

HOUSTON PLANNING COMMISSION

AGENDA

AUGUST 18, 2016



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

PLANNING COMMISSION MEMBERS



Martha L. Stein, *Chair*
M. Sonny Garza, *Vice Chair*
Susan Alleman
Bill Baldwin
Kenneth J. Bohan
Fernando L. Brave
Antoine Bryant
Lisa Clark
Algenita Davis
Truman C. Edminster, III
Mark A. Kilkenny
Paul R. Nelson
Linda Porras-Pirtle
Shafik I. Rifaat
Patricio Sanchez
Eileen Subinsky
Shaukat Zakaria

The Honorable Judge Robert Hebert
Fort Bend County
The Honorable Ed Emmett
Harris County
Commissioner James Noack
Montgomery County

ALTERNATE MEMBERS

Richard W. Stolleis, P.E.
Charles O. Dean, P.E.
Fort Bend County
Raymond J. Anderson, P.E.
Harris County
Mark J. Mooney, P.E.
Montgomery County

EX- OFFICIO MEMBERS

Carol Lewis, Ph.D.
Dale A. Rudick, P.E.
Dawn Ullrich
Thomas C. Lambert

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 832-393-6600. Staff can either incorporate materials within the members Agenda packets, or can forward to the members messages and information.

Contacting the Planning Department

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

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

The Departments website is:
www.houstonplanning.com

E-mail us at:
Planning and Development
Dylan.Osborne@houstontx.gov

Plat Tracker Home Page:
www.HoustonPlatTracker.org

Speakers Sign In Form

Instructions:

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

Agenda Item Number: _____

Agenda Item Name: _____

Your Name (speaker): _____

How Can We Contact You? (optional): _____

Your Position Regarding the Item (supportive, opposed, undecided): _____

Speakers Sign In Form

Instructions:

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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 18, 2016

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

Call to Order

Director's Report

Approval of the August 4, 2016 Planning Commission Meeting Minutes

- I. Public hearing and consideration of proposed amendments to Chapter 33 of the Code of Ordinances related to the Major Thoroughfare & Freeway Plan and the Bicycle Master Plan.** (Brian Crimmins)
- II. Semi-annual Report of the Capital Improvements Advisory Committee On Water and Wastewater Impact Fees** (Rudy Moreno)
- III. Semi-annual Report of the Capital Improvements Advisory Committee On Drainage Impact Fees** (Rudy Moreno)
- IV. Platting Activity (Subdivision and Development plats)**
 - a. Consent Subdivision Plats (Geoff Butler)
 - b. Replats (Geoff Butler)
 - c. Replats requiring Public Hearings with Notification (Aracely Rodriguez, Dorianne Powe-Phlegm, Marlon Connley)
 - d. Subdivision Plats with Variance Requests (Christa Stoneham, Aracely Rodriguez, Marlon Connley, Suvidha Bandi, Muxian Fang)
 - e. Subdivision Plats with Special Exception Requests (Chad Miller)
 - f. Reconsiderations of Requirement (Suvidha Bandi, Christa Stoneham, Aracely Rodriguez)
 - g. Extension of Approvals (Chad Miller)
 - h. Name Changes (Chad Miller)
 - i. Certificates of Compliance (Chad Miller)
 - j. Administrative
 - k. Development Plats with Variance Requests (Eric Pietsch and Chad Miller)
- V. Establish a public hearing date of September 15, 2016**
 - a. Fairway Farms Sec 1 replat no 1
 - b. Melody Oaks partial replat no 18
 - c. Sandalwood Sec 2 partial replat no 1
 - d. Wimbledon Creek Villas replat no 2
- VI. Consideration of an Off-Street Parking Variance for a property located at 1403 McGowen Street.** (Muxian Fang)
- VII. Consideration of a hotel motel variance for a Two-Story Motel @ Hollister Rd. located at 7255 W. Little York Rd.** (Marlon Connley)
- VIII. Public Comment**
- IX. Adjournment**

Minutes of the Houston Planning Commission

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

August 4, 2016
Meeting to be held in
Council Chambers, Public Level, City Hall Annex
2:30 p.m.

Call to Order

Chair, Martha L. Stein called the meeting to order at 2:32 p.m. with a quorum present.

Martha L. Stein, Chair

M. Sonny Garza

Susan Alleman

Bill Baldwin

Kenneth Bohan

Absent

Fernando Brave

Absent

Antoine Bryant

Arrived at 2:55 p.m. during item #77

Lisa Clark

Left at 3:56 p.m. during item #112

Algenita Davis

Truman C. Edminster III

Mark A. Kilkenny

Paul R. Nelson

Linda Porrás-Pirtle

Arrived at 2:36 p.m. during Director's Report

Shafik Rifaat

Pat Sanchez

Eileen Subinsky

Shaukat Zakaria

Arrived at 2:37 p.m. during Director's Report

Mark Mooney for

Absent

Honorable James Noack

Charles O. Dean for

The Honorable Robert E. Herbert

Raymond Anderson for

The Honorable Ed Emmet

EXOFFICIO MEMBERS

Carol A. Lewis

Dale A. Rudick, P.E.

DIRECTOR'S REPORT

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

APPROVAL OF THE JULY 21, 2016 PLANNING COMMISSION MEETING MINUTES

Commission action: Approved the July 21, 2016 Planning Commission meeting minutes.

Motion: **Subinsky** Second: **Alleman** Vote: **Carries**

Abstaining: **Garza, Kilkenny, and Zakaria**

I. PLATTING ACTIVITY (Consent items A and B, 1- 74)

Items removed for separate consideration: **2, 8, 23, 40, 41 and 42**

Staff recommendation: Approve staff's recommendations for items **1 – 74**

subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendations for items **1 - 74**

subject to the CPC 101 form conditions.

Motion: **Rifaat** Second: **Kilkenny** Vote: **Unanimous** Abstaining: **None**

Commissioners Alleman, Clark and Edminster recused themselves.

Staff recommendation: Approve staff's recommendations for items **2, 8, 23, 40, 41 and 42**

subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendations for items **2, 8, 23, 40, 41 and 42**

subject to the CPC 101 form conditions.

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

Commissioners Alleman, Clark and Edminster returned.

C PUBLIC HEARINGS

75 Afton Oaks Sec 4 partial replat no 1 C3N Approve

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

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

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

76 Blue Creek Sec 1 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: **Rifaat** Vote: **Unanimous** Abstaining: **None**

77 Broad Oaks partial replat no 8 C3N 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: **Kilkenny** Second: **Clark** Vote: **Unanimous** Abstaining: **None**

Speakers: Graeme Horne Hicks – undecided; Mary Lou Henry, applicant – supportive; Debbie Leighton – opposed.

78 Cinco Ranch Northwest Sec 19 C3N Withdrawn

79 East End on the Bayou Sec 4 C3N Approve

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

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

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

80 East Village North C3N Defer

Staff recommendation: Defer the plat for two weeks per the applicant's request.

Commission action: Deferred the plat for two weeks per the applicant's request.

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

81 Hollywood Gardens partial replat no 5 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: **Rifaat** Second: **Clark** Vote: **Unanimous** Abstaining: **None**

82 Hyde Park Court Addition C3N Approve
partial replat no 2

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

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

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

Speakers: Nancy Baird – opposed; Lori Carper – undecided.

83 Mangum Manor Sec 1 partial replat no 1 C3N Defer

Staff recommendation: Defer the plat for two weeks per the applicant's request.

Commission action: Deferred the plat for two weeks per the applicant's request.

Motion: **Rifaat** Second: **Baldwin** Vote: **Carried** Opposed: **Garza**

84 Oak Forest Addition Sec 6 C3N Approve
partial replat no 1

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: **Rifaat** Vote: **Unanimous** Abstaining: **None**

Items 85 and 86 were taken together at this time.

85 Wheeler Avenue Baptist Church Central C3N Approve

86 Wheeler Avenue Baptist Church South C3N Approve

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

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

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

D VARIANCES

87 Bakers Plaza C3R 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: **Bryant** Second: **Zakaria** Vote: **Unanimous** Abstaining: **None**

89	Estates at Mansfield Street	C3R	Defer
Staff recommendation: Defer the plat for two weeks per the applicant's request, to allow the applicant time to submit revised information.			
Commission action: Deferred the plat for two weeks per the applicant's request, to allow the applicant time to submit revised information.			
Motion: Baldwin	Second: Bryant	Vote: Unanimous	Abstaining: None

90	HCMUD No 406 Detention Pond No 3	C3P	Approve
Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.			
Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.			
Motion: Davis	Second: Clark	Vote: Unanimous	Abstaining: None

91	Lakewood Court	C3P	Defer
92	Lakewood Court at Louetta	C2	Defer
Staff recommendation: Defer the requested variance for two weeks, per applicant's request.			
Commission action: Deferred the requested variance for two weeks, per applicant's request.			
Motion: Baldwin		Second: Anderson	Vote: Unanimous Abstaining: None

93	Telge Ranch Lift Station Site	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: Kilkenny		Second: Clark	Vote: Unanimous Abstaining: None

F RECONSIDERATION OF REQUIREMENTS

94	East Helms Center	C3F	Defer
Staff recommendation: Defer the reconsideration of requirements, for additional information by noon next Wednesday.			
Commission action: Deferred the reconsideration of requirements, for additional information by noon next Wednesday.			
Motion: Nelson Second: Davis Vote: Unanimous Abstaining: None			

95	Lehigh Plaza	C2	Approve
Staff recommendation: Grant the reconsideration of requirements with variances and approve the plat subject to the CPC 101 form conditions.			
Commission action: Granted the reconsideration of requirements with variances and approved the plat subject to the CPC 101 form conditions.			
Motion: Davis		Second: Anderson	Vote: Unanimous Abstaining: None

96 Reserve at Clear Lake City Sec 10**C3P****Defer**

Staff recommendation: Defer the reconsideration of requirements, for additional information by noon next Wednesday.

Commission action: Deferred the reconsideration of requirements, for additional information by noon next Wednesday.

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

97 Saint Thomas CSI Church of Greater Houston C2**Approve**

Staff recommendation: Grant the reconsideration of requirements with variance and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the reconsideration of requirements with variance and approved the plat subject to the CPC 101 form conditions.

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

98 Shaw Storage**C2****Approve**

Staff recommendation: Deny the reconsideration of requirements with variances, and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the reconsideration of requirements with variances, and approved the plat subject to the CPC 101 form conditions.

Motion: **Anderson** Second: **Kilkenny** Vote: **Unanimous** Abstaining: **None**

Speakers: Mikalla Hodges – applicant and Fred Mathis, Harris County - supportive of variance request.

G, H and I were taken together at this time.

G EXTENSIONS OF APPROVAL

99	Fieldstone Sec 13	EOA	Approve
100	HISD High School for Law and Justice	EOA	Approve
101	Peek Entrepreneurs	EOA	Approve
102	Prince of Peace Catholic Community		
	Sec 1 replat no 1 and extension	EOA	Approve
103	Towne Lake Sec 43	EOA	Approve
104	Wildwood at Northpointe Sec 26	EOA	Approve

H NAME CHANGES

105	Chick Fil A Hwy 249 at West Road		
	(prev. Chick Fil A Hwy at 249 West Road)	NC	Approve
106	Hiram Center		
	(prev. Doan Property)	NC	Approve

I CERTIFICATES OF COMPLIANCE

107	26990 Royal Coach Lane	COC	Approve
108	19720 Candlelight St	COC	Approve
109	19819 N Plantation Estates Dr	COC	Approve
110	21281 Dunn St	COC	Approve
111	21295 Dunn St	COC	Approve

Staff recommendation: Approve staff's recommendation for items 99 -111.

Commission action: Approved staff's recommendation for items 99 -111.

Motion: **Subinsky** Second: **Bryant** Vote: **Carries** Abstaining: **Edminster from 103**

**J ADMINISTRATIVE
NONE**

K DEVELOPMENT PLATS WITH VARIANCE REQUESTS

112 5501 Aspen Street DPV Approve

Staff recommendation: Grant and approve the development plat variances to allow 1) a 15' building line instead of the required 25' along a major thoroughfare, and 2) to allow direct access to a major thoroughfare for a single family residence, and approve the development plat subject to the conditions listed.

Commission action: Granted and approved the development plat with variances to allow 1) a 15' building line instead of the required 25' along a major thoroughfare, and 2) to allow direct access to a major thoroughfare for a single family residence, and approved the development plat subject to the conditions listed.

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

113 11551 Bissonnet Street DPV Approve

Staff recommendation: Grant the requested development plat variance for an 18' building line, instead of the required 25' building line, and approve the development plat subject to the conditions listed.

Commission action: Granted the requested development plat variance for an 18' building line, instead of the required 25' building line, and approve the development plat subject to the conditions listed.

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

II. ESTABLISH A PUBLIC HEARING DATE OF SEPTEMBER 1, 2016 FOR:

- a. Evergreen Villas Sec 1 partial replat no 1
- b. Westover partial replat no 2
- c. Willow Trace Sec 1 partial replat no 1 and extension

Staff recommendation: Establish a public hearing date of September 1, 2016 for items **II a - c.**

Commission action: Established a public hearing date of September 1, 2016 for items **II a - c.**

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

III. PUBLIC HEARING AND CONSIDERATION OF A SPECIAL MINIMUM LOT SIZE BLOCK APPLICATION FOR THE 2000 BLOCK OF HARVARD STREET, EAST AND WEST SIDES (MLS 615)

Staff recommendation: Approve the consideration of a Special Minimum Lot Size Block application for the 2000 block of Harvard Street, east and west sides (MLS 615) and forward to City Council.

Commission action: Approved the consideration of a Special Minimum Lot Size Block application with a modified boundary for the 2000 block of Harvard Street, east and west sides (MLS 615) and forwarded to City Council.

Motion: **Edminster** Second: **Subinsky** Vote: **Carries** Abstaining: **Anderson**

Opposed: **Baldwin, Davis and Zakaria**

Speakers: Laura Ruppert, Consuelo Gonzalez, Kathy Newmon, John Carpenter, Earl Smith, Darryl Smith, Taryn Wright and Martin Wipft – supportive; Tom Forney and Brad E. Porter – opposed.

**IV. PUBLIC COMMENT
NONE**

V. EXCUSE THE ABSENCE OF COMMISSIONERS A. BRYANT AND S. RIFAAT

Commissioners Bryant and Rifaat were present; therefore, no Commission action was required.

VI. ADJOURNMENT

There being no further business brought before the Commission, Chair Martha L. Stein adjourned the meeting at 4:31 p.m.

Motion: **Bryant**

Second: **Edminster**

Vote: **Unanimous**

Abstaining: **None**

Martha L. Stein, Chair

Patrick Walsh, Secretary

July 2016
Semiannual Report of the
Capital Improvements Advisory
Committee
On Water and Wastewater Impact Fees

Planning Commission
Acting as the
Capital Improvements Advisory Committee

Martha L. Stein, Chair

City of Houston
Public Works and Engineering Department
Planning and Development Services Division

JULY 2016 SEMIANNUAL REPORT OF THE
CAPITAL IMPROVEMENTS ADVISORY COMMITTEE
ON IMPACT FEES

A. Purpose of this Review

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

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

This documentation fulfills the State requirement of the semiannual report on the progress of the plan. Preparation and conveyance of this report complies with City Council Motion 90-0614 to file a report by January and July of each year. This report documents changes that occurred between the period of **November 1, 2015 and April 30, 2016**, of the 2010-2020 Impact Fees Program.

I. FINDINGS AND RECOMMENDATIONS

The Planning Commission, acting in its capacity as the Capital Improvements Advisory Committee, finds the following for this period:

- A total of **220** single-family residence (SFR) building permit application exemptions (from paying impact fees) were granted to single-family residences below the median housing price for the City of Houston between **November 1, 2015 and April 30, 2016**. The unit cost range for considering residences below the median housing price was from **\$205,450.00-\$209,500.00**. The range is published by the Real Estate Center at Texas A & M University. A total of **24,633** exemptions have been applied for since the ordinance was adopted in 1997.
- A total of **\$9,061,786.54** generated from revenues and interest for water and wastewater impact fees accrued in the impact fees accounts between **November 1, 2015 and April 30, 2016**, the **second half of the fifth year** of the 2010-2020 Impact Fees Program. The program has an all-time total income of **\$362,314,401.57**.

- Chapter 395 of the Texas Local Government Code requires that impact fees be subject to a formal update every five years unless the local government determines no update is necessary in accordance with the procedures of Chapter 395. A Chapter 395 update is now required since the last Chapter 395 update occurred in 2010. Part of the procedure is to obtain comments from the Impacts Fee Advisory Committee regarding whether an update is necessary. The Capital Improvements Advisory Committee finds that no Chapter 395 update for the water or wastewater impact fee programs be made at this time.

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

- The total amount of the revenues and interest generated from water and wastewater impact fees during the reporting period in the sum of **\$9,061,786.54** should be authorized for appropriation to debt retirement.

B. Background

The City of Houston established an impact fees program in June 1990, and adopted updates beginning in July of 2010 in compliance with State legislative requirements. The Planning Commission, acting in the capacity of the Capital Improvements Advisory Committee, oversees the program. The program institutes a method to collect fees for new development applications for water and/or sanitary sewer service. The fees offset a portion of costs associated with capital improvements for providing water and wastewater facilities to meet the new demand.

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

II. EVALUATION OF IMPACT FEE PROGRAM COMPONENTS

A. Land Use Assumptions

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

1. Population and Employment

Population and employment projections provide the foundation to develop forecasts of future land use. The 2010-2020 Impact Fee Program is based on population and employment projections using Traffic Analysis Zone (TAZ) data from the Houston-Galveston Area Council.

2. Service Units

The second method of analysis involves a comparison of service units projected in IFCIP to service units generated by actual development. Service units provide a method for converting demand from different land uses to a common unit of measure. Adopted units of measure are based on the average daily demands for a single-family residence, which are 250 gallons for water and 250 gallons for wastewater in the current 2010-2020 Impact Fee Program. Service unit analysis compares prorated ten-year growth projections in service units with service units generated by actual development. The number of projected service units was calculated for each ten-year planning period.

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

Growth projections anticipate citywide demands will increase to 217,461 service units for water and 108,384 service units for wastewater between 2010 and 2020. Using an interpolation of proportionate service unit consumption, **126,852** service units for water and **63,223** service units for wastewater were projected to be consumed through this period of the updated program (November 1, 2015 and April 30, 2016). Service unit data was compiled from actual permit applications and totaled for the entire service area. Actual service units generated during this 6-month period totaled **4,968** water service units and **4,917** wastewater service units for a cumulative total of **83,440** water service units and **72,480** wastewater service units (See Table 1).

Table 1 shows that historically the percentage of actual growth has been slower than projected through each reporting period. The current consumption of service units for this reporting period is **66%** for water and **115%** for wastewater. This shows slower growth for water and consistent growth for wastewater compared to the linear projection, resulting that sufficient capacity remains in the systems for new development through 2020, the end of the ten-year reporting period. Since the rate of growth for wastewater is slightly higher than the linear projection at this point in the 2010-2020 Impact Fee Program, the wastewater system demand is being evaluated with the Public Utilities Division.

TABLE 1
May 1, 2015 to October 31, 2015
Percent of Actual to Prorated Projected Service Units (s.u.)

Semiannual Report	Duration (months)	Water			Wastewater		
		Prorated s.u.	Actual s.u.	%*	Prorated s.u.	Actual s.u.	%*
January 2011	4	7,255	1,471	20	3,613	1,516	42
July 2011	10	18,122	7,011	39	9,032	5,467	61
January 2012	16	28,995	17,025	59	14,451	10,037	69
July 2012	22	39,868	21,089	53	19,870	14,213	72
January 2013	28	50,741	26,621	52	25,289	20,205	80
July 2013	34	61,614	33,728	55	30,709	25,968	85
January 2014	40	72,487	43,016	59	36,128	34,686	96
July 2014	46	83,360	51,865	62	41,547	43,016	104
January 2015	52	94,233	62,480	66	46,966	53,129	113
July 2015	58	105,106	71,091	68	52,385	61,192	117
January 2016	64	115,979	78,472	68	57,804	67,563	117
July 2016	70	126,852	83,440	66	63,223	72,480	115

3. Impact Fees Capital Improvement Plan (IFCIP)

An update of the Impact Fees Capital Improvement Plan (IFCIP) has been performed in the 2010-2020 Impact Fee Program. The combined Water and Wastewater impact fee of **\$1,825.61** per service unit has been effective since **July 1, 2015** under the program. Examination of data regarding service unit consumption from **November 1, 2015 and April 30, 2016**, indicates significant capacity remains in the water and wastewater systems to support future demand. A review of State of Texas procedures regarding Impact Fees has been done. At this time, no update of the plan is necessary.

4. Maximum Chargeable Impact Fees

The maximum fees are derived by using the formula given in Chapter 395 of the Texas Local Government Code. The City of Houston has evaluated the changes in the 2010-2020 Impact Fee Program and determined that the maximum allowable fees have increased, and that the fees the City has adopted are sufficiently below the maximum as proscribed by Chapter 395.

5. Findings:

- The 2010-2020 Impact Fee Program has been implemented and is acceptable for continued administration through the next reporting period.
- Review of service unit data indicates excess capacity in both the water and wastewater systems sufficient to accommodate new development through the next scheduled report in **January of 2017**.
- Water and wastewater facilities identified in the IFCIP are adequate to meet anticipated demand through **October 31, 2016**, the end of the next reporting period.

III. SUMMARY OF IMPACT FEE ACCOUNTS

A. Impact Fees Rates:

Impact Fee rates are set by City Council in accordance with Chapter 395 of the Texas Local Government Code. A summary of the maximum allowable Impact Fees collectable and the rates adopted for the 2010-2020 Impact Fee Program is provided in Table 2. The Water/Wastewater impact fee for the reporting period has been effective since **July 1, 2015** with the implementation of the 2010-2020 Impact Fee Program. The current Water/Wastewater impact fee of **\$1,825.61** per service unit for water and wastewater is **25.14%** of the maximum fees allowed by current law.

TABLE 2
Maximum and Adopted Impact Fees

2010-2020 Program	<u>Wastewater</u>	<u>Water</u>	<u>Total</u>
Maximum Impact Fee/Residential Equivalent	\$3,427.07	\$3,835.44	\$7,262.51
Adopted Fee	\$1,199.11	\$626.50	\$1,825.61

B. Current Status of Fees:

The City maintains separate accounts for recording revenues received from water and wastewater impact fees. The funds may be expended for design and construction services, and/or retiring debt service. As of **April 30, 2016**, the City has accrued **\$362,314,401.57** since implementing the impact fees ordinances in 1990. A total of **\$353,252,615.03** has been transferred to the revenue bond debt service fund. The amount of **\$9,061,786.54** is available for transfer to the debt service fund from impact fees accounts. Table 3 provides a summary of impact fee revenues and account balances.

TABLE 3
Status of Impact Fees Accounts

	<u>Wastewater</u>	<u>Water</u>	<u>Totals</u>
<i>1990-2000 Program</i>			
<i>Total Income</i>	\$44,115,871.05	\$19,557,816.07	\$63,673,687.12
<i>Transfers to Debt Service:</i>	\$44,115,871.05	\$19,557,816.07	\$63,673,687.12
<i>2000-2010 Program</i>			
<i>Total Income</i>	\$121,439,622.12	\$43,094,284.12	\$164,533,906.24
<i>Transfers to Debt Service</i>	\$121,439,622.12	\$43,094,284.12	\$164,533,906.24
<i>2010-2020 Program</i>			
<i>Collections Income</i>			
<i>(7-1-2010 – 4/30/2016)</i>	\$86,911,518.49	\$46,403,054.63	\$133,314,573.12
<i>Interest Income</i>			
<i>(7-1-2010 – 4/30/2016)</i>	\$494,433.51	\$257,801.58	\$752,235.09
<i>Total Income:</i>	\$87,405,952.00	\$46,660,856.21	\$134,066,808.21
<i>Transfers to Debt Service:</i>	\$81,475,196.62	\$43,529,825.05	\$125,005,021.67
<i>Not Transferred to Debt Service:</i>	\$5,930,755.38	\$ 3,131,031.16	\$ 9,061,786.54
<i>All-Time Total Income</i>			
<i>(6/1/1990-4/30/2015)</i>	\$253,001,445.17	\$109,312,956.40	\$362,314,401.57
<i>TOTAL AVAILABLE FOR TRANSFER</i>	\$5,930,755.38	\$3,131,031.16	\$ 9,061,786.54*

*Total Available for Transfer reflects dollars to be transferred less payments made with insufficient funds.

C. Finding:

- A total of **\$9,061,786.54** in the impact fee requires authorization for transfer to the revenue bond debt service fund.

IV. REVIEW OF PROGRAM IMPLEMENTATION

A. Analysis of Inequities

- Implementation: The Committee finds no inequitable implementation of the plan during this reporting period.
- Application of Fees: Impact fees for water and wastewater are based on a uniform usage standard calculated in single-family residential equivalents, i.e. 250 gallons per day (gpd) for water and 250 gpd for wastewater. City Council adopted the current single-family residential equivalent unit, and a standard conversion table (Impact Fee Service Unit Equivalent Table) which applies to the types of land uses, with the implementation of the 2010-2020 Impact Fee Program on July 1, 2010.

B. Reporting Period Activity

Provided by Ordinance 97-442, applicants qualify for a single-family residence (SFR) impact fee exemption as approved by the Department of Public Works and Engineering if the purchase price of the house does not exceed the latest available average of median prices for the past twelve months for single-family housing in the city as published by the Real Estate Center at Texas A&M University. The Maximum Exempt Unit Cost for the reporting period ranged from **\$205,450.00-\$209,500.00**.

C. Findings:

- The Impact Fees Program continues to be implemented in an equitable manner.
- For this reporting period, 220 exemptions from impact fees have been applied for, and 24,633 impact fee exemptions for SFR building permits have been applied for since Ordinance 97-442 was enacted in April 1997.

July 2016
Semiannual Report of the
Capital Improvements Advisory
Committee
On Drainage Impact Fees

Planning Commission
Acting as the
Capital Improvements Advisory Committee

Martha L. Stein, Chair

City of Houston
Public Works and Engineering Department
Planning and Development Services Division

JULY 2016 SEMIANNUAL REPORT OF THE
CAPITAL IMPROVEMENTS ADVISORY COMMITTEE
ON DRAINAGE IMPACT FEES

A. Background

In accordance with Chapter 395 Texas Local Government Code, City Council adopted Ordinances to establish procedures to administer the City's impact fee programs. Approval of Motion 90-0614 by City Council appointed the Planning Commission as the Capital Improvements Advisory Committee.

On November 2, 2010, Houston voters approved an amendment to the City Charter known as Proposition 1 on the ballot, commonly referred to as "ReBuild Houston", to "provide for the enhancement, improvement and ongoing renewal of Houston's drainage and streets by creating a Dedicated Pay-As-You-Go Fund for Drainage and Streets".

On February 7, 2012, City Council passed Ordinance No. 2012-0097, which authorized a professional services agreement enabling an engineering consulting firm to perform the *City of Houston Drainage Impact Fee Study* (Study).

Ordinance No. 2013-281 adopted Drainage Impact Fees based on recommendations made in the Study in accordance with Chapter 395 of the Texas Local Government Code. The Ordinance also amended Chapter 47 of the Code of Ordinances of Houston, Texas by adding Article XV entitled *Drainage Impact Fees*, as well as providing any additional findings and provisions that may be related to implementation and collection of Drainage Impact Fees.

B. Drainage Impact Fee Rates By Service Area

The purpose of the Study was to determine the maximum impact fee per unit of new development allowed by state law. Based on the recommendations provided in the Study, City Council adopted the following drainage impact fees per service unit (service unit rates), as shown in Table 4 below.

TABLE 4
Service Unit Rates Per Service Area

<u>Service Area¹</u>	<u>Service Unit² Rates</u>
Addicks Reservoir	\$0.00
Barker Reservoir	\$0.00
Brays Bayou	\$8.63
Buffalo / White Oak	\$16.38
Clear Creek	\$0.39
Greens Bayou	\$13.41
Hunting Bayou	\$10.24
San Jacinto	\$0.00
Ship Channel	\$0.00
Sims / Vince	\$17.72

¹*Service Area: geographic section within the boundary of the City of Houston in which all watersheds drain to a common outfall point.*

²*Service Unit: a measure of use of the Capital Improvement facilities within the Service Area, specifically defined as an additional 1,000 square feet of impervious cover.*

C. Drainage Impact Fees Purchased

The total fees purchased by Service Area are shown in Table 5 below.

