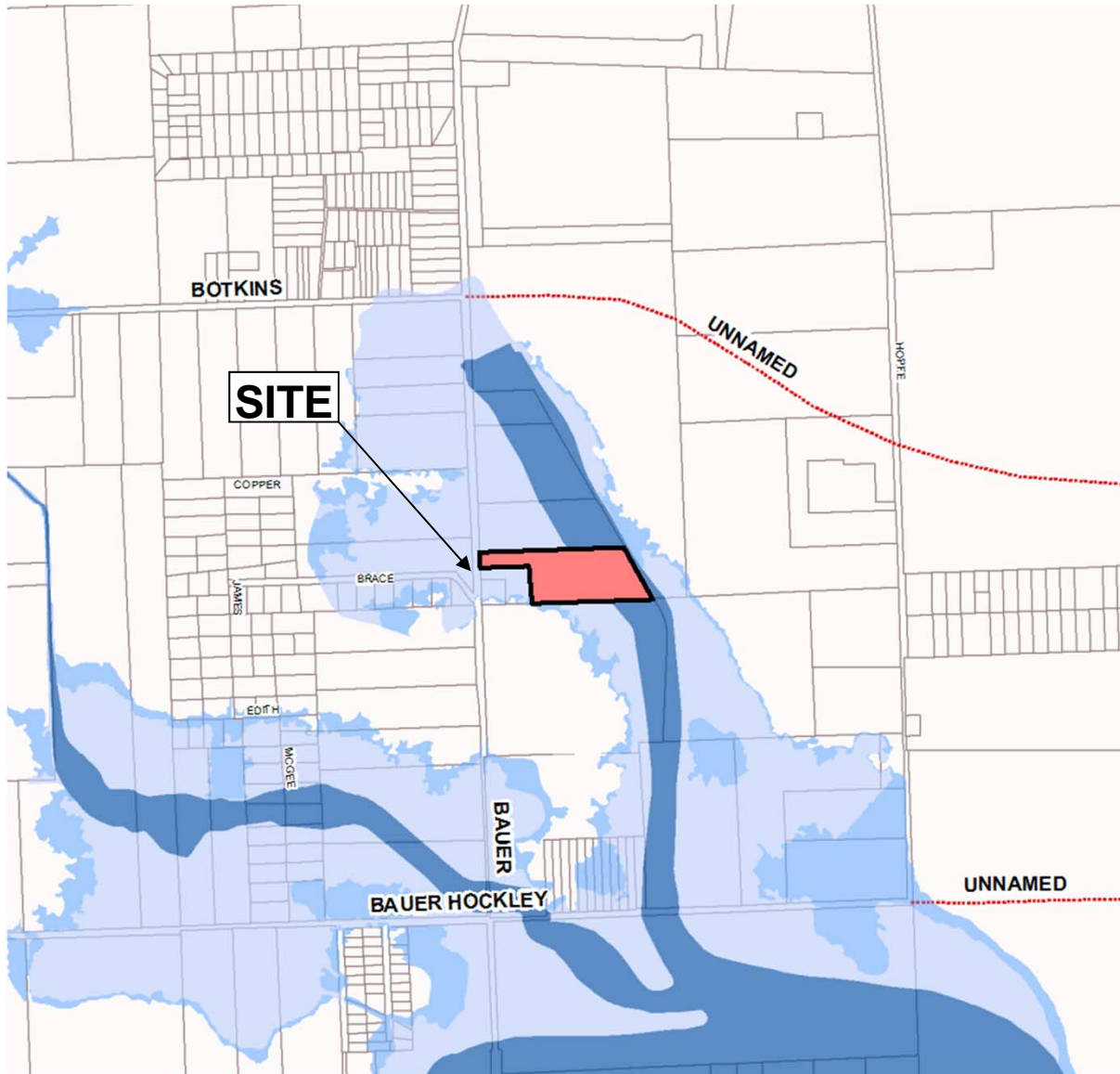
ITEM: 138

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Bauer Road Wastewater Treatment Plant

Applicant: Pape Dawson Engineers



F – Reconsideration

Site Location



# Houston Planning Commission

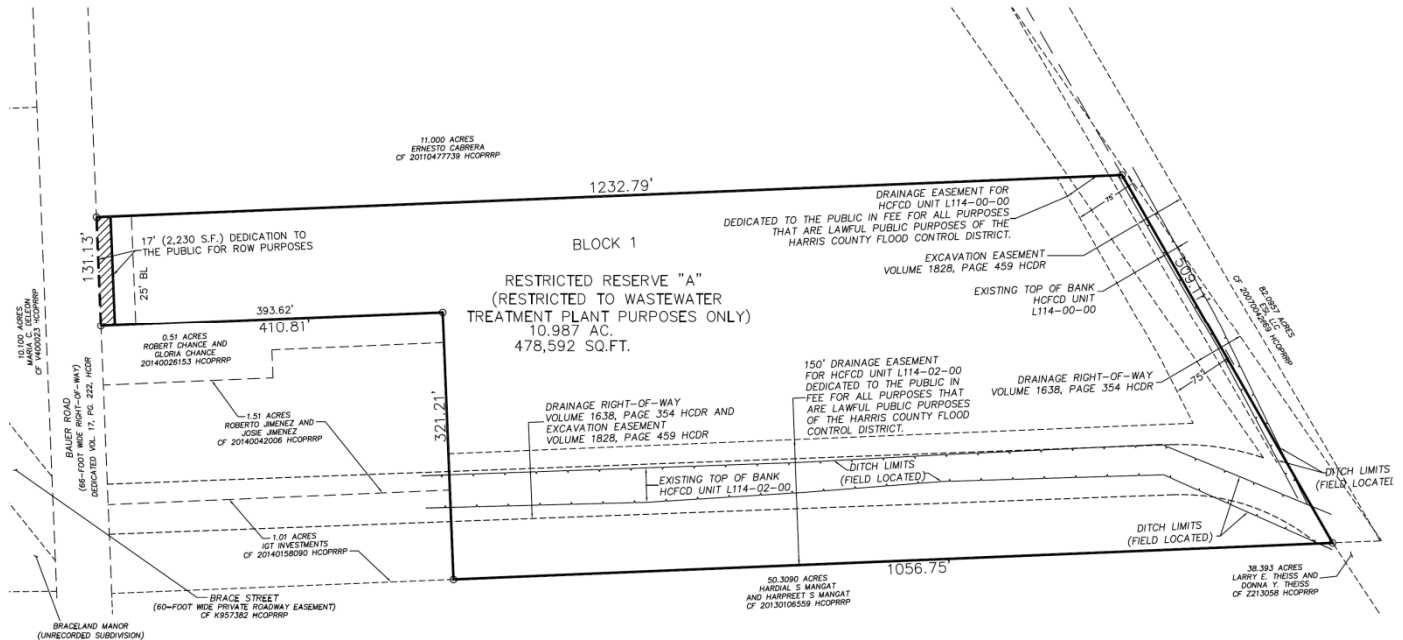
## ITEM: 138

Planning and Development Department

Meeting Date: 08/21/2014

**Subdivision Name: Bauer Road Wastewater Treatment Plant**

**Applicant: Pape Dawson Engineers**



**F – Reconsideration**

**Subdivision**



# Houston Planning Commission

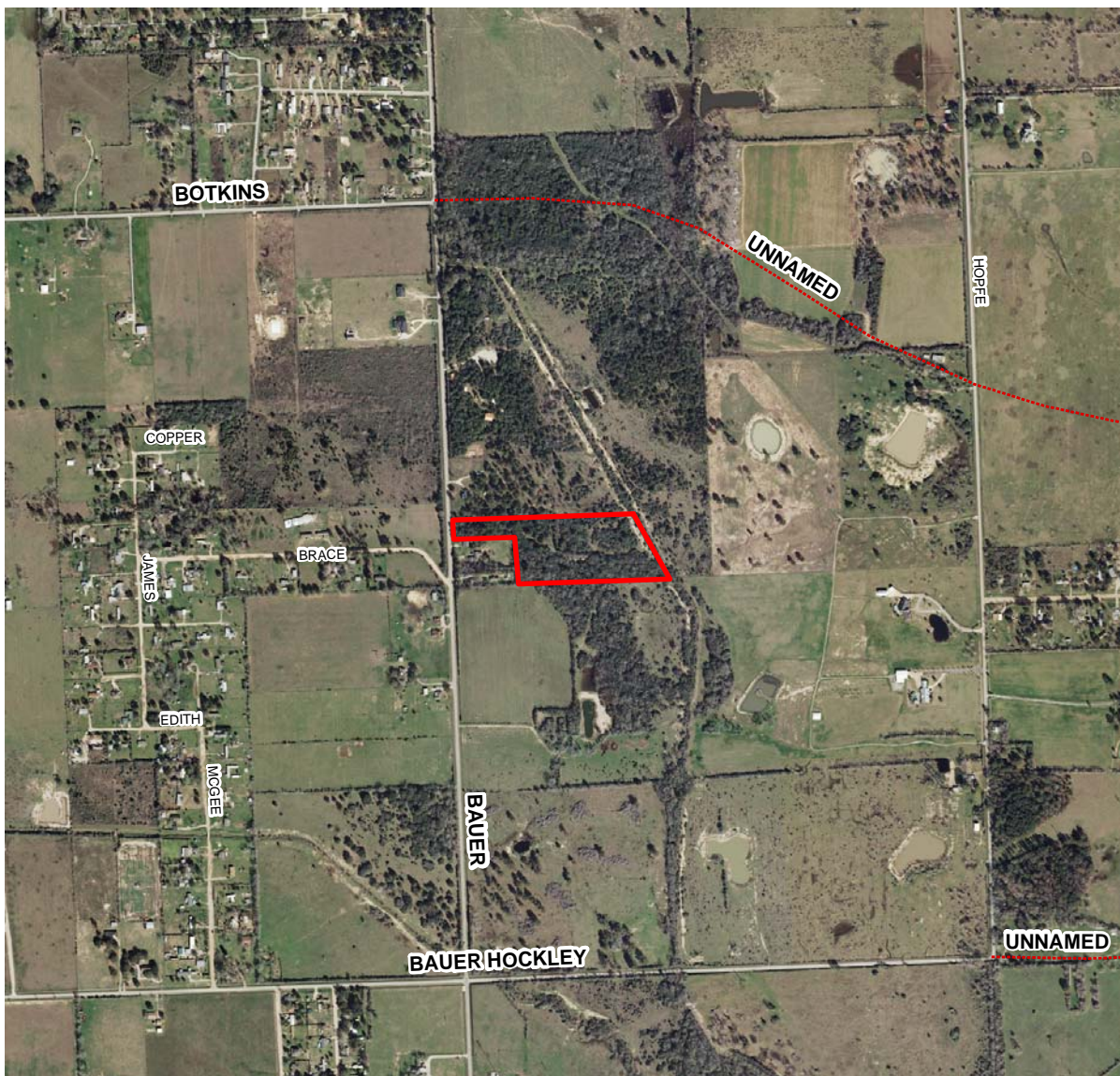
ITEM: 138

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Bauer Road Wastewater Treatment Plant

Applicant: Pape Dawson Engineers



F – Reconsideration

Aerial





## RECONSIDERATION OF REQUIREMENT Request Information Form

**Application No:** 2014-1874  
**Plat Name:** Bauer Road Wastewater Treatment Plant  
**Applicant:** Pape-Dawson Engineers  
**Date Submitted:** 07/28/2014

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

**Specific requirement or condition being sought:**

Pape-Dawson Engineers is seeking a reconsideration of requirement in Sec. 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" in connection with your comment regarding this requirement for the Plat of the Bauer Road Wastewater Treatment Plant (the "Plat").

**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.

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

**STATEMENT OF FACTS:**

The maximum allowable distance of 2,600 feet trending south from Botkins Road along Bauer Road falls near the southern plat boundary of the Bauer Road Wastewater Treatment Plant. This location would align the road with the existing HCFCD Ditch L114-02-00. The maximum allowable distance of 2,600 feet trending north from Bauer Hockley Road along Bauer Road falls approximately 84.8 feet south of the southern plat boundary of the Bauer Road Wastewater Treatment Plant. The total distance between Botkins Road and Bauer Hockley Road is approximately 5,299.64 feet; therefore, the most rational location for a cross street for Bauer Road would be located at the midpoint between the two streets, which would place the future roadway south of the southern boundary of the Bauer Road Wastewater Treatment Plant plat by about 35' (or 2,649.82 feet between Botkins Road and Bauer Hockley Road). Therefore, the intent and general purpose of this requirement is preserved and maintained. In addition, Harris County comments to the Plat require the widening of the existing 60' Harris County Flood Control District ("HCFCD") easement within the Plat boundary to 150' as well as to widen the easement in which HCFCD Ditch L114-00-00 is located to the equivalent of 75' from the centerline on both sides, to the extent the easement falls within the Plat. As a large portion of the tract has been consumed with widening existing drainage easements, platting a street through the tract would further reduce the developable area on the tract and would force the street intersection to be further away from the  $\pm 2,650$  midway point of existing Botkins Road and Bauer Hockley Road.





**Application Number:** 2014-1874

**Plat Name:** Bauer Road Wastewater Treatment Plant

**Applicant:** Pape-Dawson Engineers

**Date Submitted:** 07/28/2014

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

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

To allow for the development of a wastewater treatment plant without the encumbrance of right of way dedication for a public street.

**Chapter 42 Section:** 127a

**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**

Harris County comments to the Plat require the widening of the existing 60' Harris County Flood Control District ("HCFCD") easement within the Plat to 150' as well as to widen the easement in which HCFCD Ditch L114-00-00 is located to the equivalent of 75' from the centerline on both sides, to the extent the easement falls within the Plat. As a large portion of the tract has been consumed with widening existing drainage easements, platting a street through the tract would further reduce the developable area of the tract.

**(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;**

As explained above and illustrated in the attached Exhibit, the maximum allowable distance of 2,600 feet trending south from Botkins Road along Bauer Road falls near the southern plat boundary of the Bauer Road Wastewater Treatment Plant. This location would align the road with the existing HCFCD Ditch L114-02-00. The maximum allowable distance of 2,600 feet trending north from Bauer Hockley Road along Bauer Road falls approximately 84.8 feet south of the southern plat boundary of the Bauer Road Wastewater Treatment Plant. The total distance between Botkins Road and Bauer Hockley Road is approximately 5,299.64 feet; therefore, the most rational location for a cross street for Bauer Road would be located at the midpoint between the two streets, which would place the roadway south of the southern boundary of the Bauer Road Wastewater Treatment Plant plat by about 35' (or 2,649.82 feet between Botkins Road and Bauer Hockley Road). Therefore, the intent and general purpose of this requirement is preserved and maintained.

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

As stated above, Harris County comments to the Plat require us to widen the existing 60' Harris County Flood Control District ("HCFCD") easement within the Plat to 150' as well as to widen the easement in which HCFCD Ditch L114-00-00 is located to the equivalent of 75' from the centerline on both sides, to the extent the easement falls within the Plat. As a large portion of the tract has been consumed with widening existing drainage easements, platting a street through the tract would further reduce the developable area on the tract.

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

As explained above and illustrated in the attached Exhibit, the maximum allowable distance of 2,600 feet trending south from Botkins Road along Bauer Road falls near the southern plat boundary of the Bauer Road Wastewater Treatment Plant. This location would align the road with the existing HCFCD Ditch L114-02-00. The maximum allowable distance of 2,600 feet trending north from Bauer Hockley Road along Bauer Road falls approximately 84.8 feet south of the southern plat boundary of the Bauer Road Wastewater Treatment Plant. The total distance between Botkins Road and Bauer Hockley Road is approximately 5,299.64 feet; therefore, the most rational location for a cross street for Bauer Road would be located at the midpoint between the two streets, which would place the roadway south of the southern



boundary of the Bauer Road Wastewater Treatment Plant plat by about 35' (or 2,649.82 feet between Botkins Road and Bauer Hockley Road). Therefore, the intent and general purpose of this requirement is preserved and maintained.

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

No injury to the public will be caused.

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

Economic Hardship is not the sole justification of the variance.



## Subdivision



# Houston Planning Commission

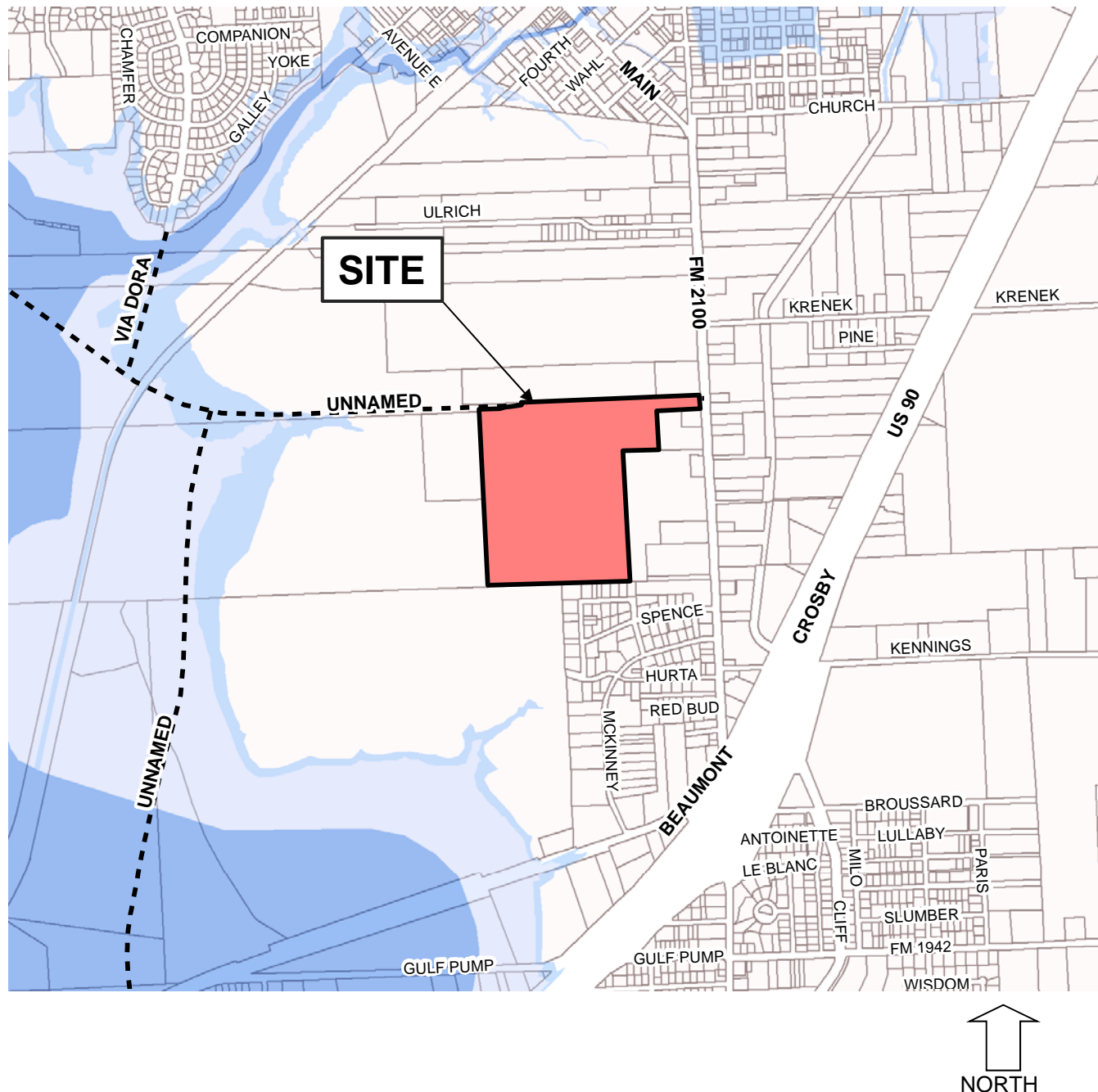
## ITEM : 140

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Crosby High School Sec 1

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



F – Reconsideration of Requirements

Site Location



# Houston Planning Commission

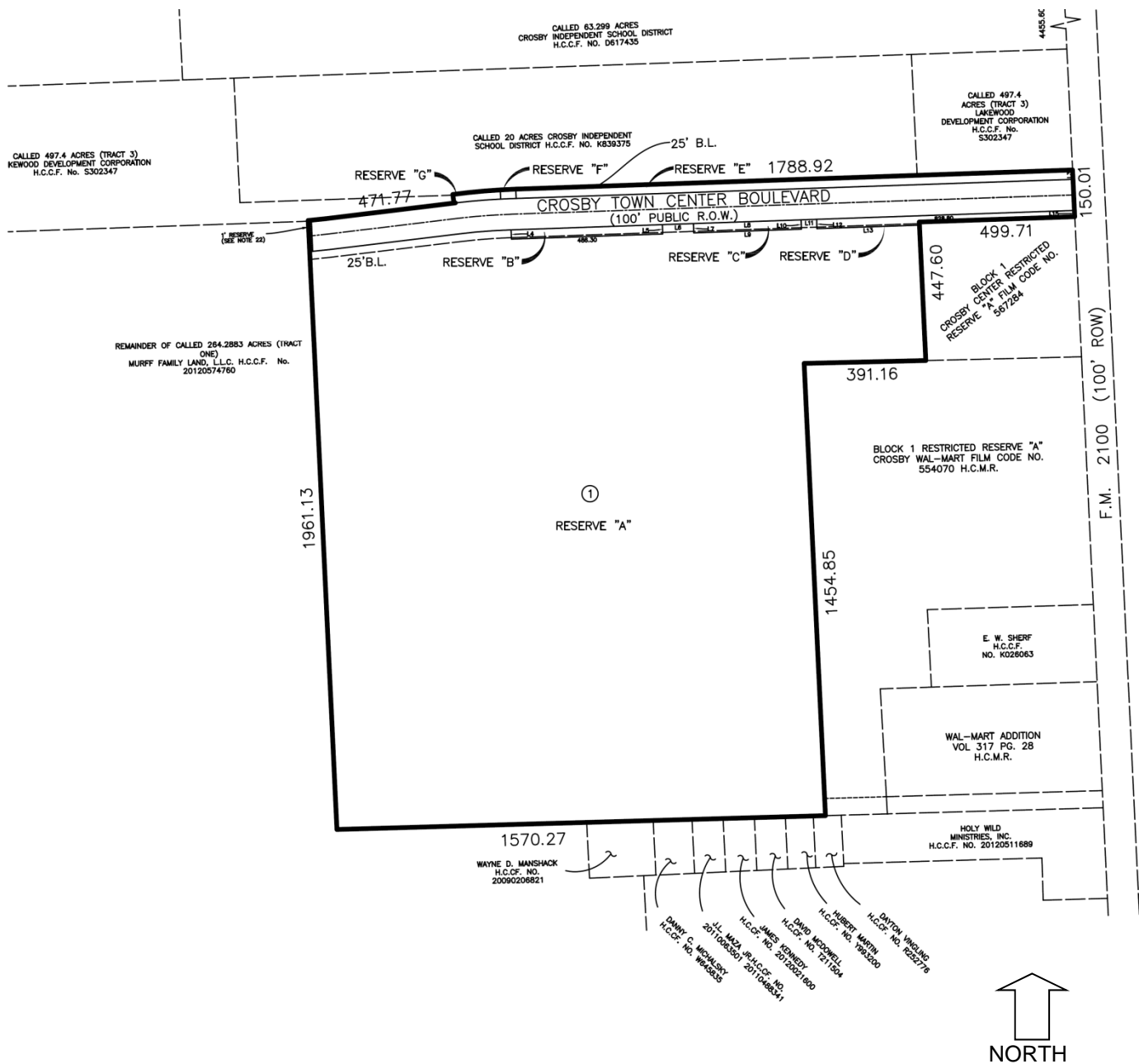
## ITEM : 140

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Crosby High School Sec 1

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



F – Reconsideration of Requirements

Subdivision



# Houston Planning Commission

ITEM : 140

Planning and Development Department

Meeting Date: 08/21/2014

Subdivision Name: Crosby High School Sec 1

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



F – Reconsideration of Requirements

Aerial





**Application Number:** 2014-1910

**Plat Name:** Crosby High School Sec 1

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

**Date Submitted:** 07/28/2014

**(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:** 127 128

**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. Additionally, there is an existing Walmart, an extension of Walmart and a parking lot along FM 2100 that would not allow for a connection to FM 2100. Strict application of the maximum intersection spacing would make building a functional high school infeasible. We have submitted a revised General Plan that includes property that is owned by the Murf Family Interests. The revised GP shows that two north/south streets and one east/west street will be proposed on the property. At the time of development a revised general plan may be submitted to show new alignments. The revised general plan shows that.

**(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. We have included an aerial with the proposed building that shows that a north/south street would disrupt and alter the project. The aerial shows that an east/west street would be impractical because it would never connect to FM 2100 due to the Walmart buildings and parking lot.

**(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 (Crosby Town Center Boulevard), 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. Private streets and drives allow for the campus to promote security and safety.

**(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: 141

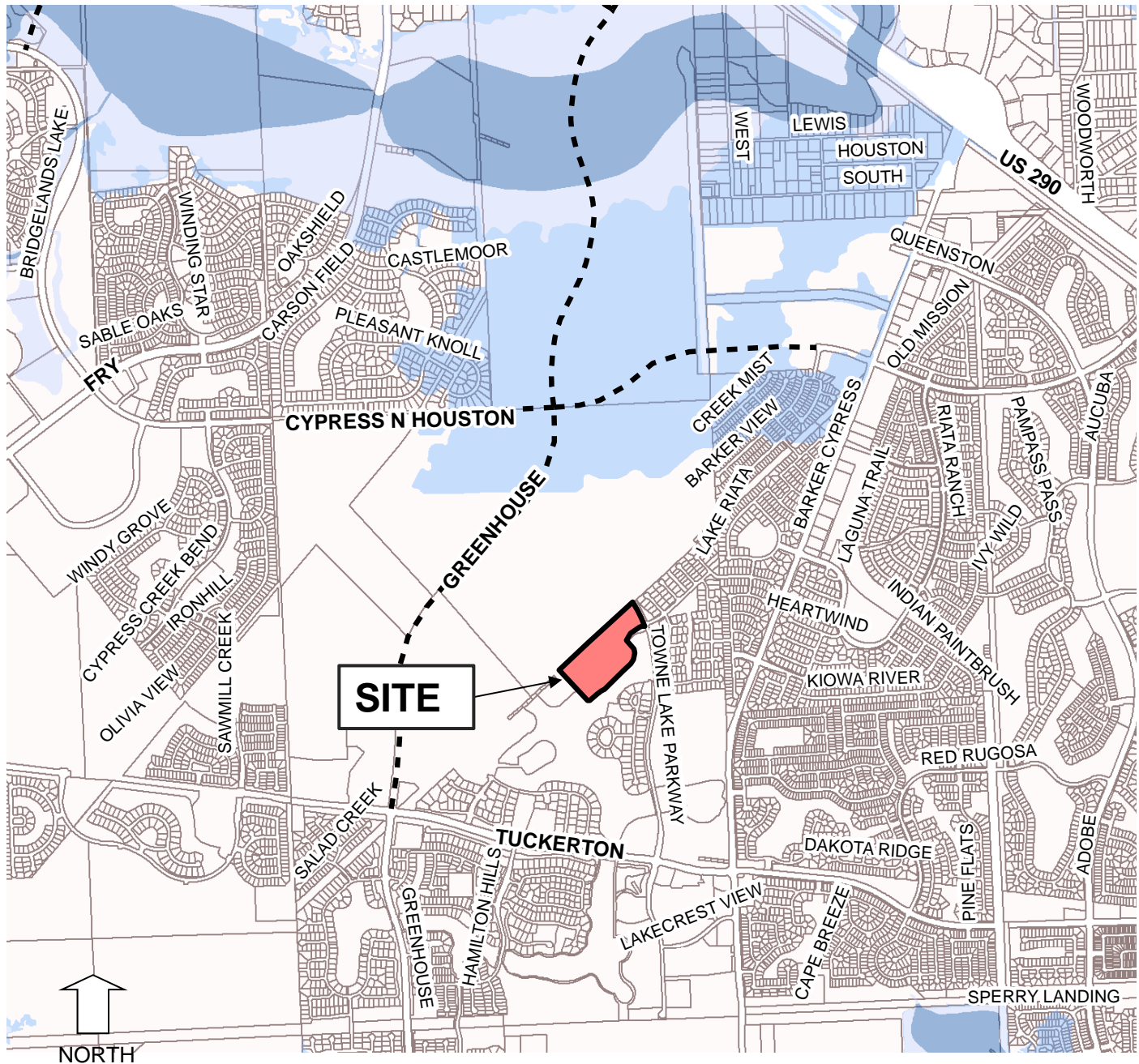
Planning and Development Department

Meeting Date: 08/21/2014

---

Subdivision Name: Towne Lake Sec 38 (DEF1)

Applicant: EHRA



---

## F – Reconsideration of Requirements Site Location

---



---

# Houston Planning Commission ITEM: 141

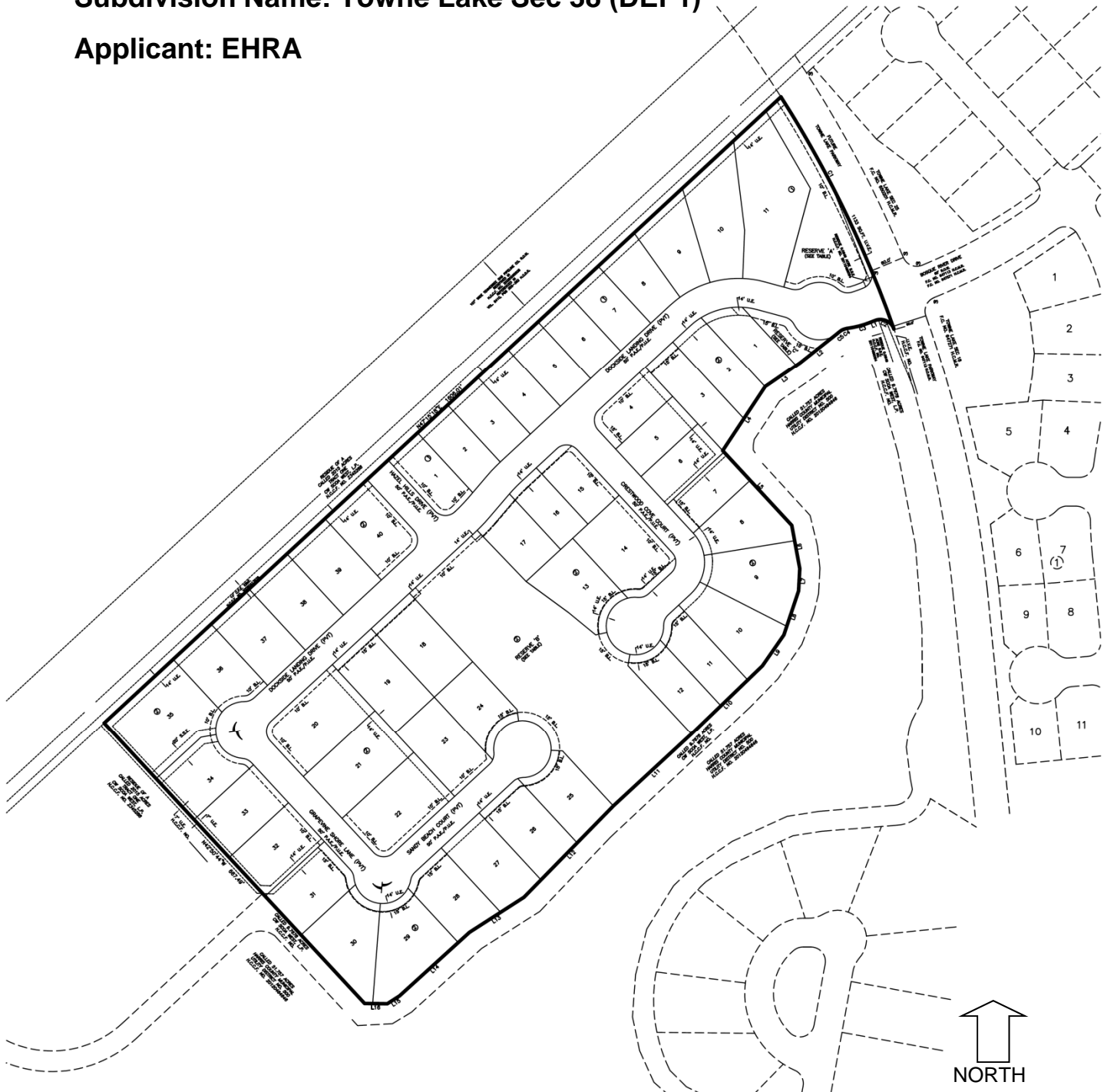
Planning and Development Department

Meeting Date: 08/21/2014

---

Subdivision Name: Towne Lake Sec 38 (DEF1)

Applicant: EHRA



---

## F – Reconsideration of Requirements Subdivision

---



---

# Houston Planning Commission ITEM: 141

Planning and Development Department

Meeting Date: 08/21/2014

---

Subdivision Name: Towne Lake Sec 38 (DEF1)

Applicant: EHRA



---

**F – Reconsideration of Requirements**

**Aerial**

---





**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

**RECONSIDERATION OF REQUIREMENT  
Request Information Form**

**Application No:** 2014-1901  
**Plat Name:** Towne Lake Sec 38  
**Applicant:** EHRA  
**Date Submitted:** 07/28/2014

---

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

**Specific requirement or condition being sought:**

Removal of the requirement to extend Towne Lake Parkway to the north edge of the Tennessee Gas Pipeline

**Chapter 42 Section:** 21(c)

**Chapter 42 Reference:**

A subdivision plat shall not be required for the dedication of a public street if the dedication is accomplished through a street dedication plat approved by the commission pursuant to this article.

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:**

Towne Lake Parkway Section 38 was approved as a preliminary plat (2013-3199) without markup by the City of Houston or Harris County. However, the final plat for this section (2014-0087) was marked up to extend Towne Lake Parkway over and to the north edge of the Tennessee Gas Pipeline (H.C.C.F. # 20080565508). It is our understanding that extending Towne Lake Parkway in this location is requested by the Planning Department due to the fact that the platting of Towne Lake section 38 and Towne Lake section 25 has created a landlocked section of ROW. This situation can be remedied with a future road plat without requiring the extension of Towne Lake Parkway at this time. We request the removal of this requirement so that we may proceed with the recordation of section 38. Requiring Towne Lake Parkway ROW to extend to the north edge of the pipeline and to be recorded now with section 38, would force creation of road plans and construction of a pavement extension which does not serve the section and creates a 500' long dead end street. A long, temporary dead end street is not a desirable situation and does not meet the intent of Chapter 42. The timing for Towne Lake Parkway to be needed between Bosque River Drive (the public street intersection in section 25) and Greenhouse Road is solely dependent on the development of future sections north of the pipeline. Understanding that the Planning Department requires that ROW adjacent to a platted section be platted prior to or within that section, and that similar platting situations by others have resulted in orphaned ROW, we respectfully request to be allowed to submit a road dedication plat for Towne Lake Parkway between Greenhouse Road and Bosque River Drive prior to future sections being developed. The developer of Towne Lake has submitted a letter with this application stating their commitment to plat, record and construct Towne Lake Parkway as described, per Chapter 42-21(c). Staff recommends this item be deferred for two weeks, at the request of the applicant.





# Houston Planning Commission

## VARIANCE REQUEST APPLICATION

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

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
Fifth Ward CRC	Cathy Torregano	713-253-5817	ctorregano@fifthwardcrc.org		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
1712 Capron St.	14031780	77020	5458	494F	B

HCAD ACCOUNT NUMBER(S):	0091560000001
PROPERTY LEGAL DESCRIPTION:	Lot 1 Blk 8 Chapmans Sec 3
PROPERTY OWNER OF RECORD:	Fifth Ward Community Redevelopment Corporation
ACREAGE (SQUARE FEET):	5,500 SF
WIDTH OF RIGHTS-OF-WAY:	Capron Street – 60'; Oats Street – 60'
EXISTING PAVING SECTION(S):	Capron Street – 22'; Oats Street – 30'
OFF-STREET PARKING REQUIREMENT:	2 spaces
OFF-STREET PARKING PROVIDED:	2 spaces
LANDSCAPING REQUIREMENTS:	2 trees
LANDSCAPING PROVIDED:	2 trees

EXISTING STRUCTURE(S) [TYPE; SQ. FT.]:	Vacant
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]:	One Story Single Family Home; 1,970 SF

PURPOSE OF VARIANCE REQUEST:	To allow a 5' building line along Oats Street instead of the ordinance required 10' building line.
------------------------------	--

CHAPTER 42 REFERENCE(S):	Sec 42-150 (b) Except as otherwise required or authorized by this chapter, the building line requirement for a lot restricted to single-family residential use along a local street that is not an alley shall be: 10 feet for the habitable structure and 17 feet for the garage.
--------------------------	--

## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission

## APPLICANT'S STATEMENT OF FACTS

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

The building plans for the lot were developed using a 5' setback line along Oats St. as the 10' setback line was not shown on the development plat or property survey. To comply with the setback requirement defined in Chapter 42 would significantly inhibit the use of the lot for the proposed single family dwelling, as it would reduce the living space by more than 160 sq ft. A redesign of the plans would be required to adhere to the 10' setback line, which would adversely impact targeted project completion.

Please see attached narrative letter for additional details.

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

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

The adherence to 10' setback line criteria of the Chapter 42 ordinance would prohibit us from building the 1,900sf house on this property as designed.

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

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

The house plans were developed based upon the survey of the lot which did not show or reflect the 10' setback line. Therefore, we were not aware of the requirement prior to design and plan review submittal.

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

All other aspects of the Chapter 42 ordinance have been and will be adhered to for this and all future projects. We will preserve and maintain the intent and general purposes of this chapter.

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

The granting of the requested variance will not be injurious to the public health, safety or welfare in any way.

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

The Fifth Ward community is in great need of single family housing, approval of the requested variance will be of benefit to the community to move forward with new development in the area.