TABLE 5
Total Drainage Impact Fees Purchased Per Service Area
November 1, 2015 through April 30, 2016

<u>Service Area¹</u>	<u>Drainage Impact Fees</u>
Addicks Reservoir	\$0.00
Barker Reservoir	\$0.00
Brays Bayou	\$27,795.82
Buffalo / White Oak	\$101,967.25
Clear Creek	\$751.05
Greens Bayou	\$15,611.96
Hunting Bayou	\$2002.77
San Jacinto	\$0.00
Ship Channel	\$0.00
Sims / Vince	\$100,215.15
TOTAL	\$248,344.00

**Fees to be reallocated to correct service area.*

D. Findings

- A total of **\$248,344.00** in Drainage Impact Fees was purchased between **November 1, 2015 and April 30, 2016**.
- A total of **\$930,121.90** was purchased since program inception.

Item		App	
No.	Subdivision Plat Name	Type	Deferral
A-Consent			
1	Afton Oaks partial replat no 1 Sec 4	C3F	
2	Aldine Westfield Self Storage GP	GP	
3	Ashley Pointe Sec 13	C3F	
4	Avera Franz Road	C2	
5	Breckenridge Forest Sec 13	C3P	DEF1
6	Bridgeland Cove Drainage Reserve	C2	
7	Bridgeland Parkland Trail Crossing Street Dedication Sec 1	SP	
8	Bridgeland Parkland Villiage Reserve Sec 1	C2	
9	Bridgeland Parkland Village Sec 4	C3F	
10	Camillo Lakes Sec 1	C3F	
11	Camillo North Eldridge Tract	C2	
12	Charlies Plumbing	C2	DEF1
13	Claytons Park East Sec 2	C3F	
14	Creeside Bend Boulevard Street Dedication Sec 1	SP	
15	Crosby Village Sec 3	C3F	
16	Diffco Park	C2	
17	Elyson Falls Drive Street Dedication Sec 1	C3P	
18	Elyson Sec 9	C3P	
19	Elyson Sec 10	C3P	
20	Evergeen Villas Sec 2	C3P	
21	Greensbrook Place GP	GP	
22	Greensbrook Place Sec 5	C3P	
23	Hampton Creek Sec 8	C3F	
24	Hampton Creek Sec 9	C3F	
25	Haza Foods on Jensen	C2	DEF2
26	Homestead Industrial Park Sec 1	C3P	
27	Jasmine Heights Sec 8	C3P	
28	King Crossing Sec 10	C3F	
29	Knoll Park Sec 2	C3F	
30	Lakewood Pines Sec 5	C3F	DEF1
31	Long Point Acres partial replat no 2	C3F	DEF1
32	McCarthy Heavy Civil Yard and Office	C2	
33	Mills Creek Crossing Sec 1	C3P	
34	Muoneke Estates	C3P	
35	Newport Sec 9	C3F	
36	Oak Forest Addition Sec 6 partial replat no 1	C3F	
37	Poinciana	C3F	
38	Richmond Motors	C2	
39	Rigid Business Park Sec 2	C3F	
40	Robnorm Corner	C2	
41	Rosslyn Addition partial replat no 2	C3F	
42	Satyanarayana Temple Sec 1	C2	

Platting Summary**Houston Planning Commission****PC Date: August 18, 2016**

Item No.	Subdivision Plat Name	App	
		Type	Deferral
43	Shanti	C2	
44	Shops at Spring Forest	C3F	
45	Spring Forest Sec 1 partial replat no 1	C3F	
46	Springwoods Village District Sec 3	C2	
47	Springwoods Village Post Oak Sec 2	C2	
48	Stark Transportation Addition	C2	
49	TJH Limited GP	GP	
50	TJH Limited Sec 1	C3P	
51	Tulane Park	C3P	
52	Walshak Estates	C1	
53	Westfield Center GP	GP	
54	Westfield Center Sec 1	C2	
55	Westgreen Developments GP	GP	
56	Woodlands College Park Sec 21	C2	

B-Replats

57	Allen Pines Lofts	C2R	DEF2
58	Angel Cove	C2R	DEF1
59	Anita Street Terrace	C2R	
60	CST Corner Store no 1464	C2R	
61	Cypress Creek Plaza Retail Center partial replat no 1	C2R	
62	District West At Parkway Lakes Partial replat no 1	C2R	
63	Eigel Street Views	C2R	
64	Estate at Sixty Three Hundred Woodway	C2R	
65	Galleria replat no 2	C2R	DEF2
66	HISD Eastwood Academy replat no 1	C2R	
67	Raven Tower	C2R	DEF1
68	Matrix	C2R	
69	Newtons Landing at NorthPark	C2R	
70	Northline Vision	C2R	
71	Ory Homes	C2R	DEF2
72	Peden Street Views	C2R	
73	Southern Vista	C2R	
74	Spring Forest Sec 2 partial replat no 1	C2R	
75	Stellar Long Point	C2R	
76	Teledyne Chimney Rock	C2R	
77	Villa Borghese	C2R	

C-Public Hearings Requiring Notification

78	Broadmoor Addition partial replat no 2	C3N	
79	East Village North	C3N	DEF1
80	Hyde Park Heights partial replat no 2	C3N	
81	Mangum Manor Sec 1 partial replat no 1	C3N	DEF2
82	Nueces Park Place Sec 1 replat no 1	C3N	

Item No.	Subdivision Plat Name	App	
		Type	Deferral
83	Southridge Crossing Sec 7 partial replat no 1	C3N	
84	Spring Knoll Estates replat no 1	C3N	
85	Townley Place partial replat no 2	C3N	
86	Windsor Place Addition partial replat no 3	C3N	

D-Variances

87	Albe	C3P	
88	Aldine Westfield Self Storage Sec 2	C2	
89	Ashley Pointe GP	GP	
90	Ashley Pointe Sec 14	C3R	
91	Ashley Pointe Sec 15	C3R	DEF2
92	Doctors Center Sec 2 partial replat no 1	C2R	
93	Estates at Mansfield Street	C3R	DEF2
94	Fairgrounds Extension partial replat no 3	C2R	
95	Harris County MUD no 285 Wastewater Treatment Plant no 2	C2	
96	Harvest Land	C2	
97	Heights Center at Center Street	C2	
98	Lakewood Court	C3P	DEF1
99	Lakewood Court at Louetta	C2	DEF1
100	McGowen Project	C2R	
101	Pine Valley Development Sec 1	C3R	
102	Pro Vision Inc replat no 1 and extension	C2R	
103	Sundance Cove GP	GP	

E-Special Exceptions

104	Westfield Village GP	GP	
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F-Reconsideration of Requirements

105	East Helms Center	C3F	DEF1
106	Reserve at Clear Lake City Sec 10	C3P	DEF1
107	Sheldon Ridge Sec 8	C3P	

G-Extensions of Approval

108	Colina Homes on Darling Street	EOA	
109	South Meadow Place Sec 1	EOA	
110	Ventana Lakes Sec 14	EOA	

H-Name Changes

None

Item		App	
No.	Subdivision Plat Name	Type	Deferral

I-Certification of Compliance

111	19803 Holly Glen	COC	
112	23332 Gains Lane	COC	
113	22730 Oakley Drive	COC	
114	19715 Candlelight Street	COC	
115	24175 Bell Avenue	COC	
116	1010 Aldine Mail Road	COC	
117	27645 Peach Creek Drive	COC	
118	26790 Coach light	COC	

J-Administrative

None

K-Development Plats with Variance Requests

119	401 E. 32nd Street	DPV	
120	711 Little John Lane	DPV	

Platting Summary**Houston Planning Commission****PC Date: August 18, 2016**

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	Afton Oaks partial replat no 1 Sec 4	2016-1330	C3F	Harris	City	491V	0.51	0.00	1	Quasar Land, Ltd	Terra Surveying Company, Inc.
2	Aldine Westfield Self Storage GP	2016-1323	GP	Montgomery	ETJ	253S	18.05	18.05	0	KM Aldine Westfield	Town and Country Surveyors
3	Ashley Pointe Sec 13	2016-1302	C3F	Harris	ETJ	616L	7.14	0.00	34	Ashley Pointe Development, L.P.	Windrose
4	Avera Franz Road	2016-1359	C2	Harris	ETJ	444V	13.99	13.99	0	Rick Knight	South Texas Surveying Associates, Inc.
5	Breckenridge Forest Sec 13 (DEF1)	2016-1220	C3P	Harris	ETJ	293Y	47.52	9.78	182	D.R. Horton-Texas Ltd.	Van De Wiele & Vogler, Inc.
6	Bridgeland Cove Drainage Reserve	2016-1339	C2	Harris	ETJ	366J	24.25	0.00	0	Bridgeland Development, LP	BGE, Inc.
7	Bridgeland Parkland Trail Crossing Street Dedication Sec 1	2016-1344	SP	Harris	ETJ	366T	2.82	0.00	0	Bridgeland Development, LP	Costello, Inc.
8	Bridgeland Parkland Village Reserve Sec 1	2016-1337	C2	Harris	ETJ	366S	6.02	6.02	0	Bridgeland Development, LP	BGE, Inc.
9	Bridgeland Parkland Village Sec 4	2016-1319	C3F	Harris	ETJ	366S	14.46	2.44	48	Bridgeland Development, LP	McKim & Creed, Inc.
10	Camillo Lakes Sec 1	2016-1343	C3F	Harris	ETJ	444M	41.54	9.65	179	Camillo Lakes, LTD., a Texas limited partnership	EHRA
11	Camillo North Eldridge Tract	2016-1364	C2	Harris	ETJ	368H	1.85	0.00	1	CAMILLO PROPERTIES	Miller Survey Group
12	Charles Plumbing (DEF1)	2016-1223	C2	Harris	City	576P	2.18	2.18	0	Charlie's Plumbing	R.W. Patrick & Associates, Inc.
13	Claytons Park East Sec 2	2016-1316	C3F	Harris	ETJ	377E	17.97	2.54	76	Woodmere Development Co., LTD.	BGE, Inc.
14	Creekside Bend Boulevard Street Dedication Sec 1	2016-1338	SP	Harris	ETJ	366S	0.53	0.00	0	Bridgeland Development, LP	BGE, Inc.
15	Crosby Village Sec 3	2016-1332	C3F	Harris	ETJ	419C	9.26	0.06	56	GEORGE	Broussard Land Surveying, LLC
16	Diffco Park	2016-1278	C2	Harris	ETJ	287K	8.13	8.13	0	Diffco LLC	PROSURV
17	Elyson Falls Drive Street Dedication Sec 1	2016-1351	C3P	Harris	ETJ	405T	3.30	0.00	0	Newland Communities	BGE Kerry R. Gilbert Associates
18	Elyson Sec 9	2016-1348	C3P	Harris	ETJ	405T	40.60	21.91	78	Newland Communities	BGE Kerry R. Gilbert Associates
19	Elyson Sec 10	2016-1354	C3P	Harris	ETJ	405P	32.70	16.26	64	Newland Communities	BGE Kerry R. Gilbert Associates
20	Evergreen Villas Sec 2	2016-1358	C3P	Harris	ETJ	416Z	20.30	0.52	154	Evergreen Villas LTD	Arborleaf Engineering & Surveying, Inc.
21	Greensbrook Place GP	2016-1300	GP	Harris	ETJ	416Q	104.90	0.00	0	Woodmere Development Co., Ltd.	Landev Engineers, Inc.
22	Greensbrook Place Sec 5	2016-1303	C3P	Harris	ETJ	416Q	11.37	3.71	47	Woodmere Development Co., Ltd.	Landev Engineers, Inc.

Platting Summary**Houston Planning Commission****PC Date: August 18, 2016**

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
23	Hampton Creek Sec 8	2016-1369	C3F	Harris	ETJ	290D	56.37	37.80	89	D.R. Horton-Texas, Ltd.	Jones Carter - Woodlands Office
24	Hampton Creek Sec 9	2016-1373	C3F	Harris/ Montgomery	ETJ	291A	136.73	110.92	124	D.R. Horton-Texas, Ltd.	Jones Carter - Woodlands Office
25	Haza Foods on Jensen (DEF2)	2016-1202	C2	Harris	City	454A	0.86	0.86	0	Haza Foods	PROSURV
26	Homestead Industrial Park Sec 1	2016-1312	C3P	Harris	ETJ	414H	6.18	5.74	0	Skymark Development Company, Inc.	Skymark Development Co., Inc.
27	Jasmine Heights Sec 8	2016-1361	C3P	Harris	ETJ	406W	48.20	1.48	238	DR Horton	BGE Kerry R. Gilbert Associates
28	King Crossing Sec 10	2016-1291	C3F	Harris	ETJ	444D	40.93	18.64	118	Pulte Group	LJA Engineering, Inc. - (West Houston Office)
29	Knoll Park Sec 2	2016-1366	C3F	Harris	City	450U	3.53	0.89	48	Friendswood Development Company	Jones Carter
30	Lakewood Pines Sec 5 (DEF1)	2016-1242	C3F	Harris	City	377Q	28.93	10.78	68	KB Home Lone Star, Inc.	Jones Carter
31	Long Point Acres partial replat no 2 (DEF1)	2016-1249	C3F	Harris	City	450T	3.00	1.10	8	Texas Baptist Children's Home and Family	Windrose
32	McCarthy Heavy Civil Yard and Office	2016-1356	C2	Harris	ETJ	498F	9.58	9.58	0	McCarthy Heavy Civil Yard and Office	M2L Associates, Inc.
33	Mills Creek Crossing Sec 1	2016-1313	C3P	Harris	ETJ	369L	16.24	7.45	64	KB Home	RVi Planning + Landscape Architecture
34	Muoneke Estates	2016-1334	C3P	Harris	ETJ	327U	6.84	0.52	6	Muoneke	Action Surveying
35	Newport Sec 9	2016-1355	C3F	Harris	ETJ	419F	17.57	3.29	83	ROCHESTER ENTERPRISES LLC	Broussard Land Surveying, LLC
36	Oak Forest Addition Sec 6 partial replat no 1	2016-1349	C3F	Harris	City	452J	0.21	0.00	1	Sharon Romere	Total Surveyors, Inc.
37	Poinciana	2016-1363	C3F	Harris	City	529E	2.94	0.44	58	DTD Investments LLC	Owens Management Systems, LLC
38	Richmond Motors	2016-1360	C2	Harris	City	490X	0.27	0.27	0	DDFAIA	Tetra Surveys
39	Rigid Business Park Sec 2	2016-1324	C3F	Harris	ETJ	333Y	31.67	31.67	0	RBP Equity Group, LLC	REKHA ENGINEERING, INC.
40	Robnorm Corner	2016-1294	C2	Harris	ETJ	327D	1.01	0.00	1	ADVANCE SURVEYING, INC.	Advance Surveying, Inc.
41	Rosslyn Addition partial replat no 2	2016-1160	C3F	Harris	City	451A	8.83	1.34	77	Contempo Builder, LLC	Vernon G. Henry & Associates, Inc.
42	Satyanarayana Temple Sec 1	2016-1301	C2	Harris	ETJ	284Z	0.99	0.94	0	SRI Satyanarayana Temple of Greater Houston	Hovis Surveying Company Inc.
43	Shanti	2016-1378	C2	Harris	ETJ	369T	2.46	2.46	1	Patel Tex Inc.	John G. Thomas and Associates/ Thomas Land Surveying
44	Shops at Spring Forest	2016-1286	C3F	Montgomery	ETJ	252Z	0.98	0.98	1	Vince Casimir	Lentz Engineering, L.C.
45	Spring Forest Sec 1 partial replat no 1	2016-1285	C3F	Montgomery	ETJ	252Z	1.34	1.34	1	Vince Casimir	Lentz Engineering, L.C.
46	Springwoods Village District Sec 3	2016-1305	C2	Harris	ETJ	292E	11.70	11.70	0	Springwoods Realty, Inc.	C.L. Davis & Company

Platting Summary**Houston Planning Commission****PC Date: August 18, 2016**

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	Springwoods Village Post Oak Sec 2	2016-1309	C2	Harris	ETJ	292E	56.49	56.49	0	Springwoods Realty, Inc.	C.L. Davis & Company
48	Stark Transportation Addition	2016-1370	C2	Harris	ETJ	283J	14.91	14.91	0	Stark Transportation	PROSURV
49	TJH Limited GP	2016-1158	GP	Montgomery	ETJ	296P	108.18	0.00	0	TJH Limited, LLC	LJA Engineering, Inc.- (West Houston Office)
50	TJH Limited Sec 1	2016-1195	C3P	Montgomery	ETJ	296P	2.20	2.00	0	Hendricks Interest, LLC	LJA Engineering, Inc.- (West Houston Office)
51	Tulane Park	2016-1236	C3P	Harris	City	452R	3.44	0.37	68	City Choice Homes L.L.C.	ICMC GROUP INC
52	Walshak Estates	2016-1307	C1	Montgomery	ETJ	256P	2.00	0.00	3	Dwayne Walshak	Survey 1, Inc.
53	Westfield Center GP	2016-1340	GP	Harris	ETJ	333K	53.98	0.00	0	HEB Grocery Company, LP	Terra Surveying Company, Inc.
54	Westfield Center Sec 1	2016-1341	C2	Harris	ETJ	333K	25.83	25.83	0	HEB Grocery Company, LP	Terra Surveying Company, Inc.
55	Westgreen Developments GP	2016-1362	GP	Harris	ETJ	406N	8.23	0.00	0	Christian Bach	South Texas Surveying Associates, Inc.
56	Woodlands College Park Sec 21	2016-1317	C2	Montgomery	ETJ	217Q	13.52	13.52	0	The Woodlands Development Company	Vogt Engineering, LP

B-Replats

57	Allen Pines Lofts (DEF2)	2016-1157	C2R	Harris	City	493P	0.23	0.00	6	Trident Builders LLC	Jalayer And Associates, Inc.
58	Angel Cove (DEF1)	2016-1172	C2R	Harris	City	412N	0.46	0.00	4	HIGHHEELS TO HARDHATS	Texas Legal Media
59	Anita Street Terrace	2016-1353	C2R	Harris	City	493Y	0.11	0.00	3	Armistead Burks	Total Surveyors, Inc.
60	CST Corner Store no 1464	2016-1298	C2R	Fort Bend	ETJ	527N	4.10	4.10	0	CST Brands Inc.	Weisser Engineering Company
61	Cypress Creek Plaza Retail Center partial replat no 1	2016-1314	C2R	Harris	ETJ	366T	1.54	1.54	0	Cypress Creek Plaza, LLC	BGE, Inc.
62	District West At Parkway Lakes Partial replat no 1	2016-1288	C2R	Fort Bend	ETJ	525G	41.53	41.53	0	The District At Parkway Lakes, LTD.	R.G. Miller Engineers
63	Eigel Street Views	2016-1289	C2R	Harris	City	492H	0.11	0.00	2	Sage Cap	Total Surveyors, Inc.
64	Estate at Sixty Three Hundred Woodway	2016-1310	C2R	Harris	City	491J	2.58	2.58	0	SIC RIPPLE CREEK LLC	KM Surveying LLC
65	Galleria replat no 2 (DEF2)	2016-1164	C2R	Harris	City	491U	38.00	38.00	0	Kimley-Horn, Inc	Terra Surveying Company, Inc.
66	HISD Eastwood Academy replat no 1	2016-1346	C2R	Harris	City	494X	6.59	6.59	0	Houston Independent School District	Jones Carter
67	Raven Tower (DEF1)	2016-1191	C2R	Harris	City	493C	1.44	1.44	0	WOIH Partners, LLC	Civil-Surv Land Surveying, L.C.
68	Matrix	2016-1347	C2R	Harris	City	493Z	0.80	0.80	0	American Citigroup Construction	Owens Management Systems, LLC
69	Newtons Landing at NorthPark	2016-1318	C2R	Montgomery	City/ ETJ	296S	2.00	2.00	0	Brian Kaplan	South Texas Surveying Associates, Inc.
70	Northline Vision	2016-1374	C2R	Harris	City	453K	0.46	0.46	1	Limcer, Inc.	Terra Associates, Inc.

Platting Summary**Houston Planning Commission****PC Date: August 18, 2016**

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
71	Ory Homes (DEF2)	2016-1168	C2R	Harris	City	452Y	0.25	0.00	5	CREOLE DESIGN	Advance Surveying, Inc.
72	Peden Street Views	2016-1292	C2R	Harris	City	493N	0.13	0.00	2	Mazzarino Construction	Total Surveyors, Inc.
73	Southern Vista	2016-1308	C2R	Harris	City	574G	2.39	2.39	0	ALEJANDRA JIMEMIZ	replats.com
74	Spring Forest Sec 2 partial replat no 1	2016-1367	C2R	Montgomery	ETJ	252Z	1.99	1.99	0	Grand Oaks Partners, L.L.C.	Arborleaf Engineering & Surveying, Inc.
75	Stellar Long Point	2016-1381	C2R	Harris	City	450T	5.35	5.35	0	Liberty Builders LLC	John G. Thomas and Associates/ Thomas Land Surveying
76	Teledyne Chimney Rock	2016-1287	C2R	Harris	City	531B	7.81	7.81	1	Teledyne Exploration Company	Lentz Engineering, L.C.
77	Villa Borghese	2016-1304	C2R	Harris	City	492T	1.44	1.38	0	GBL Developers LLC	BGE, Inc.

C-Public Hearings Requiring Notification

78	Broadmoor Addition partial replat no 2	2016-1056	C3N	Harris	City	494X	0.14	0.00	3	John Abel Construction	replats.com
79	East Village North (DEF1)	2016-0971	C3N	Harris	City	493R	1.32	1.32	0	2118 Lamar, LLC	Hovis Surveying Company Inc.
80	Hyde Park Heights partial replat no 2	2016-1190	C3N	Harris	City	492V	0.11	0.00	2	Forouzan Godarzi	Total Surveyors, Inc.
81	Mangum Manor Sec 1 partial replat no 1 (DEF2)	2016-1017	C3N	Harris	City	451L	0.18	0.00	1	Antonio Salazar	Owens Management Systems, LLC
82	Nueces Park Place Sec 1 replat no 1	2016-1047	C3N	Harris	ETJ	375W	33.07	33.07	0	Bury, Inc.	Bury
83	Southridge Crossing Sec 7 partial replat no 1	2016-1123	C3N	Harris	City	574V	1.52	0.06	9	Pulte Group	LJA Engineering, Inc. - (West Houston Office)
84	Spring Knoll Estates replat no 1	2016-1149	C3N	Harris	City	450V	0.93	0.02	15	Ruben Guillen	MOMENTUM ENGINEERING
85	Townley Place partial replat no 2	2016-1078	C3N	Harris	City	455C	0.32	0.00	2	Gustavo Rodriguez	replats.com
86	Windsor Place Addition partial replat no 3	2016-1200	C3N	Harris	City	492R	0.11	0.00	2	On Point Custom Homes	Total Surveyors, Inc.

D-Variances

87	Albe	2016-1371	C3P	Harris	ETJ	328C	7.99	7.99	0	Water District Management	Arborleaf Engineering & Surveying, Inc.
88	Aldine Westfield Self Storage Sec 2	2016-1322	C2	Montgomery	ETJ	253S	10.10	10.10	0	KM Aldine Westfield	Town and Country Surveyors
89	Ashley Pointe GP	2016-1375	GP	Harris	ETJ	616L	249.23	0.00	0	Ashley Pointe Development	Windrose
90	Ashley Pointe Sec 14	2016-1380	C3R	Harris	ETJ	616L	32.27	19.88	43	Ashley Pointe Development	Windrose
91	Ashley Pointe Sec 15 (DEF2)	2016-1180	C3R	Harris	ETJ	616L	16.02	2.42	50	Ashley Pointe Development, L.P.	Windrose
92	Doctors Center Sec 2 partial replat no 1	2016-1321	C2R	Harris	City	532H	7.60	7.60	0	Texas Medical Center	McKim & Creed, Inc.
93	Estates at Mansfield Street (DEF2)	2016-1176	C3R	Harris	City	451D	1.60	0.19	15	Manuel Enriquez	PLS

Platting Summary**Houston Planning Commission****PC Date: August 18, 2016**

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
94	Fairgrounds Extension partial replat no 3	2016-1306	C2R	Harris	City	493P	0.43	0.43	0	FAIRVIEW CORRIDOR, LLC	Century Engineering, Inc
95	Harris County MUD no 285 Wastewater Treatment Plant no 2	2016-1290	C2	Harris	ETJ	457R	2.79	2.79	0	Harris County MUD 285	LJA Engineering, Inc.- (West Houston Office)
96	Harvest Land	2016-1153	C2	Harris	ETJ	334B	5.00	0.00	1	Doyle and Wachtstetter	DOYLE AND WACHTSTETTER INC
97	Heights Center at Center Street	2016-1320	C2	Harris	City	493E	0.44	0.43	0	Estudio	South Texas Surveying Associates, Inc.
98	Lakewood Court (DEF1)	2016-1250	C3P	Harris	ETJ	329S	23.20	11.44	51	Lakewood Court, Ltd	Jones Carter - Woodlands Office
99	Lakewood Court at Louetta (DEF1)	2016-1251	C2	Harris	ETJ	329S	0.91	0.88	0	Timmons Properties, LLC	Jones Carter - Woodlands Office
100	McGowen Project	2016-1222	C2R	Harris	City	493U	0.57	0.57	0	Allied Orion Group	Knudson, LP
101	Pine Valley Development Sec 1	2016-1382	C3R	Harris	ETJ	412J	36.04	31.80	0	Aldine ISD	Jones Carter - Woodlands Office
102	Pro Vision Inc replat no 1 and extension	2016-1311	C2R	Harris	City	573C	45.47	44.66	0	Pro-Vision Inc	Vernon G. Henry & Associates, Inc.
103	Sundance Cove GP	2016-1377	GP	Harris	City/ ETJ	378P	462.00	0.00	0	Madison/Foley LLC	EHRA

E-Special Exceptions

104	Westfield Village GP	2016-1357	GP	Harris	ETJ	446A	1560.80	0.00	0	KECH I Ltd	BGE Kerry R. Gilbert Associates
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F-Reconsideration of Requirements

105	East Helms Center (DEF1)	2016-1226	C3F	Harris	ETJ	413J	2.55	2.15	0	M LANZA	Century Engineering, Inc
106	Reserve at Clear Lake City Sec 10 (DEF1)	2016-1264	C3P	Harris	City	578U	20.90	7.94	47	Trendmaker Development	BGE Kerry R. Gilbert Associates
107	Sheldon Ridge Sec 8	2016-1296	C3P	Harris	ETJ	418N	13.43	3.08	47	Woodmere Development Co., LTD.	IDS Engineering Group

G-Extensions of Approval

108	Colina Homes on Darling Street	2015-1678	EOA	Harris	City	492B	0.31	0.00	6	COLINA HOMES	ICMC GROUP INC
109	South Meadow Place Sec 1	2015-1655	EOA	Harris	City	574V	16.70	1.75	92	United Development Funding	BGE, Inc.
110	Ventana Lakes Sec 14	2015-1713	EOA	Harris	ETJ	445A	34.54	2.84	155	D. R. Horton - Texas, Ltd	EHRA

H-Name Changes

None

Platting Summary**Houston Planning Commission****PC Date: August 18, 2016**

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

I-Certification of Compliance

111	19803 Holly Glen	16-1166	COC	Montgomery	ETJ	257L				Marcos Garcia	Marcos Garcia
112	23332 Gains Lane	16-1167	COC	Montgomery	ETJ	296M				Luis E. Aguiano and Lilitana S. Anguiano	Luis E. Aguiano
113	22730 Oakley Drive	16-1168	COC	Montgomery	ETJ	296C				Rafael & Norma Johnson	Tanya Johnsen
114	19715 Candlelight Street	16-1169	COC	Montgomery	ETJ	257M				Alejandro Barrientos	Matthew Johnson
115	24175 Bell Avenue	16-1170	COC	Montgomery	ETJ	297J				Pamela & John Elder	John Elder
116	1010 Aldine Mail Road	16-1171	COC	Harris	ETJ	413L				Prasad Maragani	Prasad Maragani
117	27645 Peach Creek Drive	16-1172	COC	Montgomery	ETJ	258K				Imelda Gonzalez	Matthew Johnson
118	26790 Coach light	16-1173	COC	Montgomery	ETJ	258J				Aracely Sanchez	Aracely Sanchez

J-Administrative

None

K-Development Plats with Variance Requests

119	401 E. 32nd Street	15135987 DPV	Harris	City	453N					City of Houston Housing & Community Development	Kevin Bingham
120	711 Little John Lane	16028441 DPV	Harris	City	491B					Walid K. Adham	Walid K. Adham