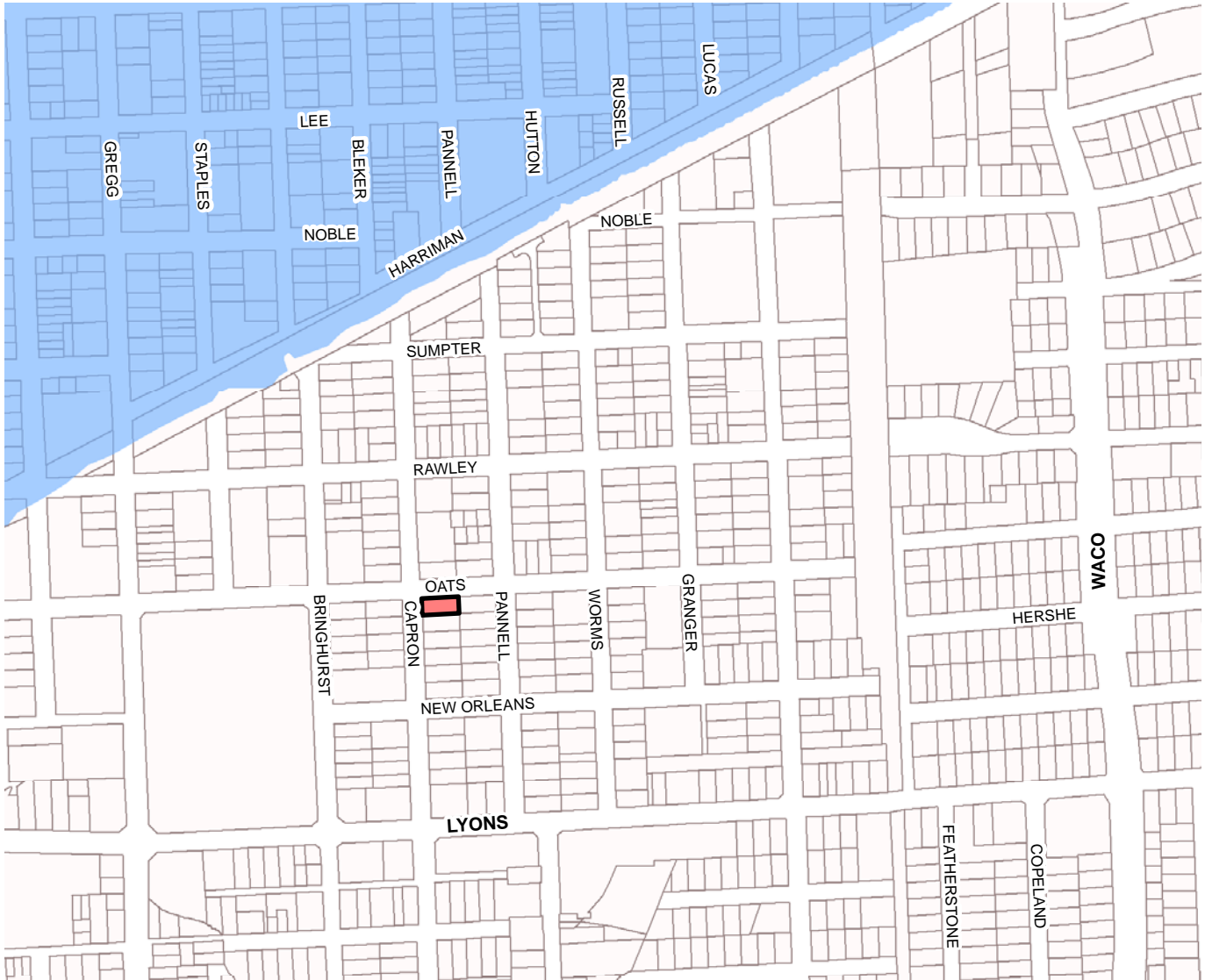
## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission

Area Map



## DEVELOPMENT PLAT VARIANCE





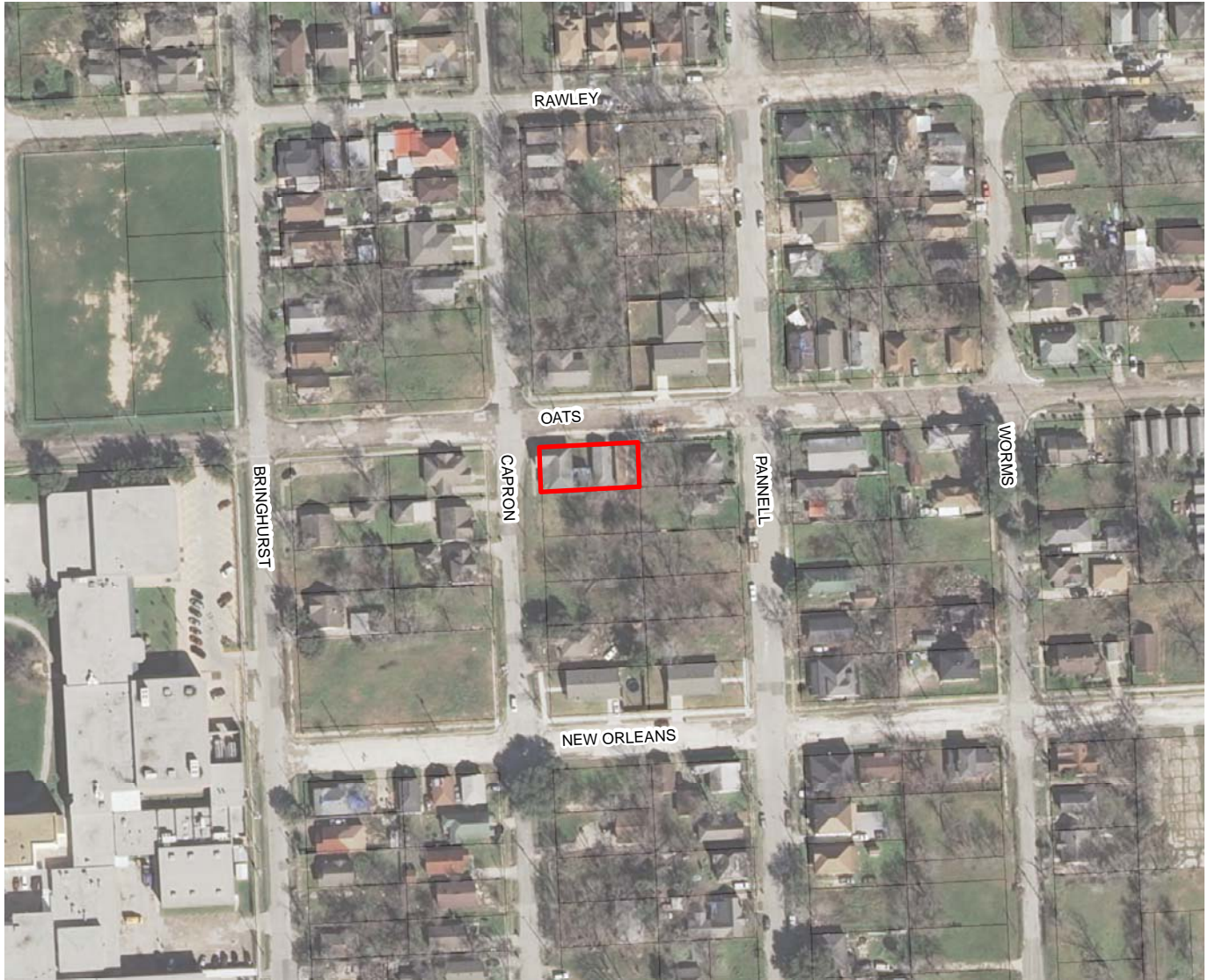
PLANNING &  
DEVELOPMENT  
DEPARTMENT

**ITEM: 157**

Meeting Date: 08-21-2014

# Houston Planning Commission

Aerial



## DEVELOPMENT PLAT VARIANCE





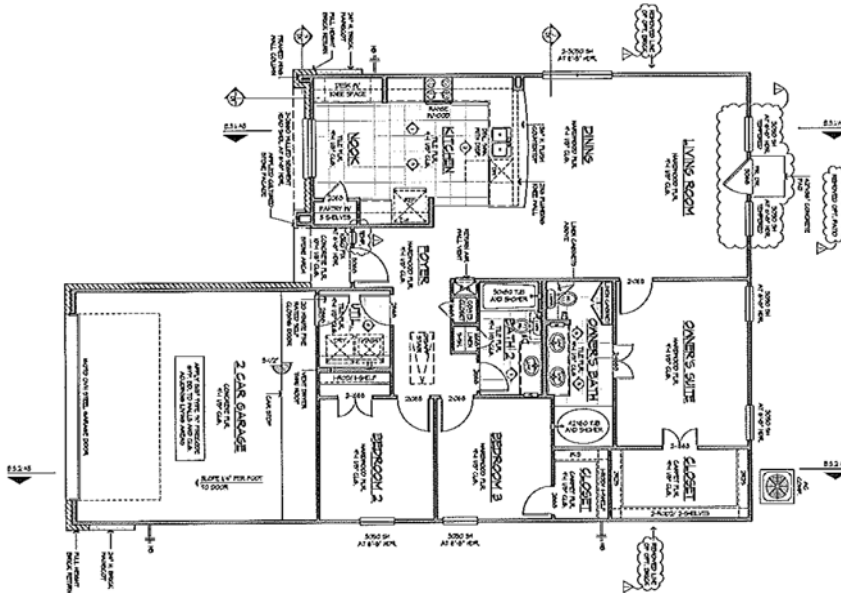




# Houston Planning Commission

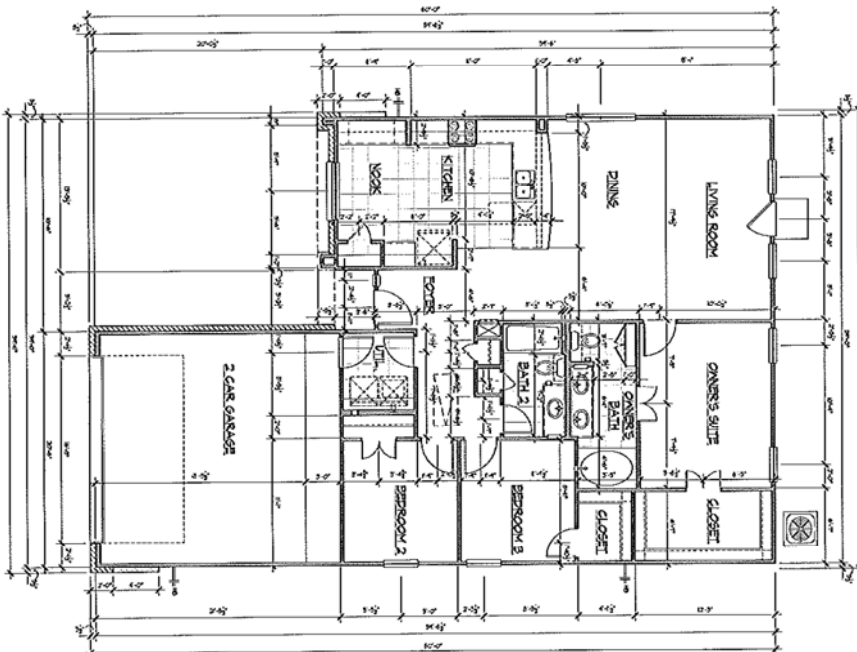
FLOOR PLAN "B" - NOTES

②



FLOOR PLAN "B" - DIMENSIONS

①



FLOOR PLAN "B"  
DIMENSIONS & NOTES

SCHEDULE	
ITEM NO.	157
DATE	08-21-2014
BY	157

## DEVELOPMENT PLAT VARIANCE









# Houston Planning Commission

## VARIANCE REQUEST APPLICATION

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

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
Fifth Ward CRC	Cathy Torregano	713-253-5817	ctorregano@fifthwardcrc.org		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
1713 Pannell St.	14027879	77020	5458	494F	B

HCAD ACCOUNT NUMBER(S):	0091560000012
PROPERTY LEGAL DESCRIPTION:	Lot 12 Blk 8 Chapmans Sec 3
PROPERTY OWNER OF RECORD:	Fifth Ward Community Redevelopment Corporation
ACREAGE (SQUARE FEET):	5,500 SF
WIDTH OF RIGHTS-OF-WAY:	Pannell Street – 60'; Oats Street – 60'
EXISTING PAVING SECTION(S):	Pannell Street – 35'; Oats Street – 60'
OFF-STREET PARKING REQUIREMENT:	2 spaces
OFF-STREET PARKING PROVIDED:	2 spaces
LANDSCAPING REQUIREMENTS:	2 trees
LANDSCAPING PROVIDED:	2 trees

EXISTING STRUCTURE(S) [TYPE; SQ. FT.]:	Vacant
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]:	One Story Single Family Home; 1,974 SF

PURPOSE OF VARIANCE REQUEST:	To allow a 5' building line along Oats Street instead of the ordinance required 10' building line.
------------------------------	--

## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission

**CHAPTER 42 REFERENCE(S):**

Sec 42-150 (b) Except as otherwise required or authorized by this chapter, the building line requirement for a lot restricted to single-family residential use along a local street that is not an alley shall be: 10 feet for the habitable structure and 17 feet for the garage.

## APPLICANT'S STATEMENT OF FACTS

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

The building plans for the lot were developed using a 5' setback line along Oats St. as the 10' setback line was not shown on the development plat or property survey. To comply with the setback requirement defined in Chapter 42 would significantly inhibit the use of the lot for the proposed single family dwelling, as it would reduce the living space by more than 160 sq ft. A redesign of the plans would be required to adhere to the 10' setback line, which would adversely impact targeted project completion.

Please see attached narrative letter for additional details.

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

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

The adherence to 10' setback line criteria of the Chapter 42 ordinance would prohibit us from building the 1,900sf house on this property as designed.

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

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

The house plans were developed based upon the survey of the lot which did not show or reflect the 10' setback line. Therefore, we were not aware of the requirement prior to design and plan review submittal.

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

## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission

---

All other aspects of the Chapter 42 ordinance have been and will be adhered to for this and all future projects. We will preserve and maintain the intent and general purposes of this chapter.

- (4) **The granting of the variance will not be injurious to the public health, safety or welfare;**  
The granting of the requested variance will not be injurious to the public health, safety or welfare in any way.
- (5) **Economic hardship is not the sole justification of the variance.**  
The Fifth Ward community is in great need of single family housing, approval of the requested variance will be of benefit to the community to move forward with new development in the area.

---

## DEVELOPMENT PLAT VARIANCE





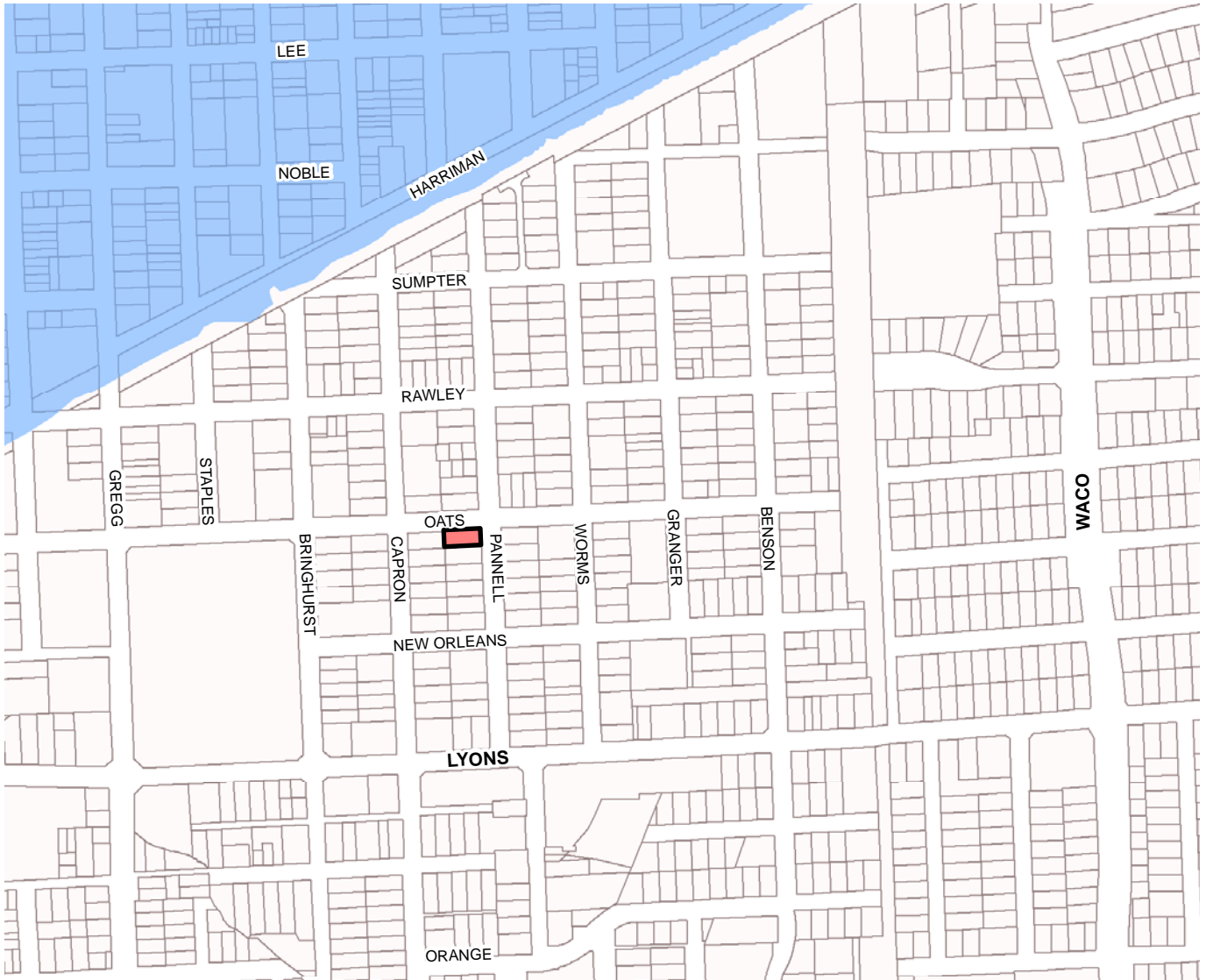
PLANNING &  
DEVELOPMENT  
DEPARTMENT

**ITEM: 158**

Meeting Date: 08-21-2014

# Houston Planning Commission

Area Map



## DEVELOPMENT PLAT VARIANCE





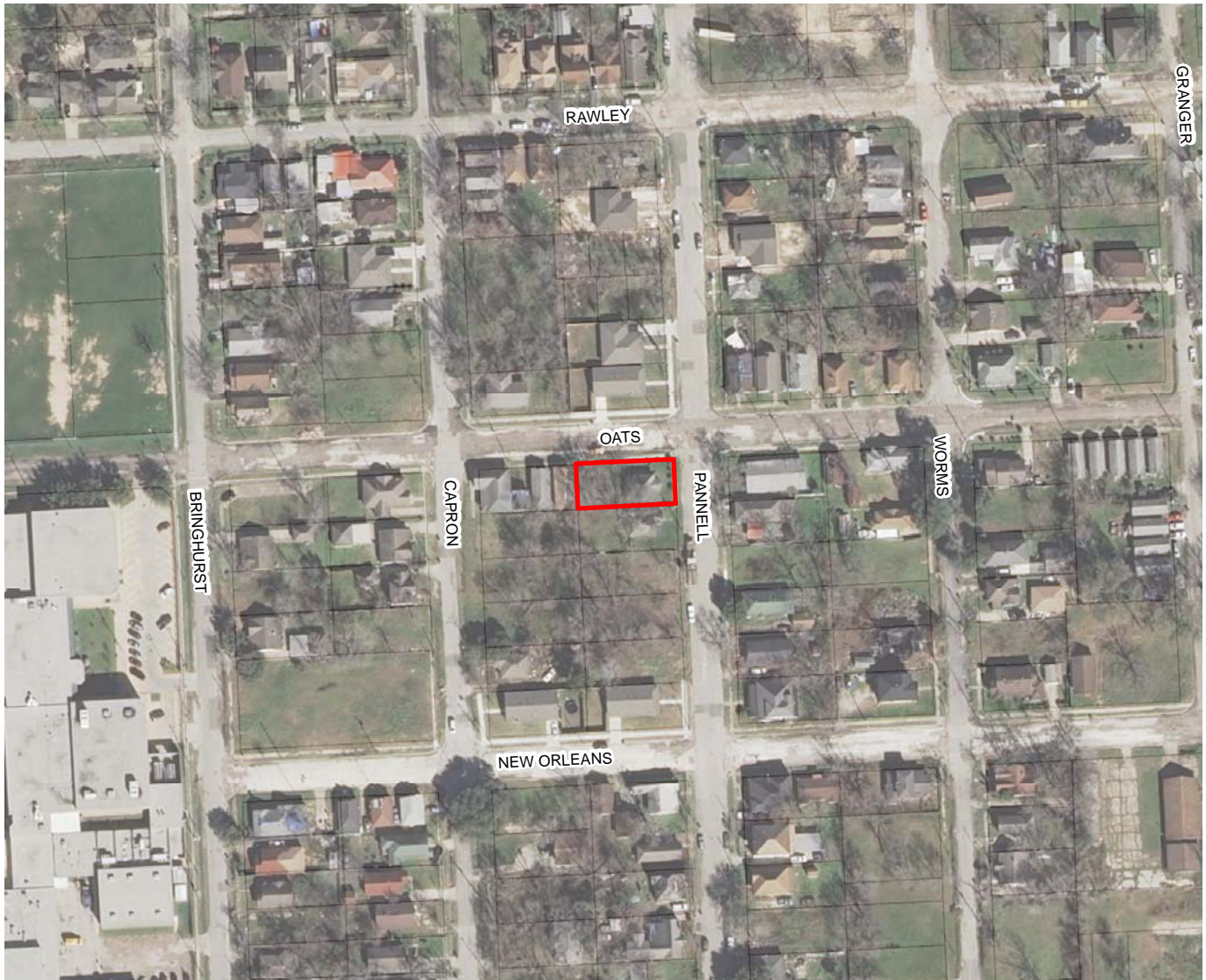
PLANNING &  
DEVELOPMENT  
DEPARTMENT

**ITEM: 158**

Meeting Date: 08-21-2014

# Houston Planning Commission

Aerial



## DEVELOPMENT PLAT VARIANCE





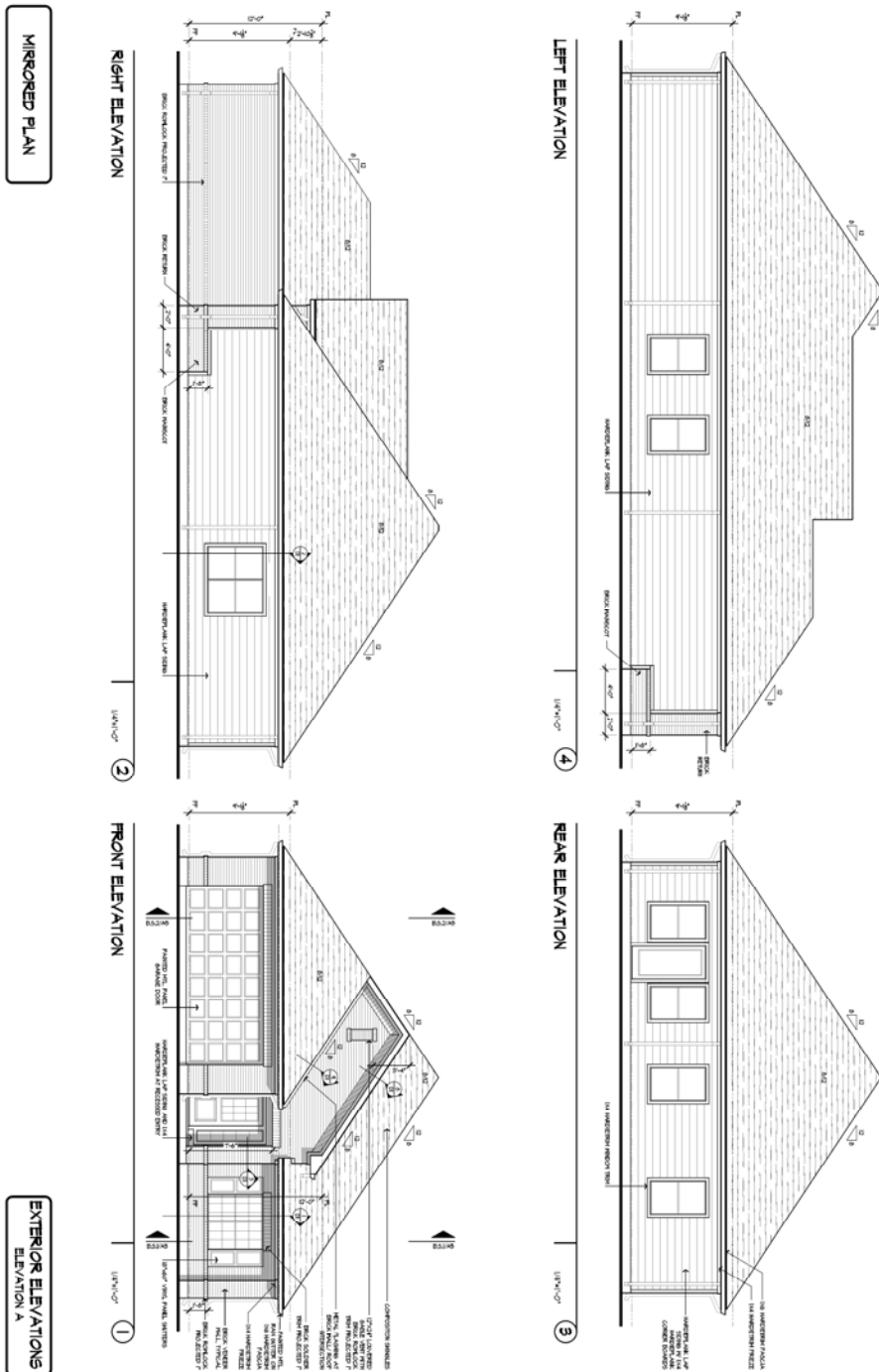








# Houston Planning Commission



## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission

## VARIANCE REQUEST APPLICATION

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

APPLICANT COMPANY		CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
OWNER	AMBER MELENYZER CAMPISE		713-446-1431	AMBERMELENYZER@GMAIL.COM		
PROPERTY ADDRESS		FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
1035 W. 30 <sup>TH</sup> STREET		14062250	77018	5259	452Q	C

HCAD ACCOUNT NUMBER(S): 0830860000033

PROPERTY LEGAL DESCRIPTION: LT 33 BLK 4 SHEPHERD FOREST

PROPERTY OWNER OF RECORD: AMBER NICOLE MELENYZER

ACREAGE (SQUARE FEET): 6,867 SQ. FT.

WIDTH OF RIGHTS-OF-WAY: 60 FT. on W. 30<sup>TH</sup> STREET

EXISTING PAVING SECTION(S): 28' EXISTING PAVING ON W. 30<sup>TH</sup> STREET

OFF-STREET PARKING REQUIREMENT: 2 spaces

OFF-STREET PARKING PROVIDED: Project complies with an existing 4 space driveway

LANDSCAPING REQUIREMENTS: Project complies with 2 qualified trees

LANDSCAPING PROVIDED: Preserving 5 existing trees on the property

EXISTING STRUCTURE(S) [TYPE; SQ. FT.]: 1,236 SQ. FT. SINGLE FAMILY RESIDENTIAL

PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]: 160 SQ. FT. STORAGE SHED BUILDING

PURPOSE OF VARIANCE REQUEST: To allow an existing storage shed to encroach into the 25 foot building line along I-610, rear of the lot.

## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission

**CHAPTER 42 REFERENCE(s):** Sec. 42-152. Building line requirement along major thoroughfares.

- (a) The portion of a lot or tract that is adjacent to a major thoroughfare shall have a building line requirement of 25 feet unless otherwise authorized by this chapter.

## APPLICANT'S STATEMENT OF FACTS

**SUMMARY OF VARIANCE CONDITIONS (BE AS COMPLETE AS POSSIBLE):** Sec. 42-152 (a) states that a 25' building line is required for a portion of a lot that is adjacent to a major thoroughfare. Sec. 42-152-1 provides for an exemption to the building line requirement if the building meets two conditions: (1) The area 15 feet behind the building line along the major thoroughfare is restricted to use as a one-story, uninhabited garage; and (2) Vehicular access cannot be taken from the major thoroughfare. It is my belief that the storage shed meets the conditions with the exception that the shed cannot be technically classified as a garage because there is no vehicular access to the rear of the lot. The existing building will not modify the original intent of the ordinance and will allow for ground level storage for the property freeing up the existing one-car attached garage for vehicular storage.

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

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

The enforcement of the current setback requirement would not be equitable in nature based on the allowance of other properties in close proximity exercising rights of a decreased setback for uninhabited garages. As you can see from the GIMS map, lot 32 & 31 have two car garages built in the same area as the storage shed on lot 33. There are numerous uninhabited buildings built within the 25 foot building line of the large sound wall bordering the 610 freeway on lots along W. 30<sup>th</sup> street.

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

I am not creating a self-imposed hardship, but only wish to add ground level non-climate controlled storage in the rear of my property lot to free up the garage for vehicular storage. Not fully understanding the limitations of the garage technicality of ordinance 42-152-1 or that buildings greater than 120 square feet required permits, my building contractor and I made the mistake of finishing the shed without proper approval. As you can also see from the updated survey from August 2014, there is no mention of a 25' build line behind I-610. Similarly, this 25' building line is missing from Volume 45, Page 17 of the Shepherd Forest subdivision MAP records for Harris County, Texas. I am now seeking to have the newly built storage shed approved, permitted and inspected.

## DEVELOPMENT PLAT VARIANCE





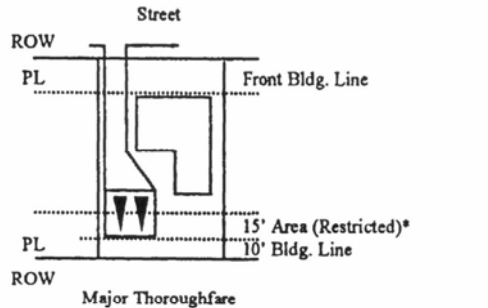
## Houston Planning Commission

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

Sec. 42-152-1 provides for an exemption to the building line requirement if the building meets two conditions: (1) The area 15 feet behind the building line along the major thoroughfare is restricted to use as a one-story, uninhabited garage; and (2) Vehicular access cannot be taken from the major thoroughfare. There is no vehicular access from the major thoroughfare onto my property due to the concrete sound wall behind my home.

*"Sec. 42-152-1. Building line requirement along major thoroughfares.*

- 1) The area 15 feet behind the building line along the major thoroughfare is restricted to use as a one-story, uninhabited garage; and*
- (2) Vehicular access cannot be taken from the major thoroughfare.*



\*1) 15' area shall be restricted to one-story, uninhabited garage and 2) vehicular access to major thoroughfare shall be denied.

Although the storage shed cannot technically be classified as "garage" (as specified here in the quoted section 42 building code above), it is being used for uninhabited storage only – similar to a garage. In fact, all items intended to be stored in the shed building were previously held in my attached one-car garage. The only difference with the shed is there is no vehicular access to the building, as would be the case with a garage.

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

The large concrete sound wall bordering the I-60 access road provides protection to the home and will also prevent any vehicles from accessing or crashing into the rear of the lot. The storage shed will be uninhabited so there is no danger to the public health, safety or welfare. If anything the public will not be able to distinguish between the garages located on lots 31 & 32 with the storage shed located on lot 33.

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

Having only a one-car garage available in my home built in 1955 and no additional ground level storage on my property, I have no other area to store my lawnmower, lawn equipment, tools and Christmas

## DEVELOPMENT PLAT VARIANCE





## Houston Planning Commission

---

decorations. These items need to be kept dry but not climate controlled. For the past 6 years, I have been storing those items in my attached garage. In May 2014 I purchased a new compact hybrid vehicle that I would like to park in the existing one-car garage.

If I am forced to tear down the building, I would then have to dispose of thousands of dollars of new building materials used on this project into a landfill. I would also lose the use of my garage for vehicle storage.

Additionally, my husband Richard Campise is an officer in the United States Merchant Marines and because of his job he travels offshore on deep sea vessels for many months at a time. I would feel safer at my home while he is away if I had the ability to park my car inside the garage, especially at night.

I appreciate your consideration for my application for a development variance and a building permit for the storage shed on my property.

---

## DEVELOPMENT PLAT VARIANCE

---





PLANNING &  
DEVELOPMENT  
DEPARTMENT

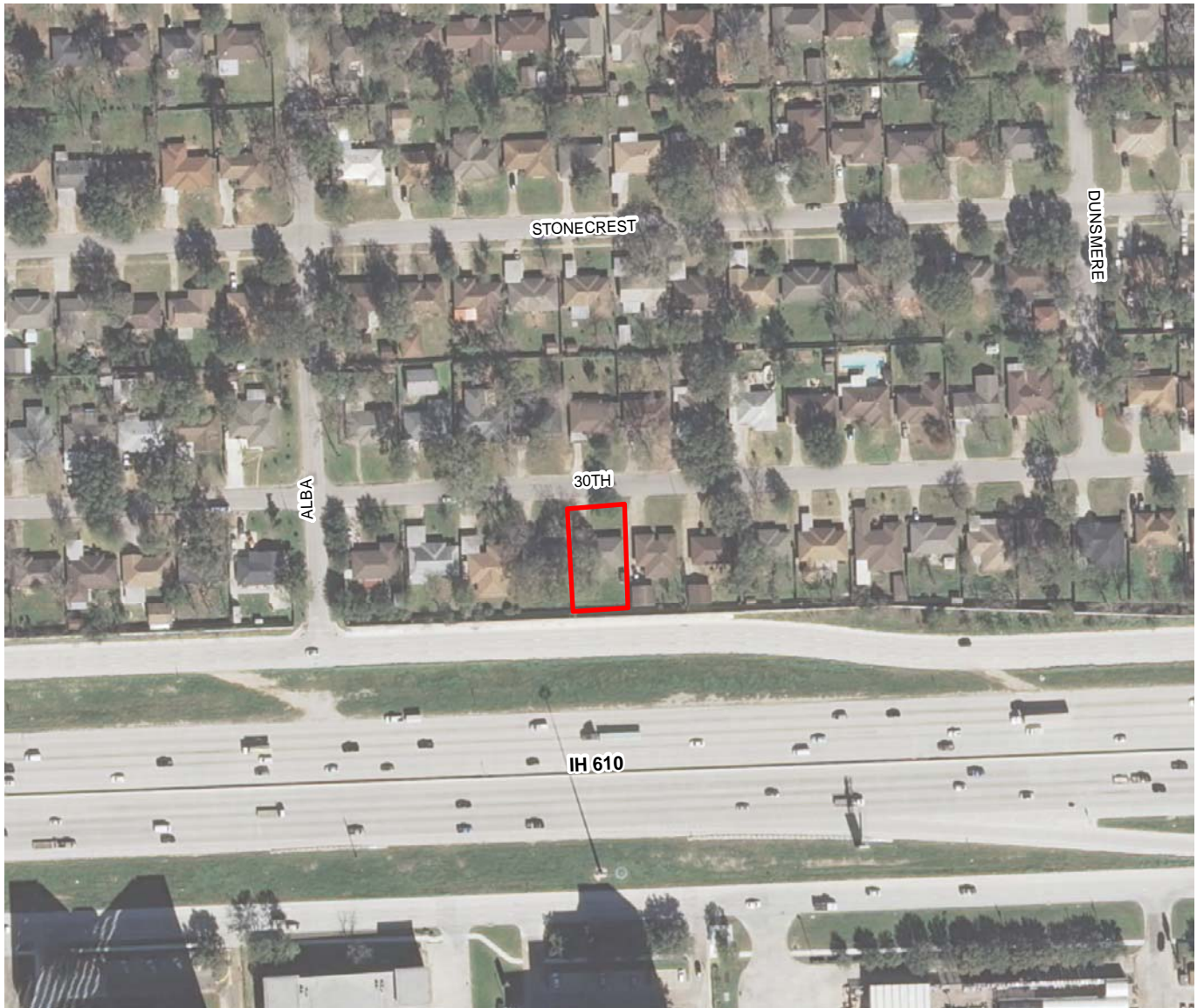
**ITEM: 159**

Meeting Date: 08-21-2014

# Houston Planning Commission

---

AERIAL



---

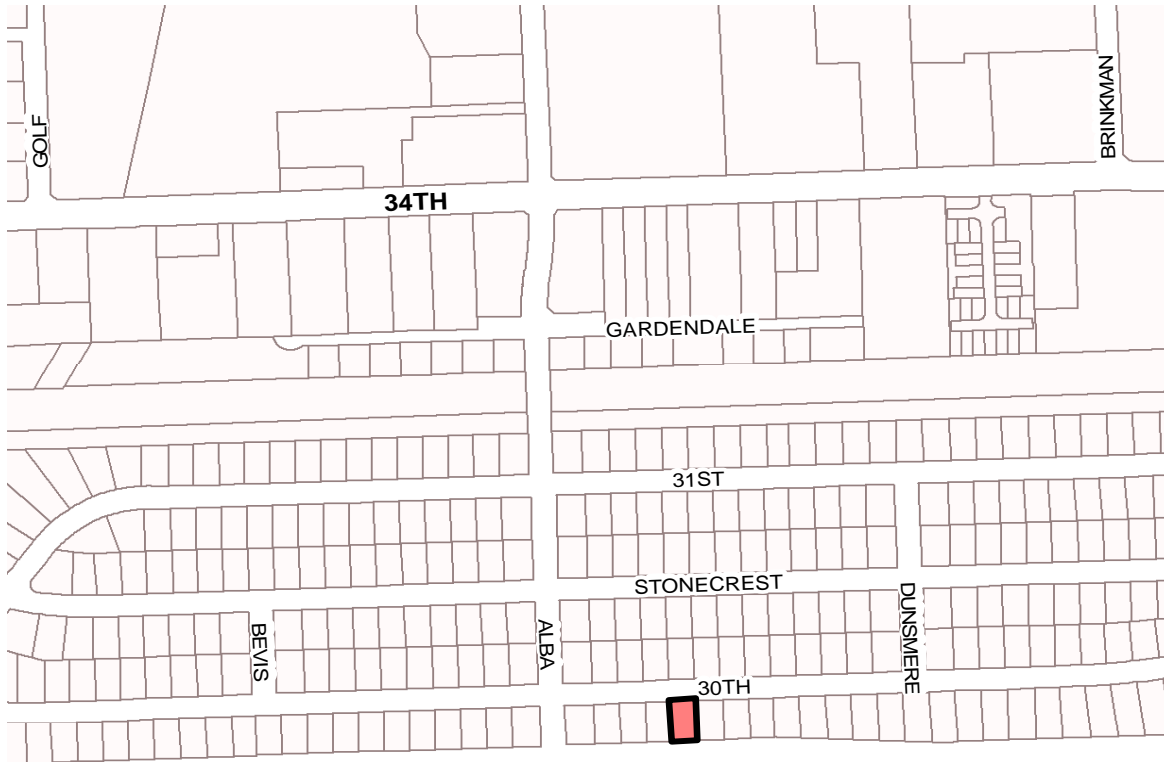
## DEVELOPMENT PLAT VARIANCE



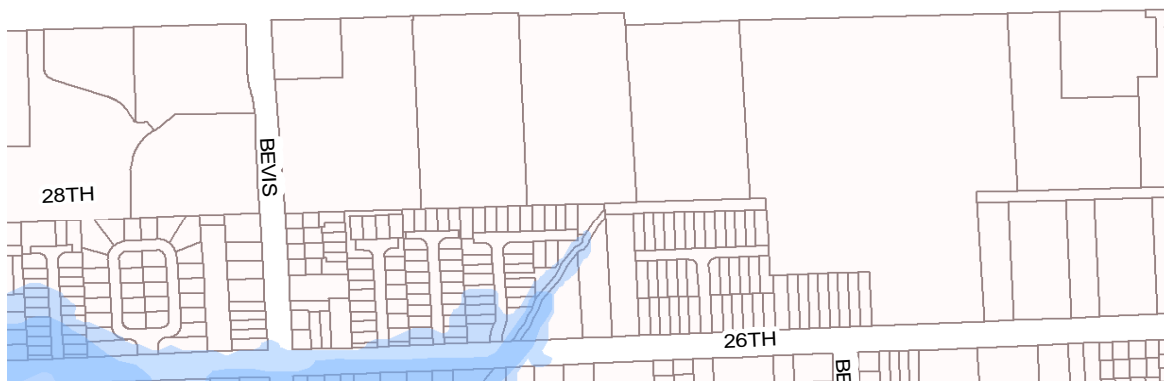


# Houston Planning Commission

## SITE



## IH 610



# DEVELOPMENT PLAT VARIANCE





PLANNING &  
DEVELOPMENT  
DEPARTMENT

**ITEM: 159**

Meeting Date: 08-21-2014

# Houston Planning Commission

---

---

## DEVELOPMENT PLAT VARIANCE

---



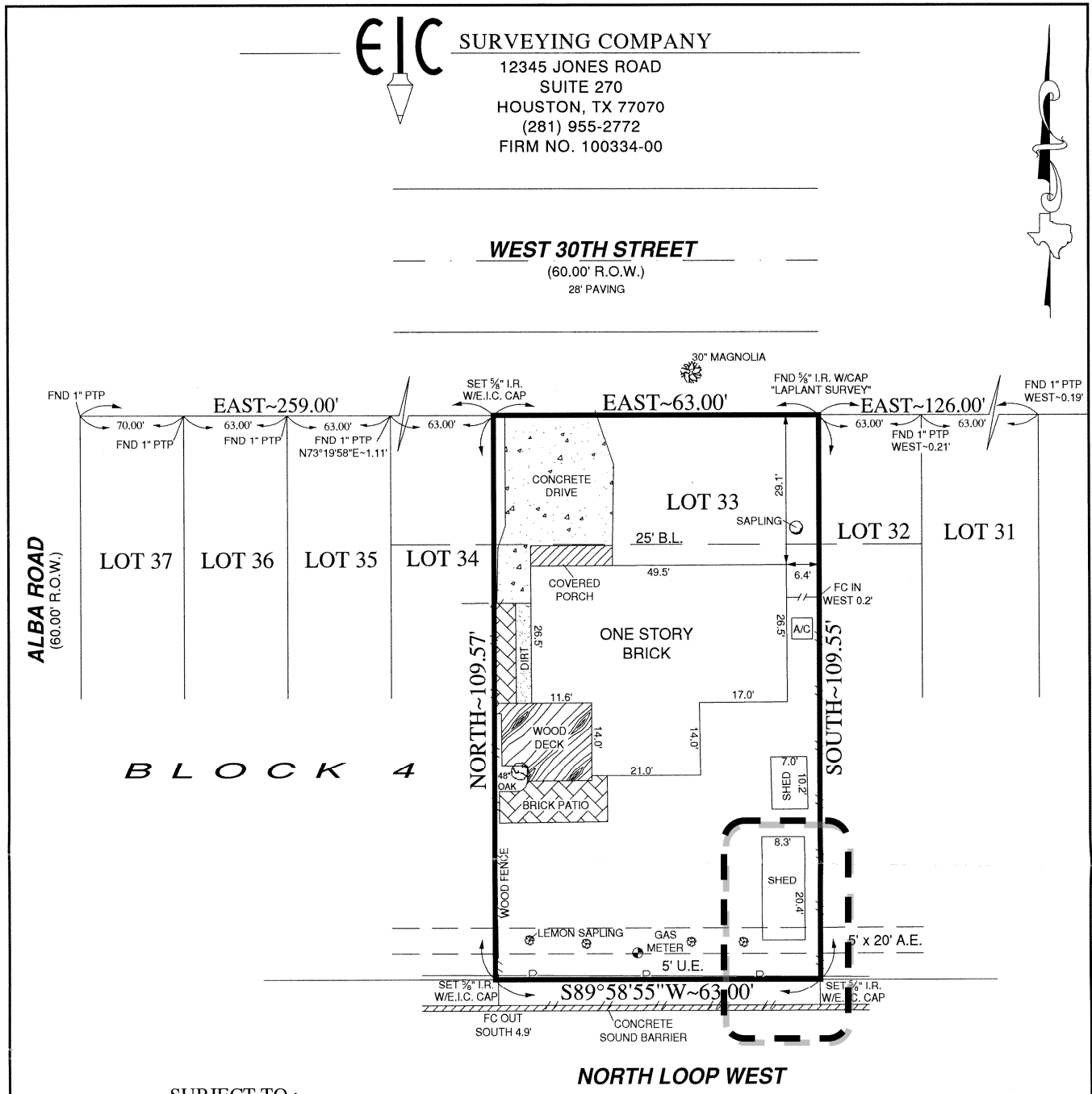


PLANNING &  
DEVELOPMENT  
DEPARTMENT

**ITEM: 159**

Meeting Date: 08-21-2014

# Houston Planning Commission

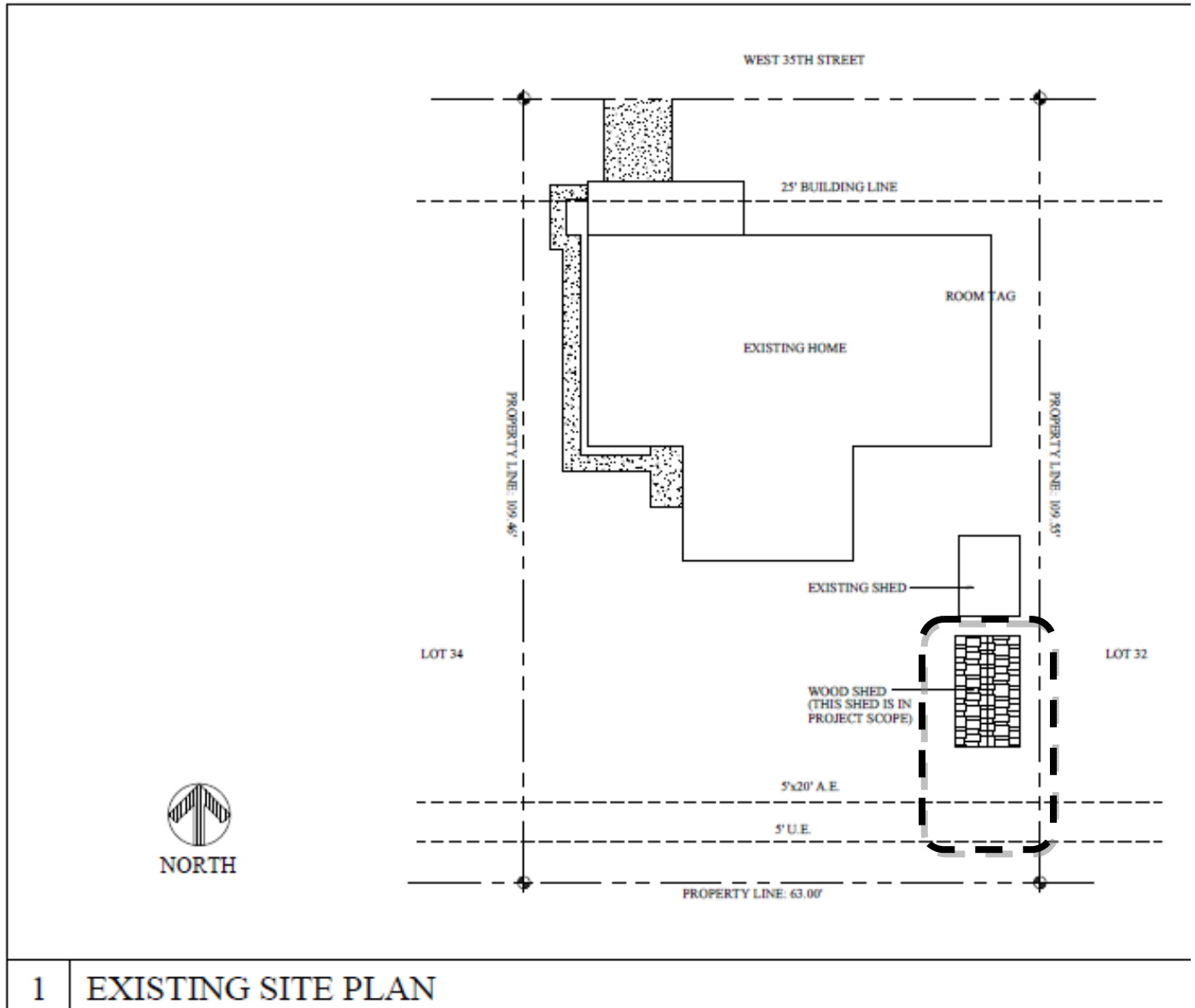


## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission



## DEVELOPMENT PLAT VARIANCE



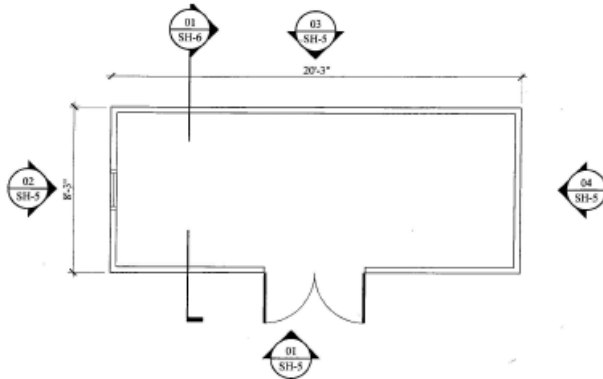


PLANNING &  
DEVELOPMENT  
DEPARTMENT

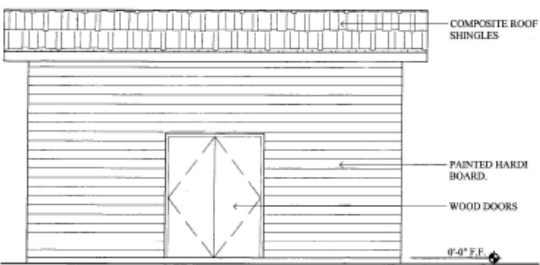
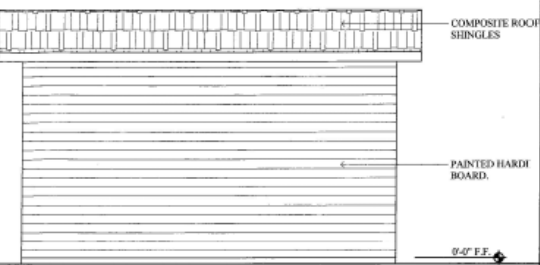
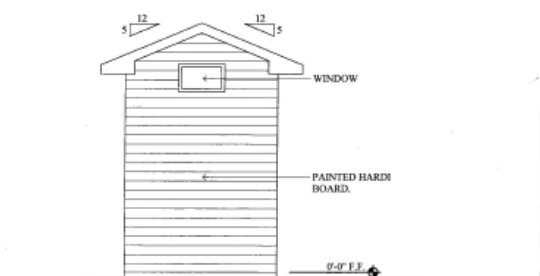
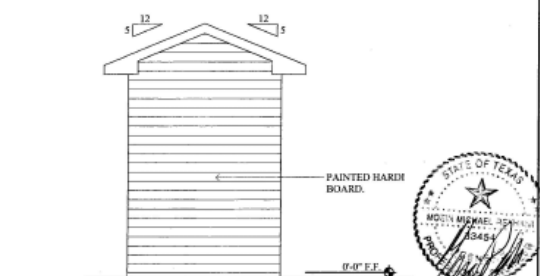
**ITEM: 159**

Meeting Date: 08-21-2014

# Houston Planning Commission



**1 FLOOR PLAN**

				<p><b>KENNETH ROBINSON</b> A PROFESSIONAL CORPORATION</p> <p>P.O. BOX 709 MILLER, TEXAS 77856 PHONE: (281) 844-7184 WWW.KRARCH.COM</p> <p><b>NEW STORAGE SHED</b> 805 W. 30TH STREET HOUSTON, TX 77018</p> <p>161</p> <p>SH-5</p>
<b>1 EXTERIOR ELEVATION</b> SCALE: 1/4"=1'-0"		<b>3 EXTERIOR ELEVATION</b> SCALE: 1/4"=1'-0"		
				
<b>2 EXTERIOR ELEVATION</b> SCALE: 1/4"=1'-0"		<b>4 EXTERIOR ELEVATION</b> SCALE: 1/4"=1'-0"		

## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission

## VARIANCE REQUEST APPLICATION

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

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS
Innovative Permit Expeditors	Marvel Wimbley	(832)305-4081	marvelousconcepts@comcast.net

PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
3123 Gannett Street	14077706	77025	5254	532P	K

HCAD ACCOUNT NUMBER(S):	0780240380006
PROPERTY LEGAL DESCRIPTION:	Lt 6 Block17 Knollwood Village Sec 7
PROPERTY OWNER OF RECORD:	Espinoza Khristine
ACREAGE (SQUARE FEET):	8,670 SF
WIDTH OF RIGHTS-OF-WAY:	Buffalo Speedway – 100'; Gannett Street – 60'
EXISTING PAVING SECTION(S):	Buffalo Speedway – 70'; Gannett Street – 24'
OFF-STREET PARKING REQUIREMENT:	2 Spaces
OFF-STREET PARKING PROVIDED:	3 spaces
LANDSCAPING REQUIREMENTS:	2 trees
LANDSCAPING PROVIDED:	Complies

EXISTING STRUCTURE(S) [TYPE; SQ. FT.]:	Single Family Residence (1,592 SF)
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]:	Single Family Residence (4,861 SF)

**PURPOSE OF VARIANCE REQUEST:** (1) The purpose of this variance request is to allow a reduced building setback line along Buffalo Speedway for the construction of a 4,861 SF single family residence. (2) To allow direct vehicular access to a major thoroughfare (Buffalo Speedway).

**CHAPTER 42 REFERENCE(S):** Sec. 42-152. – Building line requirement along major thoroughfares – General requirement.

## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission

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

## Sec. 42-189. – Lot access to streets.

- (a) Each lot shall have access to a street that meets the requirements of this chapter and the design manual, subject to the limitations of this section.
- (b) A single-family residential lot shall not have direct vehicular access to a major thoroughfare unless:
  - (1) The lot is greater than one acre in size; and
  - (2) The subdivision plat contains a notation adjacent to the lot requiring a turnaround on the lot that prohibits vehicles from backing onto the major thoroughfares.

## APPLICANT'S STATEMENT OF FACTS

**SUMMARY OF VARIANCE CONDITIONS (BE AS COMPLETE AS POSSIBLE):** Variance Request is being made for the new construction of a two story single family residence at 3123 Gannett St. Therefore, we are requesting two variances, (1) to allow us to retain the original plat of 10' setback that was approved on October 1, 1952 along Buffalo Speedway, as opposed to the ordinance that was passed in 1978 allowing for a 25' setback line (see plat that is enclosed in submitted packet). The existing character of the neighborhood is platted at 20' on Gannett and 10' on Buffalo Speedway, thus our request is in keeping with existing residences. and (2) For safety reasons, we are requesting direct vehicular access onto Buffalo Speedway, by having a turnaround drive on to a major thoroughfare.

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

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

The design and proposed new construction of our home, ensures the best use of this property and based on observation of other properties in the same area shows that similar variance requests have been approved by the commission. Approval by the Planning Commission of the above variances would positively maintain the consistency of setbacks for homes and better ensure that all safety measures have been taken into account. Your approval of this request for us to retain the 10' plat on Buffalo Speedway is also inkeeping with existing residential properties along this thoroughfare.

Given the layout of our house the loss of 15' will directly effect the proposed "turn around" and driveway approach, thus creating an unsafe egress and ingress to the property. This "turn around" has been reviewed by the Traffic Department and is in compliance with the rule of driveway approach.

## DEVELOPMENT PLAT VARIANCE





## Houston Planning Commission

---

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

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

We observed other homes along this section of Buffalo Speedway, and found that none appear to be in compliance with the 25' building line and several have direct access to Buffalo Speedway, as we would like to have. The dimension set back of curb and proposed building line will be approximately 25'

- (3) **The intent and general purposes of this chapter will be preserved and maintained;**  
We are unclear what is meant by this statement; however the turnaround is being preserved.

- (4) **The granting of the variance will not be injurious to the public health, safety or welfare;**  
The public health, safety or welfare of surrounding homes, neighbors and the general public will only be enhanced based on the design of the home and the variance requests put before the commission. The benefits of granting these variance requests of retaining the 10' setback on Buffalo Speedway and allowance of direct vehicular access via a turnaround on to this major thoroughfare, better ensure the safety and welfare of the community.

- (5) **Economic hardship is not the sole justification of the variance.**  
Existing characteristics of neighboring properties are platted at 20' set backs on Gannett Street and 10' setback on Buffalo Speedway, as is our property. The loss of 15' of usable yard will prevent the safety aspect of egress and ingress to the property via a "turn around" on the Buffalo Speedway side of property.

---

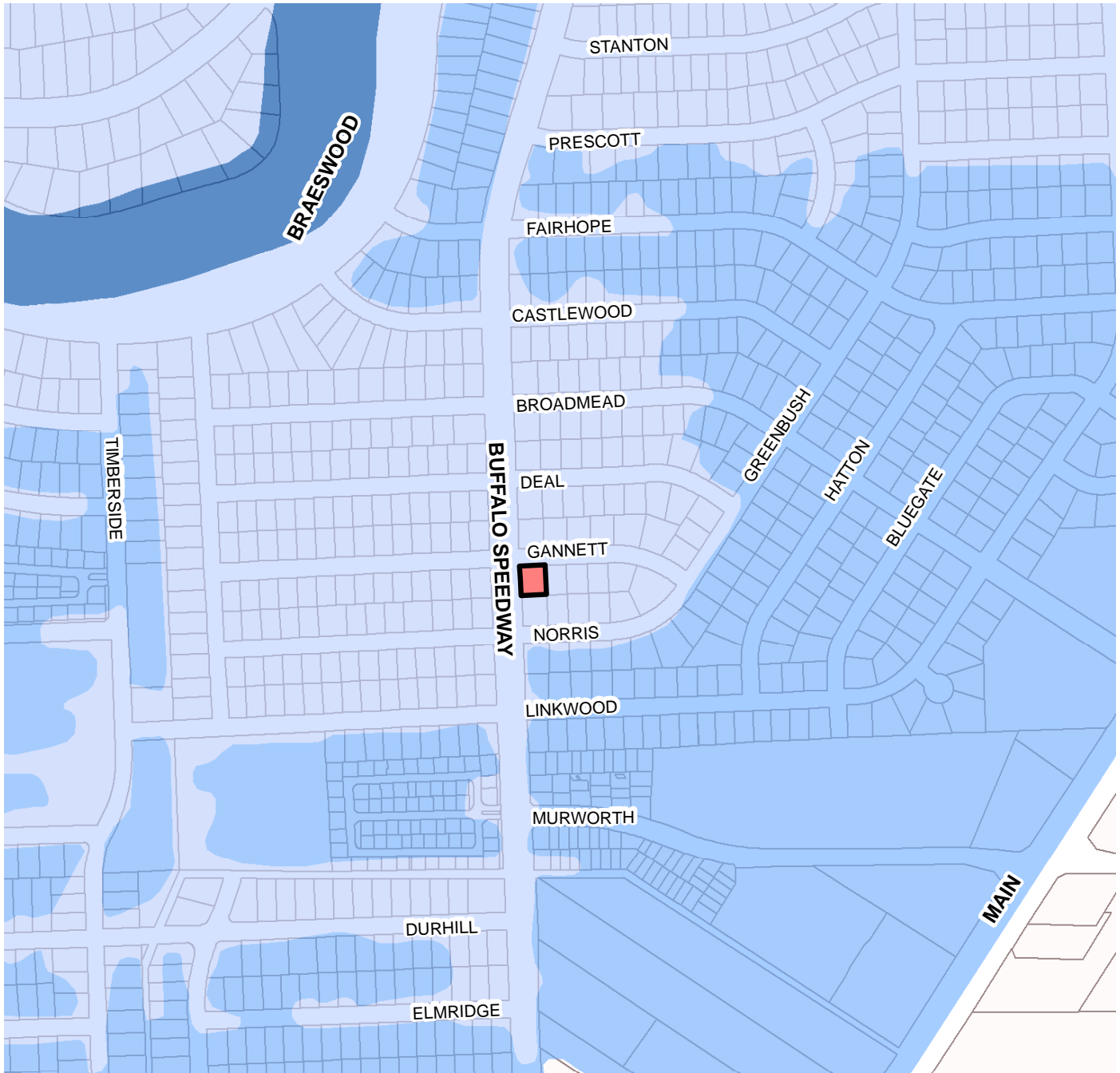
## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission

Area Map



## DEVELOPMENT PLAT VARIANCE





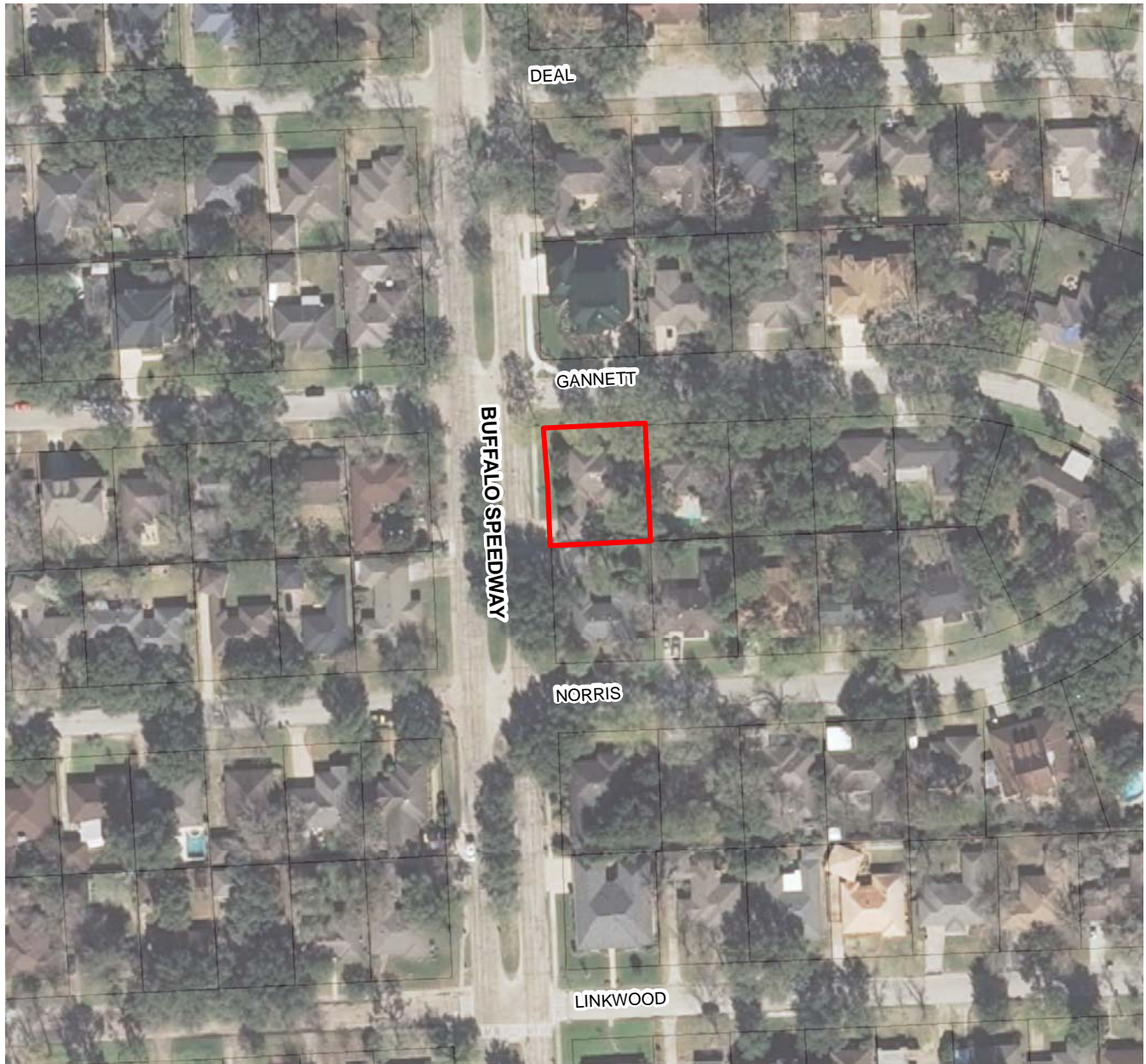
PLANNING &  
DEVELOPMENT  
DEPARTMENT

**ITEM: 160**

Meeting Date: 08-21-2014

# Houston Planning Commission

Aerial



## DEVELOPMENT PLAT VARIANCE

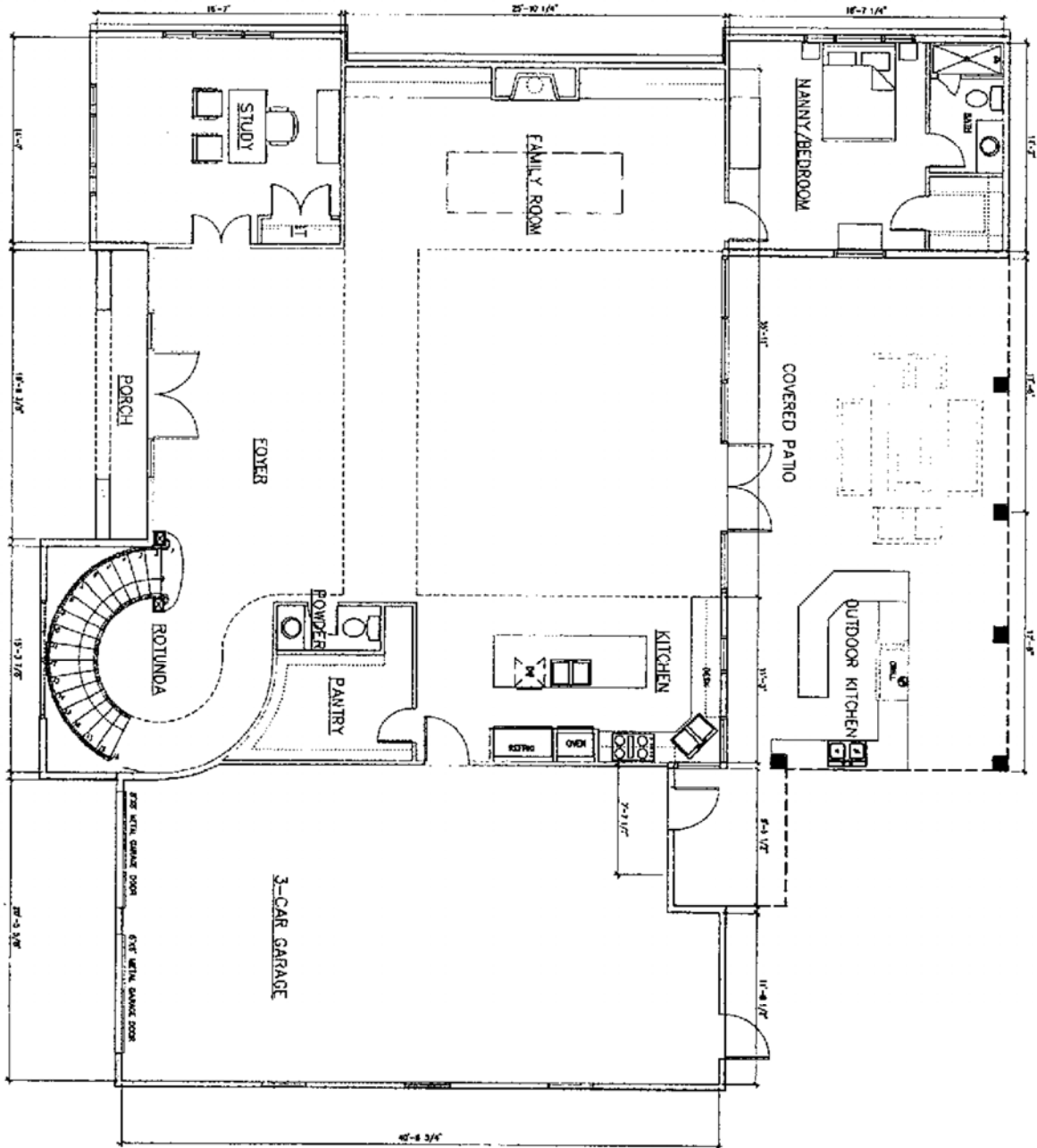








# Houston Planning Commission

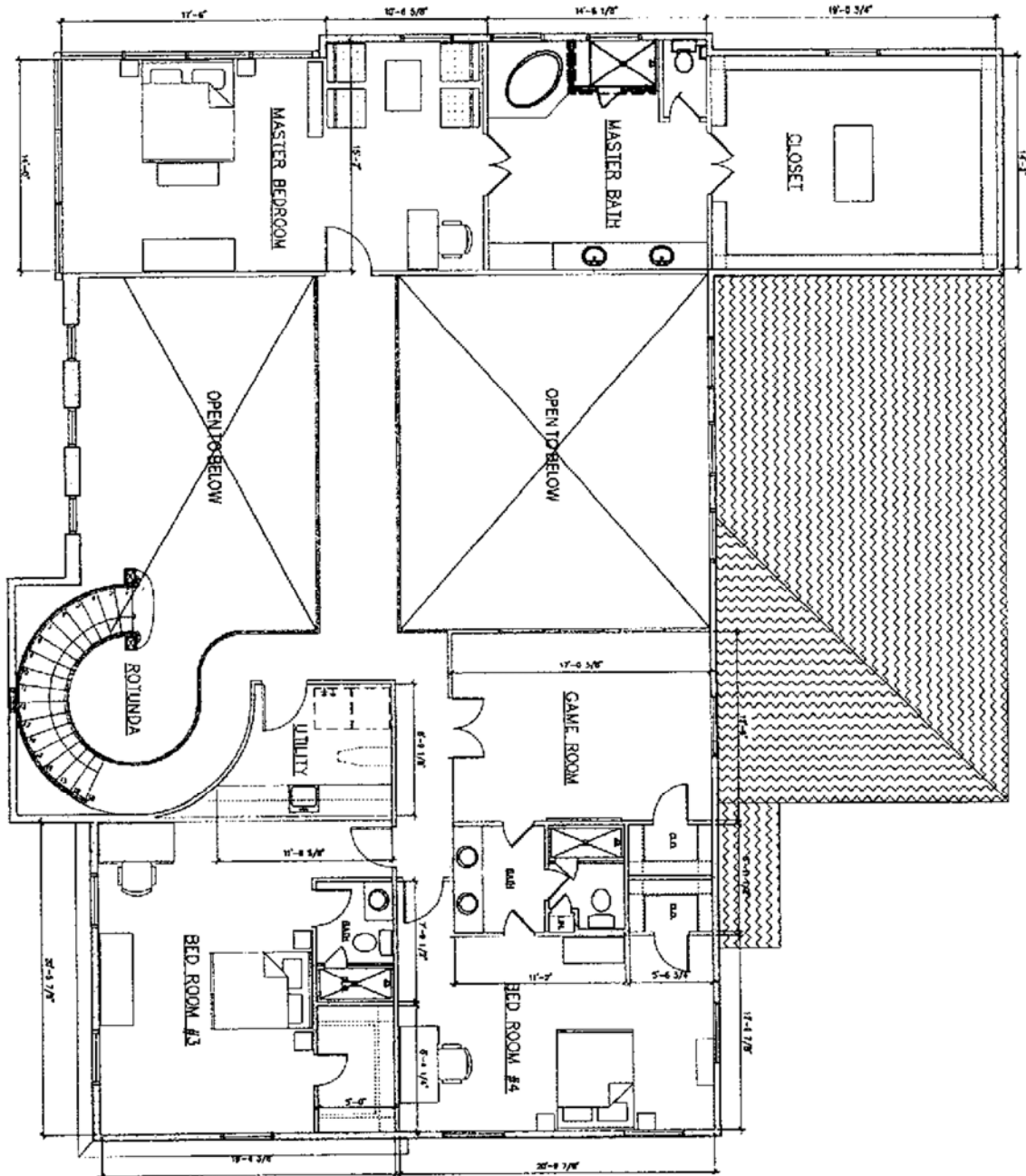


## DEVELOPMENT PLAT VARIANCE





# Houston Planning Commission



## DEVELOPMENT PLAT VARIANCE



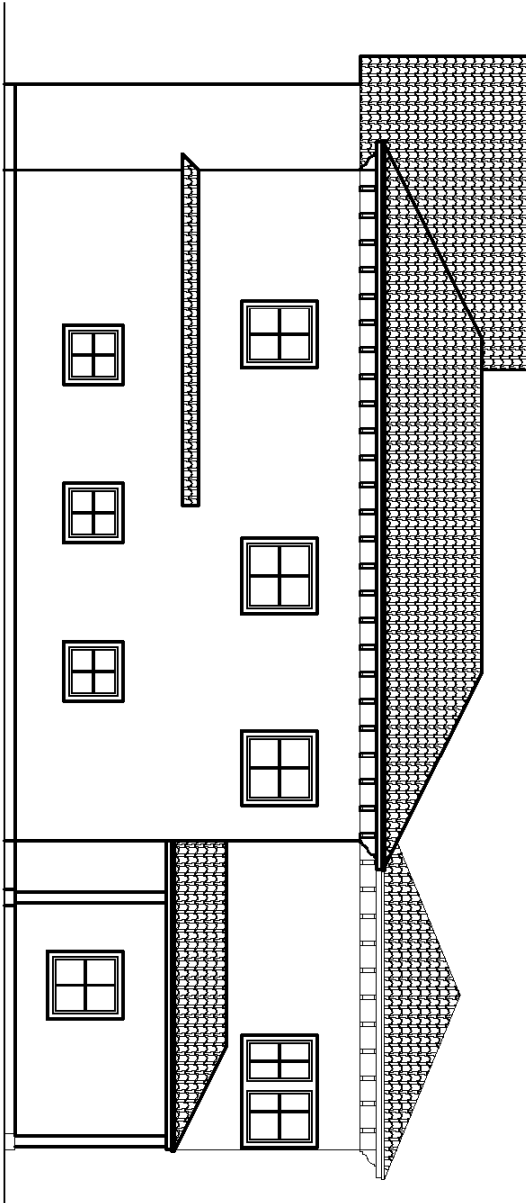




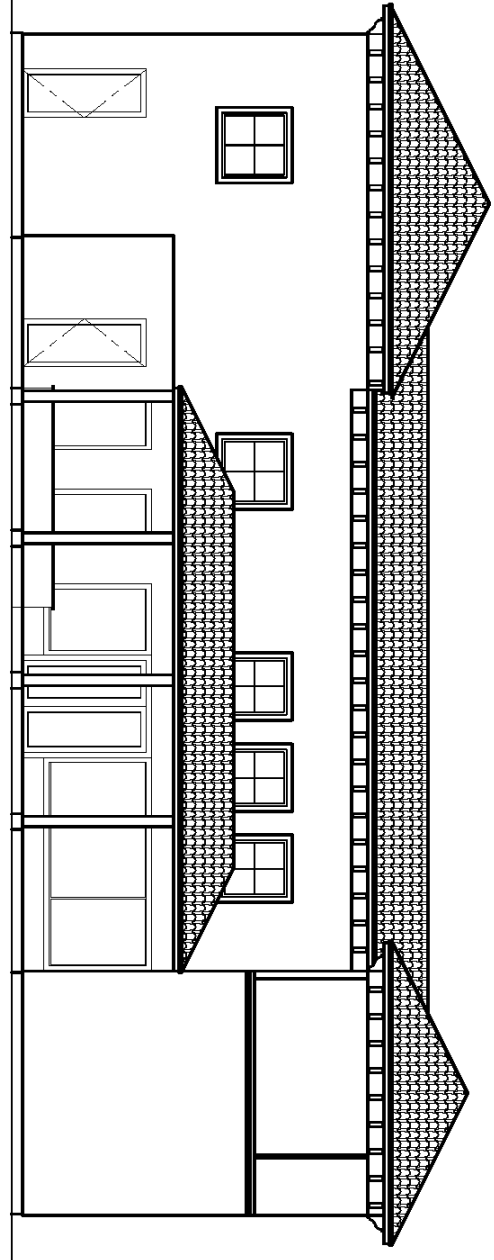


# Houston Planning Commission

RIGHT SIDE ELEVATION  
SCALE 1/8" = 1'-0"



REAR ELEVATION  
SCALE 1/8" = 1'-0"



## DEVELOPMENT PLAT VARIANCE



# Houston Planning Commission

City of Houston Planning and Development Department



**ITEM: VI**

Meeting Date: 8/21/2014

## VARIANCE REQUEST APPLICATION

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

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
HISD	Kedrick Wright	(713)556-9329	kwright7@houstonisd.org		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
1601 Broadway St.	14079681	77012	5655	535F	I

<b>HCAD ACCOUNT NUMBER(S):</b>	See Attached List of 54 HCAD Account Numbers for Site
<b>PROPERTY LEGAL DESCRIPTION:</b>	All of Block 1 of Shermandale Addition, Vol. 572, Pg. 210, H.C.D.R.; All of Blocks 5 and 6 of Smith Furniture Company Addition No. 1, Vol. 2, Pg. 40, H.C.M.R.; All Lots 1, 2 and portion of Lot 5, 6 and 7 Block E, Smith and Gibbons Addition, Vol. 2, Pg. 54, H.C.M.R.; and Lots 1 thru 14, Block 1 and All of Block 3 and 5, Daly Place, Vol. 6, Pg. 35, H.C.M.R.
<b>PROPERTY OWNER OF RECORD:</b>	Houston Independent School District (HISD)
<b>ACREAGE (SQUARE FEET):</b>	18.8788 Acres (822,369 Square Feet)
<b>WIDTH OF RIGHTS-OF-WAY:</b>	Harding St. (50' ROW); Woodruff St. (50' ROW), San Saba St. (50' ROW); Broadway St. – 75'; SH 225 (ROW Varies)
<b>EXISTING PAVING SECTION(S):</b>	Harding St. – 22'; Woodruff St. – 32', San Saba St. – 19'; Broadway St. (124' ROW); SH 225 – 46' (ramp)
<b>OFF-STREET PARKING REQUIREMENT:</b>	642 Spaces (with 284 bicycle spaces)
<b>OFF-STREET PARKING PROVIDED:</b>	424 Spaces
<b>LANDSCAPING REQUIREMENTS:</b>	Meets Requirements
<b>EXISTING STRUCTURE(S) [SQ. FT.]:</b>	390,000 sf
<b>PROPOSED STRUCTURE(S) [SQ. FT.]:</b>	280,000 sf
<b>PURPOSE OF VARIANCE REQUEST:</b>	To request a reduction in the number of off-street parking spaces provided at the new Milby High School.
<b>CHAPTER 26 REFERENCE(S):</b>	Sec. 26-492. Parking spaces for certain types of use classifications. Class 5. Religious and Educational: c) School (public, denominational or private): 3. Senior high school – 1.0 parking space per every 3 occupants

## OFF-STREET PARKING VARIANCE





## APPLICANT STATEMENT OF FACTS

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

Houston Independent School District (HISD) strives to provide each new high school campus with, at minimum, a regulation sized football field, soccer field, softball field, baseball field and tennis courts. Building the required 642 off-street parking spaces would prevent the new Milby HS from having a regulation baseball field, a competition track and a multi-purpose athletic field, which are part of the Physical Education and Athletic programs. These exclusions would prevent the new Milby HS from having comparable athletic and Physical Education facilities to other new high schools in HISD. HISD is requesting a reduction in the required number of off-street parking spaces from 642 to 424 at Milby High School. This request is based on the projected parking needs of the new school. Based on historical parking requests from students, demographic analysis of the current student population, development projections of the surrounding area and demographic analysis of the surrounding community, HISD feels 424 off-street parking spaces will adequately serve the new campus now and for the next 25-30 years, please see the attached demographic analysis. HISD is committed to providing an equitable educational experience as part of the 2012 Bond Program. The District has made sacrifices to the athletic and Physical Education program to provide 424 off-street parking spaces.

### APPLICANT'S STATEMENT OF FACTS:

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

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

To provide the required 642 spaces will eliminate the available open space for athletic fields. HISD will not have adequate on-site area to provide comparable athletic and P.E. facilities as compared to other schools within the District. Specifically, Milby will not have a regulation sized baseball field or a competition track.

- (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 design the new schools and results in the most compact building possible.

The granting of this variance will allow HISD to provide adequate number of off-street as needed based on historical use of current spaces as provided for in Chapter 26-493.

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 Milby High School Community.

## OFF-STREET PARKING VARIANCE





Existing Campus Transportation Comparison													
School Name	Magnet Program	Current Enrollment	Magnet Enrollment	Bus			Drive		Other*		Teacher, Visitor & Staff parking	Current Parking Spaces	Parking Spaces Used
				No.	Magnet Trans.	Percent	No.	Percent	No.	Percent	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
Milby HS	Science Institute	1960	400	350	250	18%	85	4%	1525	78%	190	424	295

Milby High School currently has 400 magnet transfers and 250 ride the HISD Bus to school.

Milby High School is served by three Metro stops on Broadway Street. 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 424 spaces in lieu of the ordinance required amount.

Projected Transportation Requirements for new campus													
School Name	Maximum Enrollment	Magnet Enrollment	HISD Bus			Drive		Other*		Teacher, Visitor & Staff parking	Parking spaces required	Event parking*	Total spaces required
			# of Riders	Magnet Trans.	%	Quantity	%	Quantity	%	Quantity			
Milby High School	2,000	400	360	250	18%	102	5%	1,540	77%	210	312	112	424

\*Event parking for auditorium requires 167 spaces. Events using the auditorium by visitors to campus will occur after school hours. We are providing 80 spaces as a buffer in case of overlap of use by school and after hours event.

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

The intent of this article would be preserved to provide adequate off-street parking for renovated school and prevent overflow street parking in the surrounding community.