Houston Planning Commission

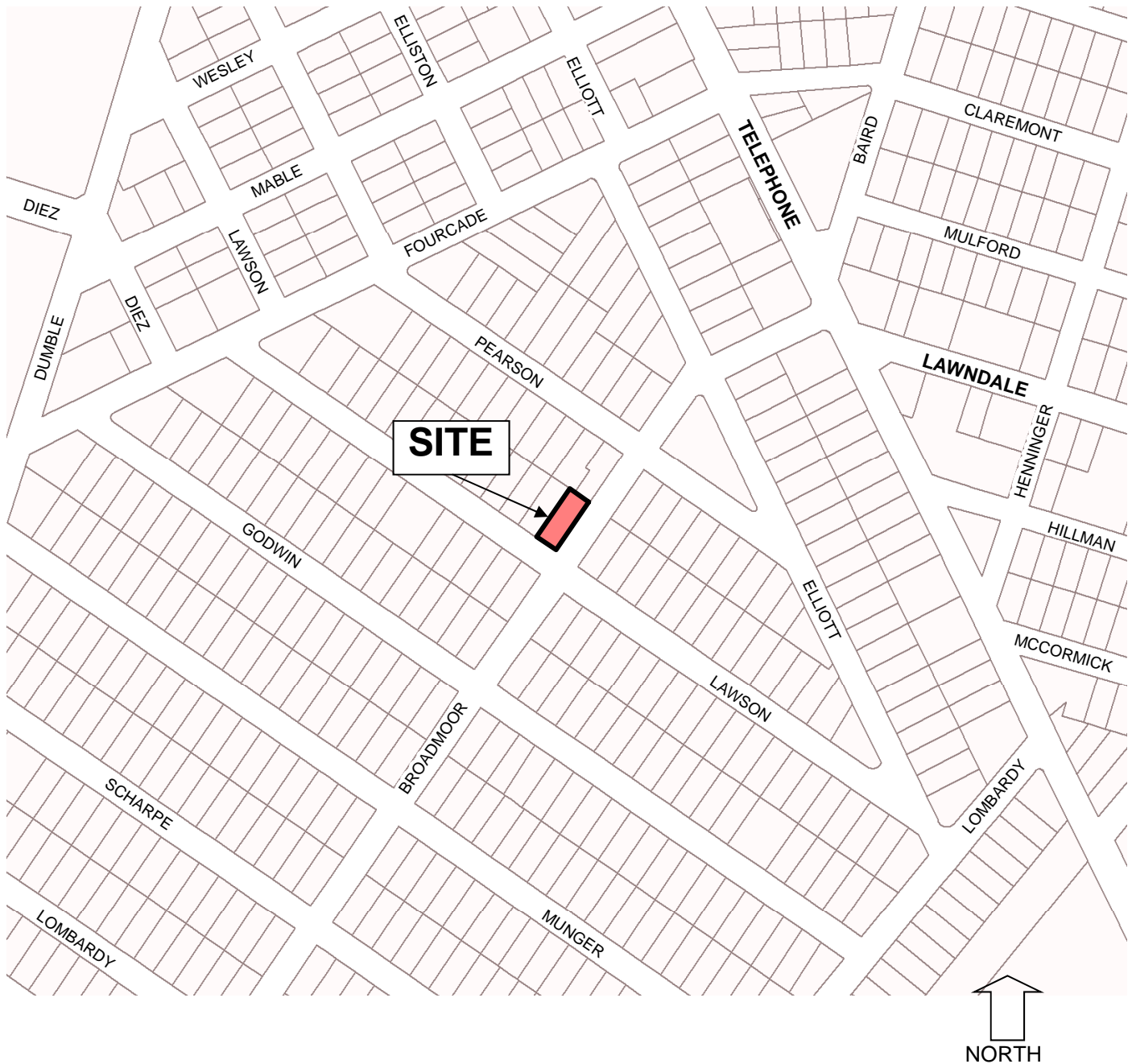
ITEM: 78

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Broadmoor Addition partial replat no 2

Applicant: Replats.com



C – Public Hearings

Site Location

Houston Planning Commission

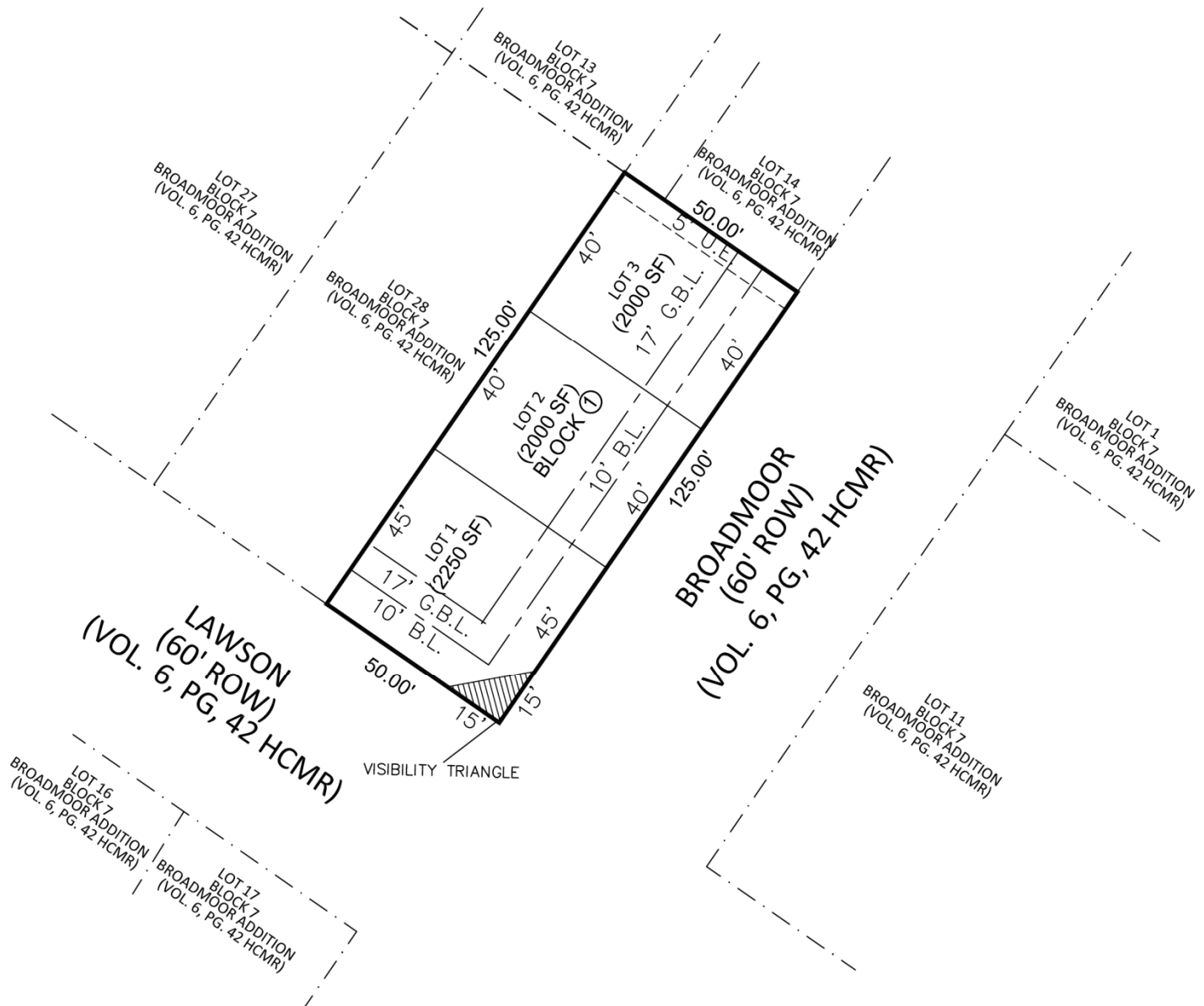
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C – Public Hearings

Subdivision

Houston Planning Commission

ITEM: 78

Planning and Development Department

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C – Public Hearings

Aerial

Houston Planning Commission

ITEM: 79

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: East Village North (DEF1)

Applicant: Hovis Surveying Company Inc.



C – Public Hearings with Variance

Site Location

Houston Planning Commission

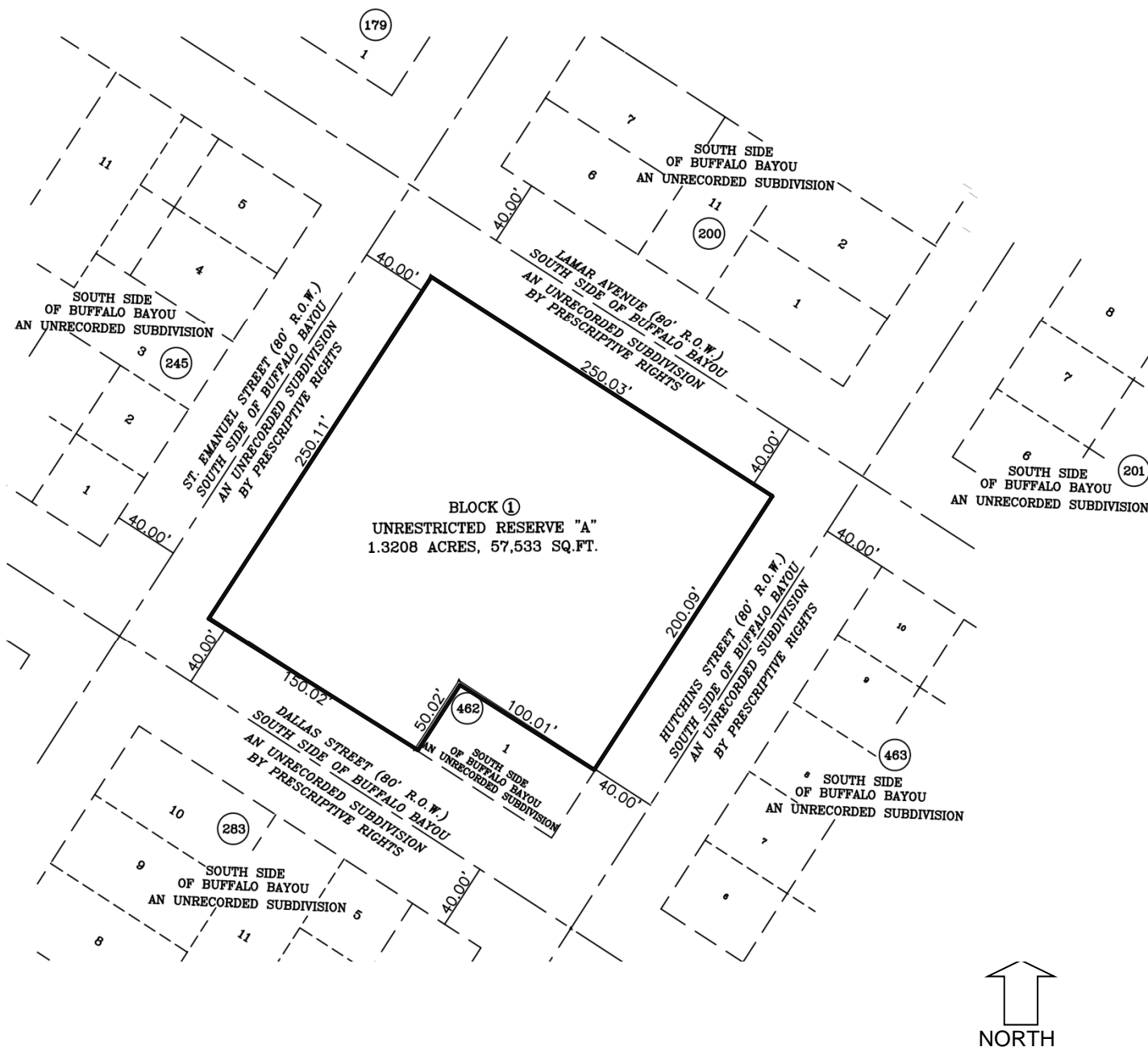
ITEM: 79

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: East Village North (DEF1)

Applicant: Hovis Surveying Company Inc.



C – Public Hearings with Variance

Subdivision

Houston Planning Commission

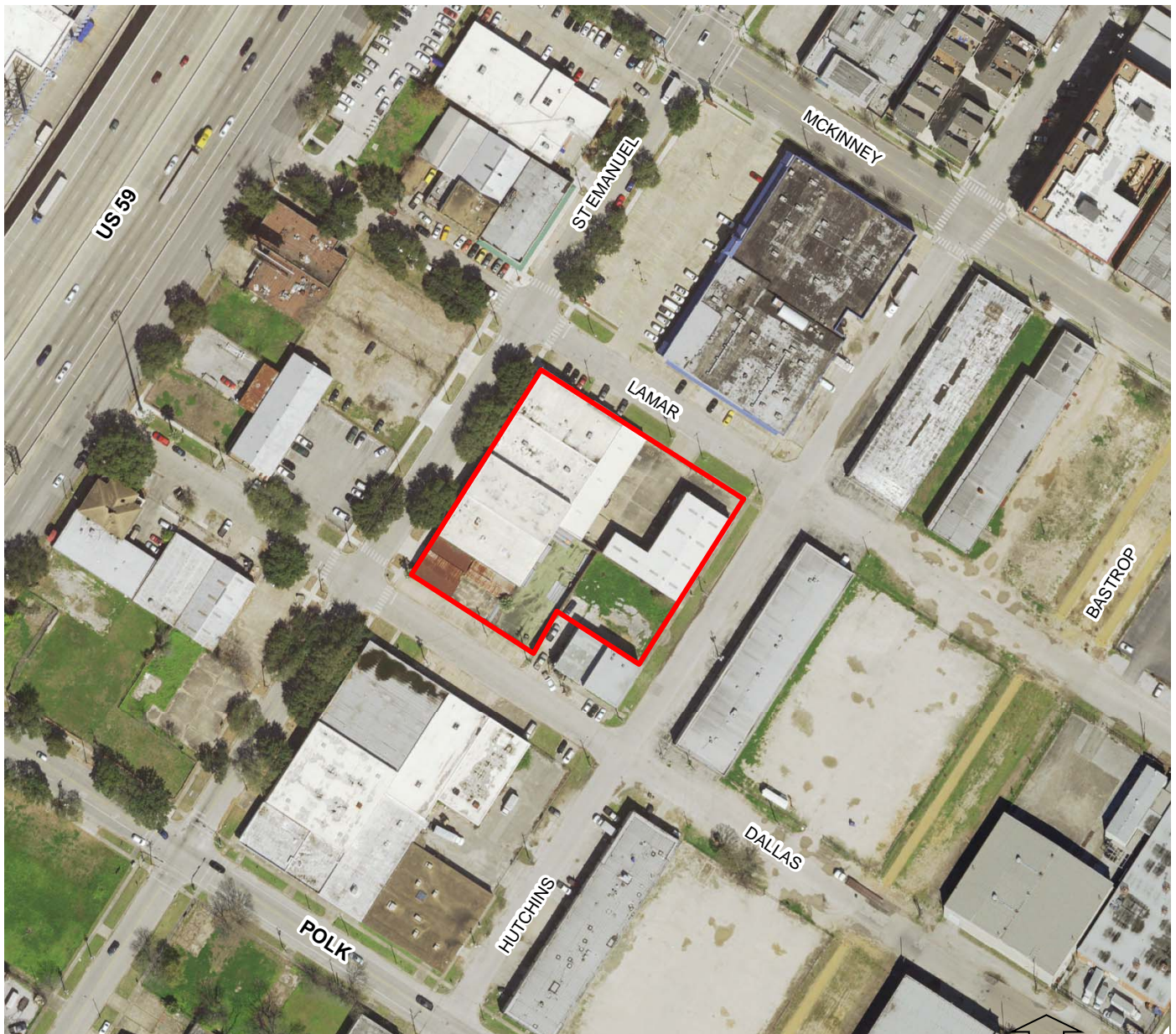
ITEM: 79

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: East Village North (DEF1)

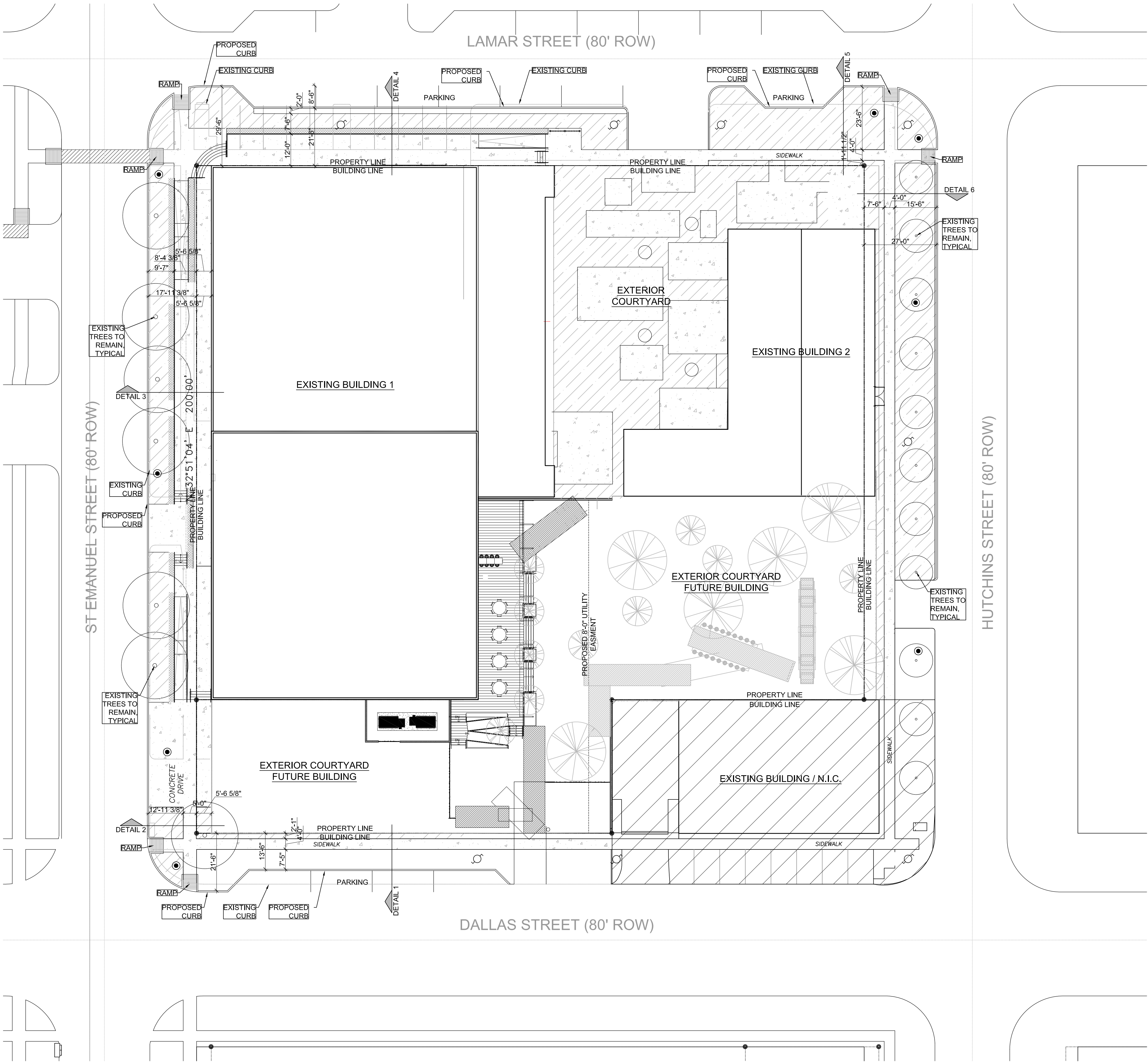
Applicant: Hovis Surveying Company Inc.



C – Public Hearings with Variance

Aerial

EAST VILLAGE NORTH . HOUSTON, TEXAS



SITE PLAN

NOT TO SCALE

SITE PLAN

3B15058

EAST VILLAGE
NORTH
DEVELOPMENT

SQUARE FOOTAGES	
BUILDING 1	± 30,000 S.F.
BUILDING 2	± 6,500 S.F.
TOTAL	24,000 S.F.
TOTAL LAND:	1.32 ACRES

REFER TO BOUNDARY SURVEY TO
ESTABLISH PROPERTY LINES AND
EASEMENTS

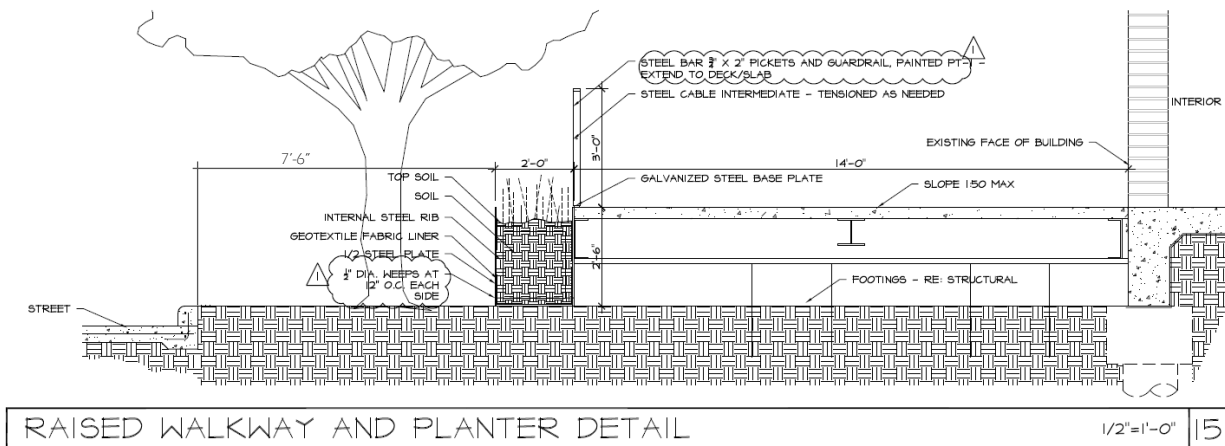
CIVIL DESIGN OF WALKWAY, RAMPS, AND
STAIRS SUBMITTED UNDER PROJECT
#16004184 BY BUILDING OWNER

LEGEND	
	LANDSCAPE
	CONCRETE
	PLANTERS
	POWER POLE

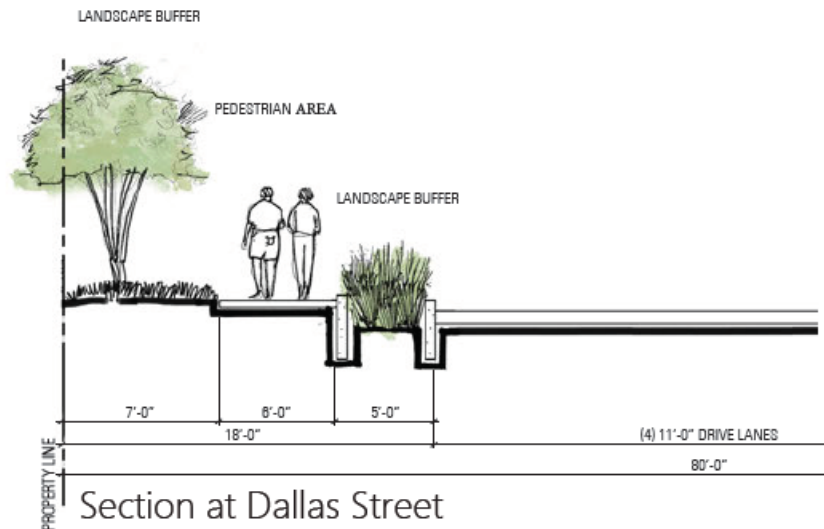
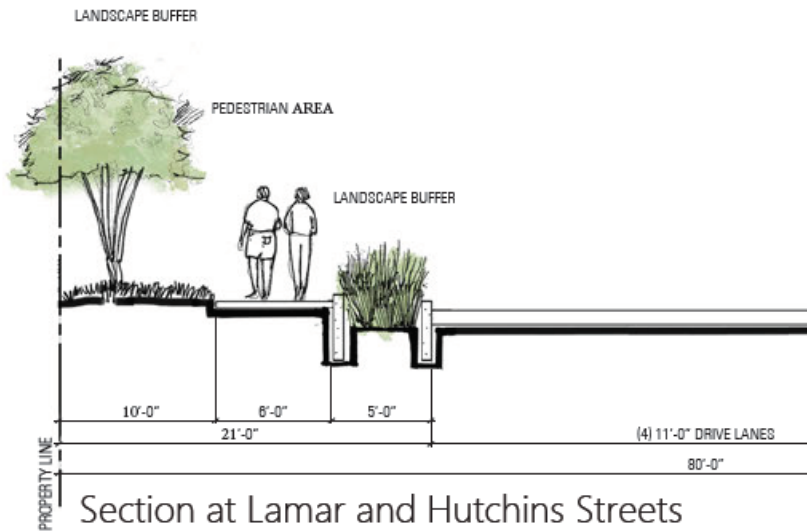
BASED ON INFORMATION PROVIDED BY THE
OWNER - SUBJECT TO CHANGE

METHOD architecture
2444 TIMES BLVD., STE. 222
HOUSTON, TEXAS 77005
(713) 662 - 9988

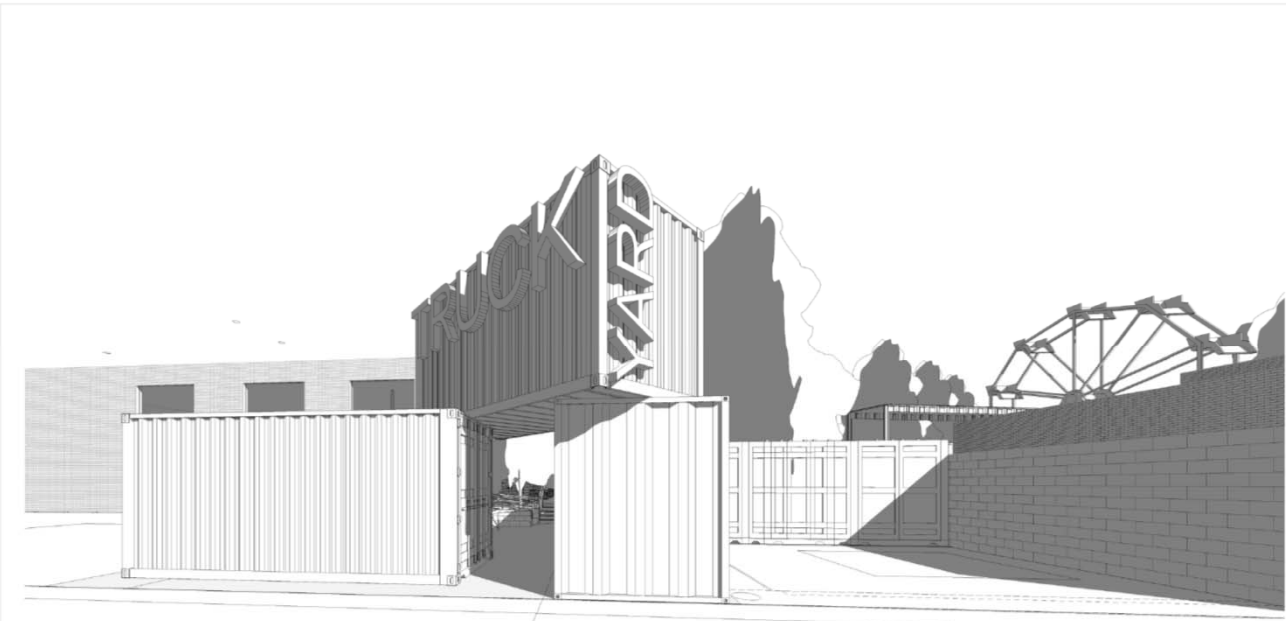
SIDEWALK SECTIONS – EAST VILLAGE NORTH



section at St Emanuel Street – Elevated Sidewalk



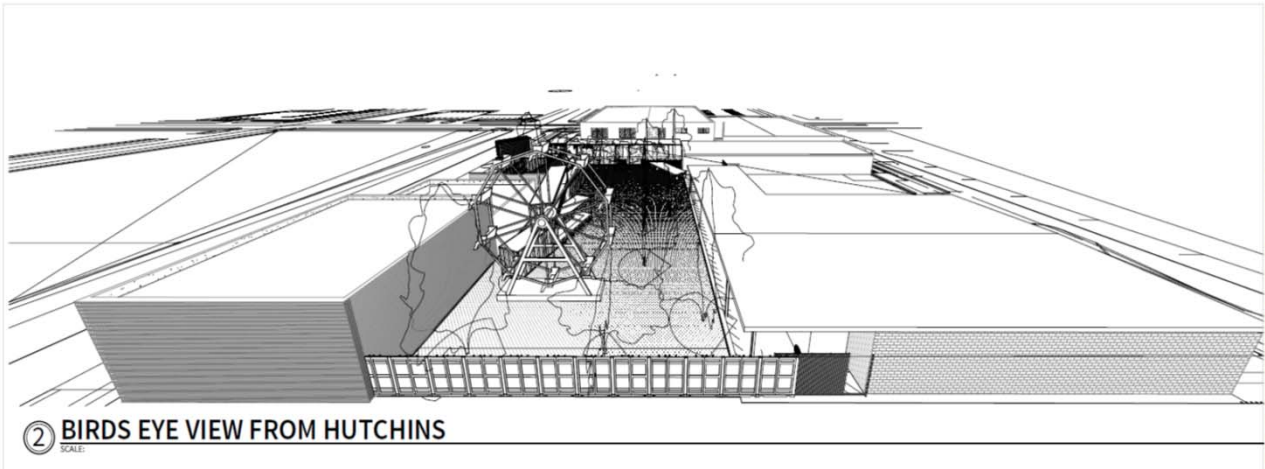
Conceptual Block Faces for East Village North



③ VIEW OF ENTRANCE

SCALE:

Conceptual Block Faces for East Village North





Application Number: 2016-0971

Plat Name: East Village North

Applicant: Hovis Surveying Company Inc.