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

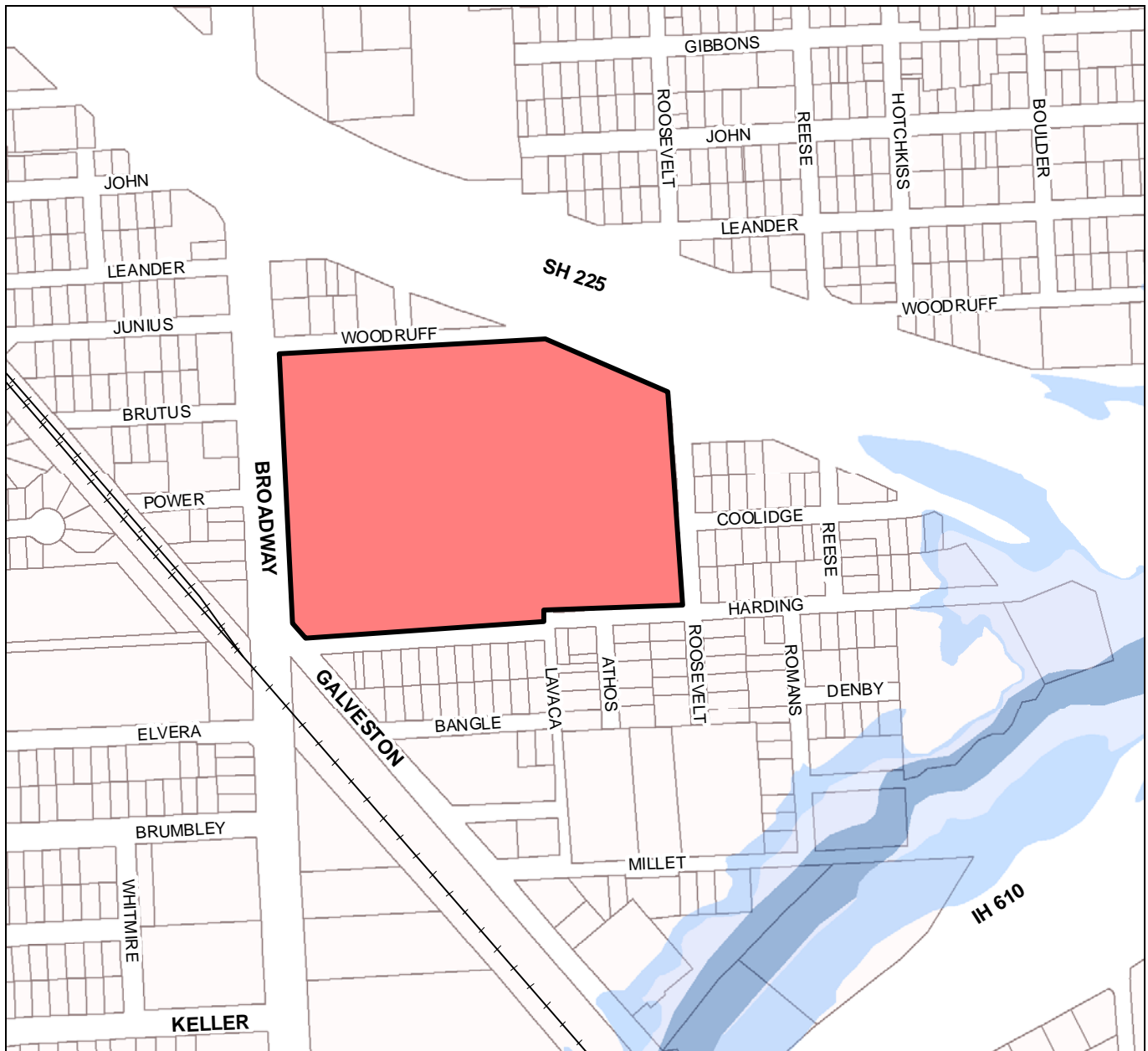
Detailed historical data (last 10 years) provided by Milby High School Principal indicates the student population has been between 1,950 to 2,200 students and staff of 180 to 220 employees. Student parking records for the past 4 years indicates an average of approximately 79 students per school year is driving to Milby High School. This suggest if all 220 staff employee plus 79 students (299 total) drive to school the 424 parking spaces provided is sufficient to serve this campus. Provides 40% more spaces than is historically needed. Milby High School is served by Metro stops on Broadway. Per the principal, majority of students either walk to school or drop-off or picked up by parents.

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

HISD will provide sufficient parking spaces as shown in Statement 4 while allowing additional open spaces to be developed as needed. The parking will be conveniently distributed to prevent parking on the surrounding streets.

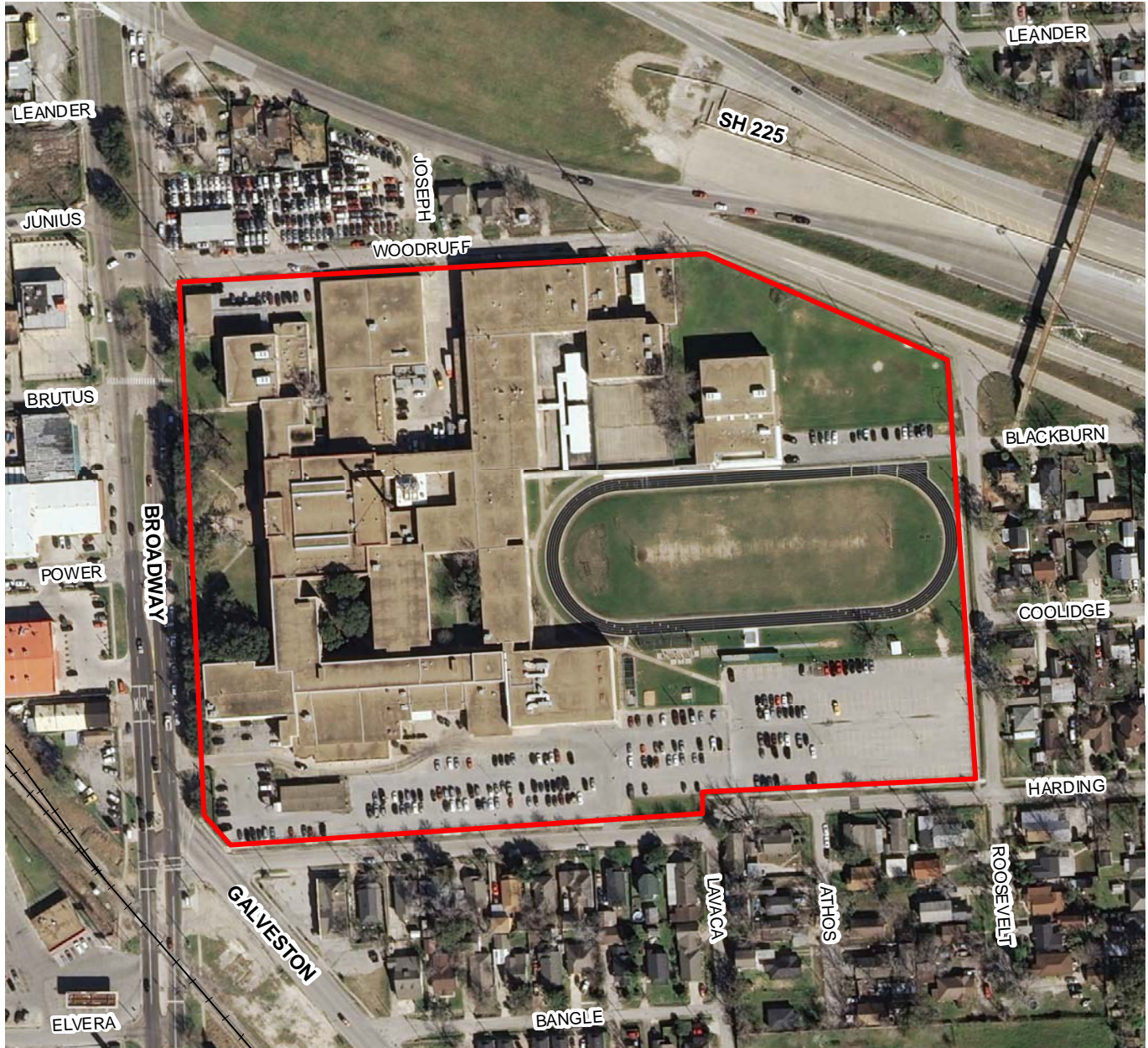
## OFF-STREET PARKING VARIANCE





## OFF-STREET PARKING VARIANCE





## OFF-STREET PARKING VARIANCE



# Houston Planning Commission

City of Houston Planning and Development Department



**ITEM: VI**

Meeting Date: 8/21/2014

## STAFF REPORT

**Staff Recommendation:**

**Basis of Staff Recommendation:**

---

**PLANNING COMMISSION ACTION:**

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

**ADDITIONAL FINDINGS BY PLANNING COMMISSION:**

---

## OFF-STREET PARKING VARIANCE



# Houston Planning Commission

City of Houston Planning and Development Department



**ITEM: VII**

Meeting Date: 08/21/2014

## 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@houston.tx.gov](mailto:planning.variances@houston.tx.gov) prior to 11:00am on the submittal dates adopted by the Houston Planning Commission. For complete submittal requirements, please visit the City of Houston Planning & Development Department website at [www.houstonplanning.com](http://www.houstonplanning.com).

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

PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
10726 Mesa Dr Houston, TX	14073100	77078	5662	415V	B

HCAD ACCOUNT NUMBER(S):	0440240000625and 0040240000757
PROPERTY LEGAL DESCRIPTION:	Trs 39A, 39E-1, & 39F Abst 600 E Noland
PROPERTY OWNER OF RECORD:	Houston ISD
ACREAGE (SQUARE FEET):	269.206 Acres
WIDTH OF RIGHTS-OF-WAY:	Mesa Drive – 80'
EXISTING PAVING SECTION(S):	Mesa Drive – 50'
OFF-STREET PARKING REQUIREMENT:	450 spaces (with 200 spaces for bicycle parking)
OFF-STREET PARKING PROVIDED:	300 spaces
LANDSCAPING REQUIREMENTS:	Meets Requirement

EXISTING STRUCTURE(S) [SQ. FT.]:	Former vocational school recently demolished
PROPOSED STRUCTURE(S) [SQ. FT.]:	205,000 gross square feet (two story)

PURPOSE OF VARIANCE REQUEST:	To allow 300 on-site parking spaces instead of the required 450 spaces
------------------------------	--

CHAPTER 26 REFERENCE(S):	Sec. 26-492. Parking spaces for certain types of use classifications. Class 5. Religious and Educational: c) School (public, denominational or private): 3. Senior high school – 1.0 parking space per every 3 occupants
--------------------------	---

## OFF-STREET PARKING VARIANCE





## APPLICANT STATEMENT OF FACTS

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

The socioeconomics of this school population results in very few student drivers (currently 25 and projected to be fewer than 40). Providing spaces for each of the 95 staff, 39 driving students, and any visitors requires many fewer spaces than required by the ordinance. To facilitate learning function for these students, connection to daylight and views of natural environment is critical. Minimizing impervious surface on the site provides sustainability benefits (stormwater management in a flood plain, habitat preservation) and daylight and views (proven to improve learning results).

### APPLICANT'S STATEMENT OF FACTS:

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

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

Providing the required off-street parking will unreasonably encroach upon the outdoor learning environment and natural landscape of the site. The location of the building on the site is heavily influenced by the location of the 100 year flood plain line. The design intent follows the ideals of a 21<sup>st</sup> century learning environment. The importance of allowing for views to undeveloped and undisturbed portions of the site is critical in maintaining a productive and stimulating learning environment. Additional and unnecessary parking will negatively affect our pursuit of the LEED credits for Site Development. These Credits include; the "Protect or Restore Habitat" credit and the "Maximize Open Space" credit.

**(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;**

All circumstances supporting the granting of this variance are that of natural (i.e. 100 year flood plain), regulatory (i.e. LEED credit requirements) and building use requirements (i.e. Outdoor learning and viewing environment). None of these circumstances were created or imposed by the applicant.

For reference, 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 North Forest High School Community.

## OFF-STREET PARKING VARIANCE



# Houston Planning Commission

City of Houston Planning and Development Department



**ITEM: VII**

Meeting Date: 08/21/2014

School Name	Magnet Program	Current Enrollment	Magnet Enrollment	Bus			Drive		Other*		Teacher, Visitor & Staff parking No.	Current Parking Spaces	Parking Spaces Used
				No.	Magnet Trans.	Percent	No.	Percent	No.	Percent			
Sterling	Aviation Science	818	48	293	17	36%	50	6%	448	55%	100	274	150
Booker T. Washington	Science & Engineering	764	150	307	71	40%	110	14%	480	63%	200	310	188
Milby HS	Science Institute	1960	400	350	250	18%	85	4%	1525	78%	190	422	295
North Forest HS	N/A	960	0	739.2	0	77%	25	3%	196	20%	88	410	113

North Forest High School currently does not have a magnet.

Please see the table below for the basis of the request to provide 300 off-street parking spaces in lieu of the ordinance required amount.

Projected Transportation Requirements for new campus													
School Name	Maximum Enrollment	Future Magnet Enrollment	HISD Bus			Drive		Other*		Teacher, Visitor & Staff parking	Parking spaces required	Event parking*	Total spaces required
			# of Riders	Magnet Trans.	%	Quantity	%	Quantity	%	Quantity			
North Forest High School	1,500	200	1,170	71	78%	75	5%	255	17%	136	211	84	295

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

We propose to honor the requirement of providing sufficient off-street parking at all times the building is in use or occupied by providing significantly more spaces than our research indicates will be necessary to serve students, staff/faculty and visitors.

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

We propose to increase the North Forest High School student body from 960 students to 1,500 students. Our research indicates that of the 960 students who attend the existing high school across Mesa Drive, 25 of them drive currently. Increasing this number by a multiplier of 1.5625 (1500-960/960) we can anticipate 39 student drivers. By providing 139 parking spaces for students and visitors we are providing more than three times the amount of parking spaces to student drivers. In addition to this we anticipate 90-95 staff and faculty. We have provided 159 staff and visitor spaces.

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

We anticipate no negative effects on public health, safety or welfare as a result of the off-street parking provided. In fact, we anticipate positive effects based on preservation of the natural environment.

**(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.**

We believe this variance is necessary to accomplish the purposes stated.

## OFF-STREET PARKING VARIANCE





## STANDARDS FOR VARIANCES

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

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

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

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

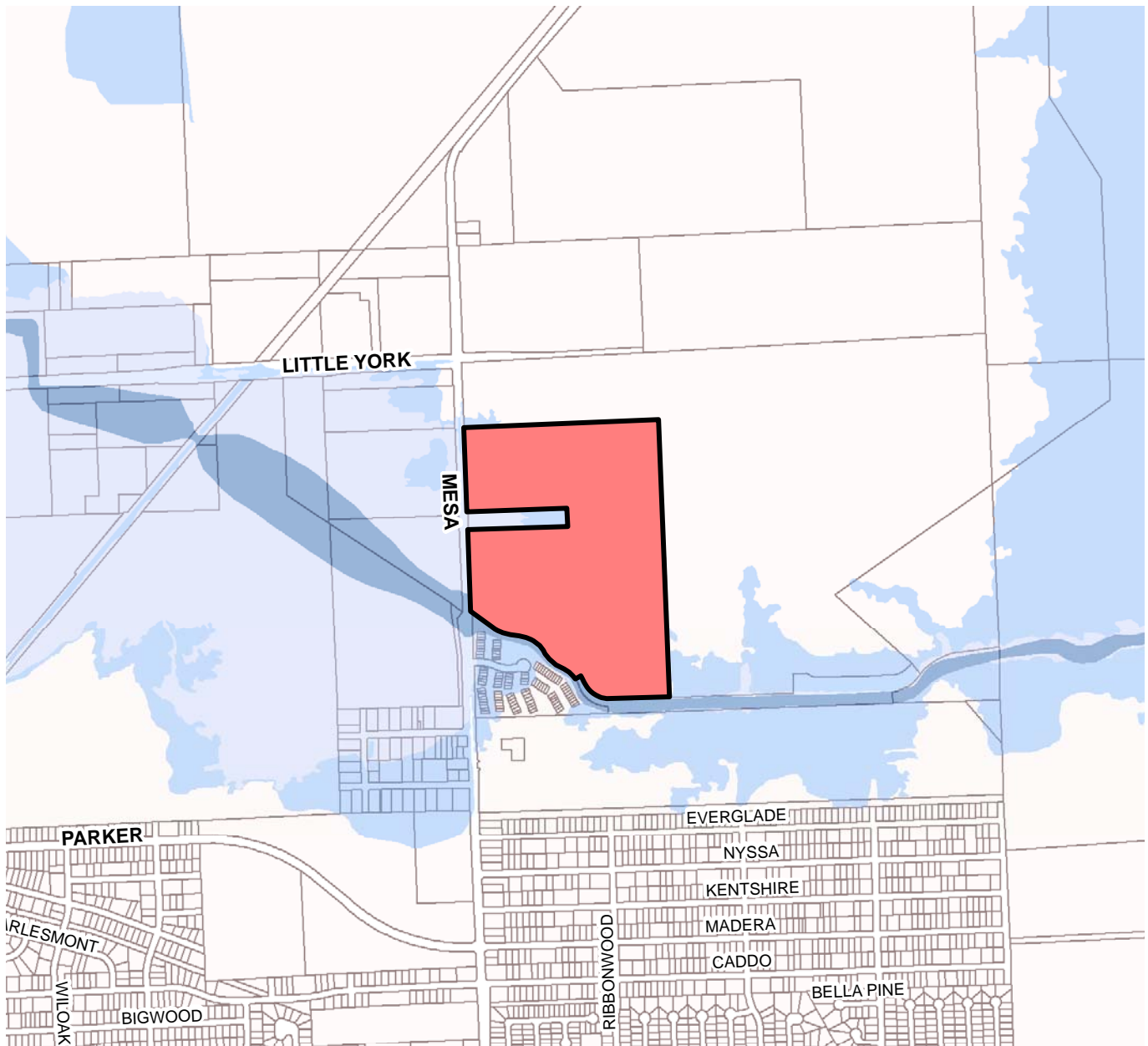
Any variance granted under the provisions of this section will apply only to the specific property and use upon which the commission was requested to grant a variance by the applicant and shall not constitute a change of this article or any part hereof. All variances as granted shall be in writing shall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

## OFF-STREET PARKING VARIANCE





Area Map



## OFF-STREET PARKING VARIANCE





Aerial



## OFF-STREET PARKING VARIANCE



# Houston Planning Commission

City of Houston Planning and Development Department



ITEM: VII

Meeting Date: 08/21/2014



Department of Public Works & Engineering  
Planning & Development Services Division

RECEIVED  
07-10-2014



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

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

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

General Information			
1. School Name:	NORTH FOREST HIGH SCHOOL	5. Date:	July 10, 2014
School District:	HOUSTON INDEPENDANT SCHOOL DISTRICT	6. Project Number:	14073100
2. Project Address	10726 MESA DR., HOUSTON, TX 77078	7. Phone:	(713) 871-8484
Mailing Address:		Fax:	(713) 871-8440
3. Contact Name:	WENDY HEGER	8. Phone:	(713) 556-1251
Email:	WHEGER@PAGETHINK.COM	Fax:	
4. District Representative:	DANIEL W. BANKHEAD		
Email:	DBANKHEA@HOUSTONISD.ORG		
Occupant Load Calculation			
9. Number of Buildings: (1 unless Temporary Buildings)	1	12. Total TEA student allocation per building:	1,400
10. Number of Classrooms:	37	13. Assigned School Staff per building:	+ 100
11. Design Occupant Load:	2,313	14. Additional Occupant Load: **Optional**	+
DISTRICT REPRESENTATIVE SIGNATURE **REQUIRED** (Note: Applications without a signature will not be processed.)		15. Actual Occupant Load:	= 1,500
Comments and Explanations - Please list any additional information to assist with approval			

### PART II. DEFINITIONS AND INSTRUCTIONS

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

TEA - The Texas Education Agency.

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

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

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

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

### PART III. FEES

STANDARD REQUEST \$69.56 (\$42.81 + \$26.75 Administrative Fee)

#### FOR OFFICE USE ONLY

Approving Initials: [Signature] Building Official: [Signature] Date: 7-15-2014 Receipt #



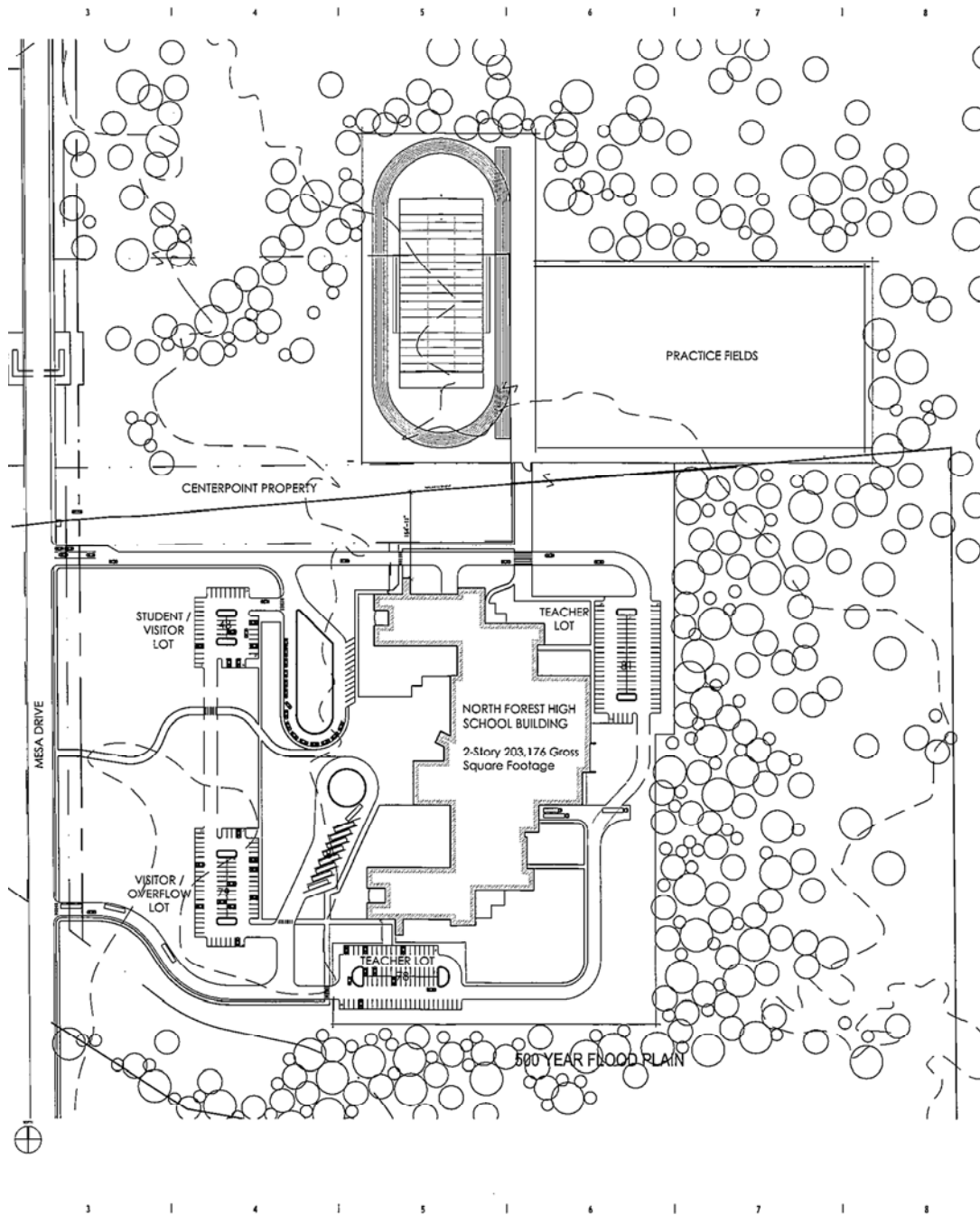


## OFF-STREET PARKING VARIANCE





**Proposed Site Plan (Without the Required Spaces)**

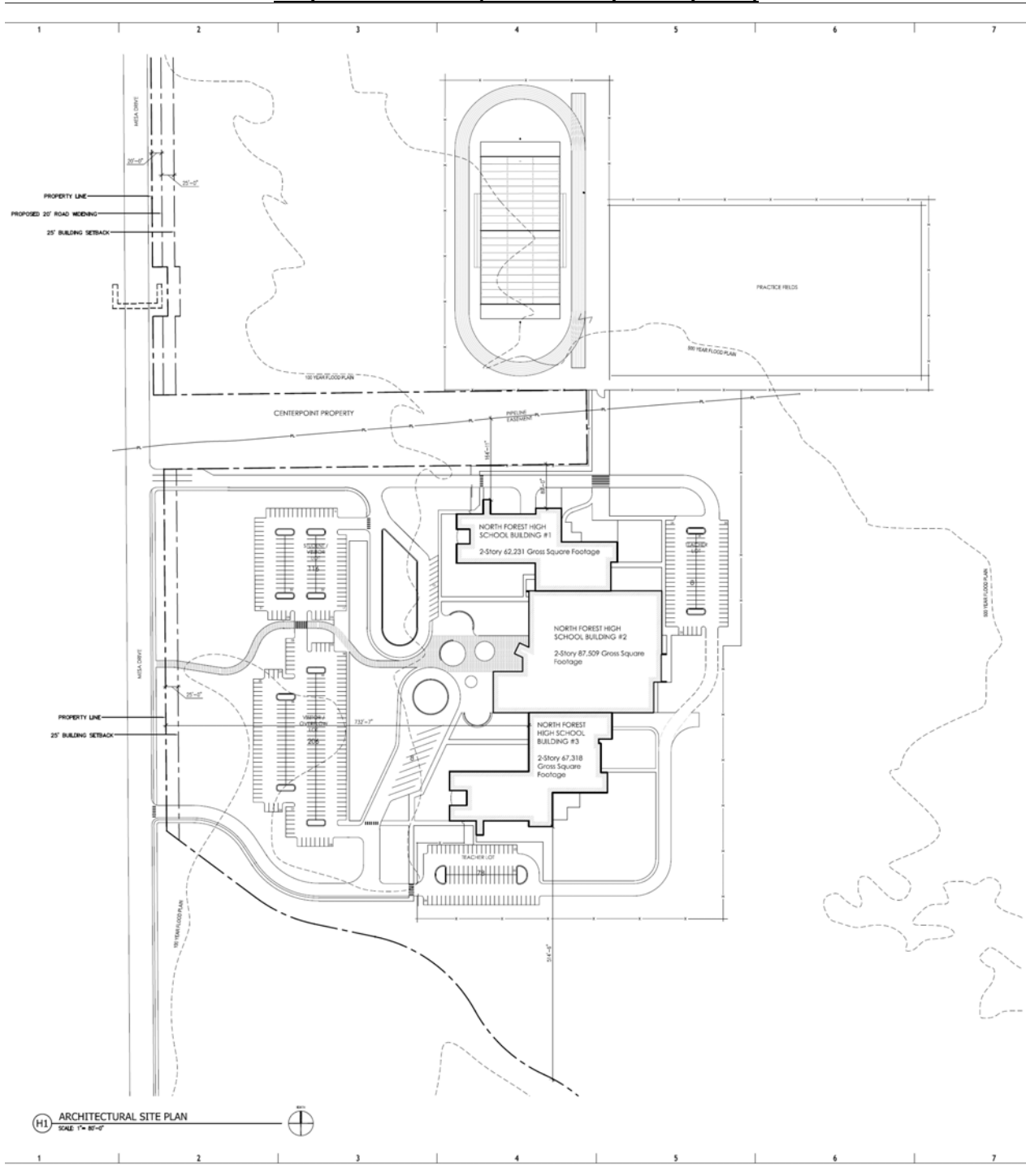


**OFF-STREET PARKING VARIANCE**





**Proposed Site Plan (With the Required Spaces)**



**OFF-STREET PARKING VARIANCE**





## North Forest High School

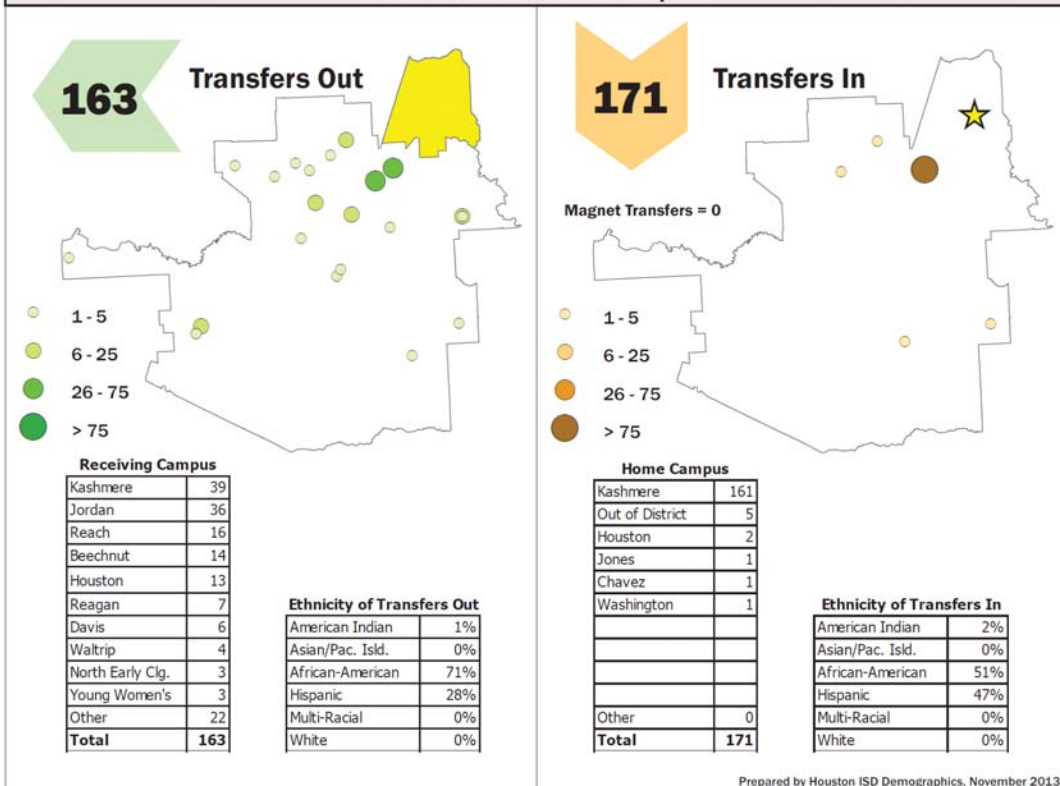
### Campus Population

<b>Membership: Snapshot 2013</b>			
Living in Zone	860	83%	
Transfers In	171	17%	
<b>Membership</b>	<b>1,031</b>	<b>100%</b>	
<b>Race/Ethnicity</b>			
American Indian	14	1%	
Asian/Pac. Islander	1	0%	
African-American	674	65%	
Hispanic	332	32%	
Multi-Racial	1	0%	
White	9	1%	
<b>Total</b>	<b>1,031</b>	<b>100%</b>	
<b>Economically Disadvantaged</b>			
Students	899	87%	

### Zone Population of Grades 9-12

Campus of Enrollment			Change in Enrolled Students by Race/Ethnicity					
HSID Students	1,023	42%	Grouping	2006	2011	2013	2-yr	7-yr
Houston Can	95	4%	Total	Total	Total	%		
Kashmere HS	64	3%	American Indian	0	0	12	1%	100%
KIPP Generations	38	2%	Asian/Pac. Islander	0	0	1	0%	100%
Victory Prep	23	1%	African-American	0	0	702	69%	100%
Hou. Math-Sci. Tech	21	1%	Hispanic	0	0	298	29%	100%
Yes Prep N. Cen.	20	1%	Multi-Racial	0	0	1	0%	-
Macarthur HS	14	1%	White	0	0	9	1%	100%
Furr HS	9	0%	<b>Total</b>	<b>0</b>	<b>0</b>	<b>1,023</b>	<b>100%</b>	<b>100%</b>
NorthShore HS	9	0%	<b>Economically Disadvantaged Students</b>					
Washington B T HS	8	0%	Year	Students		% of All		
Other Public Entity	113	5%	2006	0		-		
Not in Public School	972	40%	2011	0		-		
<b>Census Estimate</b>	<b>2,409</b>	<b>100%</b>	2013	893		87%		

### Transfers within Houston ISD Campuses

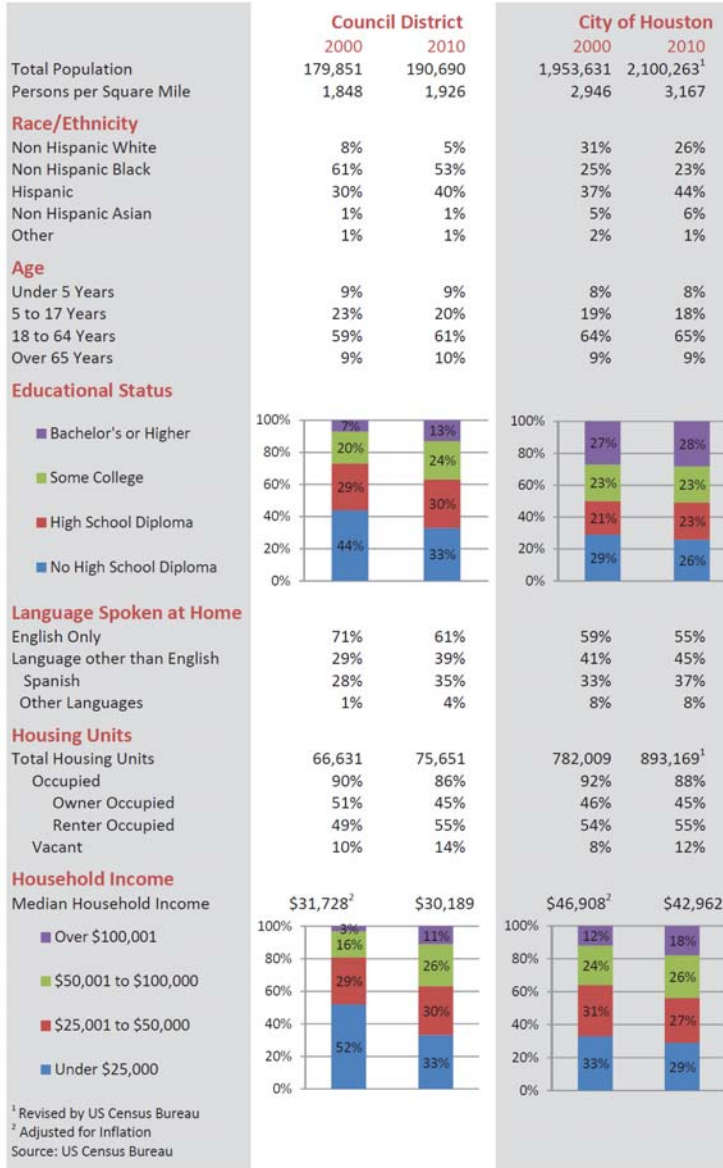


# OFF-STREET PARKING VARIANCE





# B Council District Profile



### Council Office:

Jerry Davis, Council Member  
Phone: 832-393-3009  
Email: districtb@houston.tx.gov

### District Landmarks:

George Bush Intercontinental Airport  
Brock Park and Golf Course  
Sylvester Turner Park

### Special Districts:

Fifth Ward TIRZ  
Greenspoint TIRZ  
Leland Woods TIRZ  
Greater Greenspoint Management District

### Super Neighborhoods:

Acres Home  
Clinton Park Tri-Community  
East Houston  
East Little York / Homestead  
Eastex - Jensen Area  
Greater Fifth Ward  
Greater Greenspoint  
Hidden Valley  
IAH / Airport Area  
Kashmere Gardens  
Pleasantville Area  
Settegast  
Trinity / Houston Gardens

June 2014



PLANNING & DEVELOPMENT DEPARTMENT

713-837-7701 pd.planning@HoustonTX.gov

# OFF-STREET PARKING VARIANCE



# Houston Planning Commission

City of Houston Planning and Development Department



**ITEM: VII**

Meeting Date: 08/21/2014

## STAFF REPORT

**Staff Recommendation:**

**Basis of Staff Recommendation:**

---

**PLANNING COMMISSION ACTION:**

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

**ADDITIONAL FINDINGS BY PLANNING COMMISSION:**

---

## OFF-STREET PARKING VARIANCE





# Houston Planning Commission

## VARIANCE REQUEST APPLICATION

An applicant seeking a variance to the Parking Standards of Chapter 26 of the City of Houston's Code of Ordinances must complete the following application and submit an electronic copy of the Microsoft Word document to [planning.variances@cityofhouston.net](mailto: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](http://www.houstonplanning.com).

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS
Kuhl-Linscomb	Mary Lou Henry, FAICP (713)627-8666 Vernon G. Henry & Assoc.		marylou.henry@vhaplanning.com

PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
2902 Revere	14079694	77098	5256	492U	C

HCAD ACCOUNT NUMBER(S):	0121150010025
PROPERTY LEGAL DESCRIPTION:	Lots 14 & 15, Blk. 2; Dickeys West Park Replat
PROPERTY OWNER OF RECORD:	Dan Linscomb & Pam Kuhl-Linscomb
ACREAGE (SQUARE FEET):	.35 Ac, (15,097 sq.)
WIDTH OF RIGHTS-OF-WAY:	Revere – 50'; Kipling – 50'
EXISTING PAVING SECTION(S):	Revere – 28'; Kipling – 28'
OFF-STREET PARKING REQUIREMENT:	47 spaces
OFF-STREET PARKING PROVIDED:	10 spaces
LANDSCAPING REQUIREMENTS:	Meets requirement

EXISTING STRUCTURE(S) [SQ. FT.]:	5,938 sq.ft.
PROPOSED STRUCTURE(S) [SQ. FT.]:	23,427 sq.ft. including addition of 17,489 sq.ft.

**PURPOSE OF VARIANCE REQUEST:** To enable the adaptive reuse of a mid-century modern iconic building by adding an addition to the side and rear to create sufficient space to justify its preservation and inclusion in the "village" of shop buildings.

**CHAPTER 26 REFERENCE(S):** Sec. 26-492 Class 8. Retail Services: c. Retail Store 4.0 parking spaces for every 1,000 square feet of GFA.

## OFF-STREET PARKING VARIANCE





# Houston Planning Commission

## APPLICANT STATEMENT OF FACTS

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

Kuhl-Linscomb sells expensive, high-end designer goods, furniture and kitchen systems in a 6 building campus near Kirby and West Alabama. This campus received a parking variance two years ago based on the unique nature of the business and the testimony of many customers and neighbors that the parking available was sufficient. At that time, they had a total of 47,477 sq. ft. of space made up of retail, furniture, office and storage. From time to time, the uses move from one space to another within a building and even from one building to buildings. Under the off-street parking ordinance, the 6 building campus required 119 parking spaces. At the time of the 2012 variance, they had 30 spaces on site and an additional 15 proposed for a total of 45 spaces on site. They also had and still have 19 leased spaces available on weekdays and 49 leased spaces on weekends. The additional 15 on site spaces are now under construction as a part of site improvements.

Kuhl-Linscomb continues to expand product lines and inventory and the display space is now so crowded that it is difficult for customers to see the merchandise as well as they would like in the space available. They have recently purchased a 5 unit apartment building constructed in 1950 known as the Penguin Arms and would like to restore, remodel, and expand it in order to gain more furniture display space. The Penguin presently has only 5 parking spaces, which are to be removed with the proposed building addition and replaced with 5 new spaces and 5 additional spaces for a total of 10 on this site. Data collected for the earlier variance verified the unusually small number of customers at any one time. The merchandise is expensive and appeals primarily to design-oriented people. Adding the Penguin and its addition is not expected to increase the number of customers; instead it will enable merchandise to be better seen in more "elbow room". The increase parking is proposed more for locational convenience than for anticipated customer needs.

### 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](mailto:planning.variances@cityofhouston.net).*

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

The parking requirements are established for each type of use to accommodate the parking needs of a typical operation. Kuhl-Linscomb is not typical because of the high prices and selection of items being sold. Most items are "modern" rather than "traditional", which is preferred by the largest segment of the population. As a consequence, the total number of customers and staff in the stores at any one time is much lower than is found in stores with a broader appeal to the general public, even though the store regularly receives accolades in the national press and its unique nature is highlighted in visitor information guides to Houston. The on-site parking when the parking variance was granted in 2012 was rarely fully utilized and customers did not park in the off-site leased spaces even though they were available to them. The 15 additional spaces proposed with the 2012 variance request are now under construction. The

## OFF-STREET PARKING VARIANCE





# Houston Planning Commission

---

spaces being added on the Penguin site are more for locational convenience than because of anticipated additional need. Converting additional open space to parking which would not be used and would simply add to the heat-island effect.

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

The preservation of the iconic 1950 building and its adaptive reuse, including the addition, for this modern but low intensity use is in keeping with the general purposes of the Chapter.

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

The intent is to provide sufficient parking for various uses on private property and not on the public streets. The present group of buildings has sufficient parking; adding more building space with only 10 additional parking spaces is not expected to attract more customers and therefor meets the intent of the article.

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

Records previously provided for the 2012 variance showed that the parking was sufficient. This additional space is not expected to attract additional customers, only to allow more space to spread out now crowded displays.

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

The present situation with this group of unique buildings acting as a single shop has not cause injury; increasing the area by adding another building is not expected to change the situation.