Date Submitted: 05/31/2016

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

Specific Variance is being sought and extent of variance:

To allow for a zero foot building line along Dallas Street, St. Emanuel street, Lamar Avenue and Hutchins Street and to not provide visibility triangles at the intersections of Dallas Street and St. Emanuel Street, St. Emanuel Street and Lamar Avenue and Lamar Avenue and Hutchins Street.

Chapter 42 Section: 150 (d) & 161

Chapter 42 Reference:

The building line along local streets not adjacent to single family residential shall be 10 feet and the building line for property adjacent to two intersecting streets shall not encroach into any visibility triangle. The triangular area adjacent to the intersection of any street established by measuring a distance of 15 feet from the point of intersection of two streets along the right-of-way of each of the intersecting streets and connecting the ends of each measured distance, to assure adequate visibility sight lines for vehicular traffic approaching the intersection.

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 1.3208 acre development is located at the intersection of Dallas Street, St. Emanuel Street, Lamar Avenue & Hutchins Street. This development includes the replatting of Dallas Street Court Homes recorded under Film Code Number 618278 of the Map Records of Harris County. It also includes a portion of Lot 3 and all of Lots 4 through 12, Block 462 of South Side of Buffalo Bayou, an unrecorded subdivision. The majority of this project is developed and the existing development will remain with the existing buildings being refurbished. The existing building along St. Emanuel is only 3.6 feet from the Right-of-way of St. Emanuel and 0.3 feet Southwest of the Lamar Avenue Right-of-way. This building does not allow for the creation of a 15' visibility triangle at this intersection. The existing development within this area on adjacent blocks does not provide for the 15' visibility triangles and most of the buildings are at the right-of-way line. The existing building on Hutchins Street also interferes with the required building line. Based on the existing conditions of the development with this block and adjacent blocks we are requesting a zero foot building line along the adjacent streets and to not provide the required visibility triangles. The primary purpose of this replat is to create a patio area over Dallas Street Court Homes. The developer thought it would be best to include all of his property within this plat as to create one reserve instead of just replatting the Dallas Street Court Homes to remove the lots and allow for the patio area. The existing building along St. Emanuel and Lamar is currently in the process of being remodeled and has been granted a variance request to allow a new wall and canopy to encroach at the intersection. This development is located within TIRZ 15. The developer has been working in cooperation with TIRZ 15 in the development of this project and has received the support of TIRZ 15. East Village will be the first project to draw top retailers, restaurateurs and businesses to the area by revitalizing existing buildings while maintaining the character of the neighborhood.

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

The circumstances of supporting the granting of the variance are not the result of a hardship created or imposed by the applicant because the existing buildings and development was in place prior to the purchase and redevelopment of this block. The developer is proposed to re-vitalize the existing development within this block. The existing building along St. Emanuel and Lamar is in the process of being remodeled and the purpose is to create a patio area over the Dallas Street Court Homes plat to the existing building.

(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 these are the existing conditions at this time and at least one of the buildings has been in place since at least 1968. The traffic has been operating on the adjacent streets without the required building lines and visibility triangles and there was a development variance granted to allow the existing building at St. Emanuel and Lamar to encroach. The current setback lines along this block are varied based on the existing development. The variance for zero setback lines will allow the developer to achieve a walkable, urban environment. The proposed improvements at the intersections of the streets will allow for visibility to the vehicular traffic. Keeping the inconsistent building lines would lead to a disjointed pedestrian experience.

(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 adequate visibility at the intersections of the adjacent streets and these existing conditions have been in place for over 47 years. This development will be in harmony with the adjacent development within this area. The distance from the back of curb to the existing building along St. Emanuel is 22.9 feet and the paving section is 36 feet. The distance from the back of curb to the existing building along Lamar Avenue is 23.1 feet with a paving section of 36 feet. The existing building on the North side of Lamar Avenue is 23.9 to 23.6 feet off the edge of concrete because there is no curb along that portion of Lamar to allow for parking. The existing building along Hutchins Street is 21.4 to 22.0 feet off the back of curb and the paving section is 35 feet. There is no curb on the East side of Hutchins to allow for parking. The existing building on the East side of Hutchins is on the property line and 20 feet from the edge of the parking area. The developer is trying to create a pedestrian friendly environment with the development and therefore the development will encourage sight visibility within this development.

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

Economic hardship is not the sole justification of the variance because these existing conditions existed prior to the developers purchase of this property and the request for the zero foot building lines and no visibility triangles creates a development that is in harmony and typical of the adjacent and adjoining development within this area. The developer is striving to create a cohesive urban setting that is pedestrian friendly, while maintaining the character of old buildings throughout the East Village development. The goal is to encourage walking connections from block to block and to create a pedestrian flow with a cohesive feel in keeping with the TIRZ 15 design guidelines. Creating consistent setback lines on all four sides of the block will help to provide a walkable pedestrian environment.

Houston Planning Commission

ITEM: 80

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Hyde Park Heights partial replat no 2

Applicant: Total Surveyors, Inc.



C – Public Hearings

Site Location

Houston Planning Commission

ITEM: 80

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Hyde Park Heights partial replat no 2

Applicant: Total Surveyors, Inc.



C – Public Hearings

Aerial

Houston Planning Commission

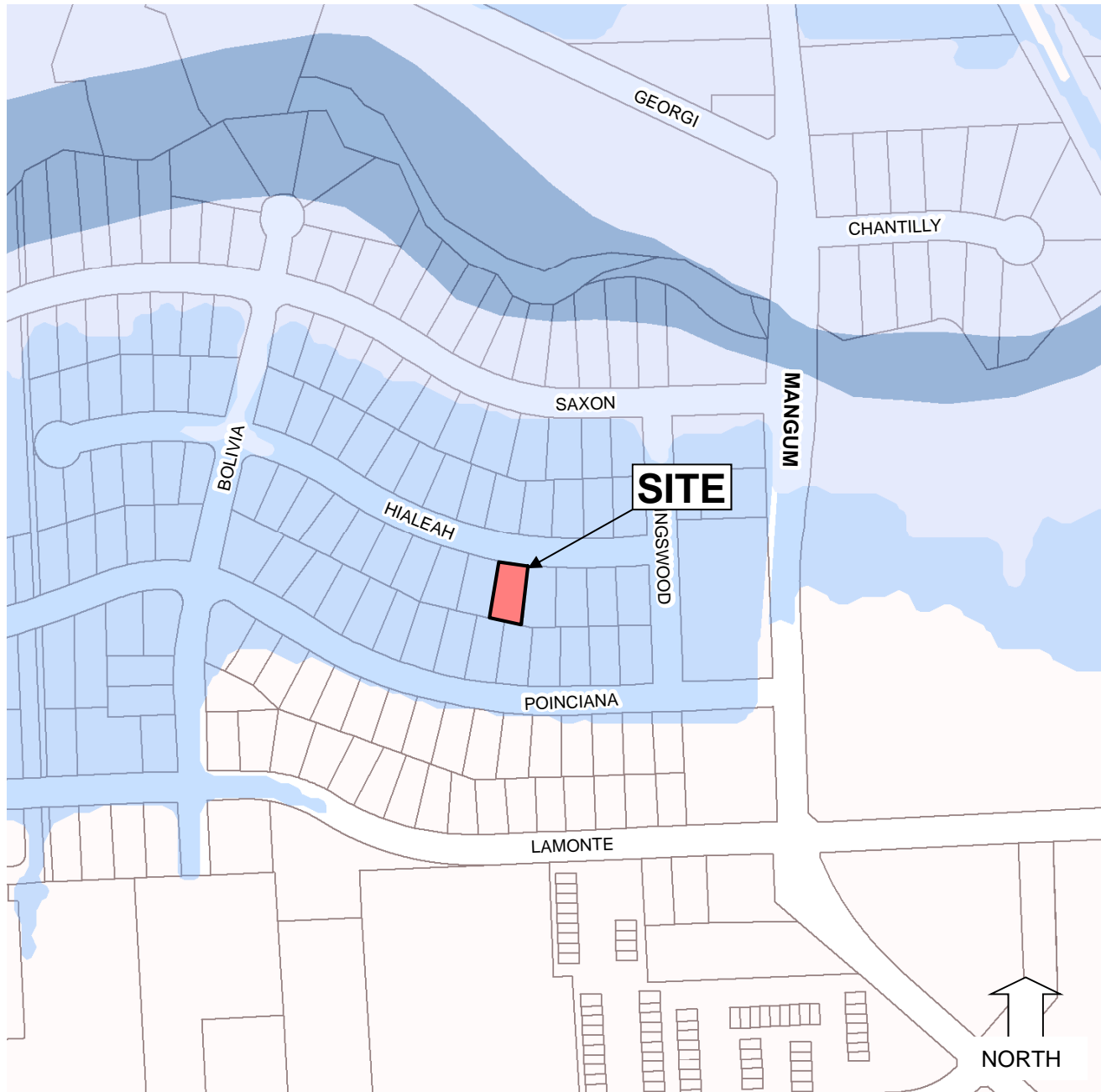
ITEM: 81

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Mangum Manor Sec 1 partial replat no 1 (DEF2)

Applicant: Owens Management Systems, LLC



C – Public Hearings with Variance

Site Location

Subdivision

Houston Planning Commission

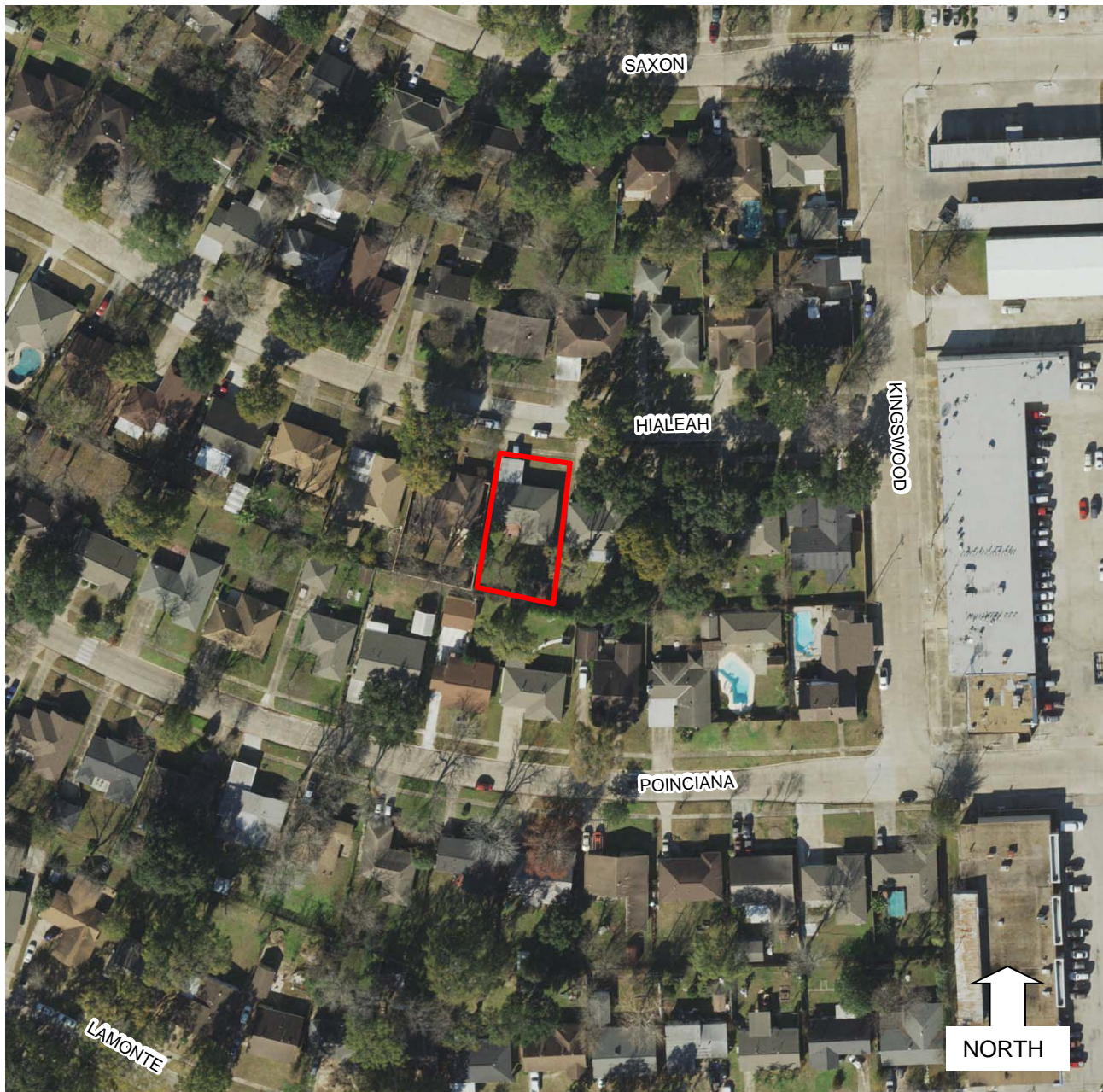
ITEM: 81

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Mangum Manor Sec 1 partial replat no 1 (DEF2)

Applicant: Owens Management Systems, LLC



C – Public Hearings with Variance

Aerial



Application Number: 2016-1017

Plat Name: Mangum Manor Sec 1 partial replat no 1

Applicant: Owens Management Systems, LLC

Date Submitted: 06/13/2016

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

Specific Variance is being sought and extent of variance:

A variance is sought for a dual 17' garage building line instead of the required 20-foot building line.

Chapter 42 Section: 42-156(c)

Chapter 42 Reference:

(c) Notwithstanding the other provisions of this section, the building line requirement for a lot restricted to single-family residential use shall be 20 feet for a garage or carport facing the street, except as provided in subsection (b) of section 42-157 of this Code.(b) The building line requirement for a subdivision or development in the city restricted to single family residential use adjacent to a collector street or a local street that is not an alley shall be (1) ten feet for the principal structure; and (2) Notwithstanding the other provisions of this section, 17 feet for a garage or carport facing the street.

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

Mangum Manor Sec 1 was recorded June 2, 1955 per Volume 48, Page 60 HCMR with a 25' building line and 70' building line for detached garages. Hialeah Street is a 60' ROW with 27.3' paved section, curb and gutter and 4' sidewalk. The distance from the back of curb to property line is 16.3'. The distance from the back to curb to the proposed 17' carport building line is 33.3 feet. Deed restrictions, per Volume 2942, Page 672 HCDR, recorded July 22, 1955 the following building lines were established: 25' front building line, 5' side building line, 70'- garage building line, 3' building line along the sides of garage building line. The restrictions expired January 1, 1985 to automatically renew every 10 years. Per HCCFN J837459, the aforementioned restrictions were renewed with expiration January 1, 1985 with automatic renewal every 10 years unless amended by a majority of home owners in Mangum Manor Sec 1. Per HCAD records, the existing one story house on slab was constructed in 1955. The current owners, Antonio and Rosa Marie Salazar purchased the house in June, 1979. Per recent survey, the house is encroaching into the front building line 5-feet and the side 5-foot building line 3/10". The encroachments were an existing condition when Mr. Salazar purchased the house in 1975 – 37 years ago. To accommodate Salazar's health challenges and allow him to remain home, the attached garage was converted to living space. A permit was secured May 16, 2011 via project no. 11045154. A permit to replace the existing driveway was secured November 17, 2014 via project no. 14123198. With the driveway improvement, the existing carport with aluminum roofing was removed and replaced with a new carport with shingled roofing to continue the flow of the roofline of the house. The carport extends from the house to 2.3 feet from the property line. A permit was not secured for the new carport. November 19, 2014, 311 received a complaint regarding the new carport deed restriction violation. An investigation opened by Code Enforcement under project 14124204 and City issued red tag 1. November 20, 2014 – Mr. Salazar met with Planning Department and informed of the deed restriction violation. Approval would require an amendment, variance and replat. Mr. Salazar hired an attorney to prepare a NOTICE OF AMENDMENT OF THE MANGUM MANOR DEED RESTRICTIONS SECTION 1 per Volume 2494, Page 692, to exempt carports from 25-foot building line. Mr. Salazar carried the petition throughout the subdivision and secured majority of signatures for the Amendment which was filed under HCCFN 20150353937 on August 6, 2015. The attorney was not aware of Chapter 42 carport building line and did not include a specific building line in the amendment. December 4, 2014 – City issued 2nd red tag. However, Mr. Salazar was in the process of amending the deed restrictions. With the consent of the Mangum Manor Civic Club, Mr. Salazar walked his neighborhood and collected 99 signatures. Once the majority of signatures were acquired, the attorney filed the Amendment with the Harris County Clerk. January 5, 2015 – City issued 3rd red tag Issued to due non-compliance. Due to Mr. Salazar's health, the signature collection process was lengthy. He walked his neighborhood to collect 99 signatures. August 6, 2015 – Deed restriction amendment filed under HCCFN 20150353937. Upon review by Heather Cook, Assistant City Attorney, it was determined that the recorded Amendment met the City's requirements for the carport encroachment. November 9, 2015, Ms. Cook sent Jodie Foster, Code Enforcement, an email notification that City Legal had closed the deed restriction complaint file and requested the "hold" be released to allow Mr. Salazar to complete permitting process. 311 complaint

project no 14124204 was closed out. November 9, 2015 – Steve Hawkins, emailed William Pirooz - Residential Building Permits/One Stop notification from Heather Cook, City Legal, "I understand the owner is attempting to pull permit for the above project (15090883). He hired an attorney and was able to amend the deed restrictions to allow the carport to remain. City Legal has closed our deed restriction complaint file accordingly, so could you please release the hold in the system?" This email was sent to Jodie Foster on November 9, 2016. Mr. Salazar submitted plans for a new carport addition November 11, 2015 via project no. 15090883 for One Stop review. The plans were rejected November 20, 2015 because the replat with variance was still required. However, it was Mr. Salazar's understanding the once City Legal closed the file, he could secure a permit. November 15, 2015 – City issued 4th red tag to due to non-compliance. Mr. Salazar was issued a citation from Code Enforcement, L. Crisantos, inspector, on December 10, 2015-ticket no. N3198935 & created project no. 1513586 for failure to comply with by building official to obtain plans and permits for the carport. Citation project no. 1513586. Mr. Salazar paid \$466 fine on February 22, 2016 to Houston Municipal Courts. May 6, 2016, Joyce Owens contacted Code Enforcement, L. Cisantos, inspector to advise the replat with variance process would take at least 90 days. Mr. Cisantos agreed not to issue any additional red tags. However, he did issue a red tag on May 6, 2016. Mr. Salazar will has court on August 22, 2016. Upon meeting with Mr. Steve Hawkins and further explaining the platting and variance process, he agreed to add notes to the file so no further red tags will be issued while the variance is in review.

(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 deed restriction amendment exempting carports from 25' building line does not specify a certain building line for carports. The optimum single-family residential building line performance standard is 10' building line and 17' garage building line in the city limits. However, per the deed restriction for principal structure is 25'. Chapter 42- 156C – 20' garage/carport building line requirement would only allow for the 5-foot carport, which is less than the average length of a vehicle. The 17' building line will allow for a more sufficient 8' carport. The house was constructed in 1955 with 5' encroachment into n 25' front building line and 3/10" encroachment into 5' side building line. There have been no additions to the footprint of the house for 61 years. There are numerous carport violations in Mangum Manor Sec 1 prior to the deed restriction amendment in 2015. Per City records, the following addresses are in violation but never red tagged: 5322 Poinciana, 5331 Poinciana, 5409 Poinciana, 5318 LaMonte, 5246 LaMonte, 5106 LaMonte. 4107 Donna Lynn Drive was red tagged in 2010 with instructions to obtain a building permit or demolish carport. No further citations or action was ever issued by Code Enforcement.

(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. City Legal has determined that the deed restriction Amendment met the requirements to allow the carport to remain. However, any additional structures or additions must adhere to the building line as shown on this plat. In addition, if the existing structure(s) is ever demolished, then any replacement structure(s) shall adhere to the building line shown on this plat. The 17' carport building line will allow cars to park under the carport and not encroach into the sidewalk. Per Google Earth 2011 and City Code Enforcement review, it appears the original metal carport is in the same location. The new carport has a pitched roof with wood columns wrapped in hardy plank to enhance curb appeal.

(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. Since the carport was constructed without a permit, JL Trevino & Associates inspected the carport and submitted a letter to City of Houston Building Official on January 15, 2016, stating that "the existing carport footings are designed in accordance with the IRC-2006 specifications and it is in good standing and adequate to receive the new service loads." The carport does not encroach into the sidewalk and does not interfere with pedestrian access.

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

Economic hardship is not the sole justification of the variance. The typical standard for carports without restrictions 17-feet in the City of Houston. The Mangum Manor deed restrictions exempt carports. We humbly request your consideration for the 17' garage dual building line. Mr. Salazar is retired with limited income. It was not his intent to violate the deed restrictions. It was his desire to make his carport as others in the neighborhood and enhance the appearance of his property.

Houston Planning Commission

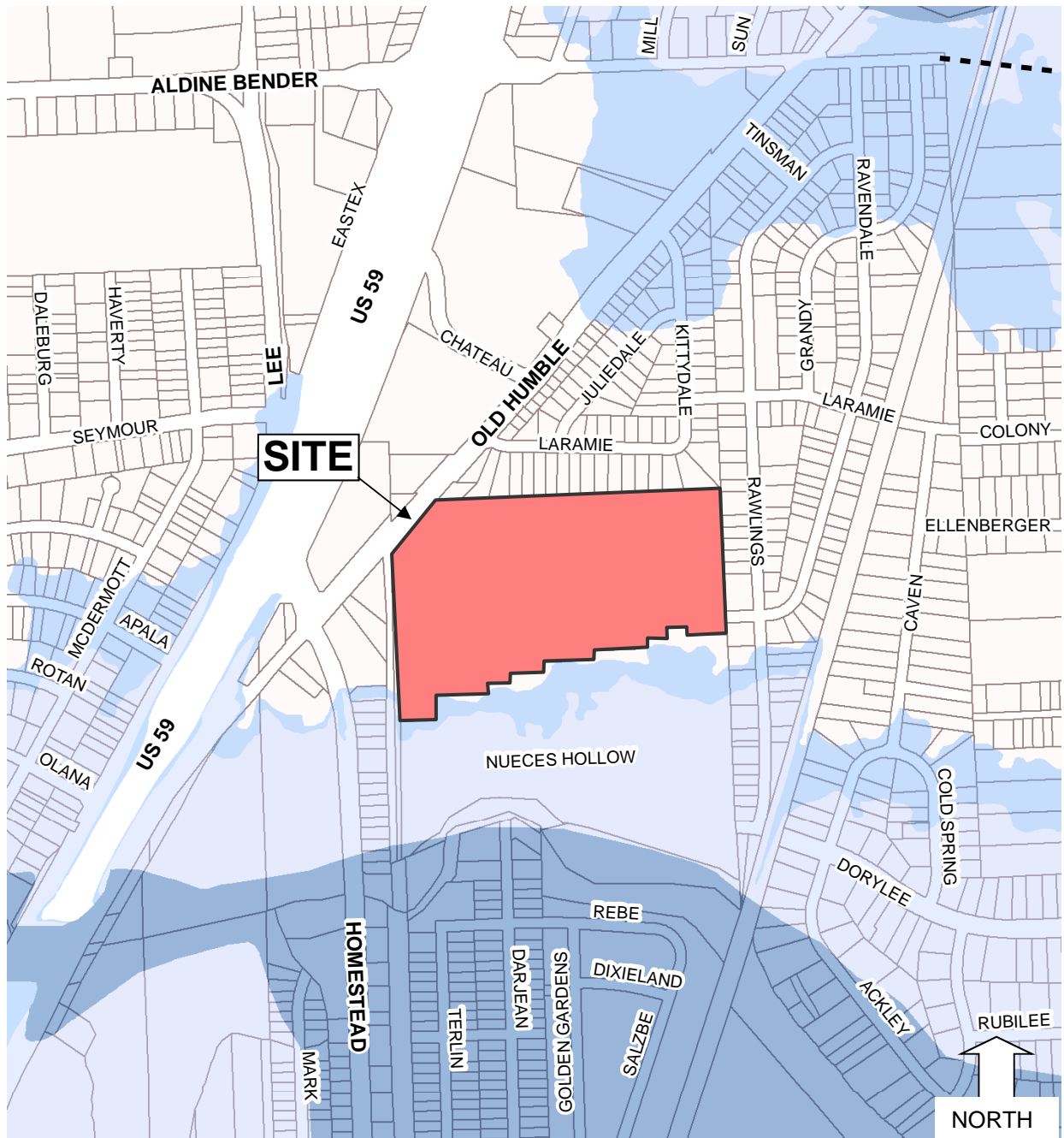
ITEM: 82

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Nueces Park Place Sec 1 replat no 1

Applicant: Bury



C – Public Hearings

Site Location

Houston Planning Commission

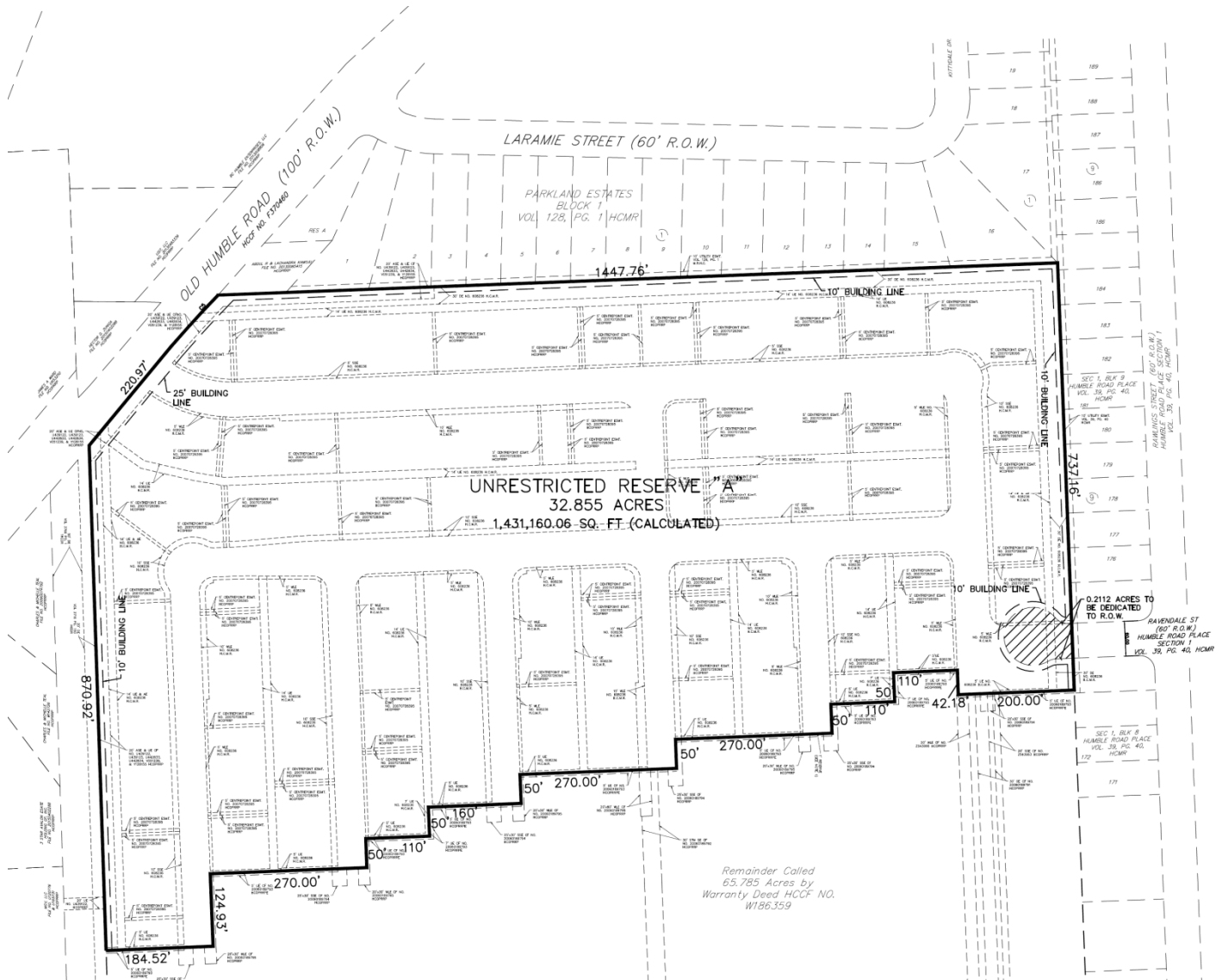
ITEM: 82

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Nueces Park Place Sec 1 replat no 1