- (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.**

N/A

---

## OFF-STREET PARKING VARIANCE





# Houston Planning Commission

---

## STANDARDS FOR VARIANCES

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

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

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

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

---

# OFF-STREET PARKING VARIANCE





PLANNING &  
DEVELOPMENT  
DEPARTMENT

## ITEM: VIII

Meeting Date: 08-21-2014

# Houston Planning Commission

---

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

---

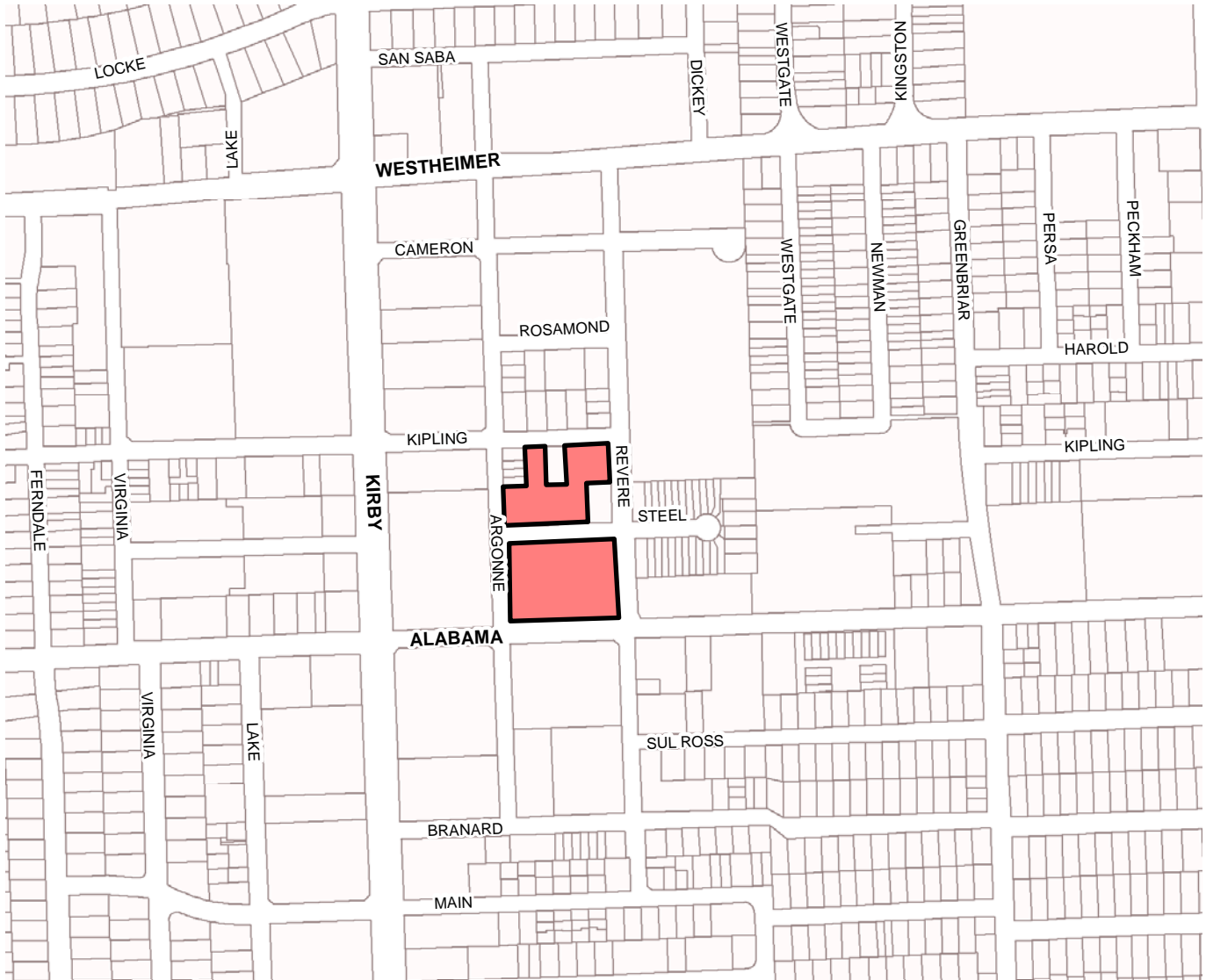
## OFF-STREET PARKING VARIANCE





# Houston Planning Commission

Area Map



## OFF-STREET PARKING VARIANCE





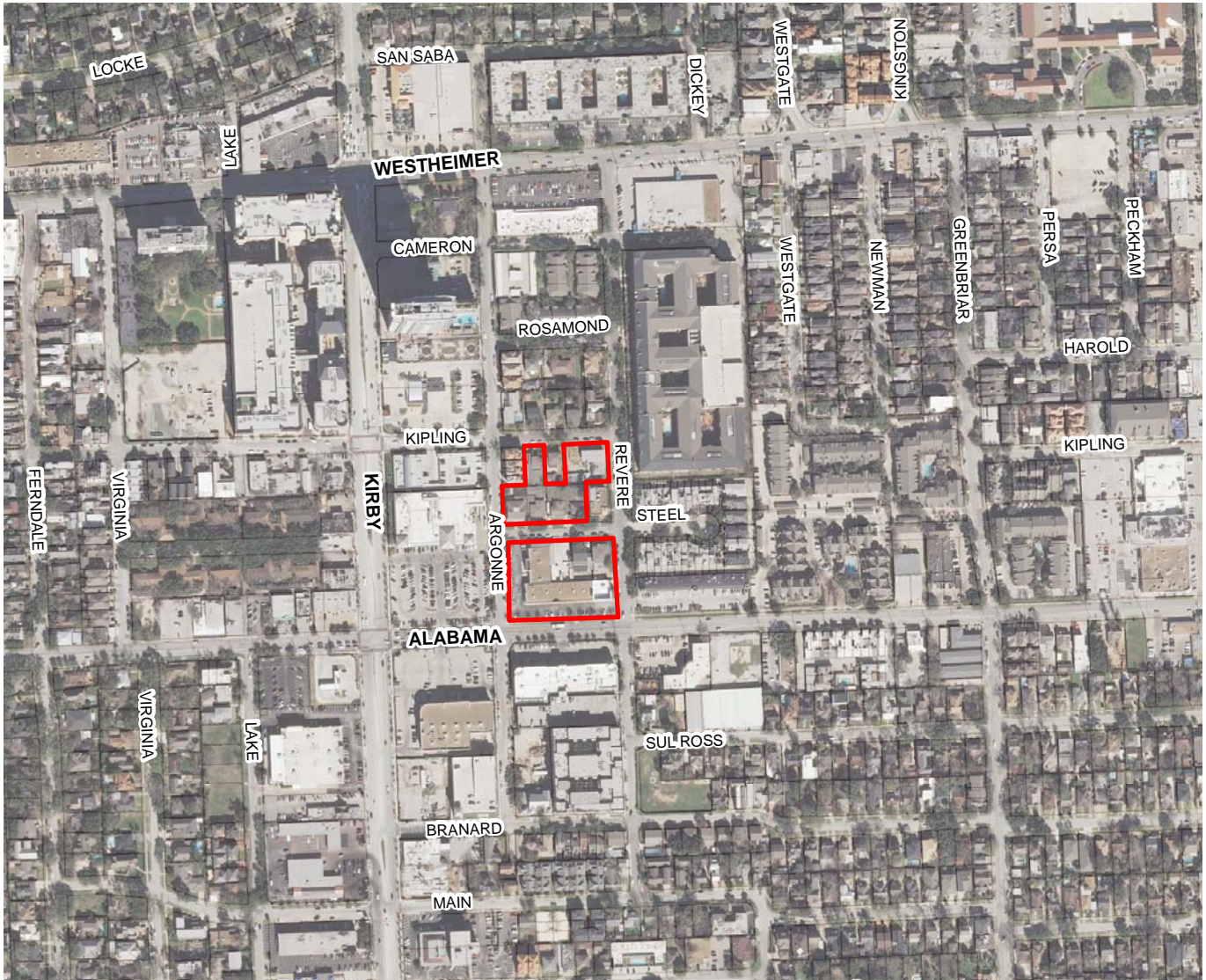
PLANNING &  
DEVELOPMENT  
DEPARTMENT

## ITEM: VIII

Meeting Date: 08-21-2014

# Houston Planning Commission

Aerial

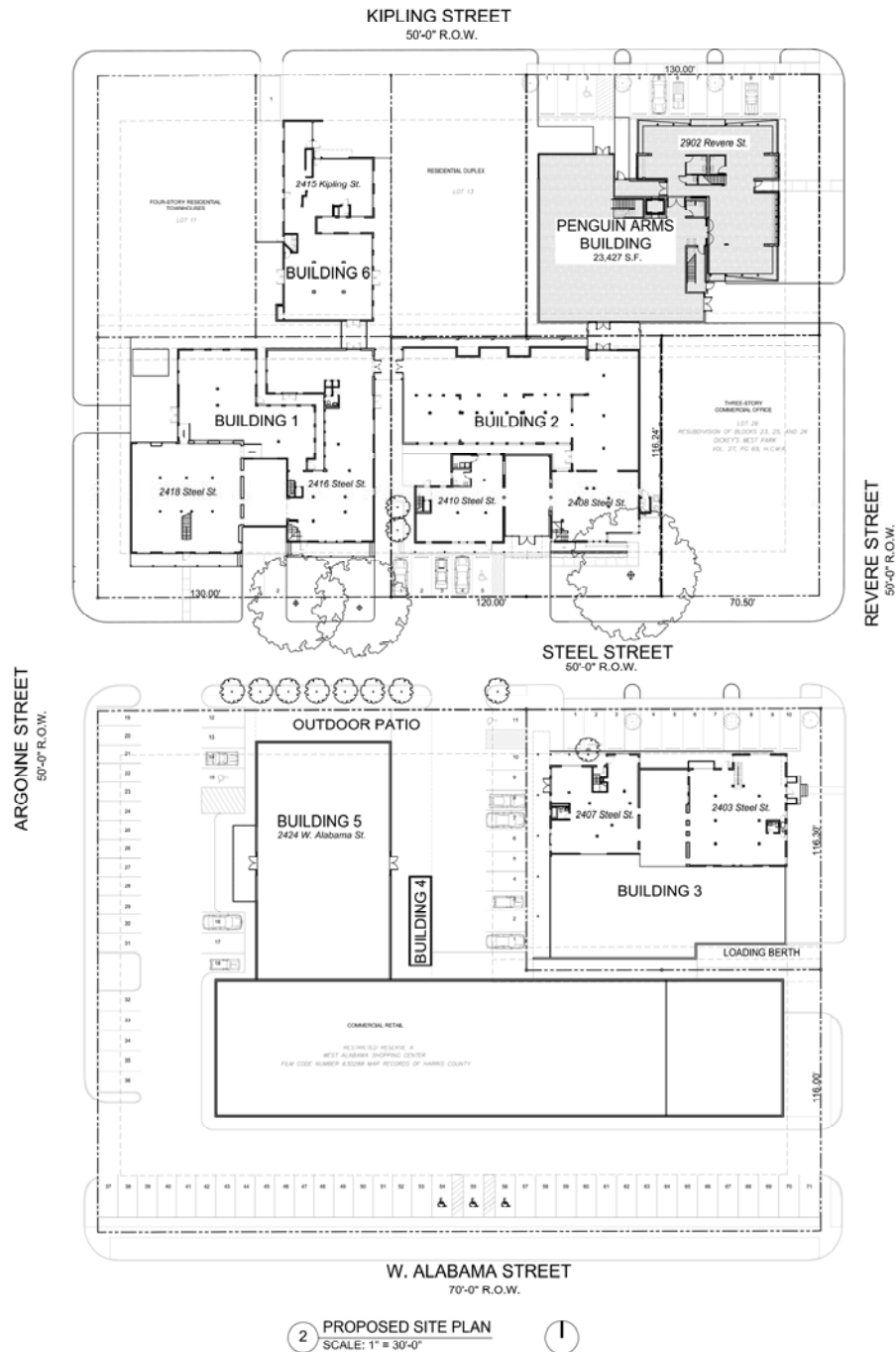


## OFF-STREET PARKING VARIANCE





# Houston Planning Commission

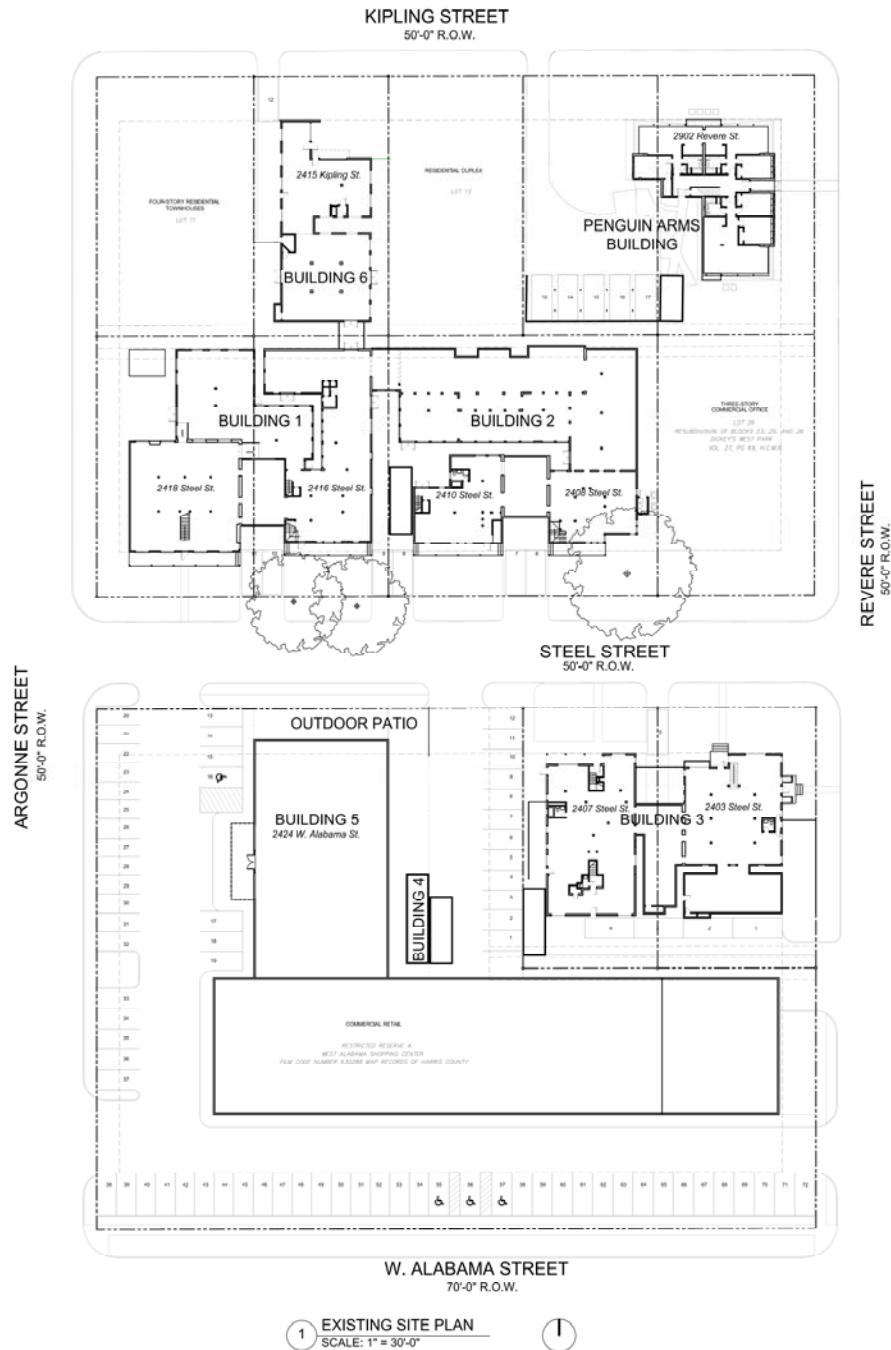


## OFF-STREET PARKING VARIANCE





# Houston Planning Commission

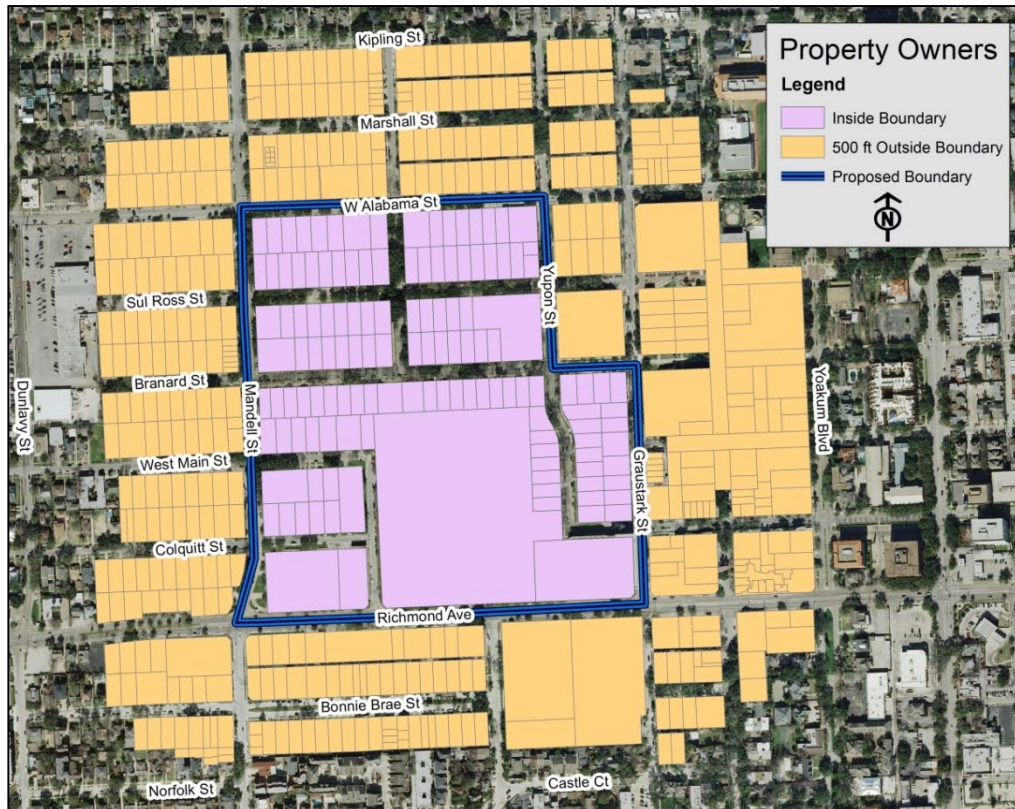


## OFF-STREET PARKING VARIANCE



## Menil Special Parking Area – Executive Summary

The Menil Foundation, Inc. contracted Lockwood, Andrews & Newnam, Inc. (LAN) to conduct a Parking Study and make recommendations for their Menil Collection Master Site Plan previously completed by David Chipperfield Architects. The objective of the study is to determine both existing and future parking demand for the proposed Special Parking Area (SPA). **Figure ES1** shows the proposed SPA boundary.



**Figure ES1- Proposed Special Parking Area**

Study area facilities owned by the Menil Foundation were separated into five different categories: Museum, Bungalow-Office, Garage Apartment, Multi Apartment, and Richmond Square. Richmond Square Apartments was studied separately because its parking is gated and restricted to its residents.

Existing conditions for the proposed SPA shows adequate parking spaces per the COH requirements; as shown in **Table ES1**. The Campus contains 381 available spaces, while only 376 are required. The Campus' highest required shared parking comes from the weekend; 7 AM to 5 PM time slot. Under the City's shared parking criteria, 278 parking spaces would be required. Richmond Square is currently below City requirements for an apartment complex, having only 637 of the required 705 spaces.

Table ES1 - Existing Parking Inventory			
Classification	Parking Spaces		
	Existing	Required	Shared (Weekend, 7AM-5PM)
Museum	300	153	152
Office	23	71	13
Apartment	58	152	113
<b>Proposed Campus Total</b>	<b>381</b>	<b>376</b>	<b>278</b>
<b>Richmont Square Total</b>	<b>637</b>	<b>705</b>	-



The maximum percent utilization of existing parking was lower than 30% for facilities classified as museum or office and 70% for apartments. However, to be conservative LAN recommends providing 50% of the parking spaces required by the City for offices and museums and 80% for apartments. If the proposed SPA required parking spaces are approved by the City, as shown in **Table ES2**, all the proposed parking set by The Menil Foundation will meet requirements except for the campus.

Table ES2 - Parking Recommendations					
Classification	Off-Street Parking Spaces				Menil Proposed With On-Street Parking
	COH Required	Menil Proposed	Proposed SPA Required	Shared Parking	
Phase 1 – Campus	330	194	312	245	373
Phase 1 – Richmond Square	491	449	393	-	449
Phase 1 – 2 Gated Apartments	450	382	360	-	382
Phase 2 – Campus	463	165	375	329	380
Phase 2 – 5 Gated Apartments	1,172	995	939	-	995
<b>Phase 1 Total</b>	<b>1,271</b>	<b>1,025</b>	<b>1,065</b>	-	<b>1,204</b>
<b>Phase 2 Total</b>	<b>1,635</b>	<b>1,160</b>	<b>1,314</b>	-	<b>1,375</b>

Shared parking will lower the number of parking spaces required, but it would still be 164 parking spaces short by Phase 2. **LAN recommends shared parking to be implemented within the proposed boundary and for on-street parking spaces to be considered as an additional source.** On-street parking occupancy, within the campus, is currently at 56%. In Phase 1 there will be 179  $(409*44\%)$  additional spaces that can be used by the campus, totaling in **373**  $(194+179)$  parking spaces. In Phase 2 there will be 215  $(489*44\%)$  additional spaces that can be used by the campus, totaling in **380**  $(165+215)$  parking spaces.

The Menil Foundation has not committed to a definite timeline for the construction of future facilities, but would like to break ground in late 2014 or early 2015. The Menil Café and Main Car Parking Lot extension are expected to be complete by mid-2014, while the Menil Drawing Institute and Energy House are anticipated to be complete by early 2017.



# Campus Parking Study

## The Menil Collection



**Prepared for:**

**Menil Foundation, Inc.**

1519 Branard St.

Houston, TX 77006



**Prepared by:**



**Traffic & Planning Team**

2925 Briarpark Drive

Houston, TX 77042

713-266-6900

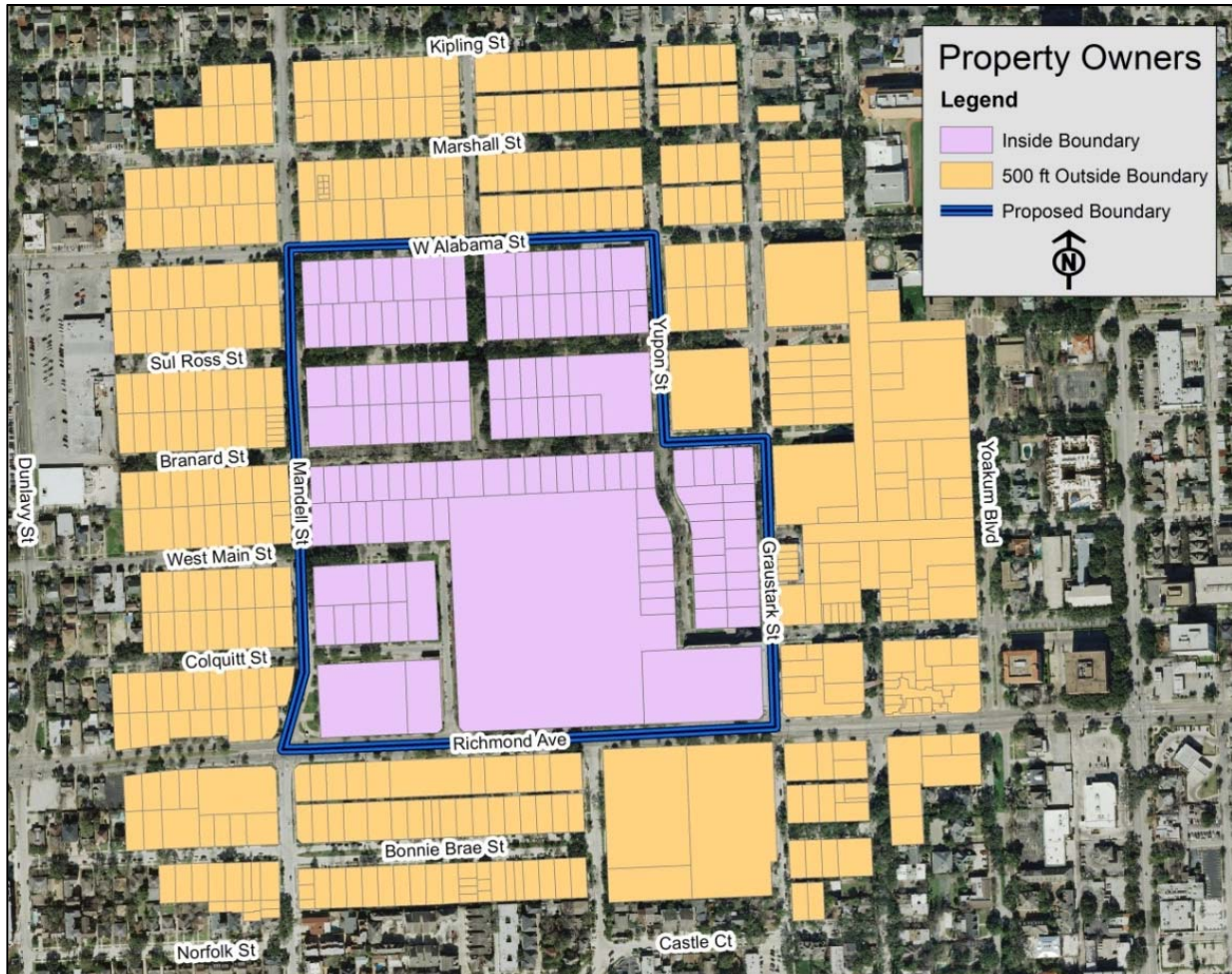


**November 2013**



## Menil Special Parking Area – Executive Summary

The Menil Foundation, Inc. contracted Lockwood, Andrews & Newnam, Inc. (LAN) to conduct a Parking Study and make recommendations for their Menil Collection Master Site Plan previously completed by David Chipperfield Architects. The objective of the study is to determine both existing and future parking demand for the proposed Special Parking Area (SPA). **Figure ES1** shows the proposed SPA boundary.



**Figure ES1- Proposed Special Parking Area**

Study area facilities owned by the Menil Foundation were separated into five different categories: Museum, Bungalow-Office, Garage Apartment, Multi Apartment, and Richmond Square. Richmond Square Apartments was studied separately because its parking is gated and restricted to its residents.

Existing conditions for the proposed SPA shows adequate parking spaces per the COH requirements; as shown in **Table ES1**. The Campus contains 381 available spaces, while only 376 are required. The Campus' highest required shared parking comes from the weekend; 7 AM to 5 PM time slot. Under the City's shared parking criteria, 278 parking spaces would be required. Richmond Square is currently below City requirements for an apartment complex, having only 637 of the required 705 spaces.



Table ES1 - Existing Parking Inventory			
Classification	Parking Spaces		
	Existing	Required	Shared (Weekend, 7AM-5PM)
Museum	300	153	152
Office	23	71	13
Apartment	58	152	113
<b>Proposed Campus Total</b>	<b>381</b>	<b>376</b>	<b>278</b>
<b>Richmont Square Total</b>	<b>637</b>	<b>705</b>	<b>-</b>

The maximum percent utilization of existing parking was lower than 30% for facilities classified as museum or office and 70% for apartments. However, to be conservative LAN recommends providing 50% of the parking spaces required by the City for offices and museums and 80% for apartments. If the proposed SPA required parking spaces are approved by the City, as shown in **Table ES2**, all the proposed parking set by The Menil Foundation will meet requirements except for the campus.

Table ES2 - Parking Recommendations					
Classification	Off-Street Parking Spaces				Menil Proposed With On-Street Parking
	COH Required	Menil Proposed	Proposed SPA Required	Shared Parking	
Phase 1 – Campus	330	194	312	245	373
Phase 1 – Richmond Square	491	449	393	-	449
Phase 1 – 2 Gated Apartments	450	382	360	-	382
Phase 2 – Campus	463	165	375	329	380
Phase 2 – 5 Gated Apartments	1,172	995	939	-	995
<b>Phase 1 Total</b>	<b>1,271</b>	<b>1,025</b>	<b>1,065</b>	<b>-</b>	<b>1,204</b>
<b>Phase 2 Total</b>	<b>1,635</b>	<b>1,160</b>	<b>1,314</b>	<b>-</b>	<b>1,375</b>

Shared parking will lower the number of parking spaces required, but it would still be 164 parking spaces short by Phase 2. **LAN recommends shared parking to be implemented within the proposed boundary and for on-street parking spaces to be considered as an additional source.** On-street parking occupancy, within the campus, is currently at 56%. In Phase 1 there will be 179 ( $409 \times 44\%$ ) additional spaces that can be used by the campus, totaling in **373** ( $194 + 179$ ) parking spaces. In Phase 2 there will be 215 ( $489 \times 44\%$ ) additional spaces that can be used by the campus, totaling in **380** ( $165 + 215$ ) parking spaces.

The Menil Foundation has not committed to a definite timeline for the construction of future facilities, but would like to break ground in late 2014 or early 2015. The Menil Café and Main Car Parking Lot extension are expected to be complete by mid-2014, while the Menil Drawing Institute and Energy House are anticipated to be complete by early 2017.



## Table of Contents

Menil Special Parking Area – Executive Summary .....	i
Introduction .....	1
Part 1 .....	3
Part 2 .....	3
Part 3 .....	3
Part 4 .....	4
Part 5 .....	4
Section A .....	4
Section B .....	6
Section C .....	8
Section D .....	11
Section E .....	16
Section F .....	18
Section G .....	26
Section H .....	26
Section I .....	27
Section J .....	28
Part 6 .....	30
References .....	30

## Figures

Figure ES1 - Proposed Special Parking Area .....	i
Figure 1 - Redevelopment Phases .....	1
Figure 2 - Property Owners.....	3
Figure 3 - Walking Distance .....	4
Figure 4 - Restrictions .....	7
Figure 5 - Parking Lots .....	8
Figure 6 - Storage Fence .....	8
Figure 7 - Byzantine Fresco Sign .....	9
Figure 8 - Transit .....	12
Figure 9 - Vicinity Area.....	13
Figure 10 - Bike Route.....	14
Figure 11 - Bike Share Station.....	14
Figure 12 - 24 Hour Volumes .....	17
Figure 13 - Peak Accumulation .....	18
Figure 14 - Campus (Off Street) - Thursday (AM) .....	19
Figure 15 - Campus (Off Street) - Thursday (PM) .....	20
Figure 16 - Campus (Off Street) - Saturday.....	21
Figure 17 - Maximum Percent Capacity.....	22
Figure 18 - Richmond Square - Thursday .....	23
Figure 19 - Richmond Square - Saturday.....	24
Figure 20 - Proposed Restrictions.....	27
Figure 21 - Property Owners.....	30



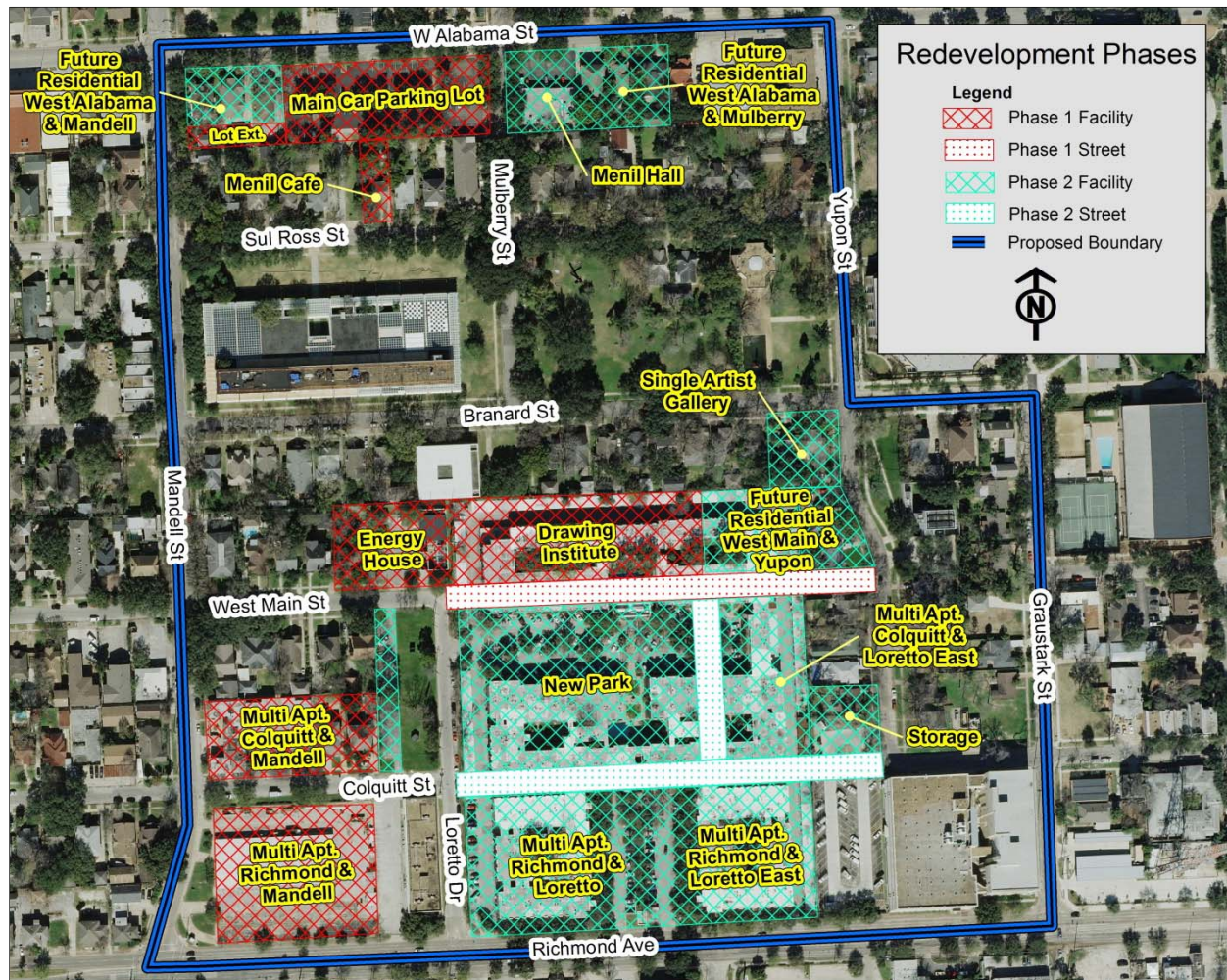
## Tables

Table ES1 - Existing Parking Inventory.....	ii
Table ES2 – Parking Recommendations.....	ii
Table 1 - Phase 1 Redevelopment .....	2
Table 2- Phase 2 Redevelopment .....	2
Table 3 - Existing Parking Inventory.....	5
Table 4 - Phase 1 Parking Inventory .....	5
Table 5 - Phase 2 Parking Inventory .....	6
Table 6 - Existing Parking Lot Inventory.....	9
Table 7 - Phase 1 Parking Lot Inventory .....	10
Table 8 - Phase 2 Parking Lot Inventory .....	10
Table 9 - Main Parking Lot Parking Spaces - Projected Demand .....	11
Table 10 - Byzantine Fresco Chapel Parking Lot Parking Spaces - Projected Demand .....	11
Table 11 - Route 78 Average Daily Ridership.....	15
Table 12 - Route 25 Average Daily Ridership.....	15
Table 13 - Phase 1 - Summary of Trip Generation .....	16
Table 14 - Phase 2 - Summary of Trip Generation .....	16
Table 15 - Campus (Off-Street) - Thursday (AM) .....	19
Table 16 - Campus (Off-Street) - Thursday (PM) .....	20
Table 17 - Campus (Off-Street) - Saturday.....	21
Table 18 - Richmond Square - Thursday.....	23
Table 19 - Richmond Square - Saturday .....	24
Table 20 - Vehicle Turnover.....	25
Table 21 - Parking Duration Summary .....	26
Table 22 - Phase 1 Projected Parking Spaces.....	28
Table 23 - Phase 2 Projected Parking Spaces.....	28
Table 24 - Parking Recommendations .....	29



## Introduction

The Menil Foundation, Inc. contracted Lockwood, Andrews & Newnam, Inc. (LAN) to conduct a Parking Study and make recommendations for their Menil Collection Master Site Plan previously completed by David Chipperfield Architects. The Menil Foundation currently plans to expand its facilities while preserving the neighborhood's artistic nature. Nearby stakeholders include University of St. Thomas, The Rothko Chapel, and the Byzantine Fresco Chapel. The Menil Foundation has contacted these facilities and is working with them to address any concerns they may have. The facilities and streets being developed, during both phases, are shown in **Figure 1**.



**Figure 1 - Redevelopment Phases**

Phase 1 of redevelopment includes the construction of five new facilities, thirteen demolitions, and additional parking at the Main Car Parking Lot, as shown in **Table 1**. Both multi apartments at Colquitt & Mandell and Richmond & Mandell are assumed to have gated residential parking; therefore, they are being studied separately. Richmond Square Apartments is scheduled to be demolished in two phases, with the north portion being first. After Richmond Square has been demolished, West Main Street will be extended to Yupon Street and assumed to follow the same configuration as the existing roadway segment.



Table 1 - Phase 1 Redevelopment		
Ref. #	New Facility	Demolished Facility
11	Main Car Parking Lot Extension	Garage Apartment (3811 Mandell) Garage Apartment (1533 ½ West Alabama)
12	Menil Drawing Institute	Richmont Square (North Section)
13	Menil Cafe	Bungalow (1512 Sul Ross)
14	Energy House	Energy House and Staff Parking Multi. Apartment (1508 West Main)
55	Multi. Apt. @ Colquitt & Mandell	Bungalow-Duplex (1510 Colquitt) Garage Apartment (1510 ½ Colquitt) Multi. Apartment (1516 Colquitt) Multi. Apartment (1520 Colquitt) Multi. Apartment (1522 Colquitt) Multi. Apartment (4121 Mandell)
56	Multi. Apt. @ Richmond & Mandell	Storage Building (4215 Mandell)

Phase 2 of redevelopment includes the construction of nine new facilities and fifteen demolitions, as shown in **Table 2**.

Table 2- Phase 2 Redevelopment		
Ref. #	New Facility	Demolished Facility
-	New Park*	Parking w/ Sculpture Garden Richmont Square (Center Section)
15	Menil Hall	Houston Center for Photo. (1435/41 West Alabama)
16	Single Artist Gallery	Bungalow (1401 Branard) Bungalow (1405 Branard)
17	Storage	Bungalow (4114 Yupon)
57	Future Residential @ West Main & Yupon	Richmont Square (North Section) Bungalow (4010 Yupon) Bungalow (4016 Yupon)
58	Future Residential @ West Alabama & Mulberry	Bungalow (1423 West Alabama) Bungalow-Duplex (1427 West Alabama) Bungalow-Office (1431 West Alabama) Garage Apartment (1423 ½ West Alabama)
59	Future Residential @ West Alabama & Mandell	Bungalow-Duplex (1535/37 West Alabama) Bungalow-Office (1533 West Alabama) Bungalow-Office (1527 West Alabama)
60	Multi. Apt. @ Colquitt & Loretto East	Richmont Square (Center Section)
61	Multi. Apt. @ Richmond & Loretto	Richmont Square (South Section)
62	Multi. Apt. @ Richmond & Loretto East	Richmont Square (South Section)

\*Not included in parking inventory (less than 5 acres)

The New Park is not included in the parking inventory because the net area is less than 5 acres, which is the minimum in the City's Code of Ordinance. Also, the New Park will likely be a secondary destination for Menil visitors, similar to the existing park. Three of the multi apartments; Colquitt & Loretto East, Richmond & Loretto, and Richmond & Loretto East, are assumed to have gated residential parking, therefore, they are being studied separately. After the center and south section of Richmont Square have been demolished, during Phase 2, Colquitt Street will be connected and Loretto East will be constructed. Colquitt Street is assumed to follow the same configuration as the existing western portion and Loretto East is assumed to have parking on both sides of the street.

This report lists questions and answers as laid out in the Houston Code of Ordinances, Chapter 26, Article VIII, Division 3, Section 26-511 "Application Requirements for Designation of a Special Parking Area."



## Part 1

The non-refundable fee set forth for this provision in the city fee schedule;

The Menil Foundation will provide the city fee at a later date.

## Part 2

A list of the names and addresses of owners of each tract within the proposed special parking area as shown on the current appraisal district records;

List has been compiled and was delivered to the City on 19 June 2014.

## Part 3

A list of the names and addresses of owners of each tract within 500 feet of the boundary of the proposed special parking area as shown on the most current appraisal district records;

List has been compiled and was delivered to the City on 19 June 2014.

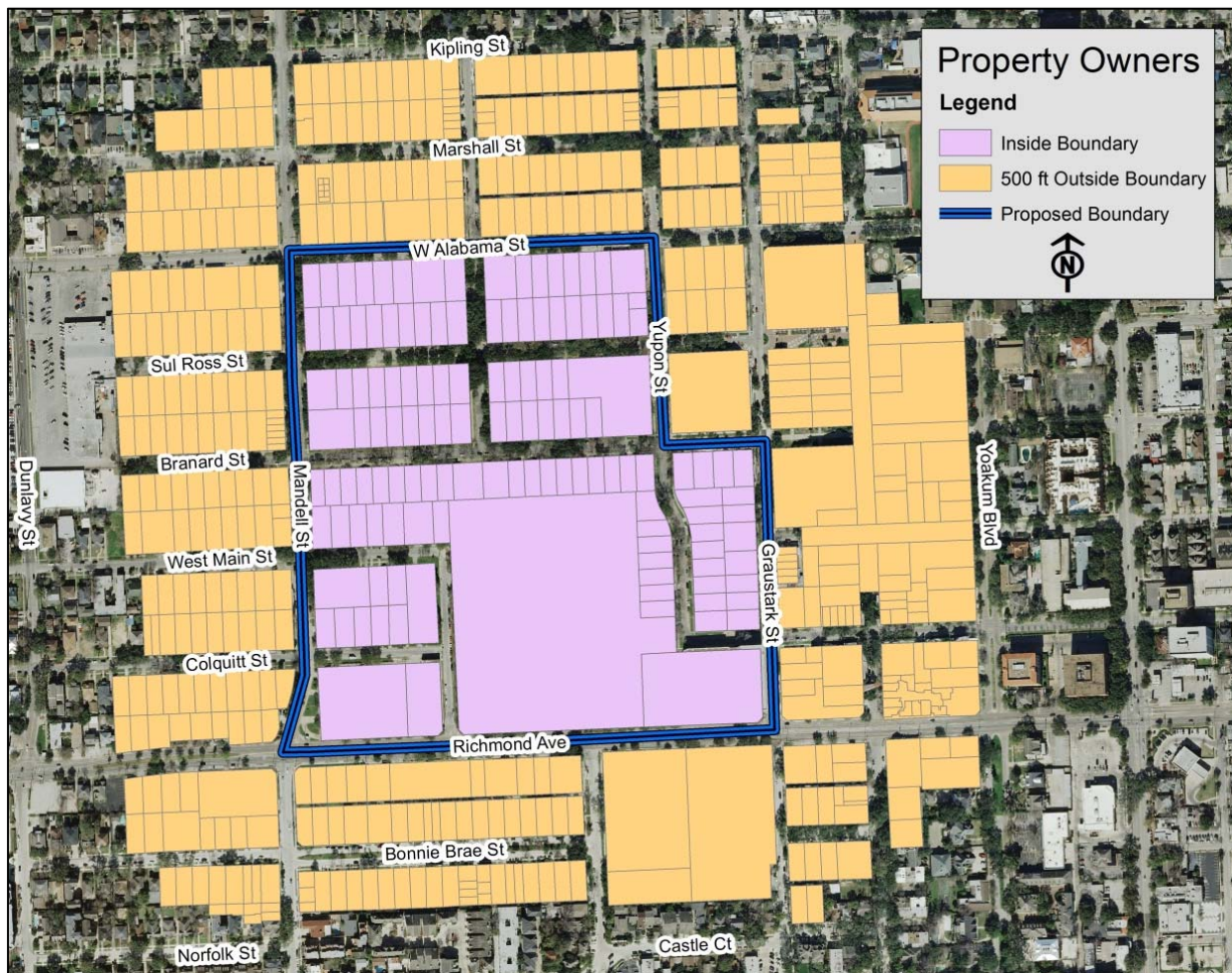


Figure 2 - Property Owners



## Part 4

One stamped envelope addressed to each property owner indicated on the lists provided in subsections (b) and (c) of this section;

The envelopes were delivered to the City on 19 June 2014.

## Part 5

A proposed parking management plan that describes the following (subsections A through J):

### Section A

The current parking requirements for each building and tract as required by this article within the proposed special parking area as well as the anticipated parking requirements of proposed development and redevelopment within the special parking area;

Study area facilities owned by the Menil Foundation were separated into five different categories: Museum, Bungalow-Office, Garage Apartment, Multi Apartment, and Richmond Square. Richmond Square Apartments was studied separately because its parking is gated and restricted to its residents.

Shared parking was studied for the campus as one entity. All new development, not including multi-apartments, is proposed to be under 30,000 GFA and qualify for off-site parking 1,000 feet from the tract. **Figure 3** below shows the walking distance from three main parking lots in the study.

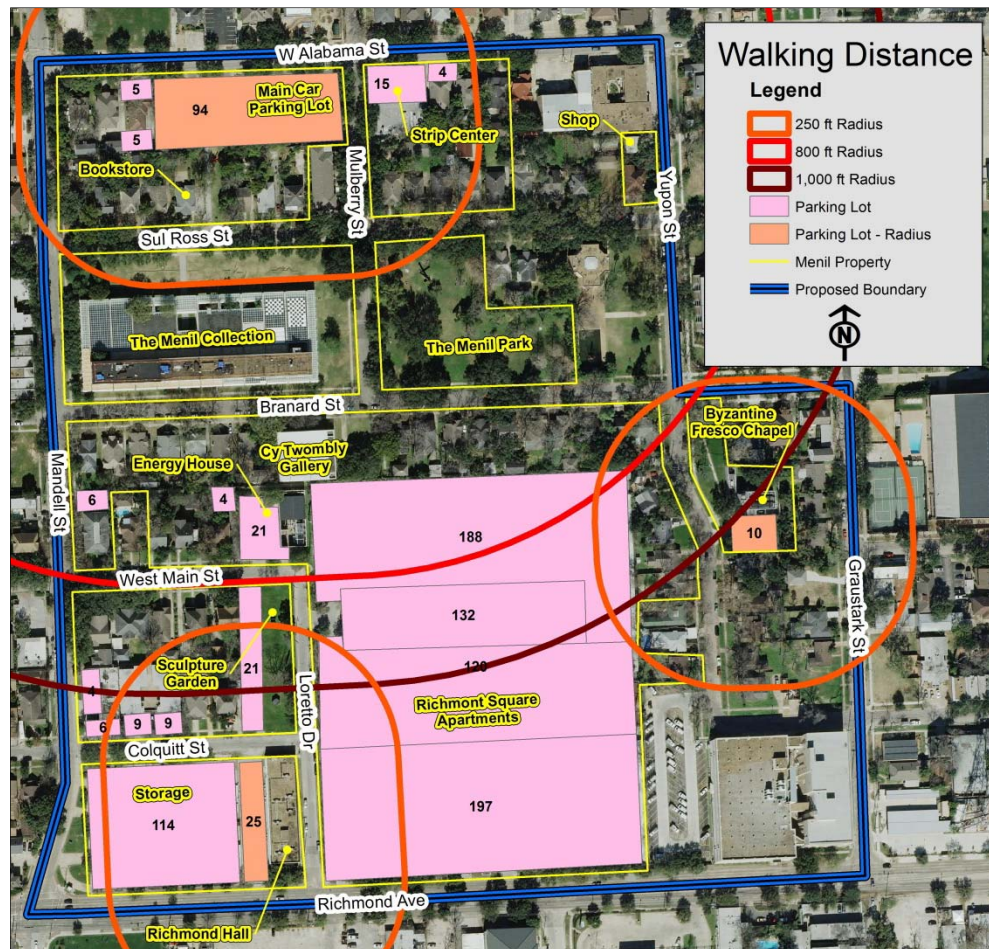


Figure 3 - Walking Distance



Existing conditions for the proposed Special Parking Area (SPA) shows adequate parking spaces per the COH requirements; as shown in **Table 3**. The Campus contains 381 available spaces, while only 376 are required. The Campus' highest required shared parking comes from the weekend; 7 AM to 5 PM time slot. Under the City's shared parking criteria, 278 parking spaces would be required. Richmond Square is currently below City requirements for an apartment complex, having only 637 of the required 705 spaces.

<b>Table 3 - Existing Parking Inventory</b>			
<b>Classification</b>	<b>Parking Spaces</b>		
	<b>Existing</b>	<b>Required</b>	<b>Shared (Weekend, 7AM-5PM)</b>
Museum	300	153	152
Office	23	71	13
Apartment	58	152	113
<b>Proposed Campus Total</b>	<b>381</b>	<b>376</b>	<b>278</b>
<b>Richmont Square Total</b>	<b>637</b>	<b>705</b>	<b>-</b>

The proposed conditions during Phase 1 do not show adequate parking spaces per the COH requirements; as shown in **Table 4**. The Campus will contain 194 available spaces, while 330 are required. The Campus' highest required shared parking falls during the weekend; 7 AM to 5 PM time slot. Under the City's shared parking criteria, 245 parking spaces would be required. Richmond Square is currently below City requirements by roughly ten percent; therefore, the 449 proposed spaces satisfy the existing to required ratio. The two gated multi apartments along Mandell Street do not satisfy City parking requirements because it was assumed each unit required 2 parking spaces, as a worst case scenario. If each multi apartment averages 2 bedrooms or less per unit then it will fulfill the City's requirement.

<b>Table 4 - Phase 1 Parking Inventory</b>			
<b>Classification</b>	<b>Parking Spaces</b>		
	<b>Proposed</b>	<b>Required</b>	<b>Shared (Weekend, 7AM-5PM)</b>
Museum	162	188	180
Office	14	78	14
Apartment	18	64	51
<b>Proposed Campus Total</b>	<b>194</b>	<b>330</b>	<b>245</b>
<b>Richmont Square Total</b>	<b>449</b>	<b>491</b>	<b>-</b>
<b>2 Gated Multi Apts Total</b>	<b>382</b>	<b>450</b>	<b>-</b>

The proposed conditions for Phase 2 do not show adequate parking spaces per the COH requirements; as shown in **Table 5**. The Campus will contain 165 available spaces, while 463 are required. The highest required shared parking comes from the weekend; 7 AM to 5 PM time slot. Under the City's shared parking criteria, 329 parking spaces would be required. The three new gated multiple story apartments, built during Phase 2, do not satisfy City parking requirements. Since plans for the multi-story apartments are not final, it was assumed each unit will require 2 parking spaces. If multi-story apartment units average 2 bedrooms or less per unit, then the proposed parking will satisfy the City's requirement.



Table 5 - Phase 2 Parking Inventory			
Classification	Parking Spaces		
	Proposed	Required	Shared (Weekend, 7AM-5PM)
Museum	141	297	239
Office	6	60	11
Apartment	18	106	79
<b>Proposed Campus Total</b>	<b>165</b>	<b>463</b>	<b>329</b>
<b>Richmont Square Total</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>5 Gated Multi Apts Total</b>	<b>995</b>	<b>1172</b>	<b>-</b>

Detailed inventories and a reference exhibit, for the existing condition and both phases, are located in the attachment.

## Section B

### Existing parking restrictions such as hours of permitted parking and restrictions relating to use;

Time restricted parking surrounds The Rothko Chapel (not owned by the Menil Foundation) which is located to the east of the Menil Park. These restrictions are as follows:

- Sul Ross Street (between Mulberry Street and Yupon Street) - 1 hour (Monday – Friday, 7am-6pm) time restriction on the east end and 30 minute (every day, 7am-7pm) parking restriction on the west side of the street. The 30 minute parking is utilized by the offices located to the west of The Rothko Chapel.
- Yupon Street (between Sul Ross Street and Branard Street) - 1 hour time restrictions on Monday through Friday, from 7 AM to 6 PM.
- Branard Street (between Mulberry Street and Yupon Street) - 1 hour time restrictions on Monday through Friday, from 7 AM to 6 PM.

On-street handicap parking is available between the parking zones mentioned above. Also 13 off-street accessible parking spaces are available in 5 different parking lots within the Campus. Two additional on-street parking restrictions include:

- Yupon Street (west side only between Branard Street and Colquitt Street) - no parking from 7 AM to 6 PM during the week.
- Colquitt Street (between Yupon Street and Graustark Street) - restricted truck loading zone for 30 minutes maximum, every day. This truck zone is being used by the AT&T building at 1310 Richmond Avenue.

No unmarked parking spaces were found to have a degree of permanency. There is valet parking near the campus, located on the south side of Richmond Avenue. This area is outside the proposed Special Parking Area and was not included in this study. All restrictions within the campus are shown in **Figure 4**.



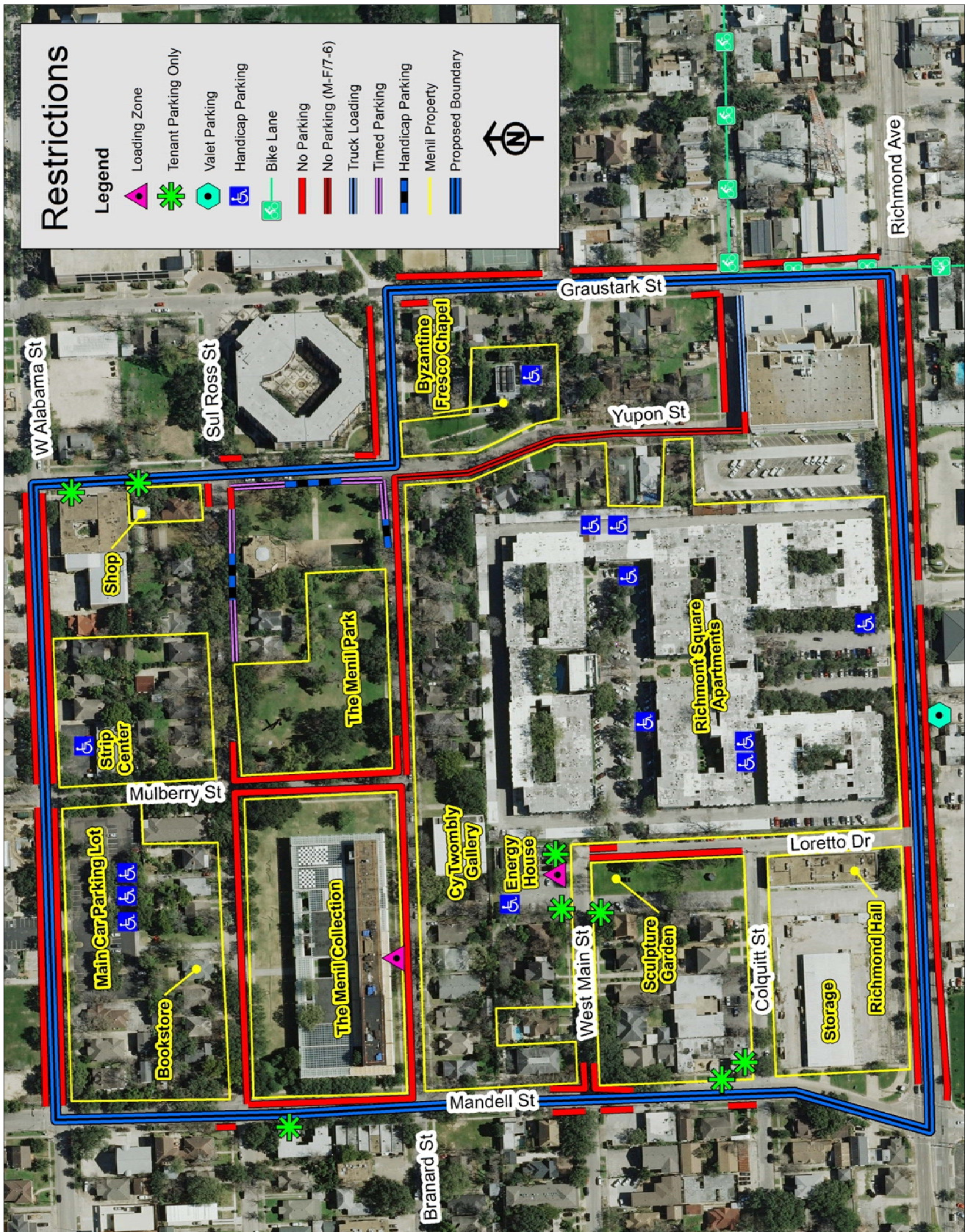


Figure 4 - Restrictions



## Section C

### Existing and proposed public and private parking facilities;

Existing off-street parking spaces were recorded only for property owned by The Menil Foundation, as shown in **Figure 5**. Employee parking signs are located at the Richmond Hall and storage facility parking lots. However, it was observed that most employees park on the street, at the Energy House parking lot, or in the parking lot west of the Sculpture Garden.



Figure 5 - Parking Lots

Menil's storage facility contains 114 parking spaces, however very few are being utilized by the maintenance workers. **Figure 6** shows the southern portion of the storage facility; looking east. **Figure 7** shows the current and temporary parking restriction at the Byzantine Fresco Chapel parking lot.



Figure 6 - Storage Fence





Figure 7 - Byzantine Fresco Sign

Tables 6 through Table 8 show the total existing or proposed off-street parking spaces per phase.

Table 6 - Existing Parking Lot Inventory				
Ref. #	Description	Classification	Parking Spaces	
			Existing	Required
3	Richmond Hall	Art Gallery	25	20
5	Energy House & Staff Parking	Multi-Tenant	21	1
6	Storage Building (4215 Mandell)	Bulk Warehouse	114	1
7	Byzantine Fresco Chapel Museum	Museum	10	5
8	Parking w/ Sculpture Garden	-	21	-
9	Houston Center for Photo. (1435/41 West Alabama)	Art Gallery	15	16
11	Main Car Parking Lot (West Alabama)	-	94	-
18	1509 Branard	Office	1	3
24	1502 Sul Ross (Duplex)	Office	1	6
26	1431 West Alabama	Office	4	8
27	1533 West Alabama	Office	3	5
28	1519 West Main	Office	1	5
29	1520 West Main	Office	2	8
30	1523 West Main	Office	1	7
31	1527 West Alabama	Office	10	5
32	1419-1/2 Branard	Apartment House	1	2
34	1507-1/2 Branard	Apartment House	1	2
36	1510-1/2 Colquitt	Apartment House	1	2
37	3811 Mandell (Duplex)	Apartment House	2	4
38	1414-1/2 Sul Ross	Apartment House	1	2
39	1418-1/2 Sul Ross	Apartment House	1	6
41	1540-1/2 Sul Ross	Apartment House	1	2
44	1519-1/2 West Main	Apartment House	1	2
46	1525-1/2 West Main	Apartment House	2	2
47	1516 Colquitt	Apartment House	5	8
48	1520 Colquitt	Apartment House	9	16
49	1522 Colquitt	Apartment House	9	16
50	4021 Mandell	Apartment House	6	16
51	4121 Mandell	Apartment House	10	28
52	1420 Sul Ross	Apartment House	4	8
53	1508 West Main	Apartment House	4	8
63	Richmont Square	Apartment House	637	705
<b>Total</b>			<b>1018</b>	<b>919</b>



Table 7 - Phase 1 Parking Lot Inventory				
Ref. #	Description	Classification	Parking Spaces	
			Proposed	Required
3	Richmond Hall	Art Gallery	25	20
7	Byzantine Fresco Chapel Museum	Museum	10	5
8	Parking w/ Sculpture Garden	-	21	-
9	Houston Center for Photo. (1435/41 West Alabama)	Art Gallery	15	16
11	Main Car Parking Lot (West Alabama)	-	90	-
14	Energy House	Multi-Tenant	1	2
18	1509 Branard	Office	1	3
24	1502 Sul Ross (Duplex)	Office	1	6
26	1431 West Alabama	Office	4	8
27	1533 West Alabama	Office	2	5
28	1519 West Main	Office	1	5
29	1520 West Main	Office	2	8
30	1523 West Main	Office	1	7
31	1527 West Alabama	Office	2	5
32	1419-1/2 Branard	Apartment House	1	2
34	1507-1/2 Branard	Apartment House	1	2
38	1414-1/2 Sul Ross	Apartment House	1	2
39	1418-1/2 Sul Ross	Apartment House	1	6
41	1540-1/2 Sul Ross	Apartment House	1	2
44	1519-1/2 West Main	Apartment House	1	2
46	1525-1/2 West Main	Apartment House	2	2
50	4021 Mandell	Apartment House	6	16
52	1420 Sul Ross	Apartment House	4	8
55	Colquitt & Mandell	Apartment House	110	130
56	Richmond & Mandell	Apartment House	272	320
63	Richmont Square	Apartment House	449	491
Total			1025	1073

Table 8 - Phase 2 Parking Lot Inventory				
Ref. #	Description	Classification	Parking Spaces	
			Proposed	Required
3	Richmond Hall	Art Gallery	25	20
7	Byzantine Fresco Chapel Museum	Museum	10	5
11	Main Car Parking Lot (West Alabama)	-	90	-
14	Energy House	Multi-Tenant	1	2
15	Menil Hall	Auditorium	15	100
18	1509 Branard	Office	1	3
24	1502 Sul Ross (Duplex)	Office	1	6
28	1519 West Main	Office	1	5
29	1520 West Main	Office	2	8
30	1523 West Main	Office	1	7
32	1419-1/2 Branard	Apartment House	1	2
34	1507-1/2 Branard	Apartment House	1	2
38	1414-1/2 Sul Ross	Apartment House	1	2
39	1418-1/2 Sul Ross	Apartment House	1	6
41	1540-1/2 Sul Ross	Apartment House	1	2
44	1519-1/2 West Main	Apartment House	1	2
46	1525-1/2 West Main	Apartment House	2	2
50	4021 Mandell	Apartment House	6	16
52	1420 Sul Ross	Apartment House	4	8
55	Colquitt & Mandell	Apartment House	110	130
56	Richmond & Mandell	Apartment House	272	320
60	Colquitt & Loretto East	Apartment House	95	112
61	Richmond & Loretto	Apartment House	260	306
62	Richmond & Loretto East	Apartment House	258	304
Total			1160	1370



The redeveloped Main Car Parking Lot will maintain the existing total number of 99 parking spaces and add 1 additional, for a total of 100 parking spaces. However, 10 of them will be occupied by two bicycle stations. If the parking lot is used by the 7 buildings listed in **Table 9**, as a worst-case scenario, the lot is projected to need 92 parking spaces. The calculation for the projection is shown in the table below; the recommended percent is later explained in Part 5J. People visiting the Menil Drawing Institute and the Single Artist Gallery are expected to park on nearby streets. LAN proposes a future study to review the parking lot after each redevelopment phase has been completed, to record the percent utilization of both the vehicle parking spaces and bicycle spots.

Table 9 - Main Parking Lot Parking Spaces - Projected Demand							
Ref. #	Description	Net Area (SF)	Distance to Lot (FT)	Classification	COH Required	Recommended Percent	Parking Spaces
1	The Menil Collection	25,500	320	Museum	77	50.00%	39
4	Bookstore	1,703	150	Museum	7	50.00%	4
12	Menil Drawing Institute	2,944	625	Museum	9	50.00%	5
13	Menil Café	3,200	150	Museum	26	50.00%	13
16	Single Artist Gallery	8,000	860	Museum	24	50.00%	12
58	Future Residential @ West Alabama & Mulberry	21,600	350	Apartment	18	80.00%	15
59	Future Residential @ West Alabama & Mandell	11,520	90	Apartment	6	80.00%	5
	<b>Total</b>						<b>92</b>
	<b>Parking Lot Parking Space Total</b>						<b>90</b>

The Byzantine Fresco Chapel parking lot is expected to be used by the 3 buildings listed in **Table 10**, as a worst-case scenario. It is projected to require 22 parking spaces.

Table 10 - Byzantine Fresco Chapel Parking Lot Parking Spaces - Projected Demand							
Ref. #	Description	Net Area (SF)	Distance to Lot (FT)	Classification	COH Required	Recommended Percent	Parking Spaces
7	Byzantine Fresco Chapel Museum	1,500	Adjacent	Museum	5	50.00%	3
17	Storage	3,600	280	Museum	1	50.00%	1
57	Future Residential @ West Main & Yupon	28,800	150	Apartment	24	80.00%	19
	<b>Total</b>						<b>22</b>
	<b>Parking Lot Parking Space Total</b>						<b>10</b>

Seven proposed developments will have adjacent parking spaces, this includes; Energy House, Menil Hall, multi-apartment at Colquitt & Mandell, multi-apartment at Richmond & Mandell, multi-apartment at Colquitt & Loretto East, multi-apartment at Richmond & Loretto, and multi-apartment at Richmond & Loretto East. Distances to the closest parking lot were not computed for these developments.

## Section D

**Existing and proposed transit facilities or other alternative modes of transportation, including, but not limited to:**

### 1

#### **Existing and proposed METRO rail stations and fixed-route bus stops;**

Currently, transit service is available for Menil's visitors and employees via the Metropolitan Transit Authority of Harris County, TX (METRO) bus service. All bus stops within 500 feet of the proposed boundary were located and shown in **Figure 8**. Route 78 – Alabama/Irvington has ten bus stops along West Alabama Street, while route 25 – Richmond also has ten bus stops along Richmond Avenue. Both METRO routes operate seven days a week.



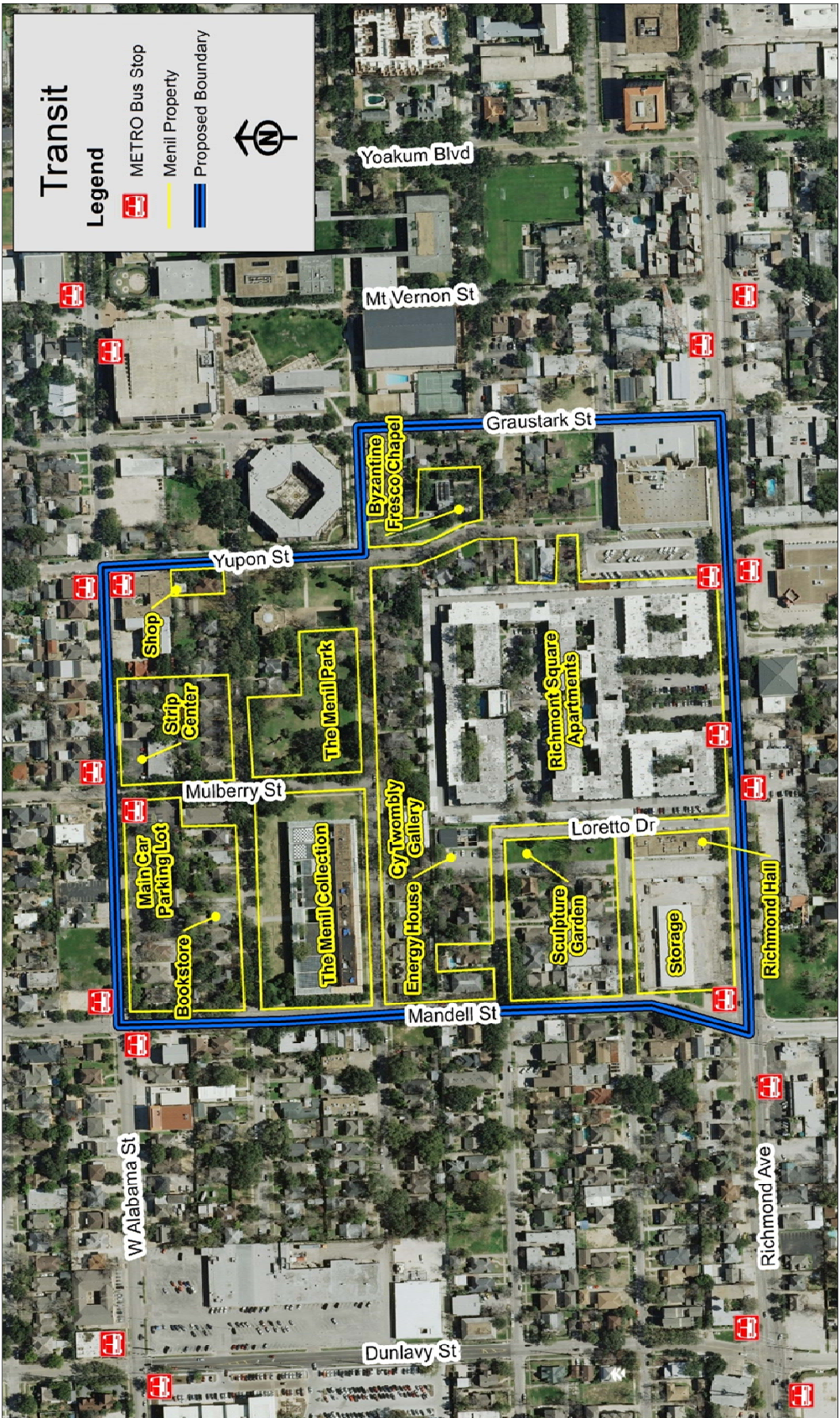
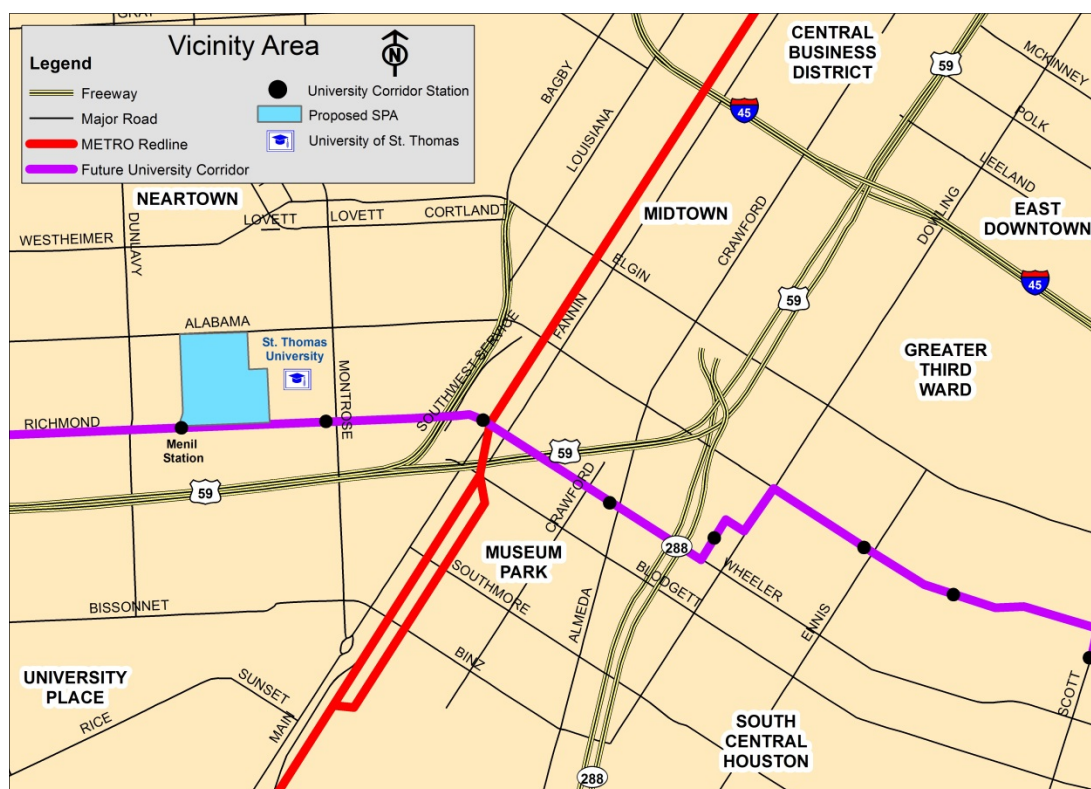


Figure 8 - Transit



METRO is planning to construct a light rail transit corridor line, called University LRT Corridor that will stretch 11.3 miles between the Hillcroft Transit Center and the Eastwood Transit Center. This line will extend in the east-west direction and consist of 17 stations between the two transit centers. Menil Station will mark the halfway point on the University LRT Corridor and will be located at Mandell Street and Richmond Avenue, at the southwest corner of the proposed Special Parking Area, as shown in **Figure 9**.

METRO expects \$700 million in federal funding for this line and anticipates approximately 50,000 boardings per day by 2030. On July 10, 2013, METRO informed LAN that it expects the average daily ridership at the Menil Station to be 1,050 by 2030. A firm date for the completion of the corridor has not been established.



**Figure 9 - Vicinity Area**

The University LRT Corridor will provide Menil visitors with another accessible transportation mode that does not require driving and finding a parking space. However, due to the uncertainty of when this project will begin construction, this future transit alternative was not included in this study.

## 2

**Existing and proposed bicycle lanes, bicycle routes, shared-use paths, and pedestrian trails;**

A bicycle route runs northbound along Graustark Street and then diverges right, along Colquitt Street. The route is shown on **Figure 4** and **Figure 10**.





**Figure 10 - Bike Route**  
(Graustark Street at Colquitt Street – Looking southbound)

### 3

#### **Existing and proposed bicycle spaces and bicycle facilities;**

In order to give local commuters another mode of transportation, The Menil Foundation decided to participate in the B\*Cycle Bike Share Program. On Monday, September 9, 2013 a B\*Cycle station, with 13 bicycle spots (5 parking spaces), was installed on the north-west corner of the Main Car Parking Lot. **Figure 11** shows the Menil Bike Share station. Another station near the area is located at Freed Library, along Montrose Boulevard just east of the University of St. Thomas.



**Figure 11 - Bike Share Station**

The Menil Foundation plans to continue being part of the Bike Share Program after the Main Car Parking Lot has been redeveloped. Of the 100 proposed parking spaces, 10 of them will be designated for two bicycle stations. The existing Bike Share station will be relocated to the north-east corner of the parking lot and a public bike rack station will be located behind the Bookstore, totaling 40 bicycle spots.

### 4

#### **Existing and proposed taxi-cab stands;**

No taxicab stands are located or proposed within the proposed boundary.



## 5

**Existing and proposed services for shuttle, trolley, park and ride, jitney, and similar services; and**

A transportation service of this kind does not exist or is being proposed for this area.

## 6

**A transit ridership summary that details the extent of usage of the existing transit facilities or modes, the number of vehicles that proposed transit facilities or modes will replace, and other information or evidence that current and future parking facilities will satisfy demand for parking within the boundaries of the proposed special parking area on a permanent basis;**

METRO provided LAN with current ridership data for the 20 bus stops mentioned above on July 10, 2013. **Table 11** and **Table 12** show the average daily ridership for each bus stop. Route 78, going eastbound, is mainly serving passengers traveling into downtown Houston. The Mt. Vernon Street and Yupon Street stops serve the University of St. Thomas.

Table 11 - Route 78 Average Daily Ridership					
Eastbound Alabama			Westbound Alabama		
Bus Stop	On Bus	Off Bus	Bus Stop	On Bus	Off Bus
Alabama @ Dunlavy	3	1	Alabama @ Mt. Vernon	2	6
Alabama @ Mandell	10	1	Alabama @ Yupon	2	6
Alabama @ Mulberry	3	1	Alabama @ Mulberry	1	3
Alabama @ Yupon	3	1	Alabama @ Mandell	0	2
Alabama @ Mt. Vernon	4	0	Alabama @ Dunlavy	1	2

Like the Alabama route, the Richmond eastbound route is mainly serving passengers traveling into downtown. A disproportionate number of passengers are utilizing the westbound bus stop at Mt. Vernon Street. This ridership is most likely due to commuters going to and coming from the University of St. Thomas.

Table 12 - Route 25 Average Daily Ridership					
Eastbound Richmond			Westbound Richmond		
Bus Stop	On Bus	Off Bus	Bus Stop	On Bus	Off Bus
Richmond @ Dunlavy	27	15	Richmond @ Mt. Vernon	52	22
Richmond @ Mandell	13	10	Richmond @ Yupon	5	5
Richmond @ Loretto	8	7	Richmond @ Loretto	11	9
Richmond @ Yupon	2	6	Richmond @ Mandell	12	14
Richmond @ Mt. Vernon	25	11	Richmond @ Dunlavy	7	10

The study area is a dense, urban neighborhood that provides multiple modes of transportation; walking, biking, and transit. Pedestrians, bicyclists, and transit riders are entering and leaving the proposed SPA via these modes as evidenced by the parking accumulation study, covered in Section F below. It proves the campus currently demands less than 50% of the parking spaces provided, even though the existing provision is less than the City's current requirements. The addition of the University LRT Corridor to the existing multiple modes of transportation will further support the Menil campus in the future.



## Section E

The approximate number of vehicular trips generated by the existing use classifications within the proposed special parking area and the average vehicle occupancy;

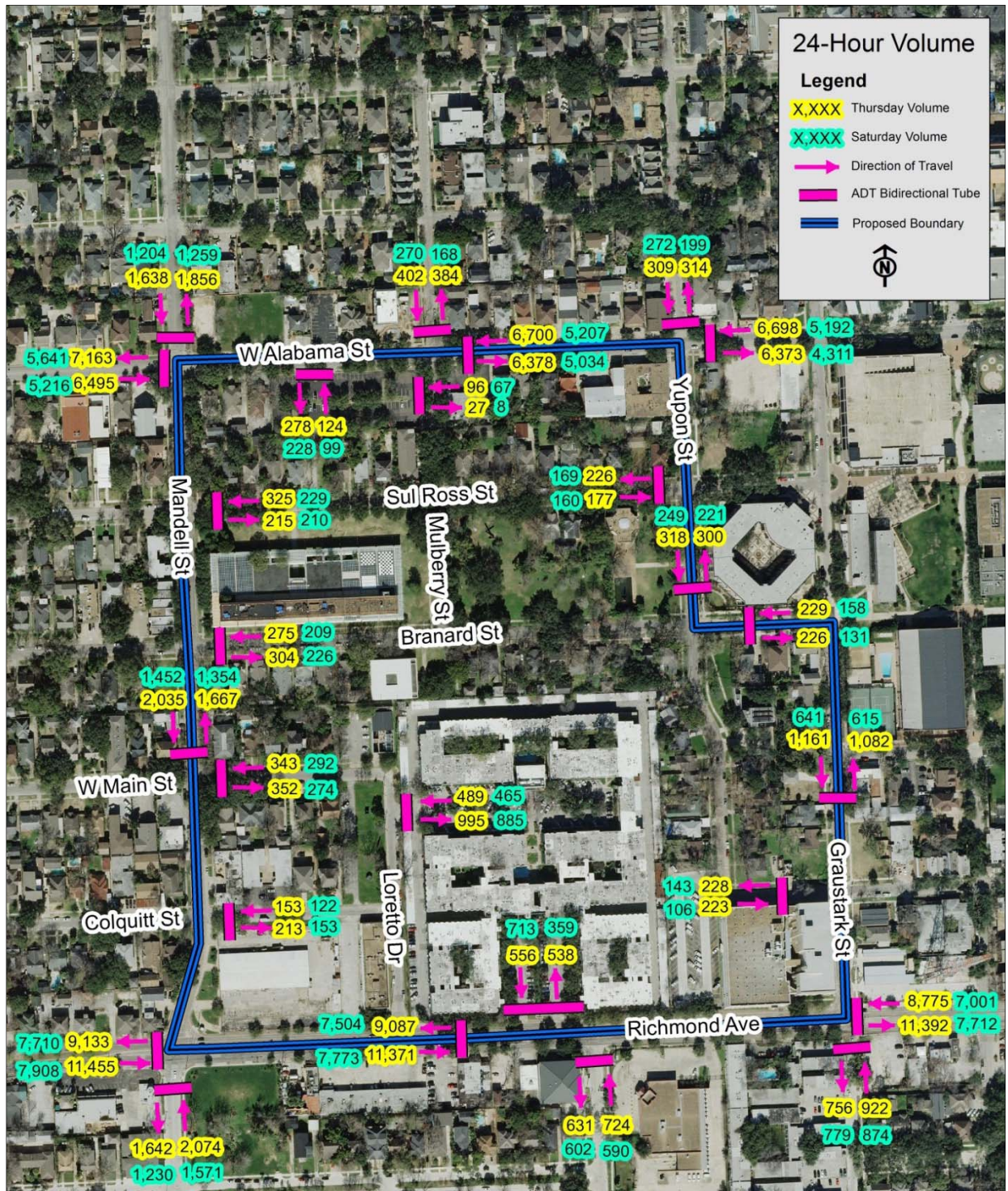
The expected average vehicle occupancy is 1 per vehicle. **Table 13** and **Table 14** show a summary of trips removed and added during each construction phase. Detailed tables, displaying each development, can be found in the attachment.