Applicant: Bury



C – Public Hearings

Subdivision

Houston Planning Commission

ITEM: 82

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Nueces Park Place Sec 1 replat no 1

Applicant: Bury



C – Public Hearings

Aerial

Houston Planning Commission

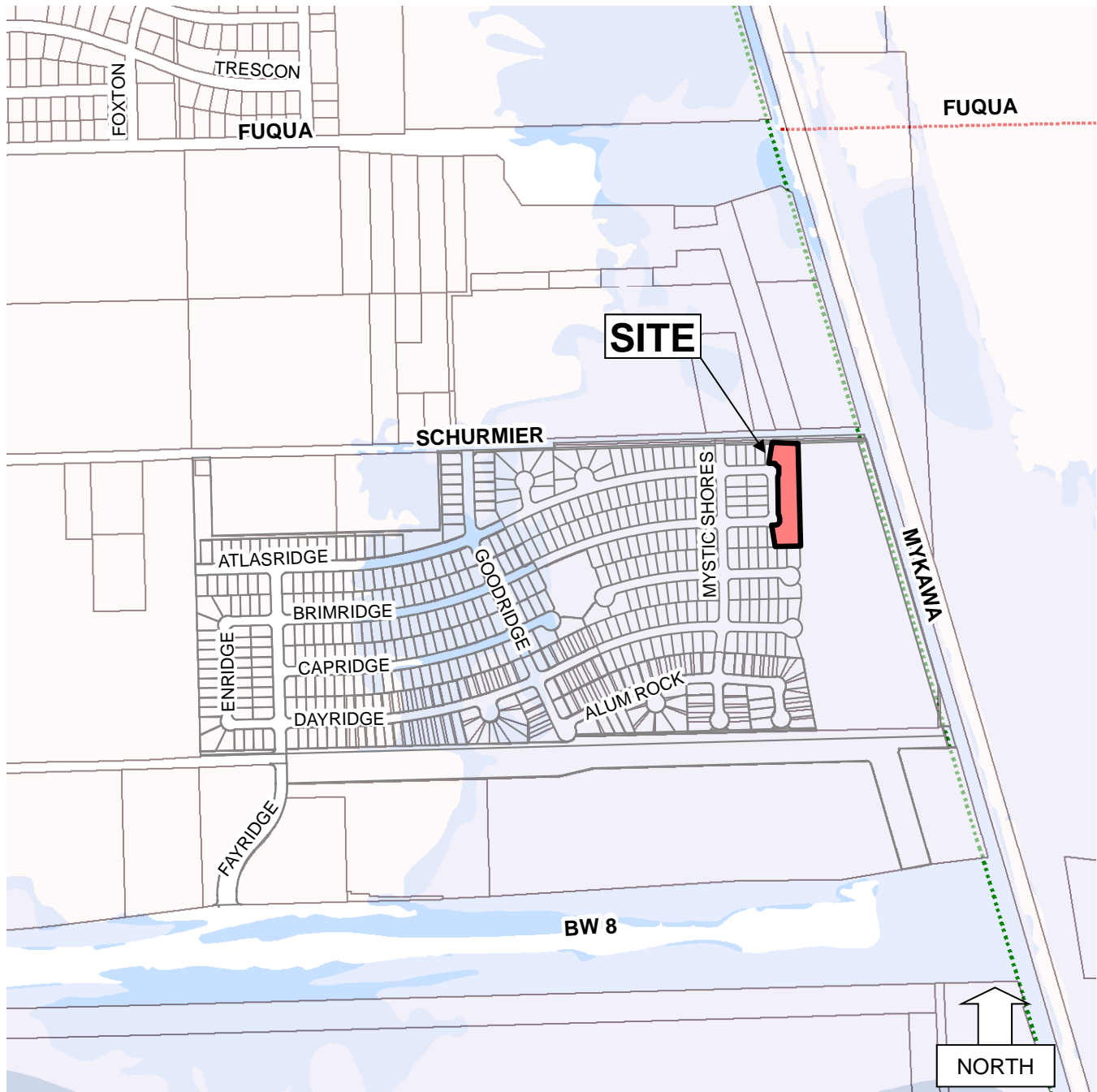
ITEM: 83

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Southridge Crossing Sec 7 partial replat no 1

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



C – Public Hearings with Variance Site Location

Subdivision

Houston Planning Commission

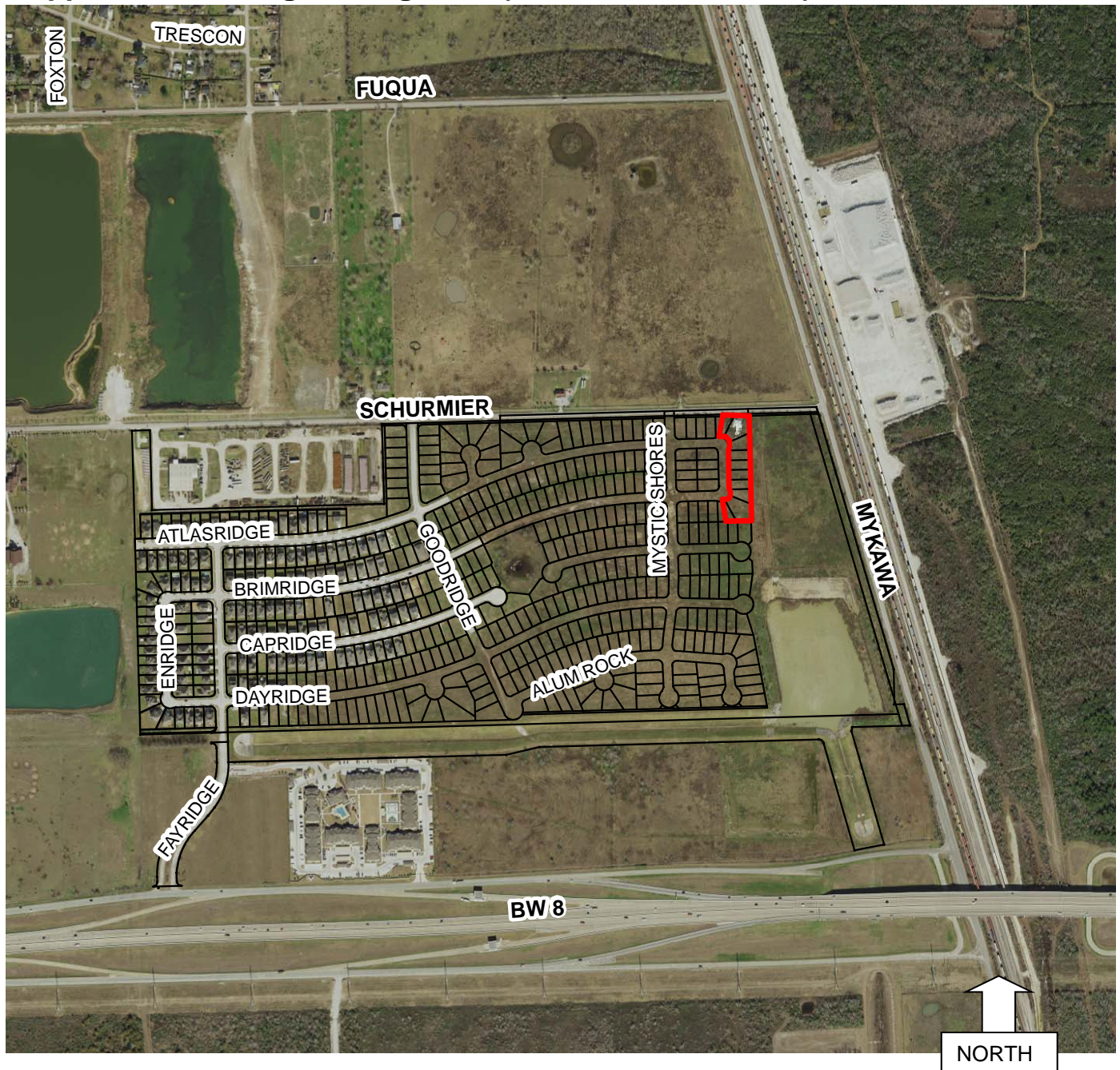
ITEM: 83

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Southridge Crossing Sec 7 partial replat no 1

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



C – Public Hearings with Variance

Aerial



VARIANCE Request Information Form

Application Number: 2016-1123

Plat Name: Southridge Crossing Sec 7 partial replat no 1

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

Date Submitted: 06/27/2016

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

Specific Variance is being sought and extent of variance:

To allow a reserve restricted to "landscape, open space" to be replatted into single family residential lots and a reserve restricted to "landscape, open space, drainage".

Chapter 42 Section: 42-193(c)(1)

Chapter 42 Reference:

Sec. 42-193. - Rules governing partial replats of certain property. (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. (4) A plat restriction limiting the use of property to drainage, water plant, wastewater treatment, lift station or similar public utility use may be amended only to permit: a. Landscape, park, recreation, drainage, open space or similar amenity uses of that property, or b. Single-family residential use of that property only if the typical lot size in the replat is not less than the typical lot size of lots in the preceding plat.

Statement of Facts

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

Southridge Crossing is an approx. 200-acre mostly single family development located at the northwest corner of Beltway 8 and Mykawa Road and south of Schurmier Road. The development began in the mid 2000's, with sections 1 & 2, but was a victim of the recession of the late 2000's and was dormant until 2014. Since 2014 sections 3 through 7 have been recorded; completing the single family portion of the overall development. There is some commercial acreage fronting along the Beltway that remains undeveloped. The overall development contains 534 single family residential lots, a large drainage reserve fronting Mykawa Road and an east-west drainage channel separating the single family lots from the aforementioned commercial acreage along the Beltway. All of Southridge Crossing is a redevelopment of the old Minnetex Place Subdivision from 1908. Southridge Crossing Sec. 7, recorded in early 2016, contains approx. 30 acres with 59 lots in 5 blocks and 3 reserves restricted to drainage, detention, landscape and open space. Lots 6 through 14, Block 1 back up to 10' wide landscape & open space reserve, "C", which separates the lots from a large detention reserve, "A". Overlapping Reserve "C" and extending 4' into the back of the lots is a 14' U.E. for dry utilities, electricity, gas, telephone, and cable lines. After recordation of the Sec. 7 plat Centerpoint Energy determined that the platted configuration of the 14' U.E. overlapping Reserve "C" and only being 4' within the rear of Lots 6 through 14, Block 1 was unacceptable for their use and are refusing to provide power to the entire section until the issue is rectified. Removing Reserve "C" by replat is the only way to achieve that result.

(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;

These circumstances were created by Centerpoint Energy's refusal to install their facilities in the U.E. provided by the original plat otherwise the property owner would not be replatting the property.

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

By granting this variance request, and subsequent recordation of this partial replat, Centerpoint will install the facilities needed for the development and construction of the single family homes on the affected lots and therefore accomplishing the intent and general purposes of Chapter 42.

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

This variance will not affect the public health, safety or welfare in any way.

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

Centerpoint Energy's refusal to install their facilities in the U.E. provided by the original plat is the justification of this variance.

Houston Planning Commission

ITEM: 84

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Spring Knoll Estates replat no 1

Applicant: MOMENTUM ENGINEERING



C – Public Hearings

Site Location

Houston Planning Commission

ITEM: 84

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Spring Knoll Estates replat no 1

Applicant: MOMENTUM ENGINEERING



C – Public Hearings

Aerial

Houston Planning Commission

ITEM: 85

Planning and Development Department

Meeting Date : 08/18/2016

Subdivision Name: Townley Place partial replat no 2

Applicant: replats.com



C – Public Hearings

Site Location

Houston Planning Commission

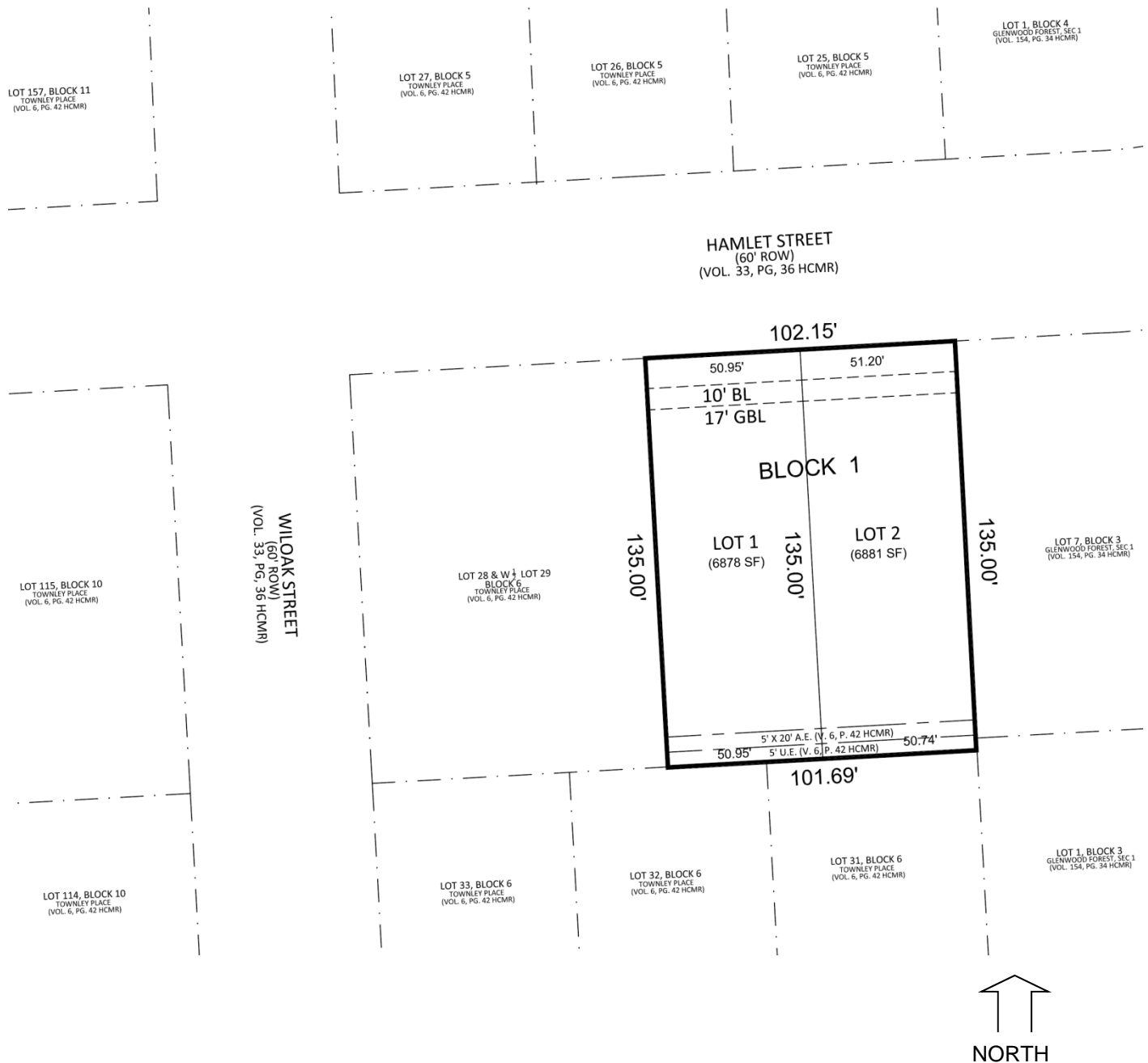
ITEM: 85

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Townley Place partial replat no 2

Applicant: replats.com



C – Public Hearings

Subdivision

Houston Planning Commission

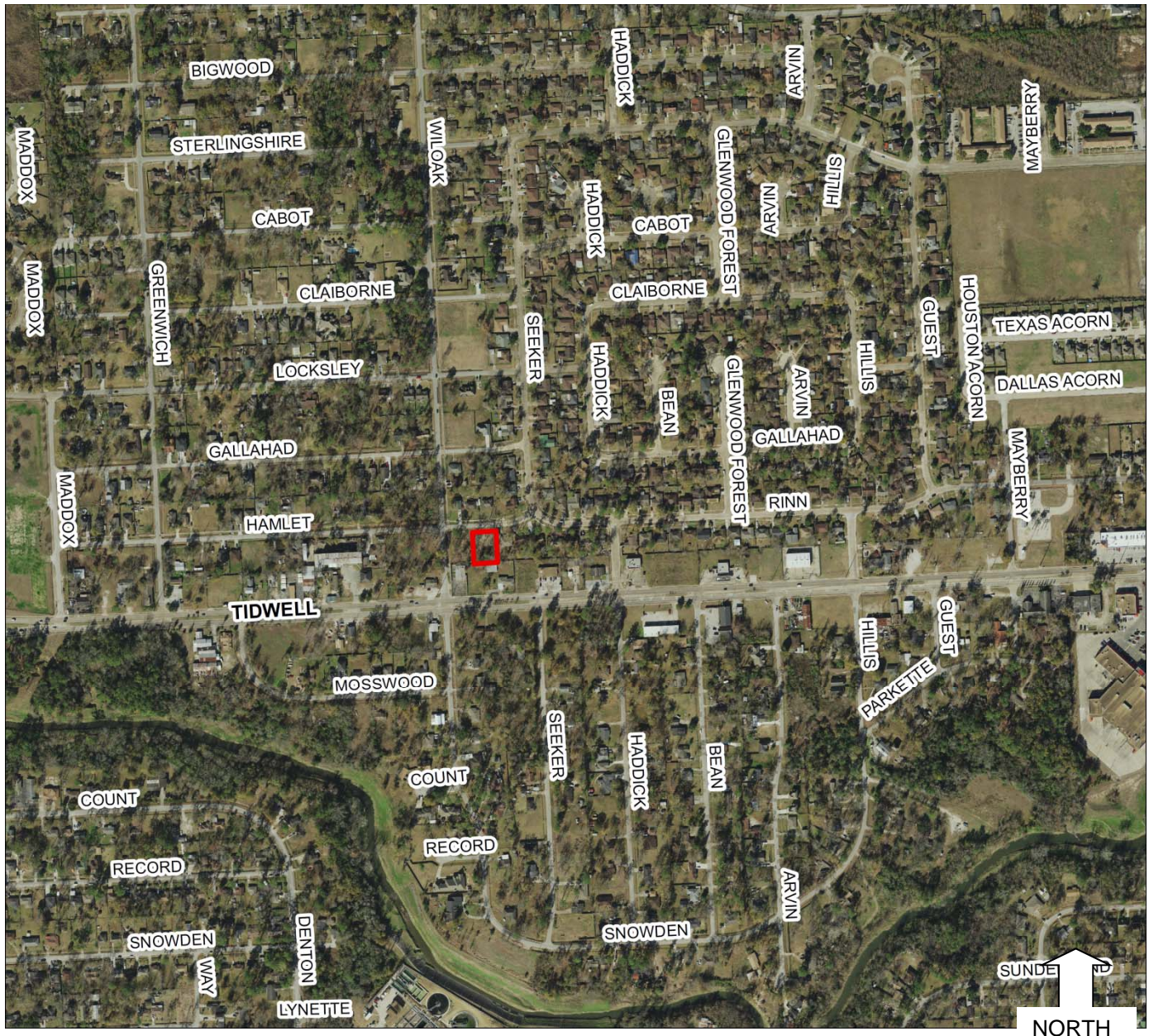
ITEM: 85

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Townley Place partial replat no 2

Applicant: replats.com



C – Public Hearings

Aerial

Houston Planning Commission

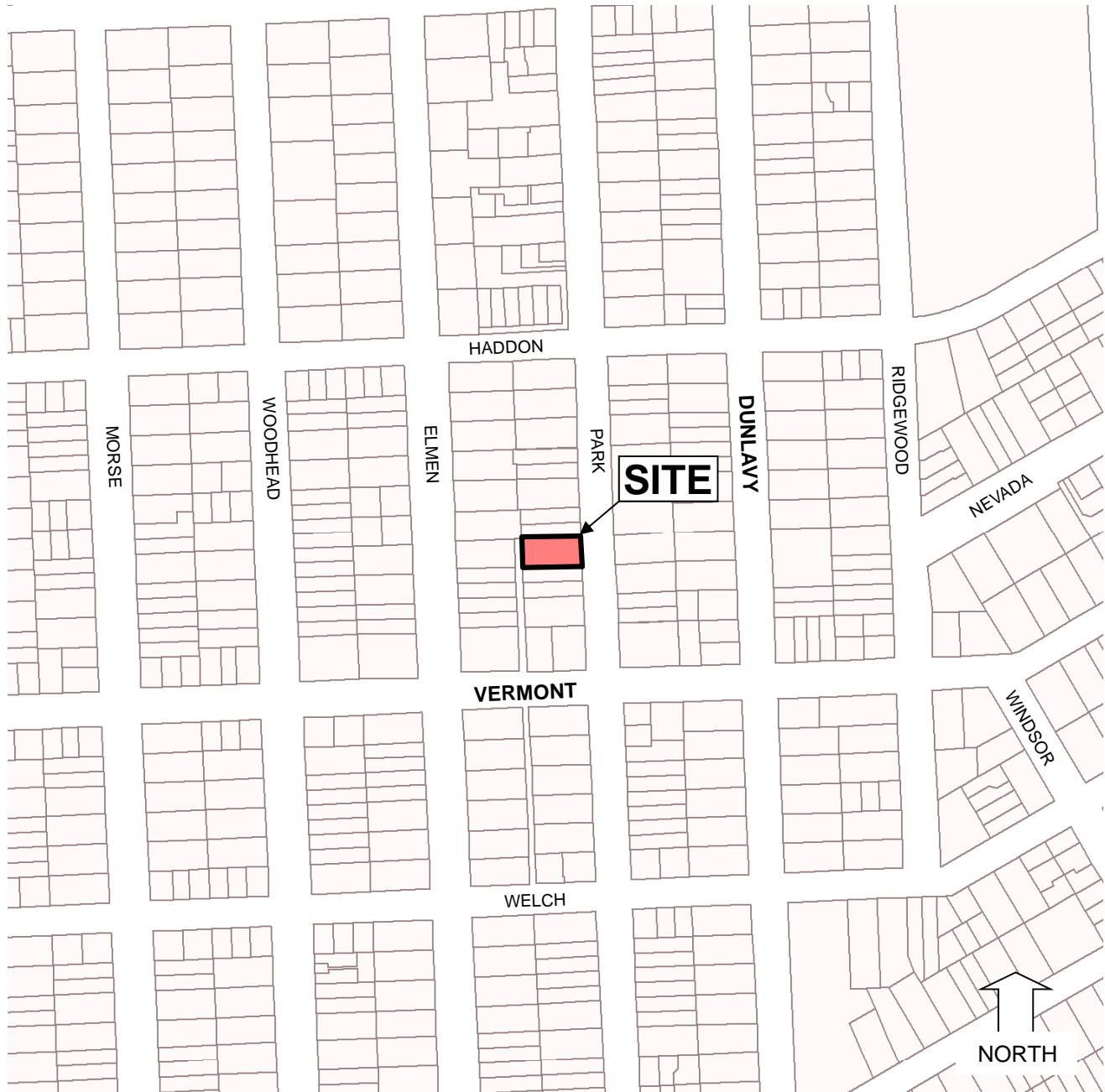
ITEM: 86

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Windsor Place Addition partial replat no 3

Applicant: Total Surveyors, Inc.



C – Public Hearings

Site Location

Houston Planning Commission

ITEM: 86

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Windsor Place Addition partial replat no 3

Applicant: Total Surveyors, Inc.



C – Public Hearings

Subdivision

Houston Planning Commission

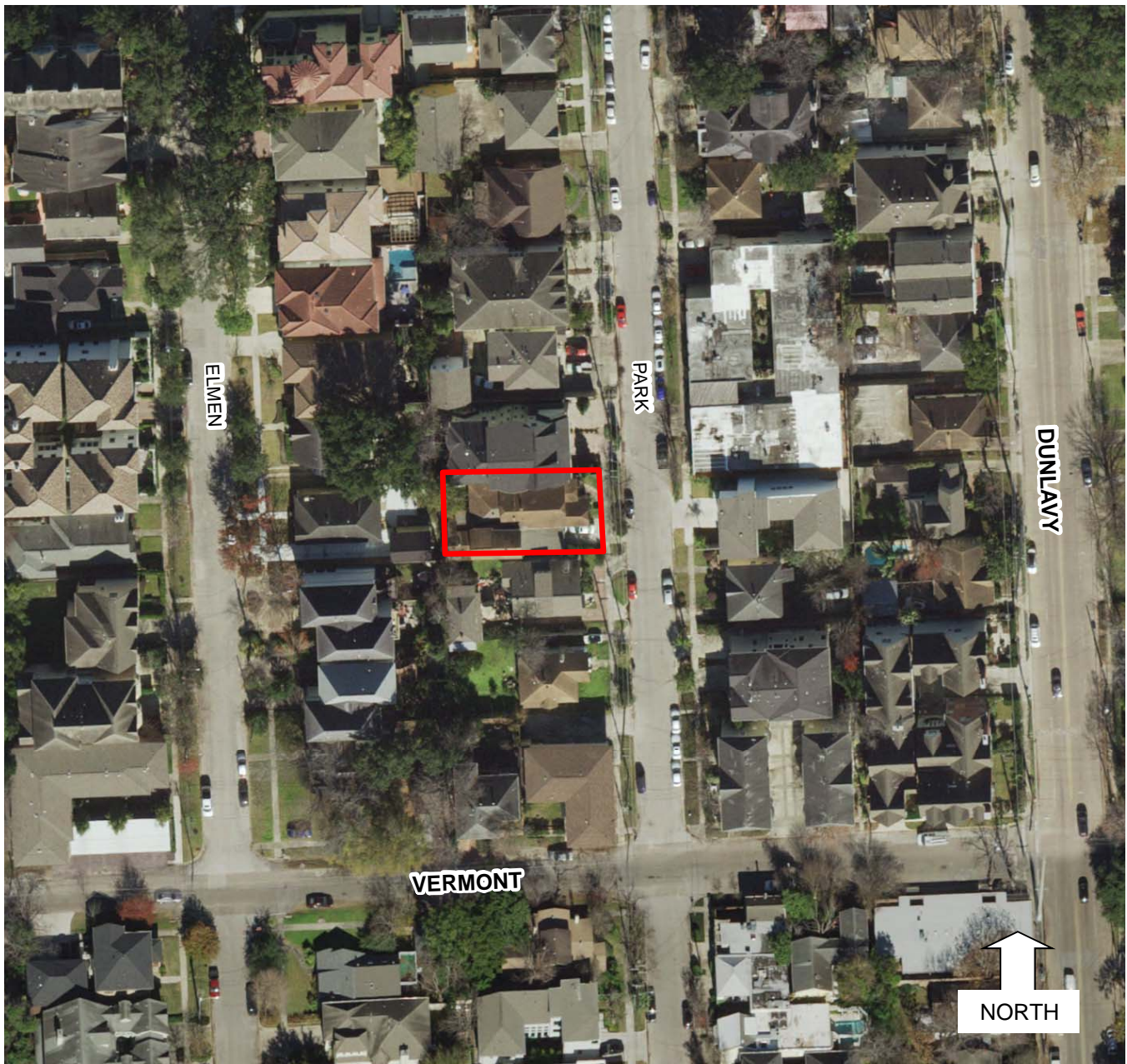
ITEM: 86

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Windsor Place Addition partial replat no 3

Applicant: Total Surveyors, Inc.



C – Public Hearings

Aerial

Houston Planning Commission

ITEM: 87

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Albe

Applicant: Arborleaf Engineering & Surveying, Inc



D – Variances

Site Location

Houston Planning Commission

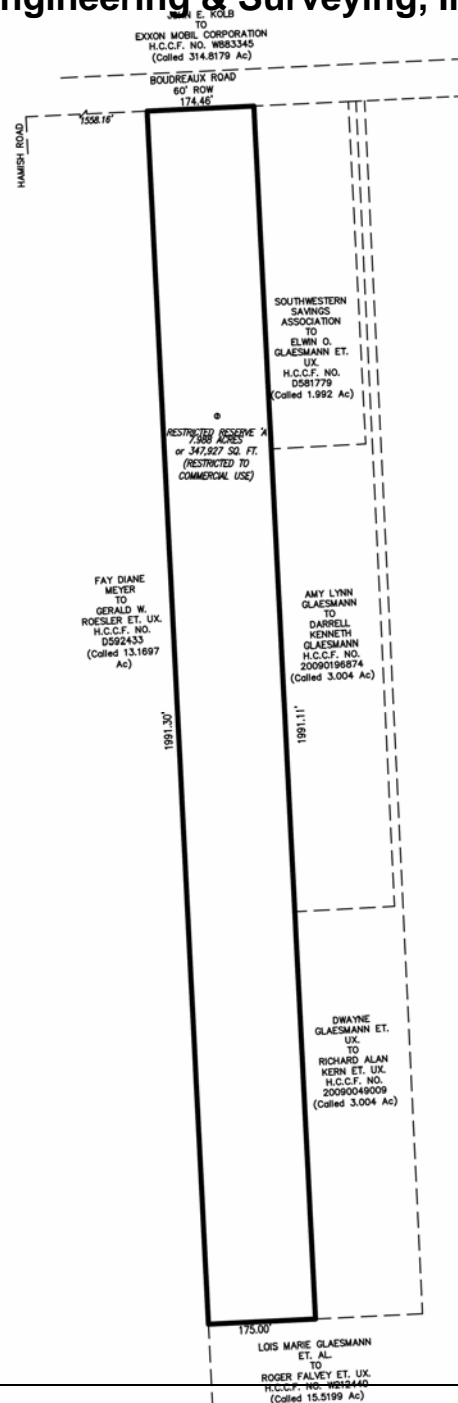
ITEM: 87

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Albe

Applicant: Arborleaf Engineering & Surveying, Inc



D – Variances

Subdivision

Houston Planning Commission

ITEM: 87

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Albe

Applicant: Arborleaf Engineering & Surveying, Inc



D – Variances

Aerial



PLANNING & DEVELOPMENT DEPARTMENT

VARIANCE Request Information Form

Application Number: 2016-1371

Plat Name: Albe

Applicant: Arborleaf Engineering & Surveying, Inc.

Date Submitted: 08/08/2016

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

Specific Variance is being sought and extent of variance:

To north south or east-west street

Chapter 42 Section: 128

Chapter 42 Reference:

Sec. 42-128. Intersections of local streets. (a) Each class III plat and each general plan that shows local streets shall provide for internal circulation by meeting either of the following requirements: (1) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1,400 feet; or (2) One or more collector streets within the class III plat or general plan shall connect with another collector street or major thoroughfare at a minimum of two points.

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 Able Subdivision is located on Boudreaux Road and west of 249 Highway. The property is surrounded by deep narrow lots which are mostly agriculture zone tracts. There are private dead end roads west and east of the property, one called The Oaks (on the west side) and the other Berry Hills Drive (on the east side). The variances requested are to allow the Albe Subdivision to not include the 1400 foot block length rule north & south on the property or the east and west. The plat is proposed to be one Reserve and will not create residential development, the tract is only 175.00 feet wide and 1990 feet deep. The tract is only 175 feet wide, a right-of-way of 60 feet will leave 115 feet for the Reserve. This 34% of the width of the tract. The need of having a North & South street will decrease the width of the Reserve by 1/3. The problem with having an East & West street is that there are no existing street ROW's to meet. There are no East & West street within 1,500 feet from proposed.

(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;

There are existing dead end only private street and no public ROW to connect. One private street in the unrecorded plat of "BERRY HILL ESTATES" and the other private street is on Tract 1 of Abstract 296, E Girard Survey. There are no roads going East & West within close proximity of the proposed plat. There are no East & West Roads within 1,500 feet from proposed.

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

The intent and general purpose of Chapter 42 is to provide reasonable connections to the adjacent properties in order to ensure adequate traffic circulation within the general area. This area is surrounded by agriculture zone properties. These roads will not alleviated any traffic in the general area. Additionally, it is the intent and general purpose of Chapter 42 to provide right-of-way access to all reserves.

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

The public health, safety or welfare will not be effected due to the existing private roads facilitating the residential areas. The property is surrounded by agriculture zone properties.

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

There are no roads east and west to connect and alleviated traffic in this general area.

Houston Planning Commission

ITEM: 88

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Aldine Westfield Self Storage Sec 2

Applicant: Town and Country Surveyors



D – Variances

Site Location

Subdivision

Houston Planning Commission

ITEM: 88

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Aldine Westfield Self Storage Sec 2

Applicant: Town and Country Surveyors



D – Variances

Aerial



Application Number: 2016-1322

Plat Name: Aldine Westfield Self Storage Sec 2

Applicant: Town and Country Surveyors

Date Submitted: 08/05/2016

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

Specific Variance is being sought and extent of variance:

Variance not to extend McGuinness Across the Proposed Plat.

Chapter 42 Section: 135

Chapter 42 Reference:

One Commercial Subdivision. (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

McGuinness Drive is currently a 285 feet in length and is only in the Estates of Legends Trace, Section 1. At the current time it runs from Rose Trace Drive and served only the the remainder of a called 10.2378 Acre Tract. used by Michael McGuinness. Mr. Guinness abandoned his access to McGuinness drive when he was provided with access to Aldine Westfield. A barricade has been put up on the end of McGuinness Drive and the new concrete access for Mr. McGuinness. It is currently impossible to access the proposed plat because of the difference in elevation between the end of McGuinness and the new concrete. Extending the Road would make no sense at this time since it would only bring residential traffic into this One Commercial Subdivision. The existing McGuinness Drive is only one lot in depth and is not shown in the current general plan. To the North of the proposed Plat is Section One of the Aldine Westfield Storage Section 1. There is no place for access from an extension of McGuinness Drive. Mr. McGuinness is signatory to this proposed plat and by agreement the access to McGuinness drive is abandoned, since his portion of the plat will be part of the new existing Commercial Reserve. 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 property cannot be further developed because of this Road, which will provide minimal if any additional traffic flows. Since the development of the property is going to be commercial reasonable use the road will provide unwanted access from a residential development to a commercial development. The City will not allow access from residential through a commercial development. If this plat is approved as commercial then an extension would make no sense.

(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;

Both the City of Houston and Montgomery County do not want access into the commercial development from a residential development. The physical characteristic is the location of the Approved Commercial plat on the North of our Development. If the road was extended to the north, it would run into the Storage Facility on the North of our tract and provide no benefit to either the proposed commercial tract or the Estates of Legends Ranch to the South.

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

The variance is not requested do to a hardship the configuration of the tracts, not just this developer creates and encumbrance to putting in a new road.

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

The intent of the ordinance is to provide traffic collection and flow but there is no need in this area. The Estates of Legends Ranch to the South has existing access to Legends Trace drive and Elan Blvd to both Aldine Westfield and Birnham Woods Drive. No additional access a new extension would provide no additional flow or collection.

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

Not putting in a public road will not have any affect on the public health, safety or welfare. A new road road extention would put commercial traffic into a residential subdivision and vice versa.

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

It is the configuration of the adjoining tracts that makes a road extention impractical not the economics of it.



Application Number: 2016-1322

Plat Name: Aldine Westfield Self Storage Sec 2

Applicant: Town and Country Surveyors

Date Submitted: 08/05/2016

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

Specific Variance is being sought and extent of variance:

The developer requests that no local street be required running east and west through proposed plat. There is 2269 feet between Elan Blvd and Red Oak Forest.

Chapter 42 Section: 128

Chapter 42 Reference:

(1) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1,400 feet; The developer requests that no local street be required running east and west through proposed plat.

Statement of Facts

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

A road through the proposed plat would not provide any access from East West Road to any other property except this property. East of the property is the Estates of Legends Trace Section One. No access point was provided between residential lots. The distance between Red Oak Forest to the north and Elan Blvd to the south is around 2,300 feet both roads provide access to adjoining subdivision. To the West of property are individual lots that each have access to Aldine Westfield so that there can never be a tie in on the west side for circulation or access. The configuration of the properties in the area make putting a collector at this point unnecessary. It would not be in the interest of the public to create a public road where one is not necessary. A new road east and west would dead end at the West line of Legends Trace, it would provide no additional access to any properties East or West.

(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 variance is not requested do to a hardship it is asked for because of configuration of all the tracts in the area, and because a public road though this tract would serve no purpose.

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

The intent of the ordinance is to provide traffic collection and flow but there is no need in this area. A East West road would provide to benefit and would not provide additional flow or collection.

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

Since the adjoining properties are already developed a public street through the property will not provide any additional access to access to anyone so there should be no affect on the public health, safety or welfare.

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

The configuration of the existing development and the surrounding properties do not justify the need for an additional collector road. It is also not beneficial to have a public road cutting up a commercial tract.

Houston Planning Commission

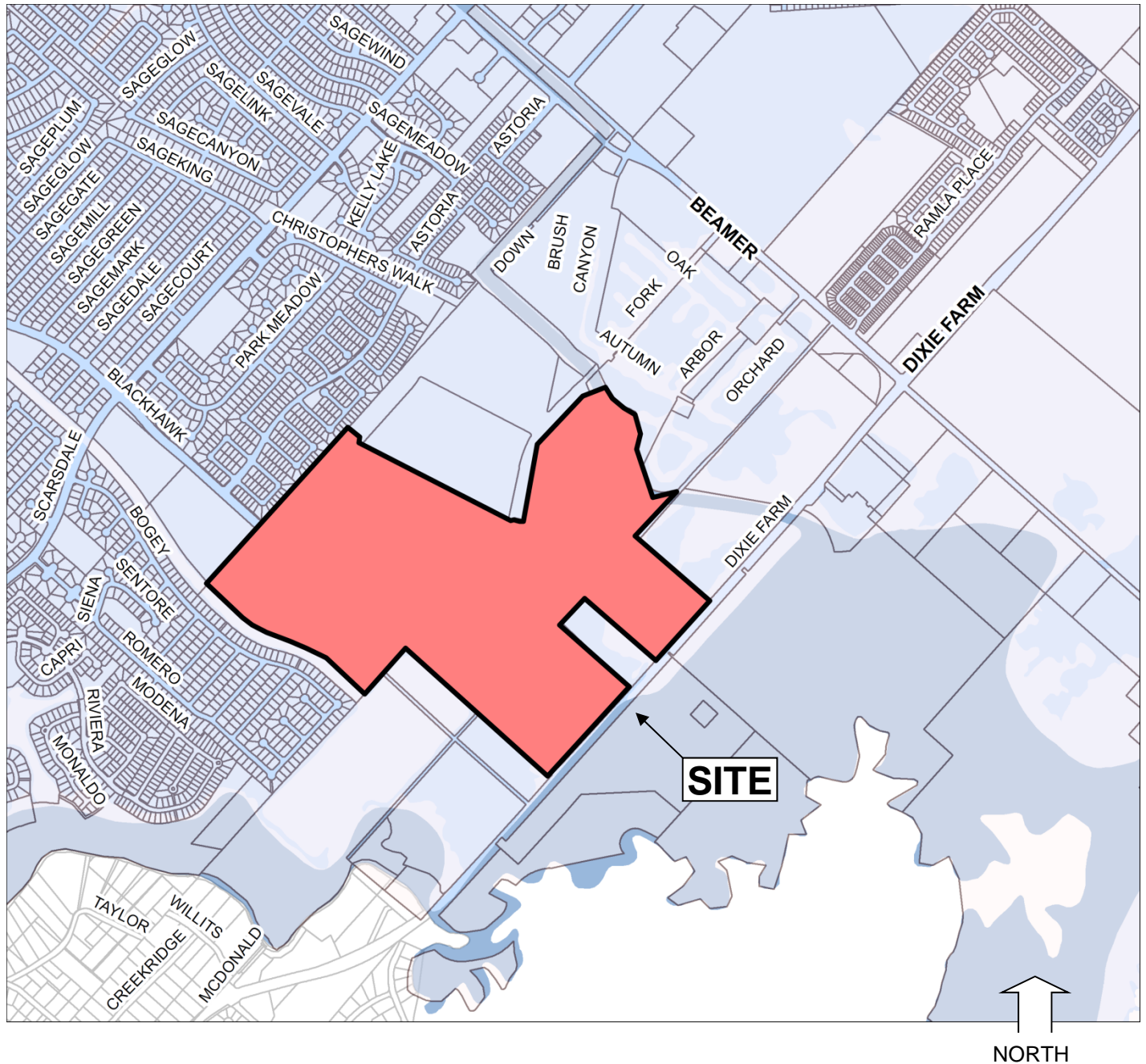
ITEM:89

Planning and Development Department

Meeting Date : 08/18/2016

Subdivision Name: Ashley Pointe GP

Applicant: Windrose



D – Variances

Site Location

Houston Planning Commission

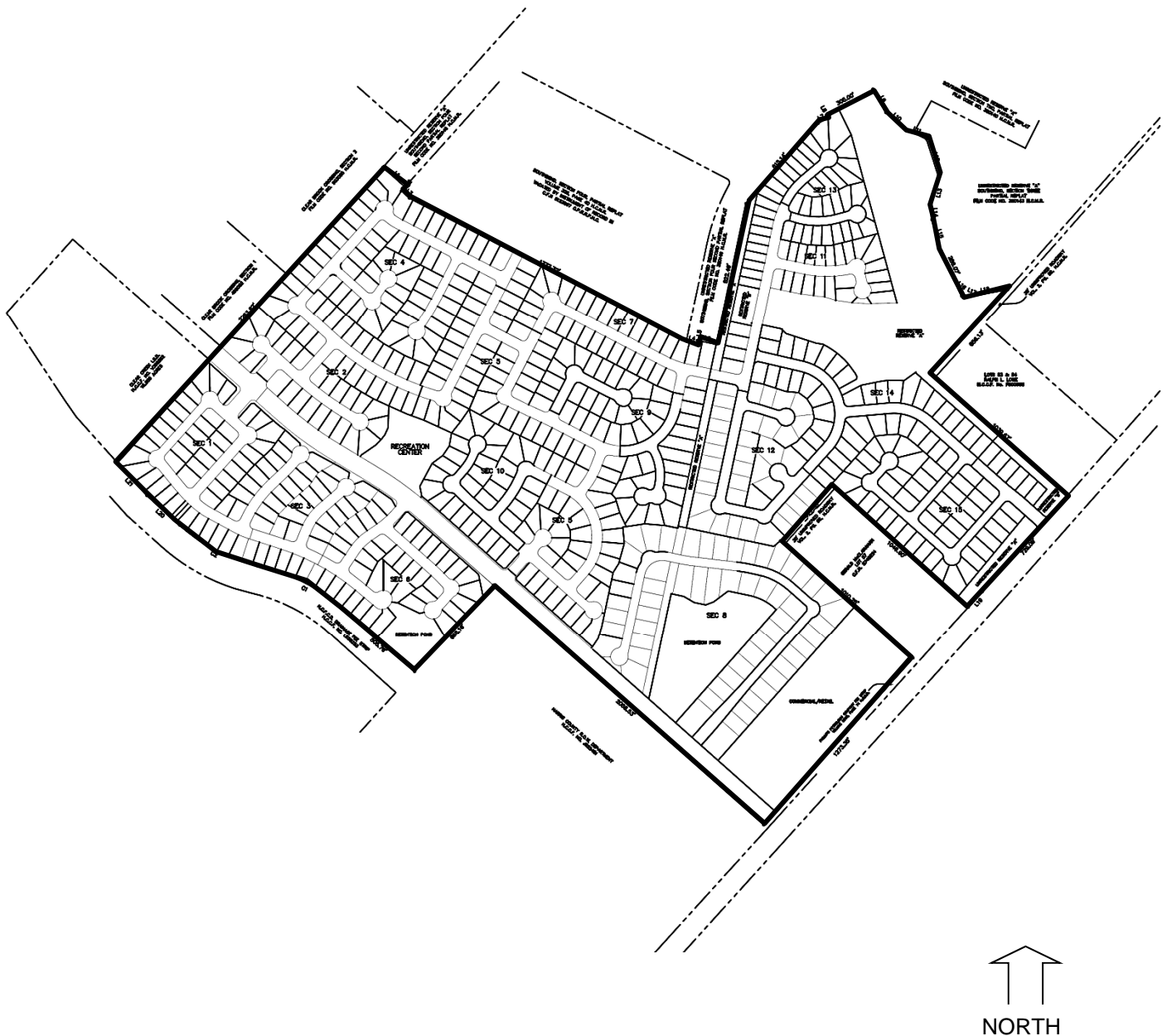
ITEM:89

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Ashley Pointe GP

Applicant: Windrose



D – Variances

Subdivision

Houston Planning Commission

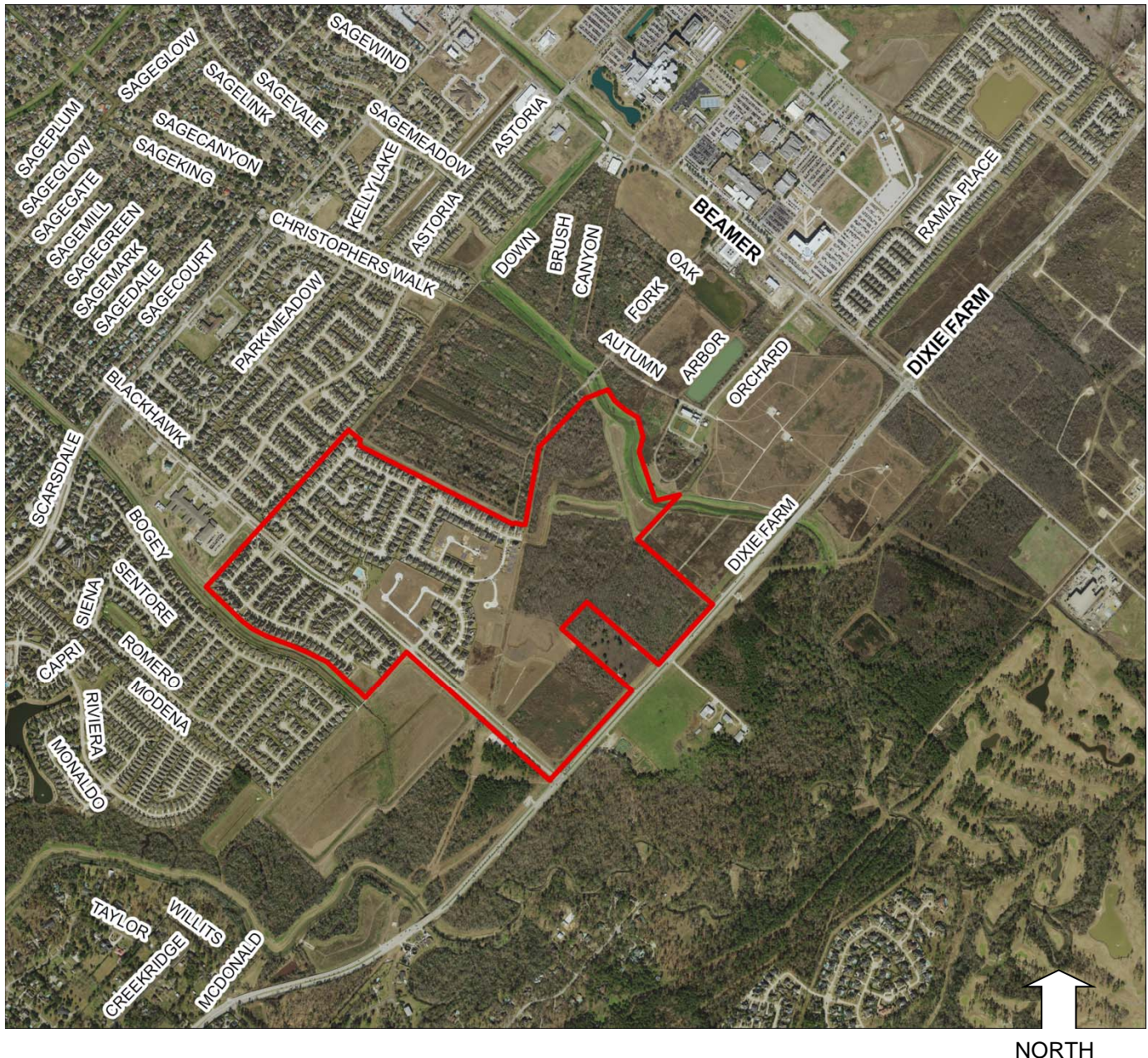
ITEM:89

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Ashley Pointe GP

Applicant: Windrose



D – Variances

Aerial



Application Number: 2016-1375

Plat Name: Ashley Pointe GP

Applicant: Windrose

Date Submitted: 08/08/2016

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

Specific Variance is being sought and extent of variance:

To not extend or terminate with a cul-de-sac the unnamed and unimproved thirty (30) foot right-of-way that affects the Ashley Point General Plan area, specifically Sections 14 and 15; AND To allow an intersection spacing of 2,218 feet instead of the required 2,000 feet along Dixie Farm Road

Chapter 42 Section: 128,134

Chapter 42 Reference:

Sec. 42-134 "Street extension" paragraph (a) states, "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." Sec. 42-128 "Intersections of local streets" paragraph (a) states, "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 subject property is 249 acres located on the west side of Dixie Farm Road (F.M. 1959) south of Beamer Road. The general plan area is bordered by Dixie Farm Road and undeveloped acreage to the East, residential subdivisions and Harris County Flood Control District ("HCFCD") property to the west, an HCFCD storm water channel to the north, and Blackhawk Boulevard to the south. An unimproved roadway was proposed through this area when the land was first platted back in August 1908 via the Geo. W. Jenkins Subdivision, Harris County Clerk's File No. 41579. The purpose of this roadway was to provide the primary access for 94 rural, single-family residential lots. The uninterrupted length, narrow 30-foot width, and dead-end configuration of the subject right-of-way would not come close to meeting current City of Houston or Harris County standards. In addition to these limitations, constructing the roadway is unfeasible due to several other factors. The unimproved right-of-way crosses an active Superfund Site (the "Brio Site"), numerous existing improved/platted roadways, private pipeline easements, detention facilities and it dead-ends without extension in to Ashley Pointe Section 8. Portions of the 30' right-of-way and several of the original lots intended to be serviced by this unimproved roadway have already been preempted by other public infrastructure, such as Blackhawk Boulevard, Dixie Farm Road Park, the Brio Site, and the Ashley Pointe detention ponds. Because of its deficient configuration and these insurmountable obstacles, the roadway can never be approved or accepted by any government agency and is no longer viable as a public right-of-way. When the plat for Ashley Point Section 8 was submitted, the applicant coordinated with the City of Houston and Harris County on a solution to address this roadway. The guidance was to apply for a variance not to extend or terminate in a cul-de-sac the unnamed roadway through Section 8, which was granted by the Planning Commission. This application would apply that same determination to the entire Ashley Pointe General Plan boundary, specifically as it would affect Sections 14 and 15. This variance is critical as the subject roadway would negatively affect the entire planned development, not just Sections 14 and 15. Strict application of the requirement to continue, construct and most likely widen the 30-foot unimproved right-of-way conflicts with the general plan street system already approved and under construction for the Ashley Pointe development. Further, the street's location is infeasible due to the numerous obstacles that were previously discussed. Dedication of the right-of-way would result in no benefit to the connectivity of the area and it would unnecessarily eliminate single-family lots from the two platted areas. Regarding intersection spacing, the planned General Plan street network was designed to maximize traffic flow to Blackhawk Road and Dixie Farm Road given the extreme physical limitations affecting the site. These limiting factors include the Brio Site

to the north, numerous pipeline corridors, and an HCFCD channel. Because there is no possibility for major through streets, the roadways in the General Plan are designed to collect and deliver traffic through sub-regions (essentially by Section). There are no substantial changes to the street patterns from the General Plan that was approved in 2014, we are just applying for the variance to account for the unusual street pattern caused by the physical constraints affecting the site.

(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 variances are not the result of a hardship created or imposed by the applicant. If the Commission does not grant the variance, the imposition of the requirement to extend and construct this remnant street will create a hardship for the applicant and the public/private agencies that will have to maintain the illogically configured roadway. Most importantly, the unique physical characteristics of the surrounding area such as the Brio Site and HCFCD channels were not created by the applicant and are more than satisfactory justifications for the street extension and street intersection variances.

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

The intent of the cited sections is to provide safe and effective mobility and to enable land to develop in an orderly fashion in accordance with the highest and best use so long as it does not conflict with existing or planned land uses. Additional through streets, including the unimproved roadway, would provide no connectivity to the surrounding developments. The street pattern for the entire General Plan area has already been reviewed and approved by City and County officials and the sections of the unimproved right-of-way have effectively been abandoned by prior subdivisions and public improvements. Because of these existing conditions that affect the subject property, additional intersecting streets or the dedication of the unimproved 30-foot right-of-way are both infeasible and totally contrary to the intent of the City and County regulations.

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

Additional collector streets, including the dedication/construction of the 30-foot right-of-way through the property is impractical and contrary to the public interest. The additional roadways through the site would be highly inefficient and detrimental to traffic flow and would be contrary to the approved General Plan street system (which is under construction for several phases). Not dedicating or extending this 30-foot unimproved right-of-way would facilitate residential traffic flow by using the street network planned for in the originally filed General Plan. The applicant is requesting variances to not dedicate a new public road and preserve the configuration that is the best solution for the existing and proposed residential and industrial/commercial properties.

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

The conditions supporting the variance are caused by the unique physical characteristics of the land. Any potential use of the platted unimproved roadway would not meet regulatory agency minimum requirements and does not provide enhanced vehicular traffic movement in or around the site. Additionally, adding new north/south or east/west streets would conflict with the existing General Plan street layout that is under construction. The previously platted subdivisions to the north and south along with the existing development create the conditions that justify both variances.