Table 13 - Phase 1 - Summary of Trip Generation			
Net Trips Removed from Network (Weekday)	-1355	Vehicles	
		Enter	Exit
		-680	-680
Net Trips Removed from Network (Weekday, Peak Hour of Adjacent Street Traffic, between 7-9 A.M.)	-3	Vehicles	
		Enter	Exit
		-2	-2
Net Trips Added to Network (Weekday)	1785	Vehicles	
		Enter	Exit
		893	893
Net Trips Added to Network (Weekday, Peak Hour of Adjacent Street Traffic, between 7-9 A.M.)	3	Vehicles	
		Enter	Exit
		2	2
Net Trips Added to Network (Saturday Peak Hour of Generator)	2	Vehicles	
		Enter	Exit
		2	1

Table 14 - Phase 2 - Summary of Trip Generation			
Net Trips Removed from Network (Weekday)	-2484	Vehicles	
		Enter	Exit
		-1243	-1243
Net Trips Removed from Network (Saturday Peak Hour of Generator)	-4	Vehicles	
		Enter	Exit
		-3	-2
Net Trips Added to Network (Weekday)	2575	Vehicles	
		Enter	Exit
		1289	1289
Net Trips Added to Network (Saturday Peak Hour of Generator)	6	Vehicles	
		Enter	Exit
		5	2
Net Trips Added to Network (Weekday P.M. Peak Hour of Adjacent Street Traffic)	6	Vehicles	
		Enter	Exit
		3	3



**Figure 12** shows the 24-Hour volume counts recorded on Thursday, September 12, 2013 and Saturday, September 14, 2013. Volumes inside the proposed boundary for both Thursday and Saturday are low, remaining below 1,000 vehicles per day.



### Figure 12 - 24 Hour Volumes



## Section F

An analysis of the parking supply and demand within the proposed special parking area, including peak demand hours;

### Parking Accumulation

The total number of cars parked for each parking lot or street, within the proposed SPA, was accumulated during the following peak hours:

- Weekday AM Peak – 6:30 AM to 9:30 AM
- Weekday PM Peak – 3:30 PM to 6:30 PM
- Weekend Peak – 11:00 AM to 3:00 PM

Figure 13 displays the peak accumulation for Thursday (6:15 PM) and Saturday (11:45 AM).

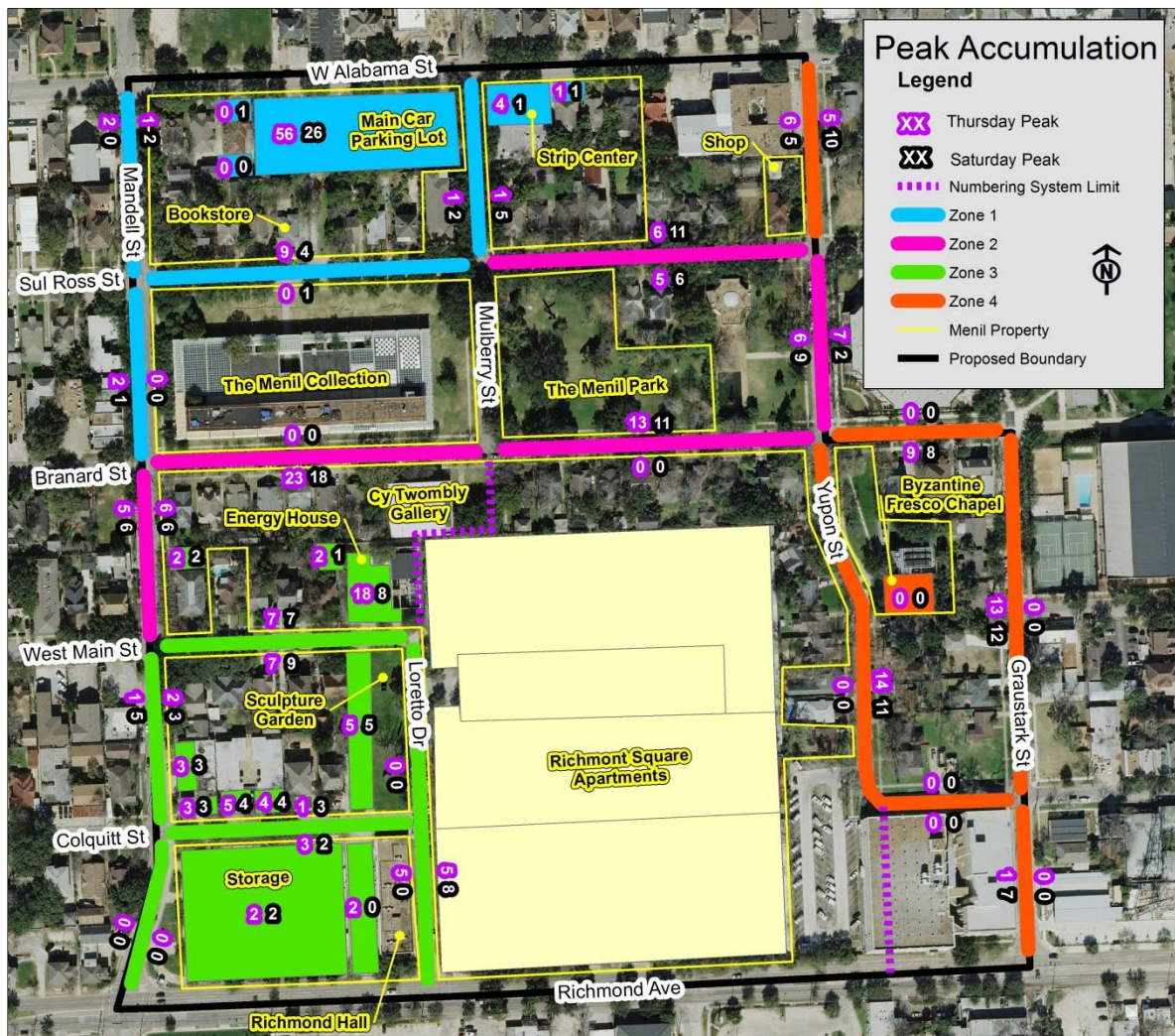


Figure 13 - Peak Accumulation



**Table 15** displays the total number of vehicles counted Thursday morning for each interval, starting from 6:30 AM and ending at 9:30 AM. Other vehicles included motorcycles, trucks, and taxis. The Campus parking lots hold 362 off-street parking spaces and the maximum demand for this time period was 59 parking spaces, as shown in **Figure 14**. The maximum percent capacity, 16.30%, occurred during the 9:00 AM interval.

<b>Time Circuit Began</b>	<b>Cars</b>	<b>Other Vehicles</b>	<b>Total</b>	<b>Percent Capacity</b>
6:30 AM	38	1	39	10.77%
6:45 AM	40	1	41	11.33%
7:00 AM	42	1	43	11.88%
7:15 AM	42	1	43	11.88%
7:30 AM	42	1	43	11.88%
7:45 AM	38	1	39	10.77%
8:00 AM	42	1	43	11.88%
8:15 AM	45	1	46	12.71%
8:30 AM	50	1	51	14.09%
8:45 AM	51	1	52	14.36%
9:00 AM	58	1	59	16.30%
9:15 AM	57	1	58	16.02%

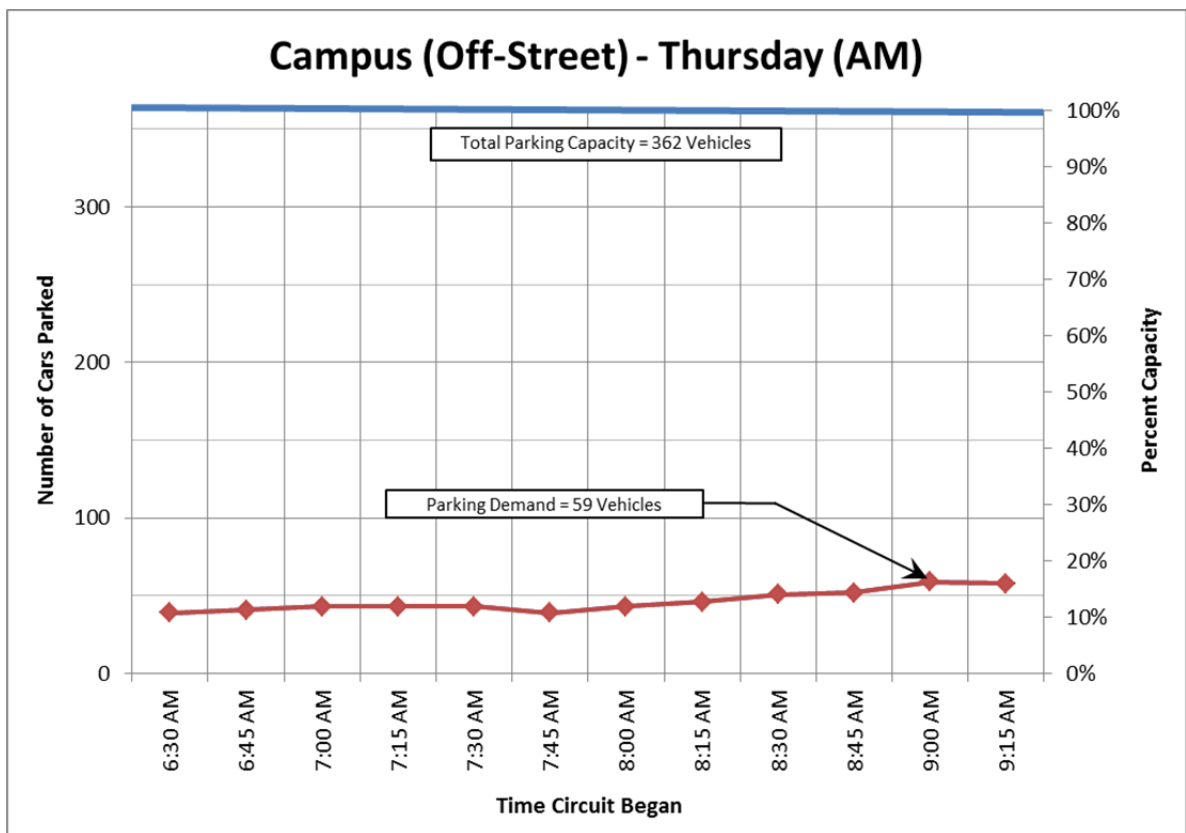


Figure 14 - Campus (Off Street) - Thursday (AM)



**Table 16** displays the total number of vehicles counted Thursday afternoon for each interval, starting from 3:30 PM and ending at 6:30 PM. Other vehicles includes motorcycles, trucks, and taxis. The Campus parking lots hold 362 off-street parking spaces and the maximum demand for this time period was 111 parking spaces, as shown in **Figure 15**. The maximum percent capacity, 30.66%, occurred during the last interval of the weekday PM time period, 6:15 PM.

<b>Time Circuit Began</b>	<b>Cars</b>	<b>Other Vehicles</b>	<b>Total</b>	<b>Percent Capacity</b>
3:30 PM	80	1	81	22.38%
3:45 PM	80	1	81	22.38%
4:00 PM	81	1	82	22.65%
4:15 PM	82	1	83	22.93%
4:30 PM	77	1	78	21.55%
4:45 PM	79	1	80	22.10%
5:00 PM	78	1	79	21.82%
5:15 PM	81	1	82	22.65%
5:30 PM	78	1	79	21.82%
5:45 PM	87	1	88	24.31%
6:00 PM	105	1	106	29.28%
6:15 PM	110	1	111	30.66%

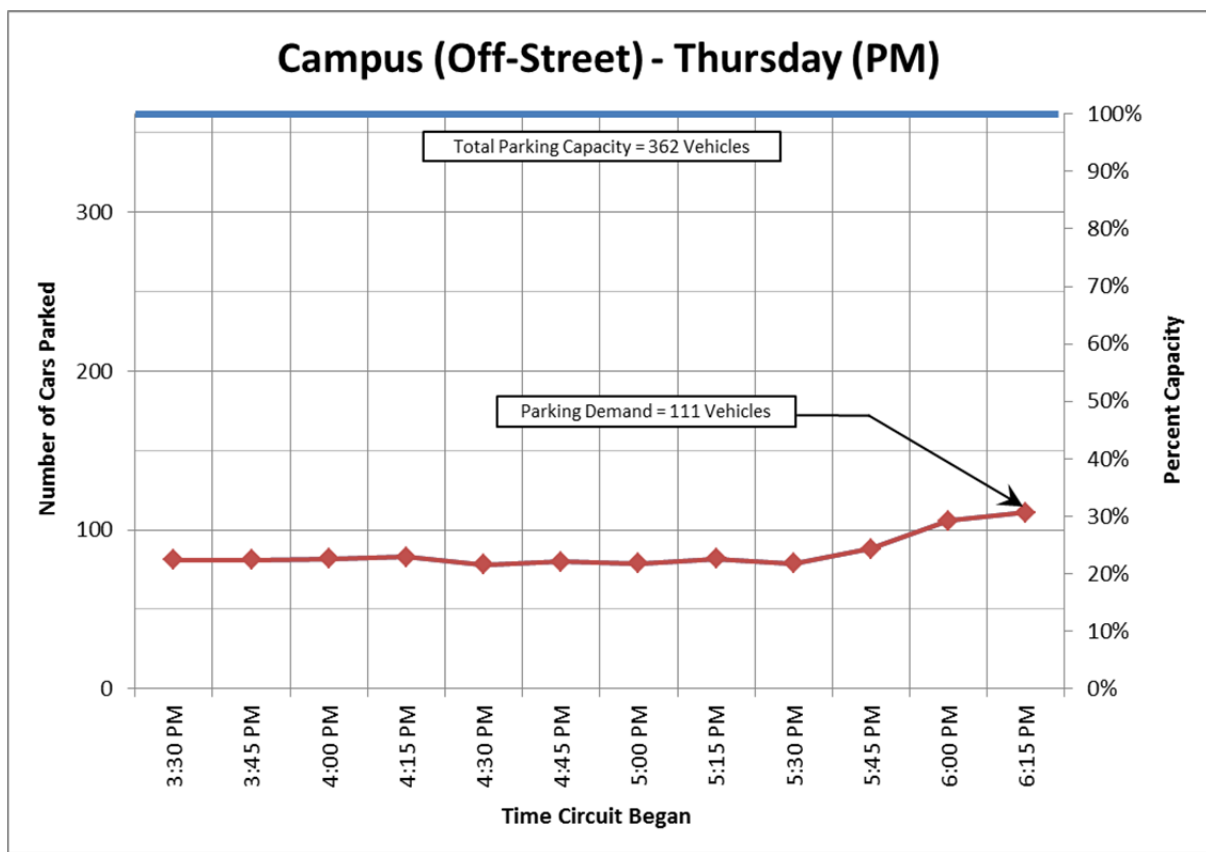


Figure 15 - Campus (Off Street) - Thursday (PM)



**Table 17** displays the total number of vehicles counted for each 15 minute interval on Saturday, starting from 11:00 AM and ending at 3:00 PM. Other vehicles includes motorcycles, trucks, and taxis. The Campus parking lots hold 362 off-street parking spaces and the maximum demand for this time period was 82 parking spaces, as shown in **Figure 16**. The maximum percent capacity, 22.65%, occurred during the fourth interval of the weekend time period, 11:45 AM.

<b>Time Circuit Began</b>	<b>Cars</b>	<b>Other Vehicles</b>	<b>Total</b>	<b>Percent Capacity</b>
11:00 AM	51	1	52	14.36%
11:15 AM	57	2	59	16.30%
11:30 AM	59	2	61	16.85%
11:45 AM	65	2	67	18.51%
12:00 PM	64	2	66	18.23%
12:15 PM	60	2	62	17.13%
12:30 PM	59	2	61	16.85%
12:45 PM	59	2	61	16.85%
1:00 PM	61	2	63	17.40%
1:15 PM	55	1	56	15.47%
1:30 PM	65	1	66	18.23%
1:45 PM	65	1	66	18.23%
2:00 PM	61	2	63	17.40%
2:15 PM	66	2	68	18.78%
2:30 PM	72	1	73	20.17%
2:45 PM	81	1	82	22.65%

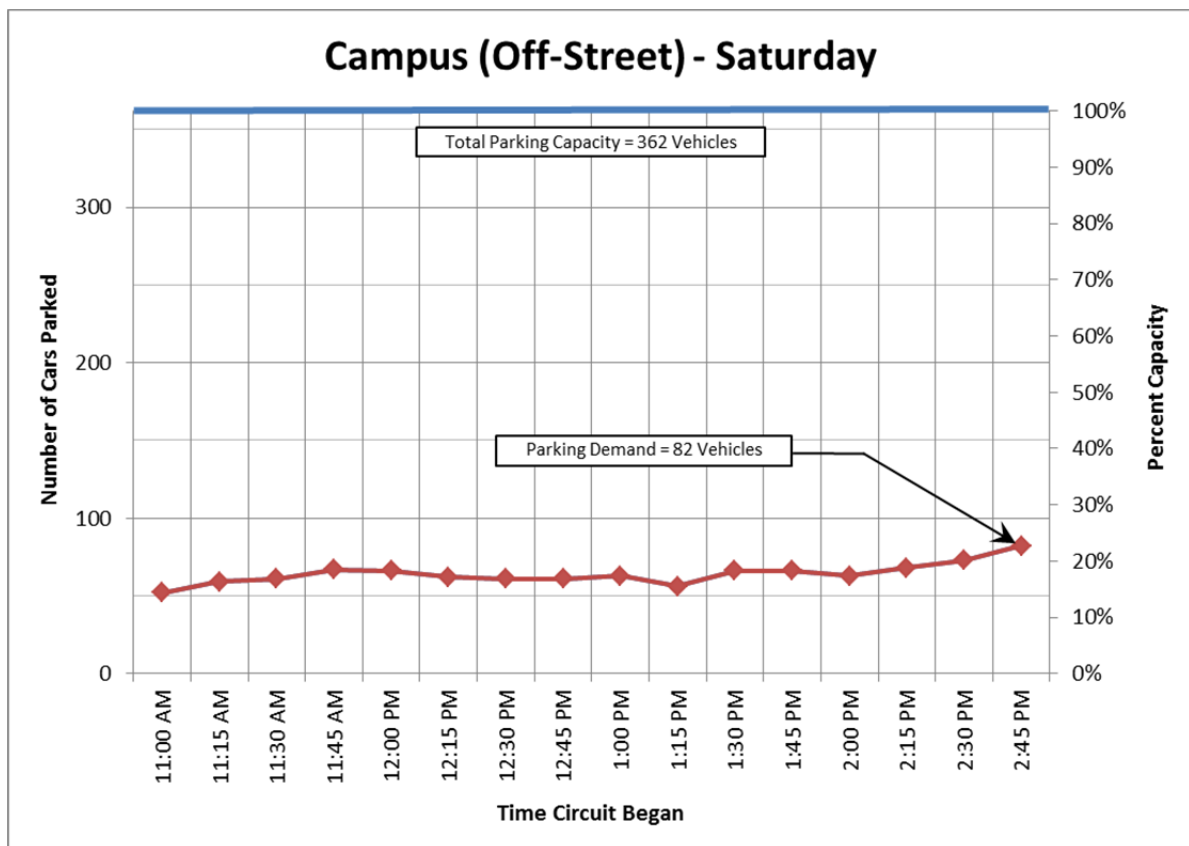


Figure 16 - Campus (Off Street) - Saturday



The Campus accumulation data was then analyzed in four different classifications: museum, office, apartment, and street. **Figure 17** displays how each facility was classified and the overall maximum percent capacity for each classification.

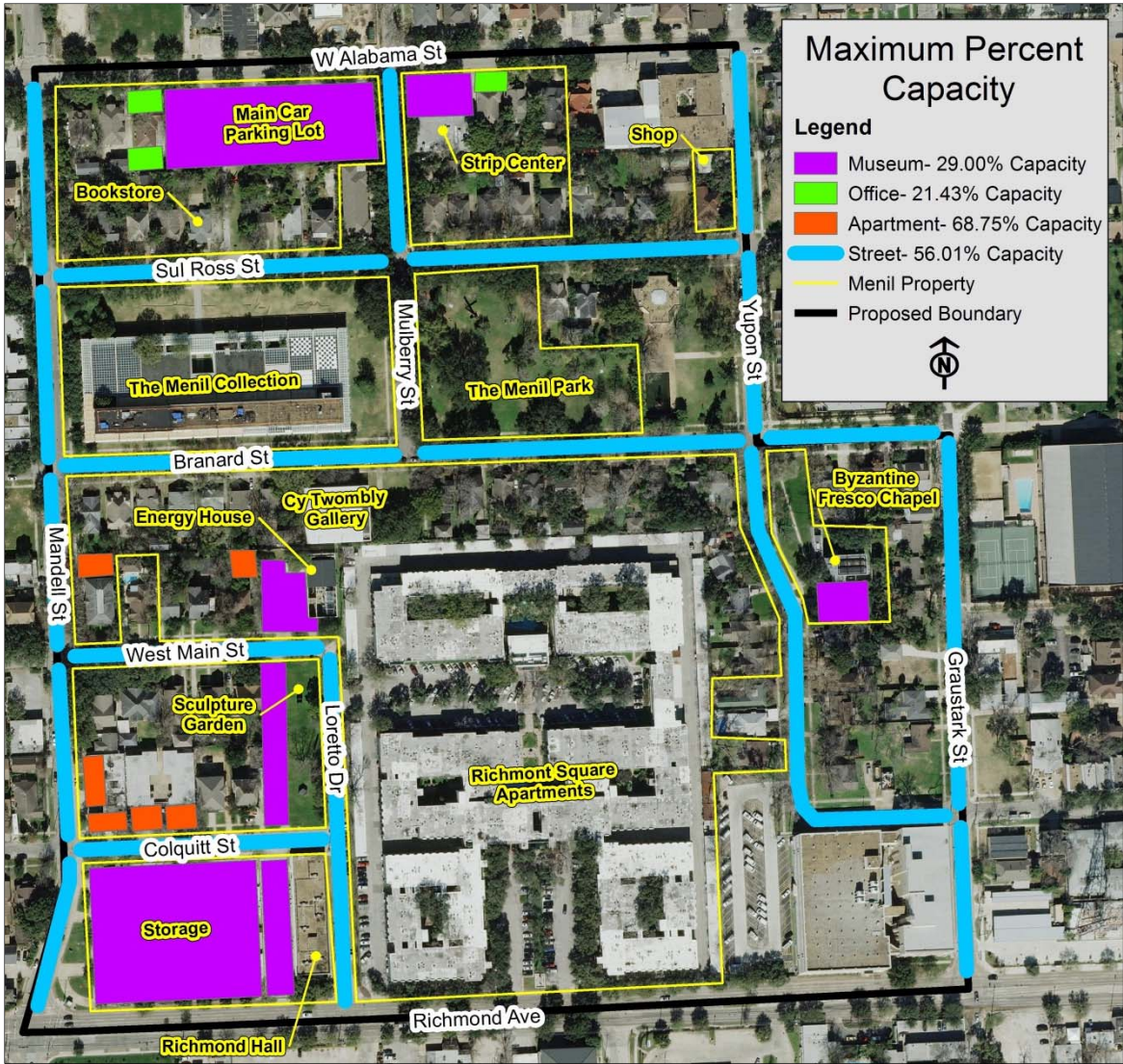


Figure 17 - Maximum Percent Capacity



**Table 18** displays the total number of vehicles counted in Richmond Square on Thursday. The complex holds 637 parking spaces and the maximum demand during a weekday was 495 parking spaces, as shown in **Figure 18**. The maximum percent capacity, 77.71%, occurred before the weekday AM time period, 6:00 AM.

Table 18 - Richmond Square - Thursday				
Time Circuit Began	Cars	Other Vehicles	Total	Percent Capacity
6:00 AM	489	6	495	77.71%
9:45 AM	238	5	243	38.15%
3:00 PM	182	4	186	29.20%
6:45 PM	311	3	314	49.29%

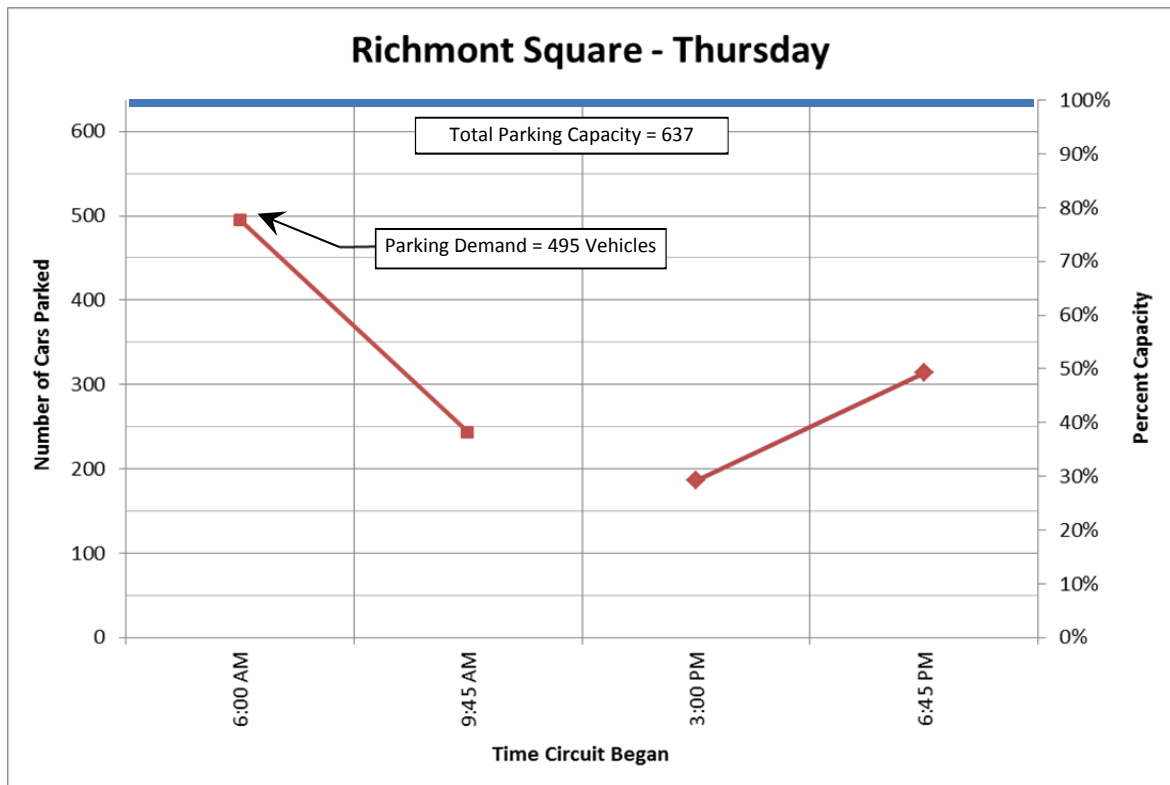


Figure 18 - Richmond Square - Thursday



**Table 19** displays the total number of vehicles counted in Richmond Square on Saturday. The complex holds 637 parking spaces and the maximum demand during a weekend was 359 parking spaces, as shown in **Figure 19**. The maximum percent capacity, 56.36%, occurred before the weekend time period, 10:30 AM.

Table 19 - Richmond Square - Saturday				
Time Circuit Began	Cars	Other Vehicles	Total	Percent Capacity
10:30 AM	353	6	359	56.36%
3:15 PM	322	7	329	51.65%

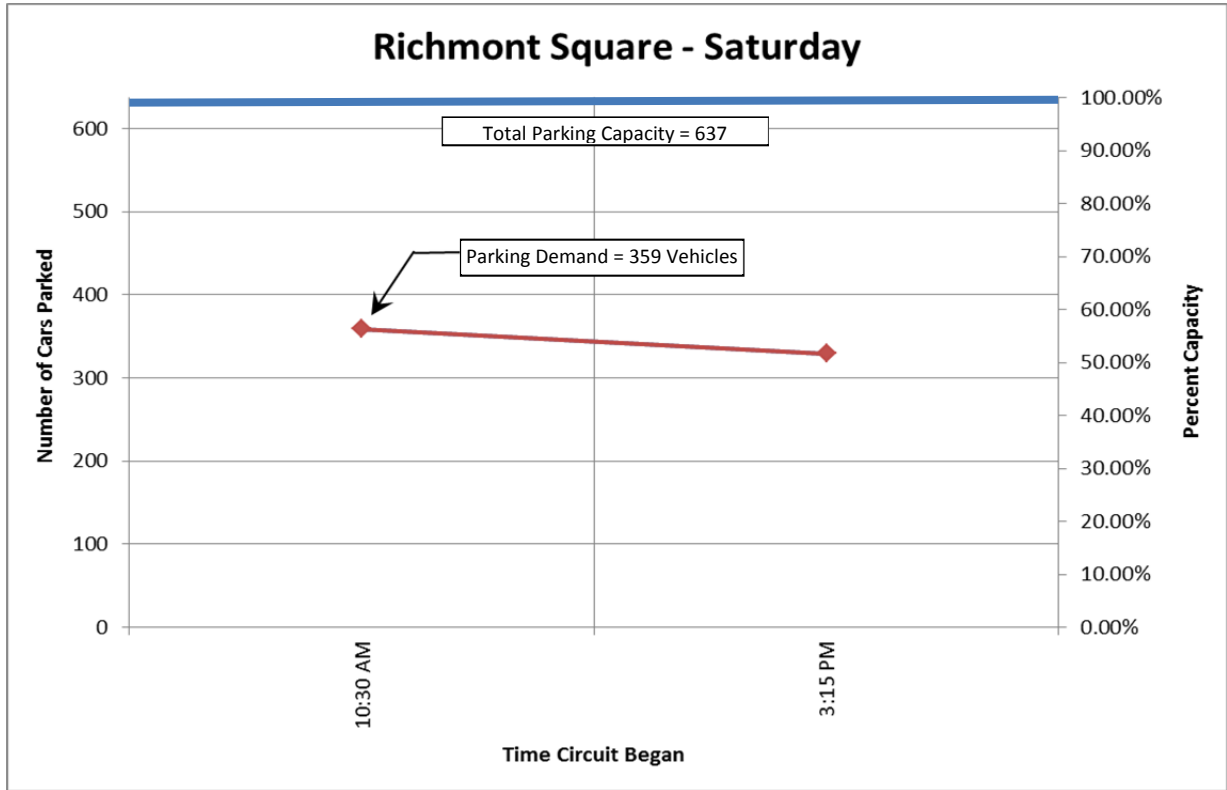


Figure 19 - Richmond Square - Saturday



### License Plate Check

Turnover rates, as shown in **Table 20**, are low for the first three streets on both days because they contain time-limited parking zones. Branard Street (5-1) had the highest turnover rate for the Thursday PM and Saturday time period, most likely because it serves offices on the south side and The Menil Collection on the north side. Saturday resulted as the busiest time period for the Campus as a whole, with 122 different vehicles parking along the five blocks surveyed.

Table 20 - Vehicle Turnover						
Thursday (AM)						
Block	Spaces Available	Vehicles Parked			Turnover Rate	Notes
		Legal	Illegal	Total		
Sul Ross (4-1)	19	4	0	4	0.21	No violations
Yupon (4-2a)	11	3	0	3	0.27	No violations
Branard (4-3)	25	10	1	11	0.44	1 handicap space violation
Branard (5-1)	23	20	0	20	0.87	No violations
Mandell (5-4a)	8	7	0	7	0.88	No violations
Thursday (PM)						
Sul Ross (4-1)	19	16	0	16	0.84	No violations
Yupon (4-2a)	11	7	5	12	1.09	1 handicap space, 4 one-hour zone violations
Branard (4-3)	25	32	1	33	1.32	1 handicap space violation
Branard (5-1)	23	39	0	39	1.70	No violations
Mandell (5-4a)	8	10	0	10	1.25	No violations
Saturday						
Sul Ross (4-1)	19	18	2	20	1.05	2 thirty-minute zone violations
Yupon (4-2a)	11	15	0	15	1.36	No violations
Branard (4-3)	25	30	0	30	1.20	No violations
Branard (5-1)	23	46	0	46	2.00	No violations
Mandell (5-4a)	8	11	0	11	1.38	No violations

License plate checks also helped determine each block's total vehicle-hours, average duration (hours), and percent overtime, as shown in **Table 21**. The overall total for vehicle-hours is the highest during Saturday with 171 hours. Branard (5-1) is the block with the highest total for vehicle-hours in each time period. Average duration is highest on Saturday and lowest Thursday morning, in both cases along Yupon. Percent overtime was calculated by taking the time period vehicles violated a timed parking zone and dividing it by the total vehicle-hours. The four overtime lengths during Thursday PM varied between 45-75 minutes while Saturday had one 15 minute and one 75 minute overtime length.



Table 21 - Parking Duration Summary					
Thursday (AM)					
	Sul Ross (4-1)	Yupon (4-2a)	Branard (4-3)	Branard (5-1)	Mandell (5-4a)
Total Vehicle-Hours	4.75	1.25	11.50	15.75	13.25
Average Duration (hours)	1.19	0.42	1.05	0.79	1.89
Percent Overtime	0.00%	0.00%	0.00%	0.00%	0.00%
Thursday (PM)					
Total Vehicle-Hours	15.75	17.75	39.25	63.25	13.00
Average Duration (hours)	0.98	1.48	1.19	1.62	1.30
Percent Overtime	0.00%	22.54%	0.00%	0.00%	0.00%
Saturday					
Total Vehicle-Hours	19.25	30.00	37.00	66.00	18.75
Average Duration (hours)	0.96	2.00	1.23	1.43	1.70
Percent Overtime	7.79%	0.00%	0.00%	0.00%	0.00%

Our results showed an average parking duration of 1.19 hours on Thursday and 1.47 hours on Saturday. Likewise, turnover was higher for Saturday with a rate of 1.40, compared to 0.89 on Thursday. Because the time limit zones mainly cover weekdays, the percentage of time any car violated the regulation was higher for Thursday at 2.25%, compared to 1.56% on Saturday.

## Section G

### The approximate number of people employed within the proposed special parking area;

The parking area as a whole has approximately 177 employees.

As of late 2013, The Menil Foundation has 117 employees; 95 for the museum and bungalows, 12 at the Richmond Square apartments, and 10 in the properties department. The area is estimated to have 60 workers not employed by The Menil Foundation.

## Section H

### The approximate number of people who reside within the proposed special parking area;

The parking area as a whole has approximately 939 residents.

As of July 2, 2013, Richmond Square consists of 665 residents, not including pending applications or leased units. The rate of 1.34 residents per unit was calculated from Richmond Square and applied to all apartments in the area, totaling 155 residents. The United States Census Bureau rate of 1.74 persons per household, applied to the single-family properties, resulted in 119 household residents. Along with the residents, the Menil Collection Campus welcomes 180,000 visitors a year.



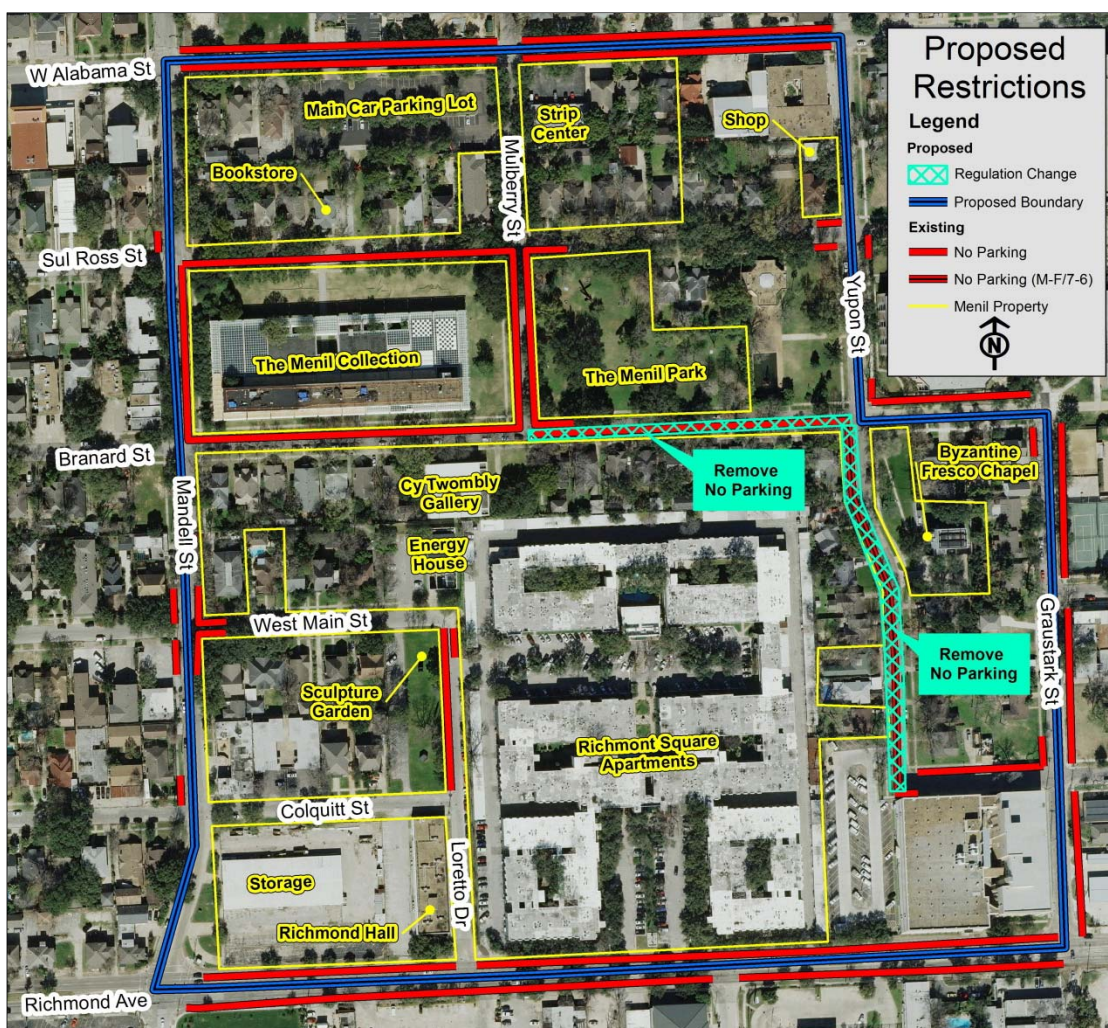
## Section I

**Proposed and existing mitigation measures designed to prevent spillover parking into adjacent properties and residential neighborhoods; and**

Two spillover concerns are the two Future Residential buildings along West Alabama Street, which require 24 spaces per current ordinance. In the proposed SPA regulations, we would provide 20 spaces. Because West Alabama has a no-parking regulation it is recommended the no-parking regulation on Branard, between Mulberry and Yupon, be removed and provide 17 on-street spaces. The no-parking regulations on Branard were installed in 1970 and the requester is unknown because the retention period has been met. If the SPA is approved, on-street parking and the Main Parking Lot will provide the 20 projected parking spaces.

It is recommended the Menil Hall provide its own parking on or off-site, including accessible spaces, to avoid spillover.

LAN recommends Yupon's (6-2) no-parking regulation be removed and become available for the Single Artist Gallery, Future Residential at West Main & Yupon, and the Storage facility. The no-parking regulations on Yupon were installed in 1983 and the requester is unknown because the retention period has been met. **Figure 20** displays the two no-parking regulations LAN recommends be removed.



**Figure 20 - Proposed Restrictions**



Existing regulations, especially handicap zones and parking spaces need to be enforced throughout the Campus. Accessible parking for all new facility parking lots should follow the current *Texas Accessibility Standards*, in force at the time the structure is built. Facilities not providing on-site parking need to provide ADA compliant spaces at the most accessible route, and depending on the building's location it may need to be built on-site.

## Section J

**The proposed shared parking plan, alternative parking regulations, and substituted requirements for the number of parking spaces, bicycle spaces, or loading berths, as applicable, for the special parking area with a justification for each; and**

The Menil Foundation has not committed to a definite timeline for the construction of future facilities, but would like to break ground in late 2014 or early 2015. The Menil Café and Main Car Parking Lot extension are expected to be complete by mid-2014, while the Menil Drawing Institute and Energy House are anticipated to be complete by early 2017.