Houston Planning Commission

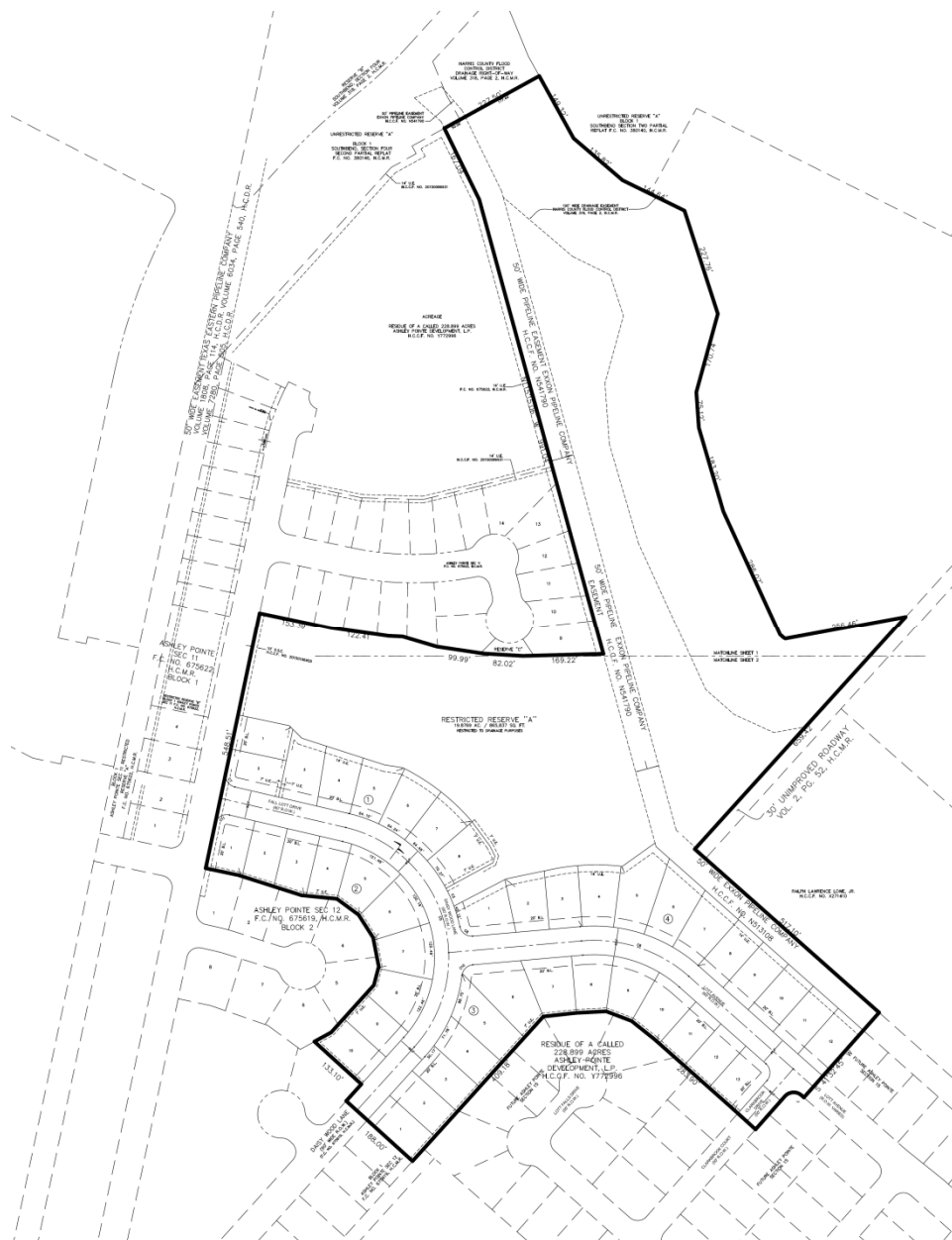
ITEM:90

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Ashley Pointe Sec 14

Applicant: Windrose



D – Variances

Subdivision

Planning and Development Department

ITEM:91

Meeting Date: 08/18/2016

Subdivision Name: Ashley Pointe Sec 15

Applicant: Windrose



D – Variances

Subdivision

Houston Planning Commission

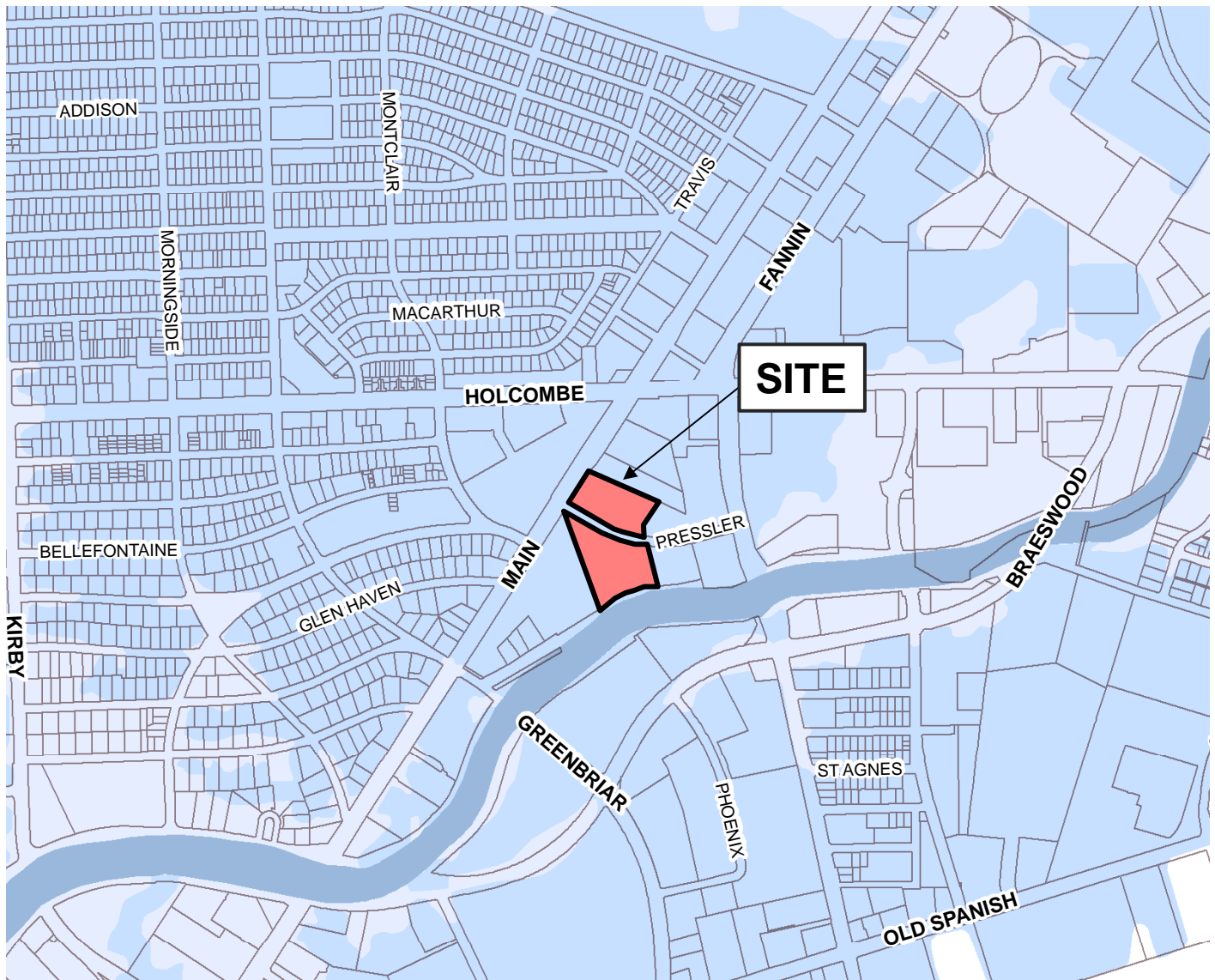
ITEM: 92

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Doctors Center Sec 2 partial replat no 1

Applicant: McKim & Creed, Inc.



D – Variances

Site Location

Houston Planning Commission

ITEM: 92

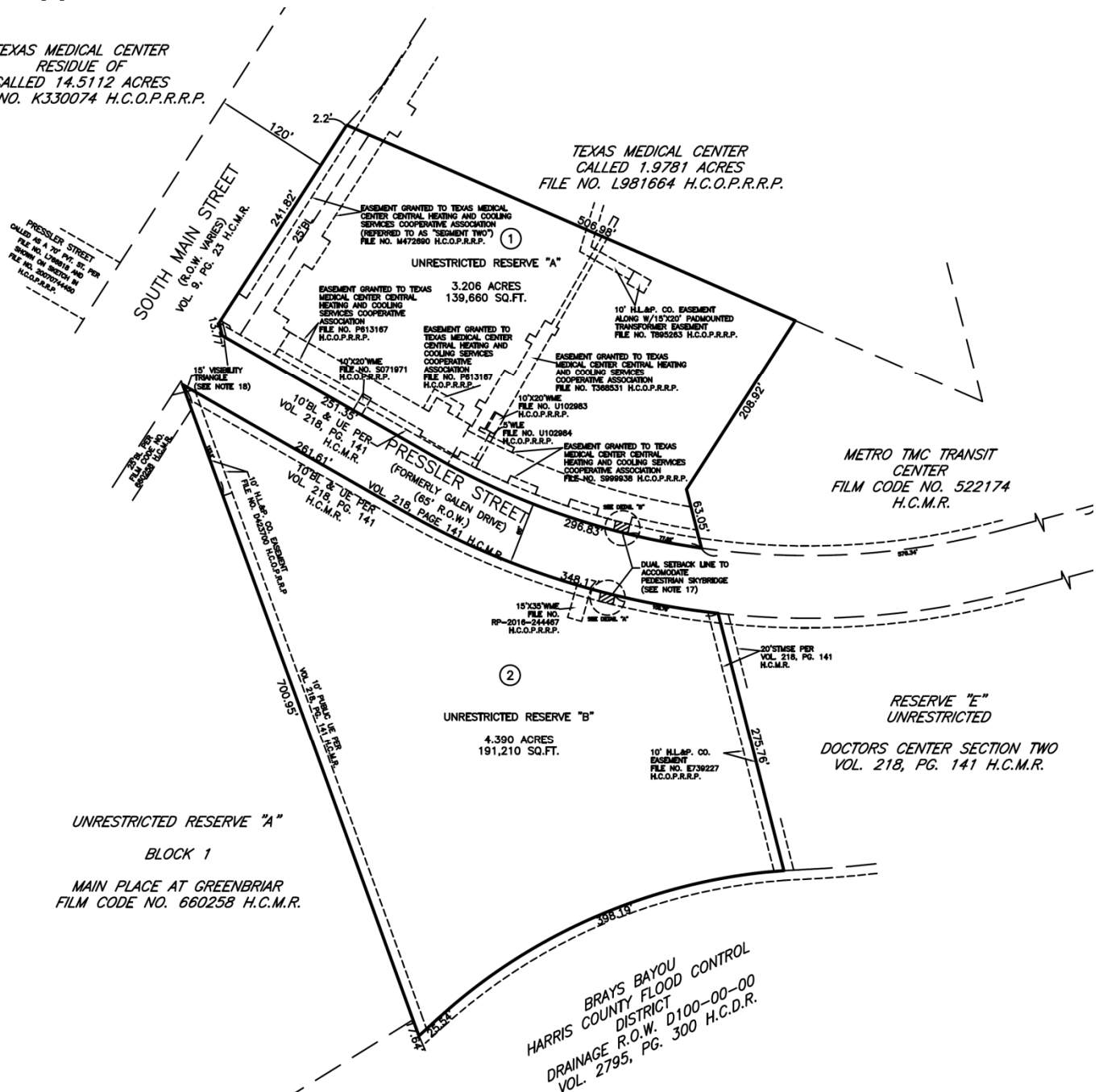
Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Doctors Center Sec 2 partial replat no 1

Applicant: McKim & Creed, Inc.

TEXAS MEDICAL CENTER
RESIDUE OF
CALLED 14.5112 ACRES
FILE NO. K330074 H.C.O.P.R.R.P.



D – Variances

Subdivision

Houston Planning Commission

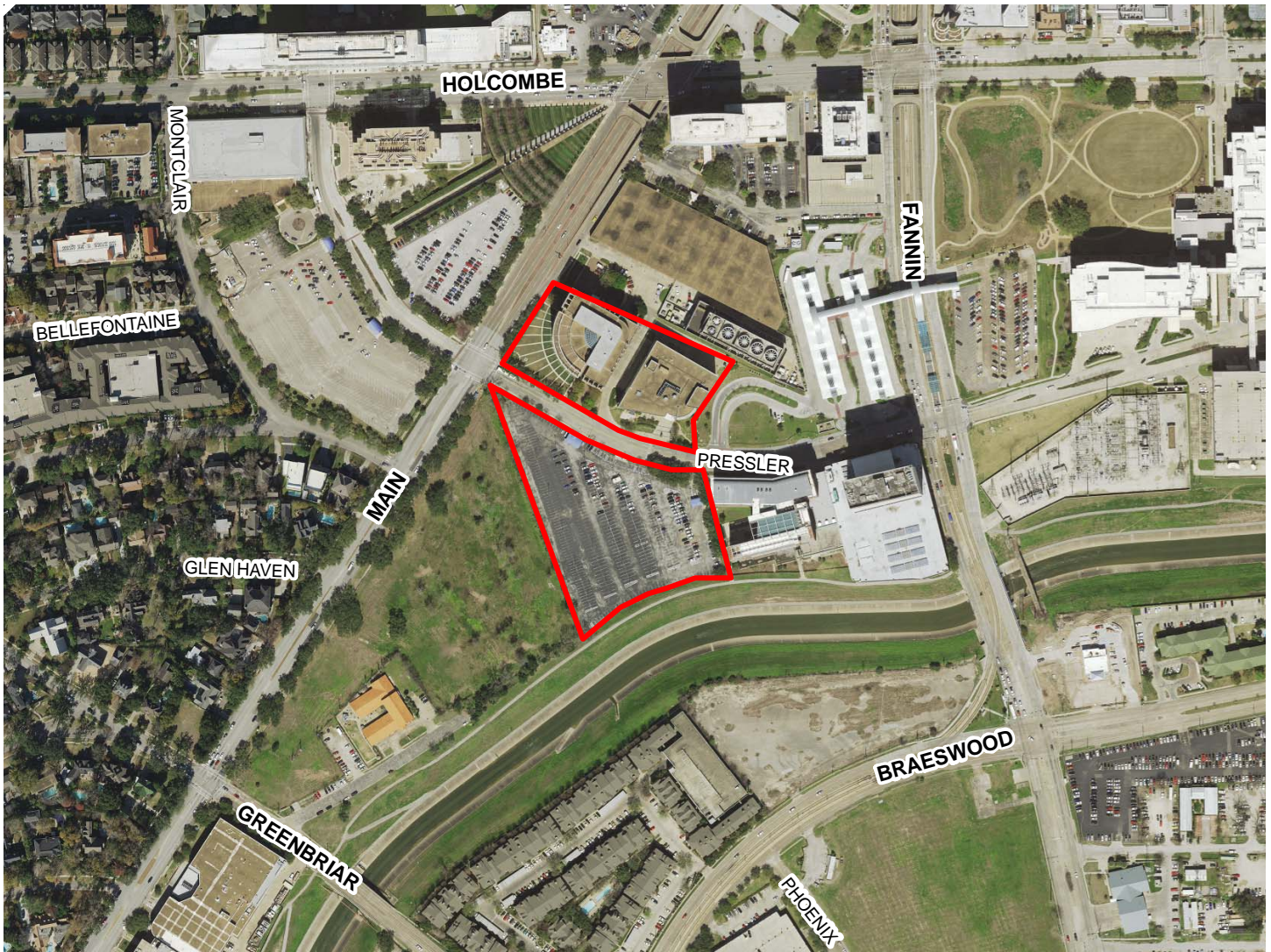
ITEM: 92

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Doctors Center Sec 2 partial replat no 1

Applicant: McKim & Creed, Inc.



D – Variances

Aerial





Application Number: 2016-1321

Plat Name: Doctors Center Sec 2 partial replat no 1

Applicant: McKim & Creed, Inc.

Date Submitted: 08/05/2016

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

Specific Variance is being sought and extent of variance:

To allow the encroachment of a pedestrian skybridge into the 10-foot building setback lines located on either side of Pressler Street in the Texas Medical Center. The size of the encroachment is limited to the width of the structure passing through the setback area, which is approximately 150 square feet (10' x 15') on either side of the street.

Chapter 42 Section: 42-150

Chapter 42 Reference:

Building Line Requirement

Statement of Facts

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

The Houston Community College System's Coleman College located in the Texas Medical Center is expanding the facility. The new facility will be used for teaching programs such as radiology, sonography, nuclear medicine, etc., and will consist of additional classrooms and computer labs. The only nearby available space for expansion is the UT Health Science Center Parking facility located on the south side of Pressler Street across from the main Coleman College Building. HCC has leased additional area from the Texas Medical Center in that parking lot to construct the additional facility. As part of this expansion, it was determined that the safest means of getting students, faculty and other personnel between the main building and the new facility was by way of an overhead pedestrian walkway across Pressler Street. The only way to accomplish this in a manner which will not interfere with ground traffic and other facilities located in the area is to extend the structure through the platted setback areas on either side of Pressler Street and connect it directly with the two buildings.

(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;

HCC has not created the hardship. Pressler Street is heavily traveled during the daytime hours. There is a relatively constant flow of traffic in and out of the existing parking lot. Pressler also serves as a shortcut of sorts between Holcombe Boulevard, South Main Street and Fannin Street. It is also part of a METRO bus route and bus traffic is relatively significant. Buses move with regularity from a METRO facility immediately adjacent to the Coleman College building and HCC has noted that there have been close calls between pedestrians and buses leaving that facility. With a fairly significant flow of pedestrian traffic between the existing parking lot and the existing Coleman College facility, a somewhat dangerous situation already exists at the site as people must cross Pressler at ground level. There currently is no type of regulated pedestrian crossing of Pressler in front of the school. Being able to move students, staff and others from one facility to the other in a safe manner was the greatest consideration given when deciding to construct the skybridge structure. The Texas Medical Center, who is the current owner of the property, has also included a skybridge structure in this area as part of their master plan for much the same reasons.

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

The intent and general purposes of the chapter will be maintained. One of the purposes of Chapter 42 is to establish standards which will create a safer environment for the public. The whole purpose of the skybridge is to ensure the safety of the pedestrian traffic that will be moving between the HCC facilities located at the site.

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

Granting the variance will not be injurious to the public health, safety or welfare. The skybridge structure is being designed so as not to interfere with street traffic at the site. The support columns for the structure are away from the street and have been located with sight distances along the street taken into account. The structure itself will be approximately 20 feet above the street and so should not present any safety issues with the ground traffic, both vehicular and pedestrian. It is intended to be a safe alternative to having people crossing the busy street at ground level.

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

The primary justification for approval of the variance is the safety of the persons who will be occupying and using the Coleman College facilities. It will re-direct a steady flow of pedestrian traffic from the street to a safe area above the street, creating a safer environment for all concerned.

Houston Planning Commission

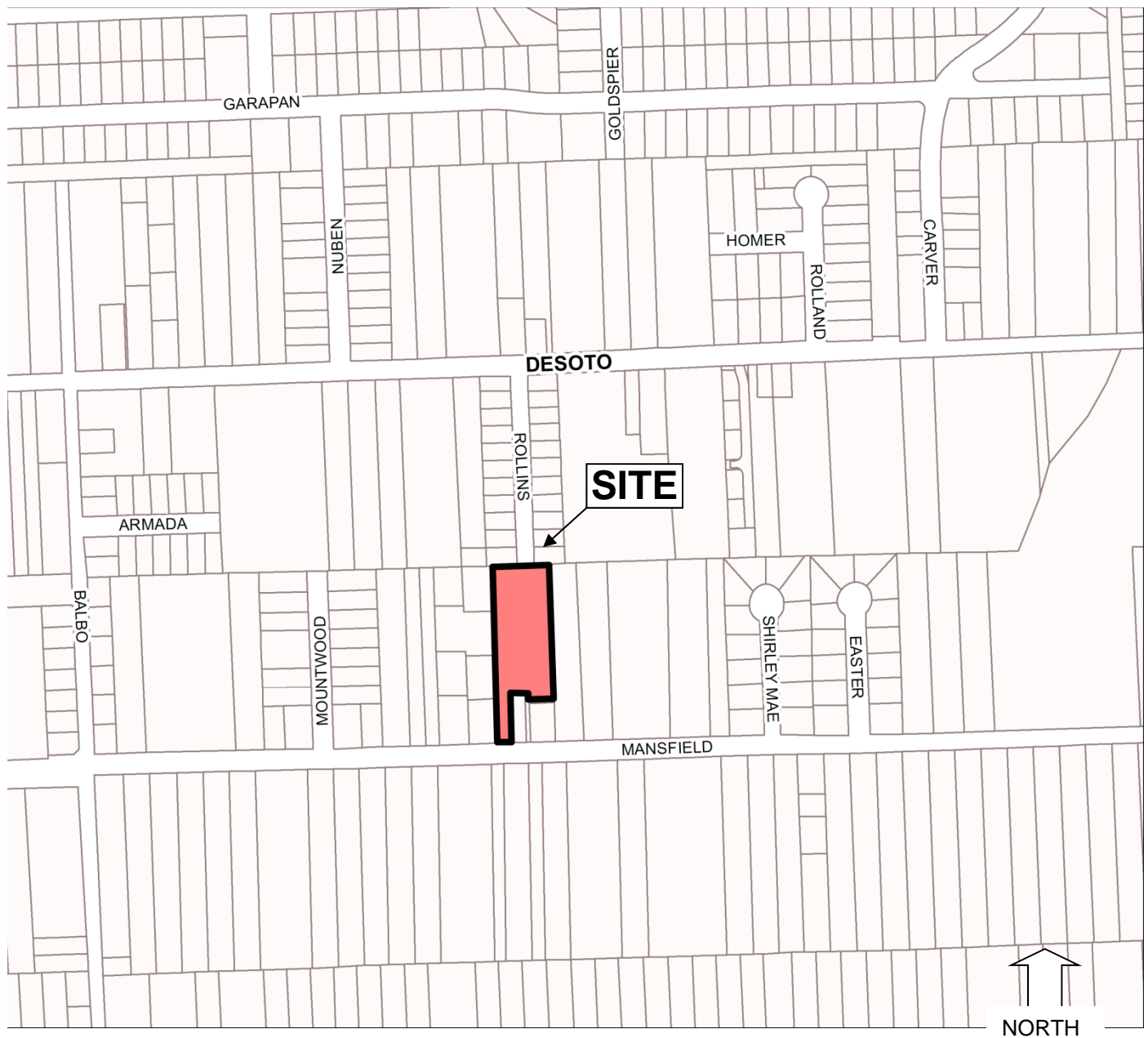
ITEM:93

Planning and Development Department

Meeting Date : 08/18/2016

Subdivision Name: Estates at Mansfield Street (DEF2)

Applicant: PLS



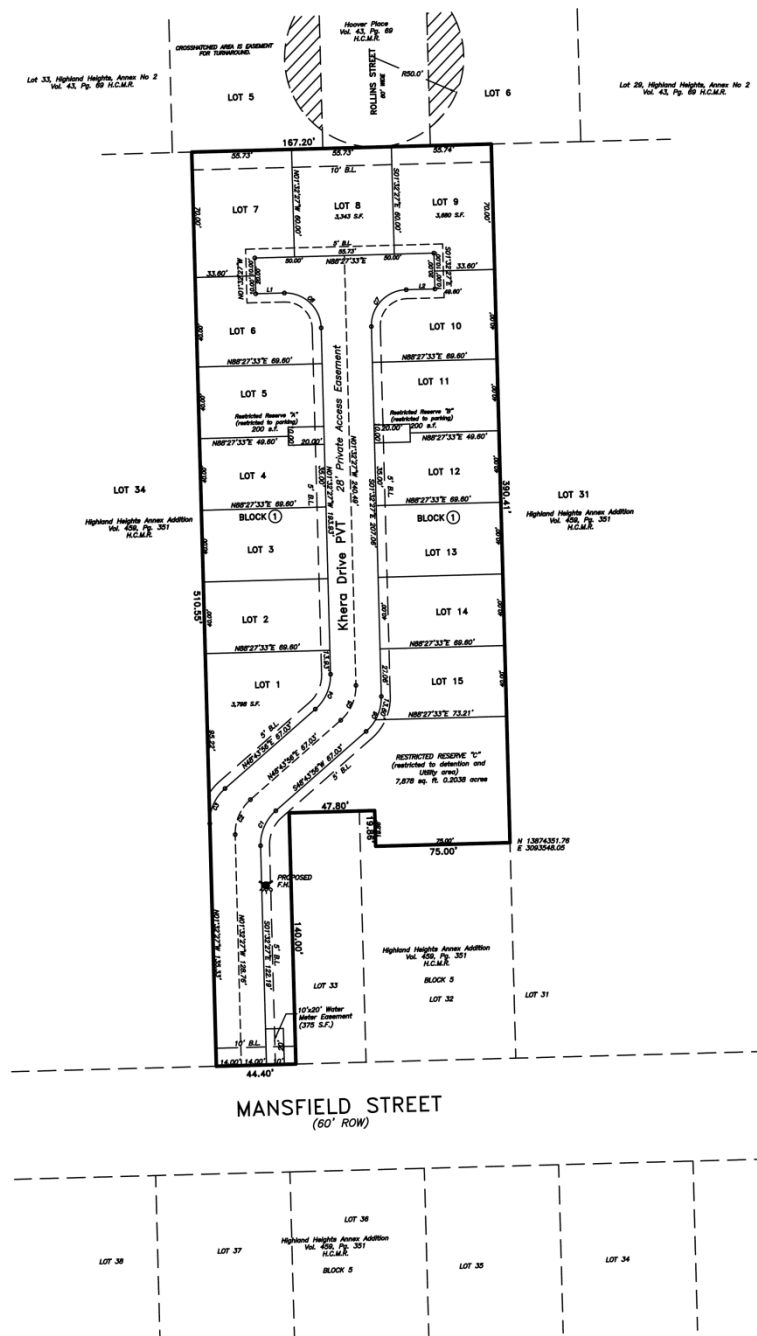
D – Variances

Site Location

ITEM:93

Meeting Date: 08/18/2016

Applicant: PLS



Subdivision

Houston Planning Commission

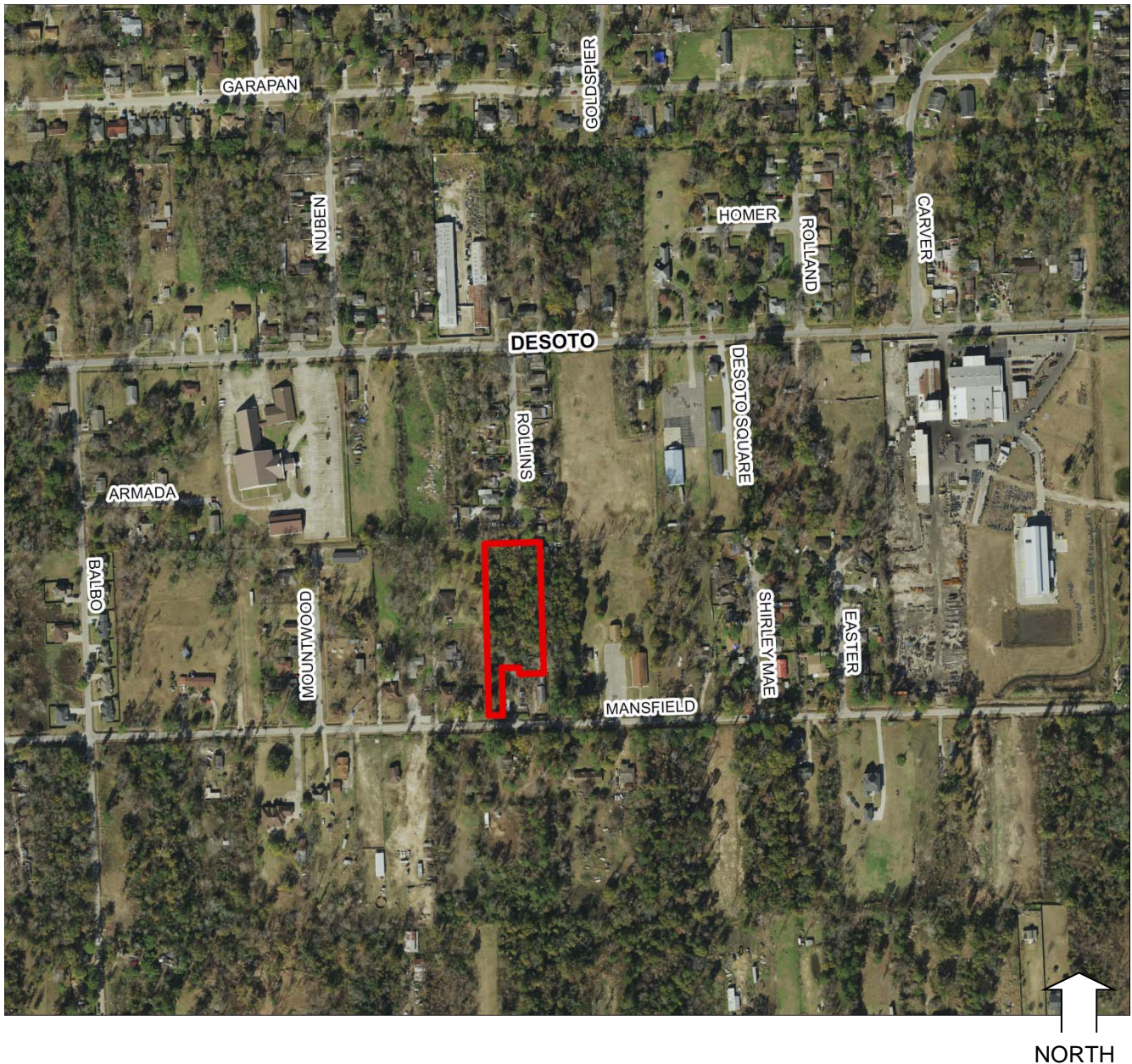
ITEM:93

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Estates at Mansfield Street (DEF2)

Applicant: PLS



D – Variances

Aerial



Application Number: 2016-1176

Plat Name: Estates at Mansfield Street

Applicant: PLS

Date Submitted: 07/11/2016

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

Specific Variance is being sought and extent of variance:

Not to extend or terminate with a culdesac Rollins Street.

Chapter 42 Section: 135

Chapter 42 Reference:

Sec. 42-135. 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;

Rollins Street has a right-of-way width of 60 feet and terminates slightly off the center of the north line of proposed Estates at Mansfield Street subdivision. Proposed Estates at Mansfield Street subdivision is 157.2 feet wide, if Rollins Street is extended across the proposed Estates at Mansfield Street subdivision there would be approximately 34.00 feet on right side of the street making proposed Estates at Mansfield Street subdivision infeasible. 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

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

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

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

Then intent and general purposes of Chapter 42 will be preserved because, the City of Houston is to maintain adequate traffic service flow in the community and that will be maintained since residents living along Rollins Street already enjoy easy access to Desoto Street which travels east and west out of Hoover Place subdivision. To extend Rollins Street through proposed Estates at Mansfield Street subdivision would be unnecessary. Proposed Estates at Mansfield Street subdivision will be adequately serviced for ingress and egress by a private street (Khera Drive PVT) from Mansfield Street.

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

Granting this variance will allow the applicant to provide adequate access to proposed Estates at Mansfield Street subdivision and current traffic flow patterns along Rollins Street will not be disturbed since ingress and egress will be solely from Mansfield Street and Khera Street PVT. By granting this variance there will be no negative impact on public health, safety, or welfare.

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

Economic hardship is not the sole justification for the variance, with the strict application of Chapter 42 standards and rules would create and undue hardship for the owner and deny reasonable use of the land.