The maximum percent utilization of existing parking was lower than 30% for facilities classified as museum or office and 70% for apartments. However, to be conservative LAN recommends providing 50% of the parking spaces required by the City for offices and museums and 80% for apartments. **Table 22** and **Table 23** show LAN's proposed SPA required parking for the new development. All totals in red, except for the Menil Hall, do not meet the Menil proposed parking because the Menil Foundation plans to designate parking spaces for these uses at another location within the SPA. For example, the three Future Residential buildings for which no dedicated parking is provided would use shared parking within the SPA, as well as available on-street spaces.

Table 22 - Phase 1 Projected Parking Spaces						
Ref. #	Description	Classification	Recommended Percent	COH Required	Proposed SPA Required	Menil Proposed
12	Menil Drawing Institute	Museum	50.00%	9	5	0
13	Menil Café	Museum	50.00%	26	13	0
14	Energy House	Museum	50.00%	2	1	1
55	Multi. Apt. @ Colquitt & Mandell	Apartment	80.00%	130	104	110
56	Multi. Apt. @ Richmond & Mandell	Apartment	80.00%	320	256	272

Table 23 - Phase 2 Projected Parking Spaces						
Ref. #	Description	Classification	Recommended Percent	COH Required	Proposed SPA Required	Menil Proposed
15	Menil Hall	Museum	50.00%	100	50	15
16	Single Artist Gallery	Museum	50.00%	24	12	0
17	Storage	Museum	50.00%	1	1	0
57	Future Residential @ West Main & Yupon	Apartment	80.00%	24	20	0
58	Future Residential @ West Alabama & Mulberry	Apartment	80.00%	18	15	0
59	Future Residential @ West Alabama & Mandell	Apartment	80.00%	6	5	0
60	Multi. Apt. @ Colquitt & Loretto East	Apartment	80.00%	112	90	95
61	Multi. Apt. @ Richmond & Loretto	Apartment	80.00%	306	245	260
62	Multi. Apt. @ Richmond & Loretto East	Apartment	80.00%	304	244	258



If the proposed SPA required parking spaces are approved by the City, as shown in **Table 24**, all the proposed parking set by The Menil Foundation will meet requirements except for the campus.

Table 24 - Parking Recommendations					
Classification	Off-Street Parking Spaces				Menil Proposed With On-Street Parking
	COH Required	Menil Proposed	Proposed SPA Required	Shared Parking	
Phase 1 – Campus	330	194	312	245	373
Phase 1 – Richmond Square	491	449	393	-	449
Phase 1 – 2 Gated Apartments	450	382	360	-	382
Phase 2 – Campus	463	165	375	329	380
Phase 2 – 5 Gated Apartments	1,172	995	939	-	995
<b>Phase 1 Total</b>	<b>1,271</b>	<b>1,025</b>	<b>1,065</b>	-	<b>1,204</b>
<b>Phase 2 Total</b>	<b>1,635</b>	<b>1,160</b>	<b>1,314</b>	-	<b>1,375</b>

Shared parking will lower the number of parking spaces required, but it would still be 164 parking spaces short by Phase 2. **LAN recommends shared parking to be implemented within the proposed boundary and for on-street parking spaces to be considered as an additional source.** On-street parking occupancy, within the campus, is currently at 56%. In Phase 1 there will be 179 (409\*44%) additional spaces that can be used by the campus, totaling in **373** (194+179) parking spaces. In Phase 2 there will be 215 (489\*44%) additional spaces that can be used by the campus, totaling in **380** (165+215) parking spaces.

On-street parking includes all of the streets on and inside the proposed boundary, whether it is in front of the Foundation's property or not. Fire hydrant locations were identified and a 15 foot space was designated as no parking to follow the City's APK-12 parking code. Driveways and no parking regulations were also located. A 20 foot no parking space was left at both ends of the block and 23 foot spaces were used for each parking spot, the ITE Manual of Transportation-Parking Studies was used to determine this standard. A sample calculation is shown below:

Mulberry NB (W Alabama – Sul Ross) = 175' available space (255 total space – 20(2) edge space (includes 1 fire hydrant per edge) – 40' driveway space) / 23 parking space = **7 parking spaces**

The inventory tables in the attachment show all on-street total numbers by street. The list includes the proposed streets and the addition of spaces after no parking regulations are removed.



## Part 6

A map illustrating the boundaries of the proposed special parking area and showing the boundaries of each individual property within the proposed special parking area.

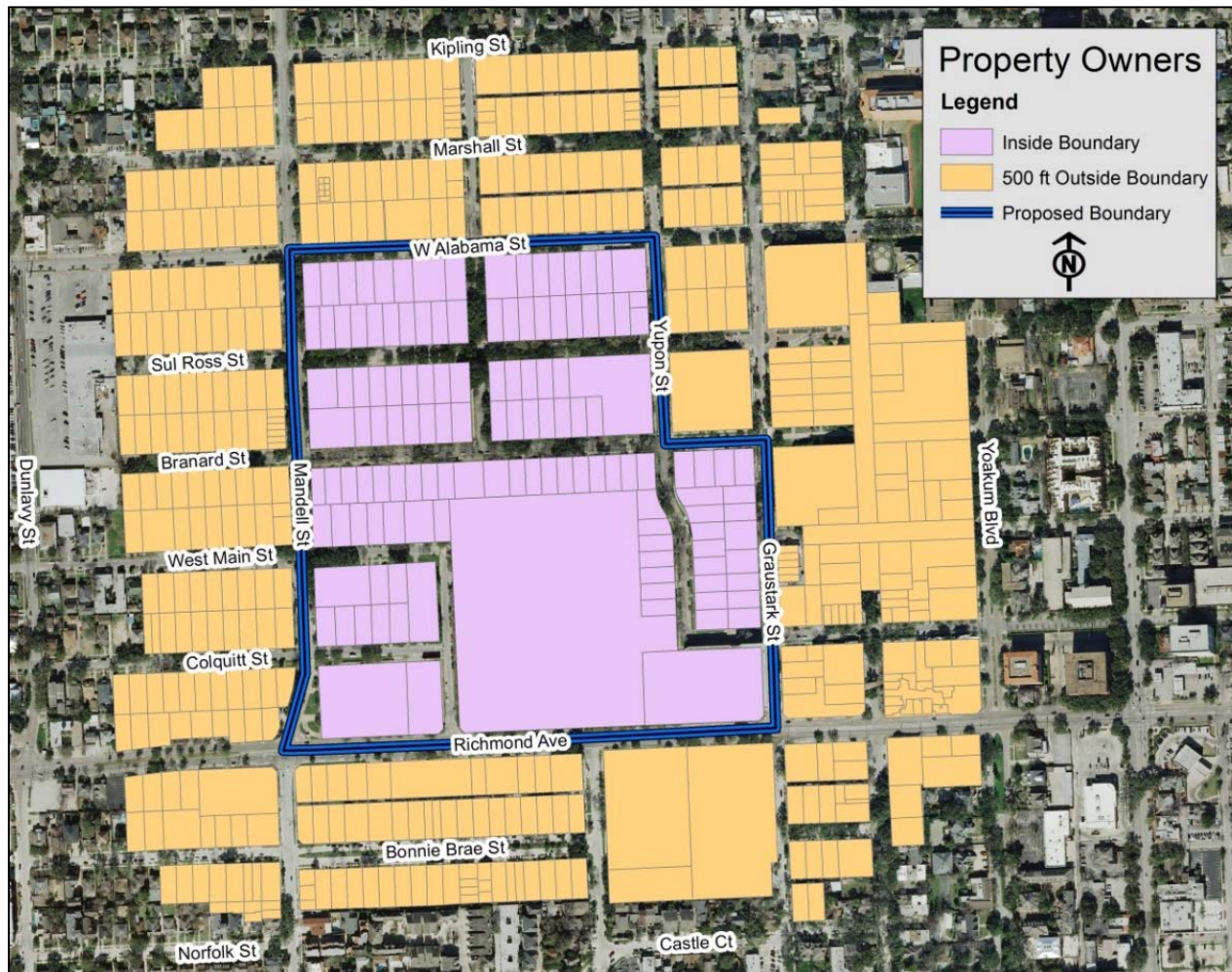


Figure 21 - Property Owners

## References


1. Code of Ordinances City of Houston, TX (Chapter 26 – Article VIII), City of Houston, March 6, 2013.
2. *Manual of Transportation Engineering Studies 2<sup>nd</sup> Edition (Chapter 16 – Parking Studies)*, Institute of Transportation Engineers, 2010.
3. *Real Estate Portfolio Consolidation*, Menil Foundation, September 17, 2012.
4. *2012 Texas Accessibility Standards*, Texas Department of Licensing and Regulation, March 15, 2012.
5. *The Menil Collection Master Site Plan*, David Chipperfield Architects, October 2009.
6. Violations Codes, City of Houston, May 2011, <http://www.houstontx.gov/parking/violationcodes.htm>



ATTACHMENT

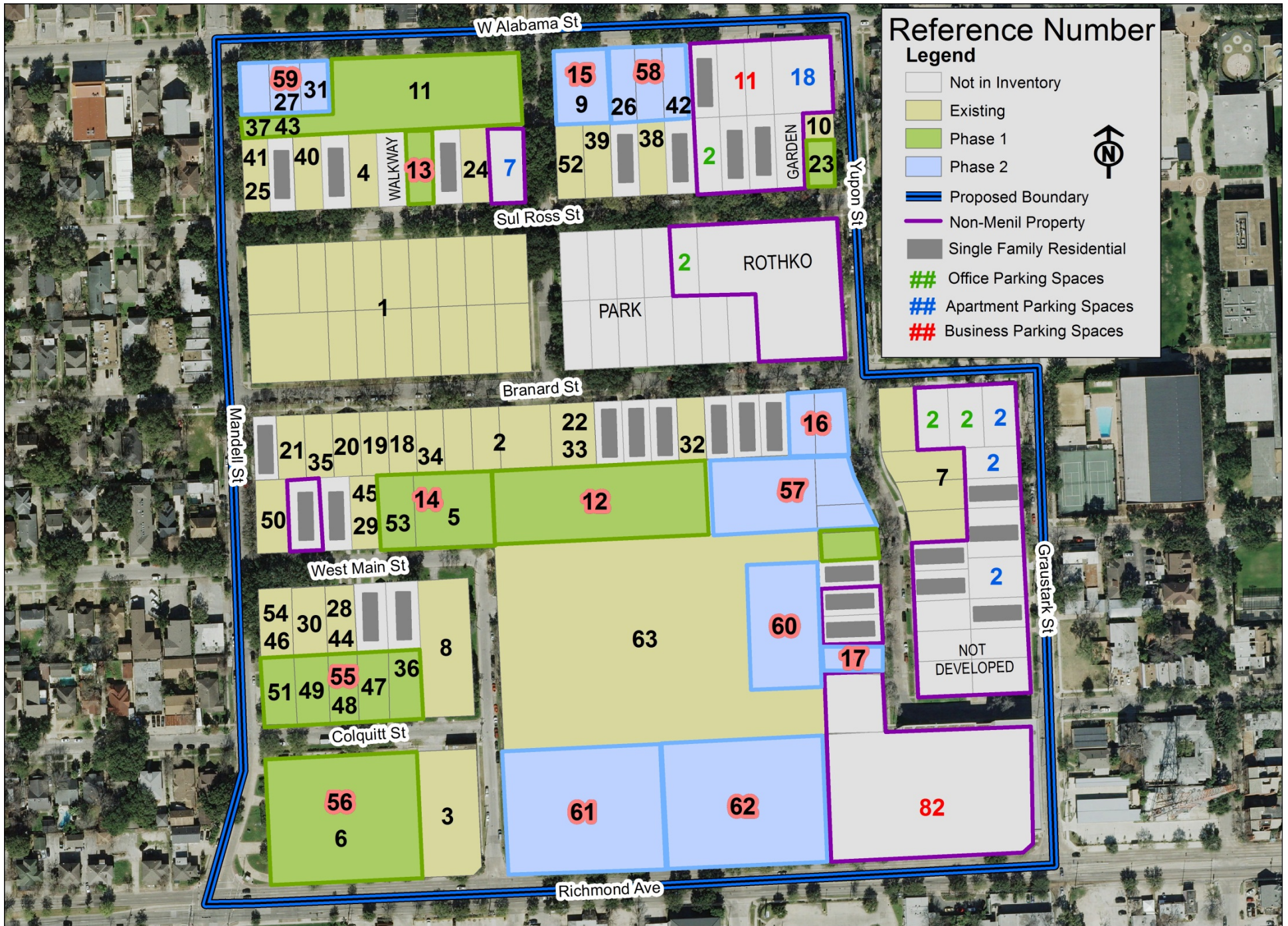


Menil Property

 Scope for schematic study of parking and stormwater









The Menil Collection - Existing Parking Inventory																								
Ref. #	Description	Classification	Net Area (SF)	No. of Units	Parking	City of Houston Parking Requirements	Parking	Typical Weekday								Typical Weekend								
					Existing		Required	12 AM-7 AM	7 AM-5 PM	5 PM-9 PM	9 PM-12 AM	12 AM-7AM	7 AM-5 PM	5 PM - 9 PM	9 PM-12 AM									
Museum	1	The Menil Collection	Museum	25,500	-	0	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	77	0%	0	75%	58	50%	39	0%	0	0%	0	100%	77	60%	47	0%	0
	2	Cy Twombly Gallery	Art Gallery	8,000	-	0	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	24	0%	0	75%	18	50%	12	0%	0	0%	0	100%	24	60%	15	0%	0
	3	Richmond Hall	Art Gallery	6,650	-	25	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	20	0%	0	75%	15	50%	10	0%	0	0%	0	100%	20	60%	12	0%	0
	4	Bookstore (1520 Sul Ross)	Retail Store	1,703	-	0	4 spaces for every 1,000 SF of GFA	7	5%	1	50%	4	75%	6	10%	1	5%	1	100%	7	75%	6	10%	1
	5	Energy House & Staff Parking	Multi-Tenant	2,600	-	21	1 space per 5,000 SF of GFA of warehouse space	1	10%	1	100%	1	50%	1	10%	1	10%	1	25%	1	10%	1	0%	0
	6	Storage Building (4215 Mandell)	Bulk Warehouse	4,576	-	114	1 space per 7,000 SF of GFA of warehouse space	1	10%	1	100%	1	50%	1	10%	1	10%	1	25%	1	10%	1	0%	0
	7	Byzantine Fresco Chapel Museum	Museum	1,500	-	10	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	5	0%	0	75%	4	50%	3	0%	0	0%	0	100%	5	60%	3	0%	0
	8	Parking w/ Sculpture Garden	-	-	-	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9	Houston Center for Photo. (1435/41 West Alabama)	Art Gallery	5,120	3	15	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	16	0%	0	75%	12	50%	8	0%	0	0%	0	100%	16	60%	10	0%	0
	10	Shop (1402 1/2 Sul Ross)	Light Manufacturing	1,690	-	0	1 space per 1,500 SF of GFA of assembly space	2	10%	1	100%	2	50%	1	10%	1	10%	1	25%	1	10%	1	0%	0
	11	Main Car Parking Lot (West Alabama)	-	-	-	94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bungalow-Office	18	1509 Branard	Office	1,126	1	1	2.5 spaces for every 1,000 SF of GFA	3	5%	1	100%	3	30%	1	5%	1	0%	0	10%	1	0%	0	0%	0
	19	1511 Branard	Office	1,320	1	0	2.5 spaces for every 1,000 SF of GFA	4	5%	1	100%	4	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	20	1515 Branard	Office	2,400	1	0	2.5 spaces for every 1,000 SF of GFA	6	5%	1	100%	6	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	21	1519 Branard	Office	2,023	1	0	2.5 spaces for every 1,000 SF of GFA	6	5%	1	100%	6	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	22	1427 Branard	Office	1,568	1	0	2.5 spaces for every 1,000 SF of GFA	4	5%	1	100%	4	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	24	1502 Sul Ross (Duplex)	Office	2,310	2	1	2.5 spaces for every 1,000 SF of GFA	6	5%	1	100%	6	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	25	1540 Sul Ross	Office	1,476	1	0	2.5 spaces for every 1,000 SF of GFA	4	5%	1	100%	4	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	26	1431 West Alabama	Office	3,086	1	4	2.5 spaces for every 1,000 SF of GFA	8	5%	1	100%	8	30%	3	5%	1	0%	0	10%	1	0%	0	0%	0
	27	1533 West Alabama	Office	1,841	1	3	2.5 spaces for every 1,000 SF of GFA	5	5%	1	100%	5	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	28	1519 West Main	Office	1,703	1	1	2.5 spaces for every 1,000 SF of GFA	5	5%	1	100%	5	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	29	1520 West Main	Office	3,089	1	2	2.5 spaces for every 1,000 SF of GFA	8	5%	1	100%	8	30%	3	5%	1	0%	0	10%	1	0%	0	0%	0
	30	1523 West Main	Office	2,424	1	1	2.5 spaces for every 1,000 SF of GFA	7	5%	1	100%	7	30%	3	5%	1	0%	0	10%	1	0%	0	0%	0
31	1527 West Alabama	Office	1,772	1	10	2.5 spaces for every 1,000 SF of GFA	5	5%	1	100%	5	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0	







The Menil Collection - Existing Parking Inventory																						
Ref. #	Description	Classification	Net Area (SF)	No. of Units	Parking	City of Houston Parking Requirements	Parking	Typical Weekday								Typical Weekend						
					Existing		Required	12 AM-7 AM	7 AM-5 PM	5 PM-9 PM	9 PM-12 AM	12 AM-7AM	7 AM-5 PM	5 PM - 9 PM	9 PM-12 AM							
On-Street Parking	-	Mandell - Northbound	-	-	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Mandell - Southbound	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Loretto - Northbound	-	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Loretto - Southbound	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Mulberry - Northbound	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Mulberry - Southbound	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Yupon - Northbound	-	-	-	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Yupon - Southbound	-	-	-	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Graustark - Southbound	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Sul Ross - Eastbound	-	-	-	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Sul Ross - Westbound	-	-	-	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Branard - Eastbound	-	-	-	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Branard - Westbound	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	West Main - Eastbound	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	West Main - Westbound	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Colquitt - Eastbound	-	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Colquitt - Westbound	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total		-	-	-	341	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Garage Apartments and Multi Apartments were considered worst case scenario because number of bedrooms were not available  
Street parking - 20 foot no parking spaces on ends and 23 foot parking spaces in between. Driveways, regulations, and fire hydrants were located.  
The Richmond Square Apartment is being studied separate from the Campus



The Menil Collection - Phase 1 Parking Inventory																								
Ref. #	Description	Classification	Net Area (SF)	No. of Units	Parking	City of Houston Parking Requirements	Parking	Shared Parking - Typical Weekday								Shared Parking - Typical Weekend								
					Proposed		Required	12 AM-7 AM	7 AM-5 PM	5 PM-9 PM	9 PM-12 AM	12 AM-7AM	7 AM-5 PM	5 PM - 9 PM	9 PM-12 AM									
Museum	1	The Menil Collection	Museum	25,500	-	0	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	77	0%	0	75%	58	50%	39	0%	0	0%	0	100%	77	60%	47	0%	0
	2	Cy Twombly Gallery	Art Gallery	8,000	-	0	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	24	0%	0	75%	18	50%	12	0%	0	0%	0	100%	24	60%	15	0%	0
	3	Richmond Hall	Art Gallery	6,650	-	25	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	20	0%	0	75%	15	50%	10	0%	0	0%	0	100%	20	60%	12	0%	0
	4	Bookstore (1520 Sul Ross)	Retail Store	1,703	-	0	4 spaces for every 1,000 SF of GFA	7	5%	1	50%	4	75%	6	10%	1	5%	1	100%	7	75%	6	10%	1
	5	Energy House & Staff Parking	Multi-Tenant	0	-	0	1 space per 5,000 SF of GFA of warehouse space	0	10%	0	100%	0	50%	0	10%	0	10%	0	25%	0	10%	0	0%	0
	6	Storage Building (4215 Mandell)	Bulk Warehouse	0	-	0	1 space per 7,000 SF of GFA of warehouse space	0	10%	0	100%	0	50%	0	10%	0	10%	0	25%	0	10%	0	0%	0
	7	Byzantine Fresco Chapel Museum	Museum	1,500	-	10	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	5	0%	0	75%	4	50%	3	0%	0	0%	0	100%	5	60%	3	0%	0
	8	Parking w/ Sculpture Garden	-	-	-	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9	Houston Center for Photo. (1435/41 West Alabama)	Art Gallery	5,120	3	15	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	16	0%	0	75%	12	50%	8	0%	0	0%	0	100%	16	60%	10	0%	0
	10	Shop (1402 1/2 Sul Ross)	Light Manufacturing	1,690	-	0	1 space per 1,500 SF of GFA of assembly space	2	10%	1	100%	2	50%	1	10%	1	10%	1	25%	1	10%	1	0%	0
	11	Main Car Parking Lot (West Alabama)	-	-	-	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	12	Menil Drawing Institute	Art Gallery	2,944	-	0	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	9	0%	0	75%	7	50%	5	0%	0	0%	0	100%	9	60%	6	0%	0
	13	Menil Café	Restaurant	3,200	-	0	8 spaces for every 1,000 SF of GFA	26	10%	3	50%	13	75%	20	40%	11	15%	4	75%	20	100%	26	50%	13
	14	Energy House	Multi-Tenant	9,000	-	1	1 space per 5,000 SF of GFA of warehouse space	2	10%	1	100%	2	50%	1	10%	1	10%	1	25%	1	10%	1	0%	0
Bungalow-Office	18	1509 Branard	Office	1,126	1	1	2.5 spaces for every 1,000 SF of GFA	3	5%	1	100%	3	30%	1	5%	1	0%	0	10%	1	0%	0	0%	0
	19	1511 Branard	Office	1,320	1	0	2.5 spaces for every 1,000 SF of GFA	4	5%	1	100%	4	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	20	1515 Branard	Office	2,400	1	0	2.5 spaces for every 1,000 SF of GFA	6	5%	1	100%	6	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	21	1519 Branard	Office	2,023	1	0	2.5 spaces for every 1,000 SF of GFA	6	5%	1	100%	6	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	22	1427 Branard	Office	1,568	1	0	2.5 spaces for every 1,000 SF of GFA	4	5%	1	100%	4	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	23	1402 Sul Ross	Office	2,726	1	0	2.5 spaces for every 1,000 SF of GFA	7	5%	1	100%	7	30%	3	5%	1	0%	0	10%	1	0%	0	0%	0
	24	1502 Sul Ross (Duplex)	Office	2,310	2	1	2.5 spaces for every 1,000 SF of GFA	6	5%	1	100%	6	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	25	1540 Sul Ross	Office	1,476	1	0	2.5 spaces for every 1,000 SF of GFA	4	5%	1	100%	4	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	26	1431 West Alabama	Office	3,086	1	4	2.5 spaces for every 1,000 SF of GFA	8	5%	1	100%	8	30%	3	5%	1	0%	0	10%	1	0%	0	0%	0
	27	1533 West Alabama	Office	1,841	1	2	2.5 spaces for every 1,000 SF of GFA	5	5%	1	100%	5	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	28	1519 West Main	Office	1,703	1	1	2.5 spaces for every 1,000 SF of GFA	5	5%	1	100%	5	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	29	1520 West Main	Office	3,089	1	2	2.5 spaces for every 1,000 SF of GFA	8	5%	1	100%	8	30%	3	5%	1	0%	0	10%	1	0%	0	0%	0
	30	1523 West Main	Office	2,424	1	1	2.5 spaces for every 1,000 SF of GFA	7	5%	1	100%	7	30%	3	5%	1	0%	0	10%	1	0%	0	0%	0
	31	1527 West Alabama	Office	1,772	1	2	2.5 spaces for every 1,000 SF of GFA	5	5%	1	100%	5	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0







The Menil Collection - Phase 1 Parking Inventory																						
Ref. #	Description	Classification	Net Area (SF)	No. of Units	Parking	City of Houston Parking Requirements	Parking	Shared Parking - Typical Weekday								Shared Parking - Typical Weekend						
					Proposed		Required	12 AM-7 AM	7 AM-5 PM	5 PM-9 PM	9 PM-12 AM	12 AM-7AM	7 AM-5 PM	5 PM - 9 PM	9 PM-12 AM							
On-Street Parking	-	Mandell - Northbound	-	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Mandell - Southbound	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Loretto - Northbound	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Loretto - Southbound	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Mulberry - Northbound	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Mulberry - Southbound	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Yupon - Northbound	-	-	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Yupon - Southbound	-	-	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Graustark - Southbound	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Sul Ross - Eastbound	-	-	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Sul Ross - Westbound	-	-	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Branard - Eastbound	-	-	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Branard - Westbound	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	West Main Extension- EB	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	West Main Extension- WB	-	-	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	West Main - Eastbound	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	West Main - Westbound	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Colquitt - Eastbound	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Colquitt - Westbound	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		-	-	-	409	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Changes from existing condition are bold and highlighted in pink

Garage Apartments and Multi Apartments were considered worst case scenario because number of bedrooms were not available

Street parking - 20 foot no parking spaces on ends and 23 foot parking spaces in between. Driveways, regulations, and fire hydrants were located.

25% density information, for the new apartments, was used to consider the worst case scenario

Street parking, for the street extension on West Main, is assumed to follow the same pattern as the existing portion.

It is assumed the 2 Gated Multi Apartments off Richmond and Colquitt will have gated parking, therefore they will need 450 parking spaces or an average of 2 bedrooms or less per apartment

The Richmond Square Apartment is being studied separate from the Campus



The Menil Collection - Phase 2 Parking Inventory																								
Ref. #	Description	Classification	Net Area (SF)	No. of Units	Parking	City of Houston Parking Requirements	Parking	Shared Parking - Typical Weekday								Shared Parking - Typical Weekend								
					Proposed		Required	12 AM-7 AM	7 AM-5 PM	5 PM-9 PM	9 PM-12 AM	12 AM-7AM	7 AM-5 PM	5 PM - 9 PM	9 PM-12 AM									
Museum	1	The Menil Collection	Museum	25,500	-	0	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	77	0%	0	75%	58	50%	39	0%	0	0%	0	100%	77	60%	47	0%	0
	2	Cy Twombly Gallery	Art Gallery	8,000	-	0	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	24	0%	0	75%	18	50%	12	0%	0	0%	0	100%	24	60%	15	0%	0
	3	Richmond Hall	Art Gallery	6,650	-	25	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	20	0%	0	75%	15	50%	10	0%	0	0%	0	100%	20	60%	12	0%	0
	4	Bookstore (1520 Sul Ross)	Retail Store	1,703	-	0	4 spaces for every 1,000 SF of GFA	7	5%	1	50%	4	75%	6	10%	1	5%	1	100%	7	75%	6	10%	1
	5	Energy House & Staff Parking	Multi-Tenant	0	-	0	1 space per 5,000 SF of GFA of warehouse space	0	10%	0	100%	0	50%	0	10%	0	10%	0	25%	0	10%	0	0%	0
	6	Storage Building (4215 Mandell)	Bulk Warehouse	0	-	0	1 space per 7,000 SF of GFA of warehouse space	0	10%	0	100%	0	50%	0	10%	0	10%	0	25%	0	10%	0	0%	0
	7	Byzantine Fresco Chapel Museum	Museum	1,500	-	10	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	5	0%	0	75%	4	50%	3	0%	0	0%	0	100%	5	60%	3	0%	0
	8	Parking w/ Sculpture Garden	-	-	-	0	1 space for the first 2 acres and 1 space for each additional acre	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9	Houston Center for Photo. (1435/41 West Alabama)	Art Gallery	0	0	0	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	0	0%	0	75%	0	50%	0	0%	0	0%	0	100%	0	60%	0	0%	0
	10	Shop (1402 1/2 Sul Ross)	Light Manufacturing	1,690	-	0	1 space per 1,500 SF of GFA of assembly space	2	10%	1	100%	2	50%	1	10%	1	10%	1	25%	1	10%	1	0%	0
	11	Main Car Parking Lot (West Alabama)	-	-	-	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	12	Menil Drawing Institute	Art Gallery	2,944	-	0	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	9	0%	0	75%	7	50%	5	0%	0	0%	0	100%	9	60%	6	0%	0
	13	Menil Café	Restaurant	3,200	-	0	8 spaces for every 1,000 SF of GFA	26	10%	3	50%	13	75%	20	40%	11	15%	4	75%	20	100%	26	50%	13
	14	Energy House	Multi-Tenant	9,000	-	1	1 space per 5,000 SF of GFA of warehouse space	2	10%	1	100%	2	50%	1	10%	1	10%	1	25%	1	10%	1	0%	0
	15	Menil Hall	Auditorium	300	-	15	1 spaces for every 3 seats	100	0%	0	10%	10	50%	50	75%	75	0%	0	50%	50	80%	80	100%	100
	16	Single Artist Gallery	Art Gallery	8,000	-	0	3 spaces for every 1,000 SF of GFA of exhibit area or gallery space	24	0%	0	75%	18	50%	12	0%	0	0%	0	100%	24	60%	15	0%	0
	17	Storage (Currently 4114 Yupon)	Bulk Warehouse	3,600	-	0	1 space per 7,000 SF of GFA of warehouse space	1	10%	1	100%	1	50%	1	10%	1	10%	1	25%	1	10%	1	0%	0
Bungalow-Office	18	1509 Branard	Office	1,126	1	1	2.5 spaces for every 1,000 SF of GFA	3	5%	1	100%	3	30%	1	5%	1	0%	0	10%	1	0%	0	0%	0
	19	1511 Branard	Office	1,320	1	0	2.5 spaces for every 1,000 SF of GFA	4	5%	1	100%	4	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	20	1515 Branard	Office	2,400	1	0	2.5 spaces for every 1,000 SF of GFA	6	5%	1	100%	6	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	21	1519 Branard	Office	2,023	1	0	2.5 spaces for every 1,000 SF of GFA	6	5%	1	100%	6	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	22	1427 Branard	Office	1,568	1	0	2.5 spaces for every 1,000 SF of GFA	4	5%	1	100%	4	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	23	1402 Sul Ross	Office	2,726	1	0	2.5 spaces for every 1,000 SF of GFA	7	5%	1	100%	7	30%	3	5%	1	0%	0	10%	1	0%	0	0%	0
	24	1502 Sul Ross (Duplex)	Office	2,310	2	1	2.5 spaces for every 1,000 SF of GFA	6	5%	1	100%	6	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	25	1540 Sul Ross	Office	1,476	1	0	2.5 spaces for every 1,000 SF of GFA	4	5%	1	100%	4	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	26	1431 West Alabama	Office	0	0	0	2.5 spaces for every 1,000 SF of GFA	0	5%	0	100%	0	30%	0	5%	0	0%	0	10%	0	0%	0	0%	0
	27	1533 West Alabama	Office	0	0	0	2.5 spaces for every 1,000 SF of GFA	0	5%	0	100%	0	30%	0	5%	0	0%	0	10%	0	0%	0	0%	0
	28	1519 West Main	Office	1,703	1	1	2.5 spaces for every 1,000 SF of GFA	5	5%	1	100%	5	30%	2	5%	1	0%	0	10%	1	0%	0	0%	0
	29	1520 West Main	Office	3,089	1	2	2.5 spaces for every 1,000 SF of GFA	8	5%	1	100%	8	30%	3	5%	1	0%	0	10%	1	0%	0	0%	0
	30	1523 West Main	Office	2,424	1	1	2.5 spaces for every 1,000 SF of GFA	7	5%	1	100%	7	30%	3	5%	1	0%	0	10%	1	0%	0	0%	0
	31	1527 West Alabama	Office	0	0	0	2.5 spaces for every 1,000 SF of GFA	0	5%	0	100%	0	30%	0	5%	0	0%	0	10%	0	0%	0	0%	0







[illegible]



The Menil Collection - Phase 2 Parking Inventory																							
Ref. #	Description	Classification	Net Area (SF)	No. of Units	Parking	City of Houston Parking Requirements	Parking	Shared Parking - Typical Weekday								Shared Parking - Typical Weekend							
					Proposed		Required	12 AM-7 AM	7 AM-5 PM	5 PM-9 PM	9 PM-12 AM	12 AM-7AM	7 AM-5 PM	5 PM - 9 PM	9 PM-12 AM								
On-Street Parking	-	Mandell - Northbound	-	-	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Mandell - Southbound	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Loretto - Northbound	-	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Loretto - Southbound	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Mulberry - Northbound	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Mulberry - Southbound	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Yupon - Northbound	-	-	-	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Yupon - Southbound	-	-	-	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Graustark - Southbound	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Sul Ross - Eastbound	-	-	-	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Sul Ross - Westbound	-	-	-	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Branard - Eastbound	-	-	-	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Branard - Westbound	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	West Main - Eastbound	-	-	-	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	West Main - Westbound	-	-	-	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Colquitt Extension- EB	-	-	-	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Colquitt Extension- WB	-	-	-	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Colquitt - Eastbound	-	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Colquitt - Westbound	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Loretto East - Northbound	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	Loretto East - Southbound	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total		-	-	-	489	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Changes from Phase 1 are bold and highlighted in pink

Garage Apartments and Multi Apartments were considered worst case scenario because number of bedrooms were not available

Street parking - 20 foot no parking spaces on ends and 23 foot parking spaces in between. Driveways, regulations, and fire hydrants were located.

25% density information, for the new apartments, was used to consider the worst case scenario

Street parking, for the street extension on Colquitt and the new Loretto East street, is assumed to follow the same patterns as the existing roads surrounding them

It is assumed 3 of the Gated Multi Apartments being built during Phase 2 will have gated parking, therefore they will need 722 parking spaces or an average of 2 bedrooms or less per apartment

The Richmond Square Apartment is being studied separate from the Campus

\* Future Residential building style to be determined.



Phase 1 - Trip Generation Rates (Trips Removed from Network)								
ITE TG Land Use Code	ITE TG Page Number	Site Description	Net Area (SF) / Dwelling Units	Period of Trip Generation	Equation or Rate	Total Trips Generated	Distributional Trips Generated	
220	333	Apartment (3811 Mandell)	-2	Weekday	6.65	-14	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
							-7	-7
							Percent	
							Enter	Exit
							50	50
							Vehicles	
220	333	Apartment (1533 ½ West Alabama)	-3	Weekday	6.65	-20	Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
							-10	-10
220	333	Apartment (Richmont Square - North Section)	-152	Weekday	6.65	-1011	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
							-506	-506
							Percent	
							Enter	Exit
							50	50
							Vehicles	
210	296	Single-Family Detached Housing (1512 Sul Ross)	-1	Weekday	9.52	-10	Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
							-5	-5
170	292	Utilities (Energy House and Staff Parking)	-2,600	Weekday, Peak Hour of Adjacent Street Traffic, between 7-9 A.M.	0.8	-3	Percent	
							Enter	Exit
							-	-
							Vehicles	
							Enter	Exit
							-2	-2
							Percent	
							Enter	Exit
							50	50
							Vehicles	
220	333	Apartment (1508 West Main)	-4	Weekday	6.65	-27	Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
							-14	-14
210	296	Single-Family Detached Housing (1510 Colquitt)	-2	Weekday	9.52	-20	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
							-10	-10



Phase 1 - Trip Generation Rates (Trips Removed from Network)								
ITE TG Land Use Code	ITE TG Page Number	Site Description	Net Area (SF) / Dwelling Units	Period of Trip Generation	Equation or Rate	Total Trips Generated	Distributional Trips Generated	
220	333	Apartment (1510 ½ Colquitt)	-1	Weekday	6.65	-7	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
220	333	Apartment (1516 Colquitt)	-4	Weekday	6.65	-27	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
220	333	Apartment (1520 Colquitt)	-8	Weekday	6.65	-54	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
220	333	Apartment (1522 Colquitt)	-8	Weekday	6.65	-54	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
220	333	Apartment (4121 Mandell)	-14	Weekday	6.65	-94	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150	202	Warehousing (4215 Mandell)	-4,576	Weekday	3.56	-17	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
150								



Phase 1 - Trip Generation Rates (Trips Added to Network)								
ITE TG Land Use Code	ITE TG Page Number	Site Description	Net Area (SF) / Dwelling Units	Period of Trip Generation	Equation or Rate	Total Trips Generated	Distributional Trips Generated	
580	1161	Museum (Menil Drawing Institute)	2,944	Saturday Peak Hour of Generator	0.66	2	Percent	
							Enter	Exit
							71	29
							Vehicles	
							Enter	Exit
							2	1
931	1865	Quality Restaurant (Menil Café)	3,200	Weekday	89.95	288	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
							144	144
170	292	Utilities (Energy House)*	9,000	Weekday, Peak Hour of Adjacent Street Traffic, between 7-9 A.M.	0.3	3	Percent	
							Enter	Exit
							-	-
							Vehicles	
							Enter	Exit
							2	2
220	333	Apartment (Colquitt & Mandell)	65	Weekday	6.65	433	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
							217	217
220	333	Apartment (Richmond & Mandell)	160	Weekday	6.65	1064	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
							532	532

\*Rate fixed  
to match  
existing trips  
only 1  
employee  
needed.



Phase 2 - Trip Generation Rates (Trips Removed from Network)								
ITE TG Land Use Code	ITE TG Page Number	Site Description	Net Area (SF) / Dwelling Units	Period of Trip Generation	Equation or Rate	Total Trips Generated	Distributional Trips Generated	
220	333	Apartment (Richmont Square - Center & South Section)	-344	Weekday	6.65	-2288	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-1144	-1144							
580	1161	Museum (Houston Center for Photo-1435/41 West Alabama)	-5,120	Saturday Peak Hour of Generator	0.66	-4	Percent	
							Enter	Exit
							71	29
							Vehicles	
							Enter	Exit
-3	-2							
210	296	Single-Family Detached Housing (1401 Branard)	-1	Weekday	9.52	-10	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-5	-5							
210	296	Single-Family Detached Housing (1405 Branard)	-1	Weekday	9.52	-10	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-5	-5							
210	296	Single-Family Detached Housing (4114 Yupon)	-1	Weekday	9.52	-10	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-5	-5							
210	296	Single-Family Detached Housing (1423 West Alabama)	-1	Weekday	9.52	-10	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-5	-5							
210	296	Single-Family Detached Housing (1427 West Alabama)	-2	Weekday	9.52	-20	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-10	-10							
710	1259	General Office Building (1431 West Alabama)	-3,086	Weekday	11.03	-35	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-18	-18							



Phase 2 - Trip Generation Rates (Trips Removed from Network)								
ITE TG Land Use Code	ITE TG Page Number	Site Description	Net Area (SF) / Dwelling Units	Period of Trip Generation	Equation or Rate	Total Trips Generated	Distributional Trips Generated	
220	333	Apartment (1423 ½ West Alabama)	-3	Weekday	6.65	-20	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-10	-10							
210	296	Single-Family Detached Housing (1535/37 West Alabama)	-2	Weekday	9.52	-20	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-10	-10							
710	1259	General Office Building (1533 West Alabama)	-1,841	Weekday	11.03	-21	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-11	-11							
710	1259	General Office Building (1527 West Alabama)	-1,772	Weekday	11.03	-20	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-10	-10							
210	296	Single-Family Detached Housing (4010 Yupon)	-1	Weekday	9.52	-10	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-5	-5							
210	296	Single-Family Detached Housing (4016 Yupon)	-1	Weekday	9.52	-10	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
-5	-5							



Phase 2 - Trip Generation Rates (Trips Added to Network)								
ITE TG Land Use Code	ITE TG Page Number	Site Description	Net Area (SF) / Dwelling Units / Seats	Period of Trip Generation	Equation or Rate	Total Trips Generated	Distributional Trips Generated	
441	828	Live Theater (Menil Hall)	300	Weekday P.M. Peak Hour of Adjacent Street Traffic	0.02	6	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
3	3							
580	1161	Museum (Single Artist Gallery)	8,000	Saturday Peak Hour of Generator	0.66	6	Percent	
							Enter	Exit
							71	29
							Vehicles	
							Enter	Exit
5	2							
150	202	Warehousing (Storage)	3,600	Weekday	3.56	13	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
7	7							
220	333	Apartment @ West Main & Yupon	12	Weekday	6.65	80	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
40	40							
220	333	Apartment @ West Alabama & Mulberry	9	Weekday	6.65	60	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
30	30							
220	333	Apartment @ West Alabama & Mandell	3	Weekday	6.65	20	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
10	10							
220	333	Apartment @ Colquitt & Loretto East	56	Weekday	6.65	373	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
187	187							
220	333	Apartment @ Richmond & Loretto	153	Weekday	6.65	1018	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
509	509							
220	333	Apartment @ Richmond & Loretto East	152	Weekday	6.65	1011	Percent	
							Enter	Exit
							50	50
							Vehicles	
							Enter	Exit
506	506							