Houston Planning Commission

ITEM: 94

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Fairgrounds Extension partial replat no 3

Applicant: Century Engineering, Inc



D – Variances

Site Location

Houston Planning Commission

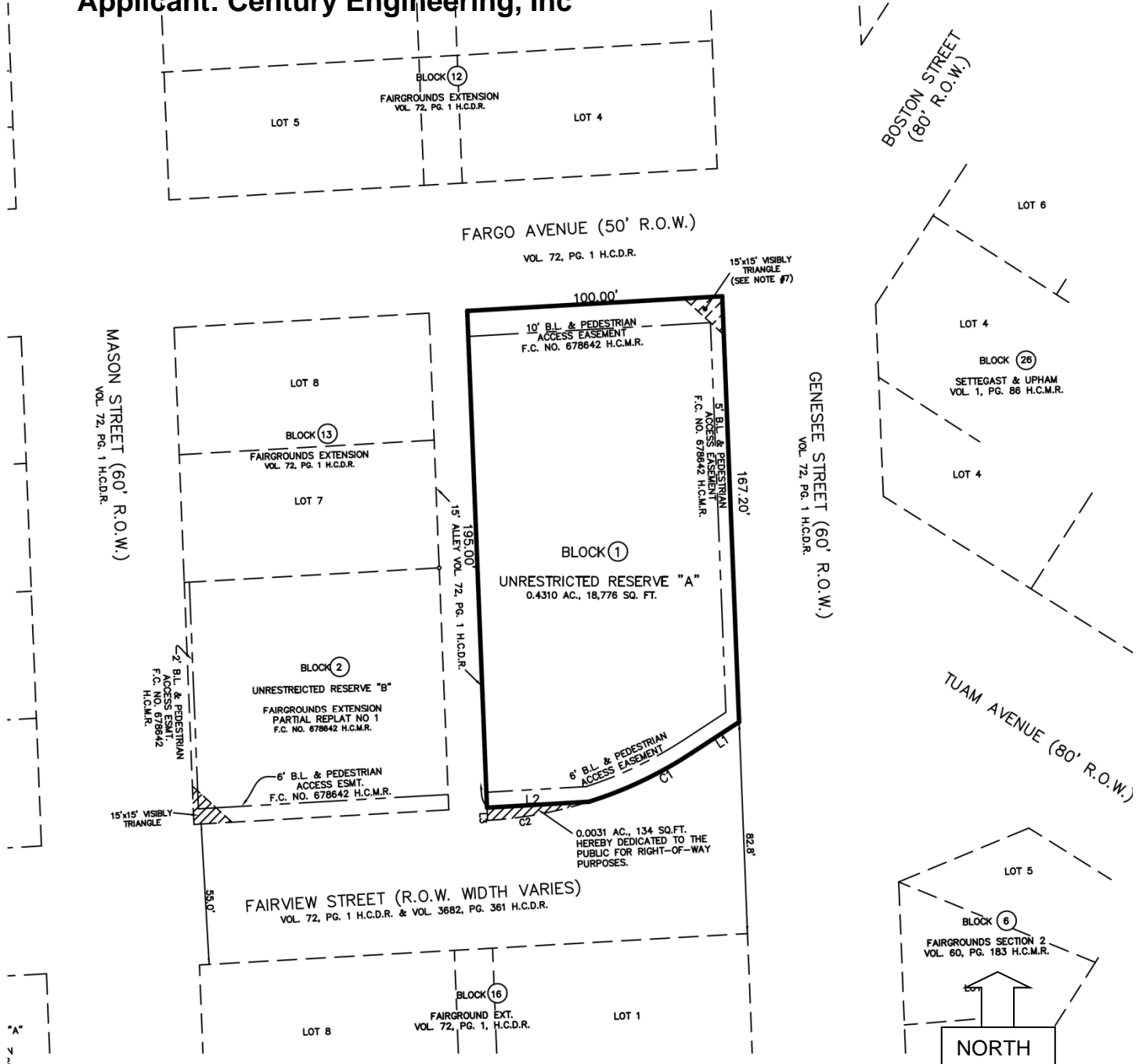
ITEM: 94

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Fairgrounds Extension partial replat no 3

Applicant: Century Engineering, Inc



D – Variances

Subdivision

Houston Planning Commission

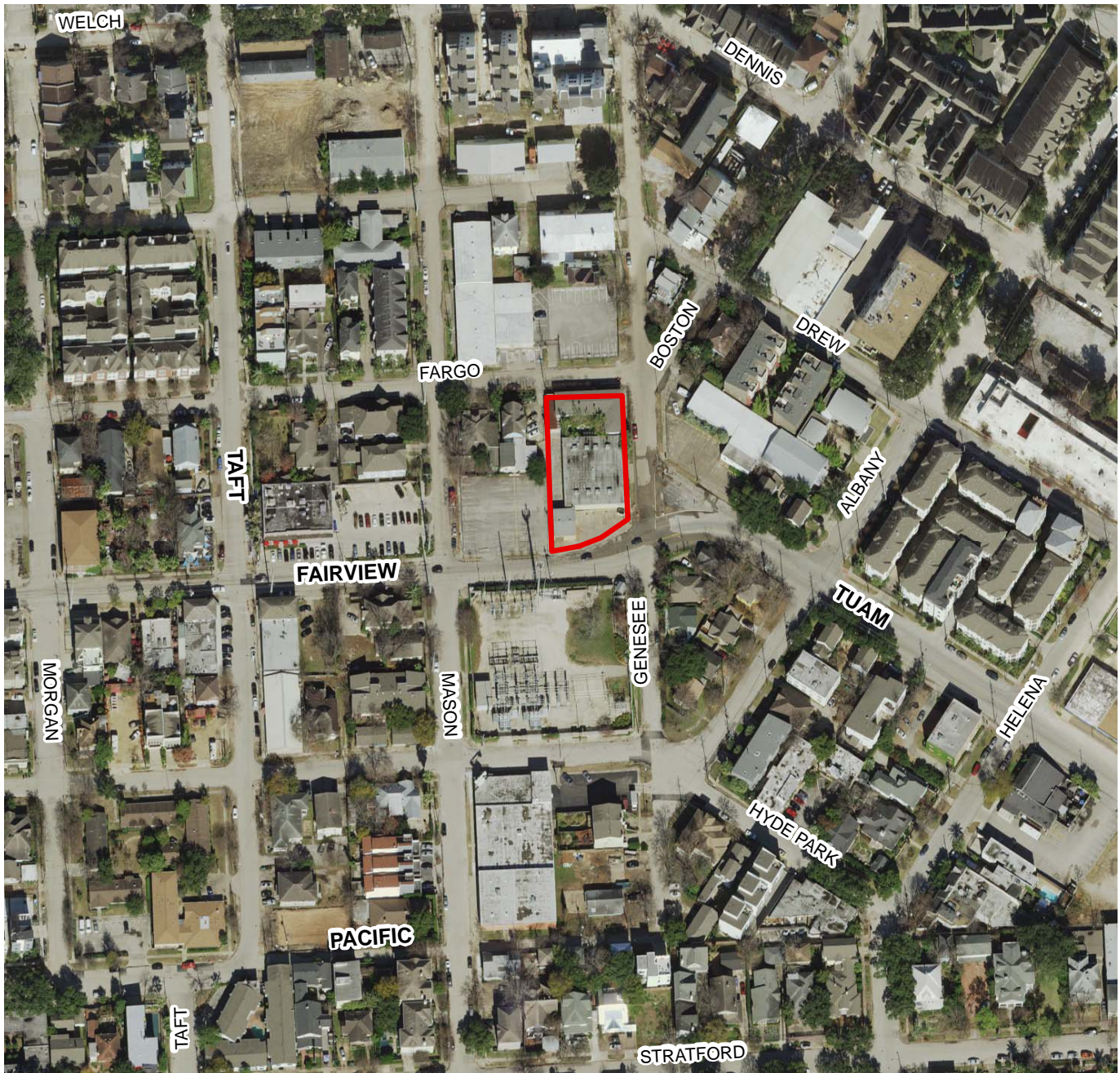
ITEM: 94

Planning and Development Department

Meeting Date: 08/18/2016

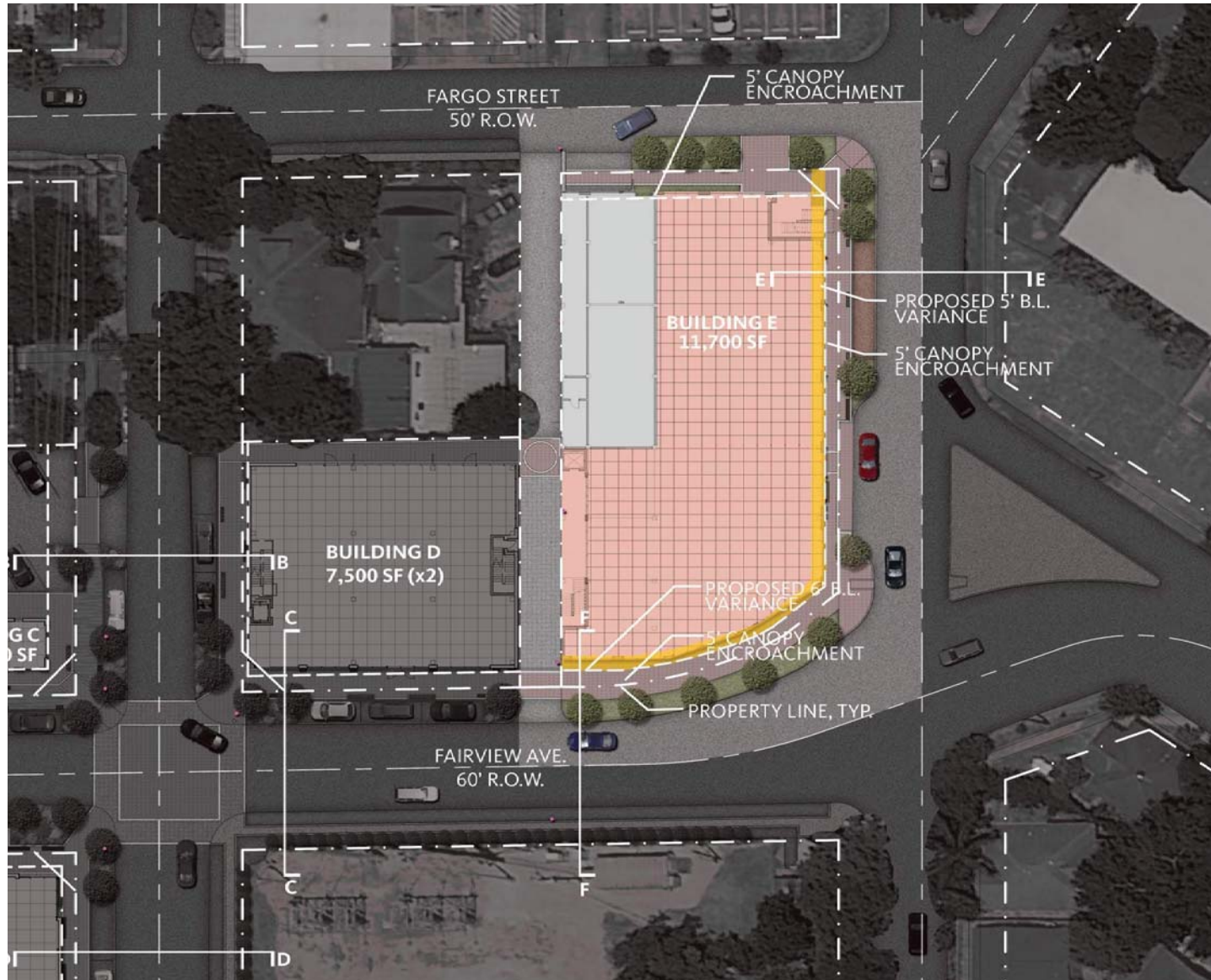
Subdivision Name: Fairgrounds Extension partial replat no 3

Applicant: Century Engineering, Inc

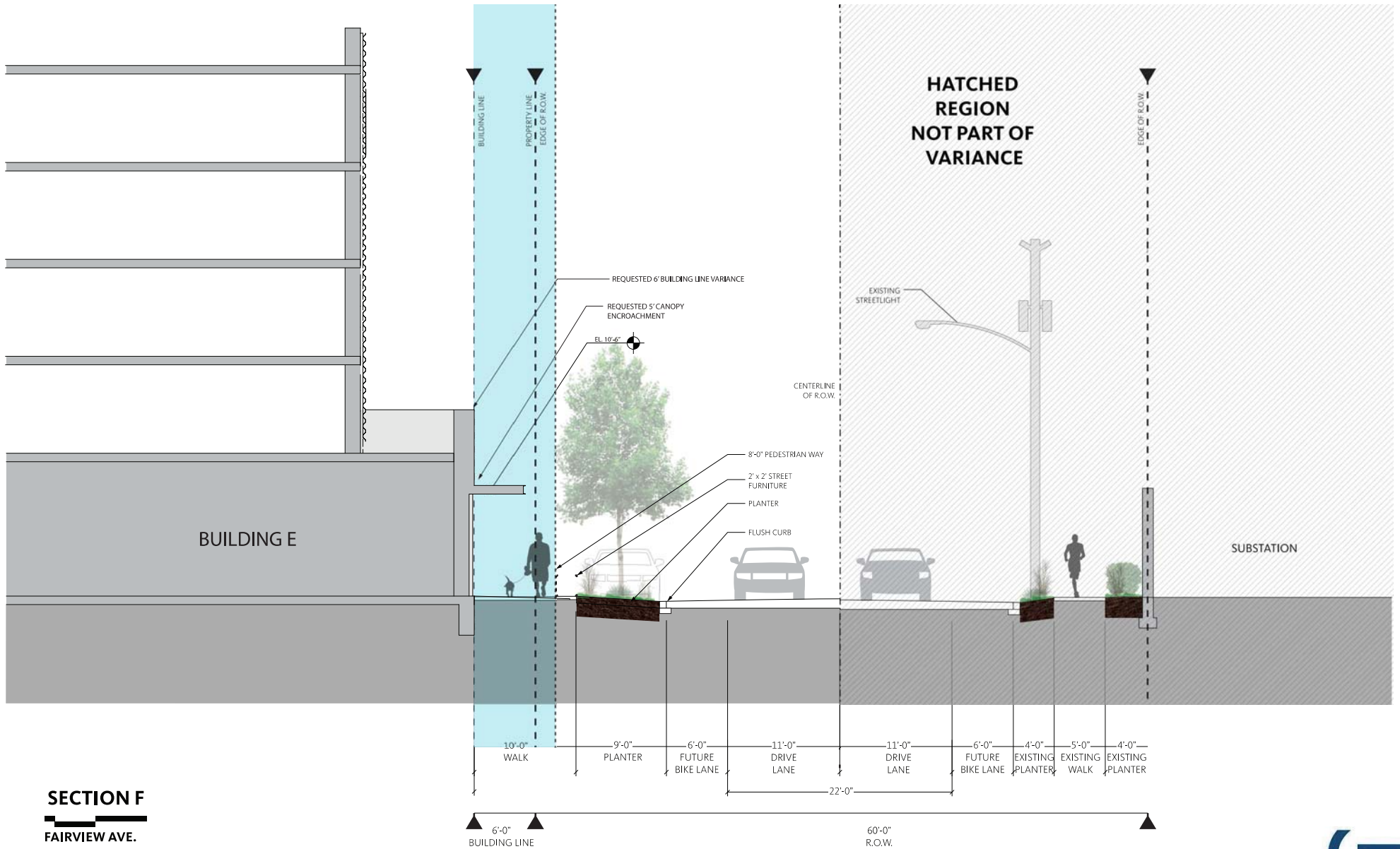


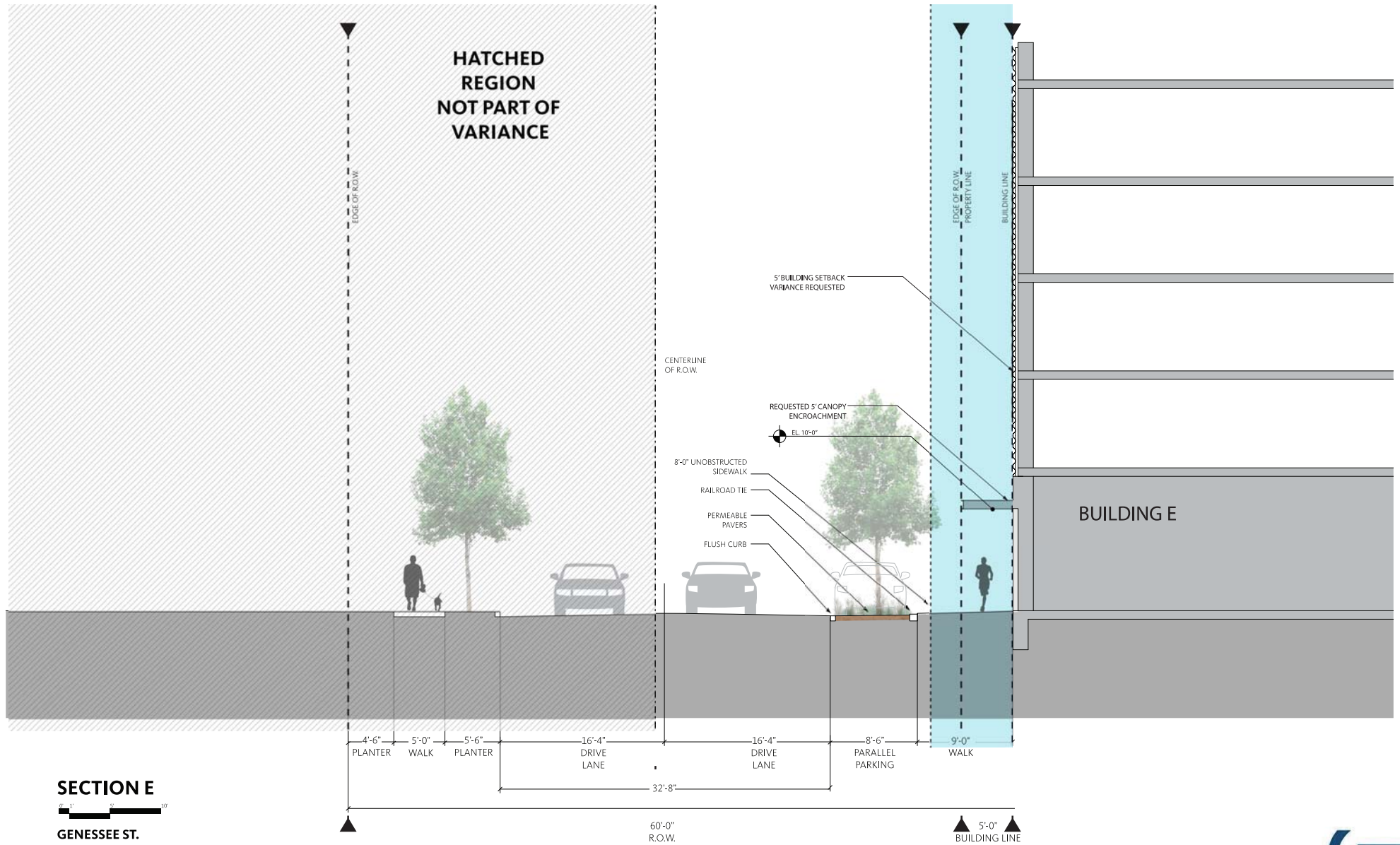
D – Variances

Aerial



Site Plan







View from Fairview



View from Tuam



PLANNING & DEVELOPMENT DEPARTMENT

VARIANCE Request Information Form

Application Number: 2016-1306

Plat Name: Fairgrounds Extension partial replat no 3

Applicant: Century Engineering, Inc

Date Submitted: 08/05/2016

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

Specific Variance is being sought and extent of variance:

To reduce the 10 foot setback along certain local streets in order to more closely match the unique characteristics of the existing neighborhood and to Allow canopy to overlap into building lines.

Chapter 42 Section: 42-155(a)

Chapter 42 Reference:

In order to more closely match the unique characteristics of the existing neighborhood, the variance being sought is: i. To allow a 6' BL on Fairview St. ii. To allow a 5' BL on Genesee St. iii. To allow canopies to encroach 5 feet into 6' BL on Fairview St. iv. To allow canopies to encroach 5 feet into 5' BL on Genesee St. v. To allow canopies to encroach 5 feet into 10' BL on Fargo St.

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 stretch of Fairview is a unique area with a small scale, intimate urban experience. Our development will endeavor to keep that character by creating pedestrian and bike friendly amenities within a more urban context. The reduced setbacks will give the district a less suburban feel. It is our intention to use the City of Houston's Complete Streets design standards in creating this pedestrian realm. Compliance with the building setbacks in this area is 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 of this variance are to create a development more sensitive to the context of a unique area of Houston. The variance requested will help create a more pedestrian scaled district.

(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 in that the variance being sought is not extensive and will still provide a more walkable city by providing pedestrian amenities in accordance with other sections of the ordinance. Reference the attached photos of existing conditions vs. proposed project showing the amenities provided. Note that on Genesee Street, our proposed setback reduction is still greater than the location of the existing or adjacent buildings.

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

Allowing this variance will improve the public health, safety and welfare of the users and residents of the area by providing sidewalks, landscaping and separation of the pedestrian from vehicles that does not currently exist. Reference the attached photos of existing conditions vs. proposed project.

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

Economic hardship is not the sole justification of this of the variance, in fact, the proposed development cost will likely exceed the cost of providing the minimum requirements of the City. It is the intention of the developer to improve the neighborhood and provide amenities in such a way that more value is provided for the inhabitants living in the area.

Houston Planning Commission

ITEM: 95

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Harris County MUD no 285 Wastewater

Treatment Plant no 2

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



D – Variances

Site Location

Houston Planning Commission

ITEM: 95

ITEM: 95

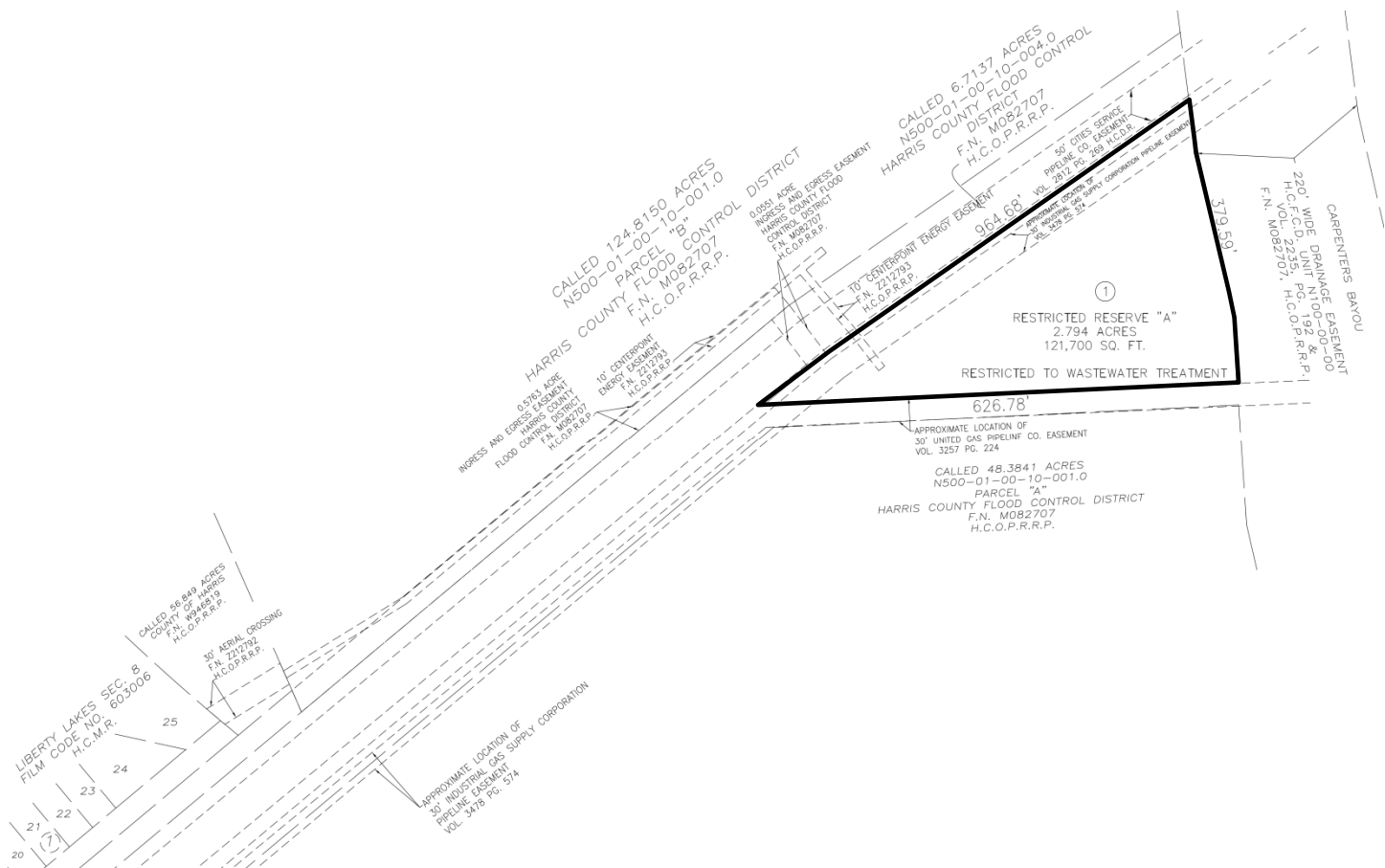
Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Harris County MUD no 285 Wastewater

Treatment Plant no 2

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



D – Variances

Aerial

Houston Planning Commission

ITEM: 95

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Harris County MUD no 285 Wastewater

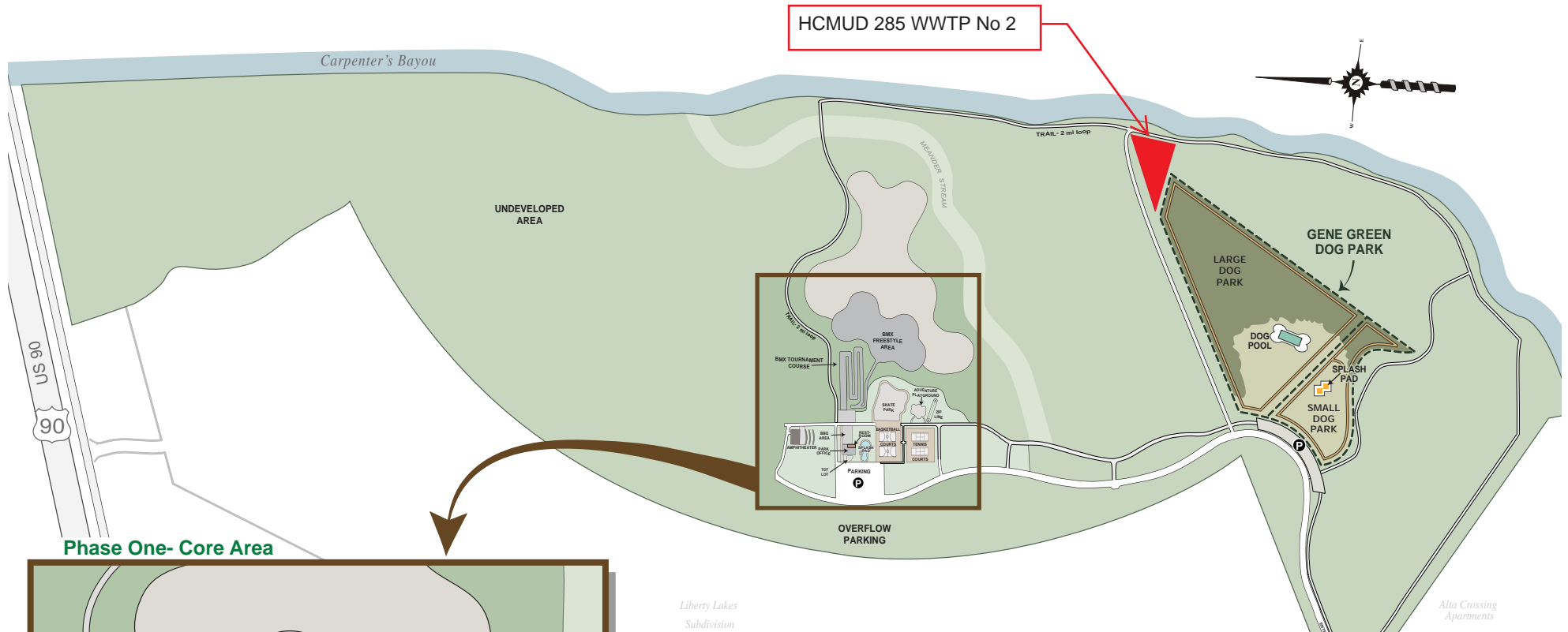
Treatment Plant no 2

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

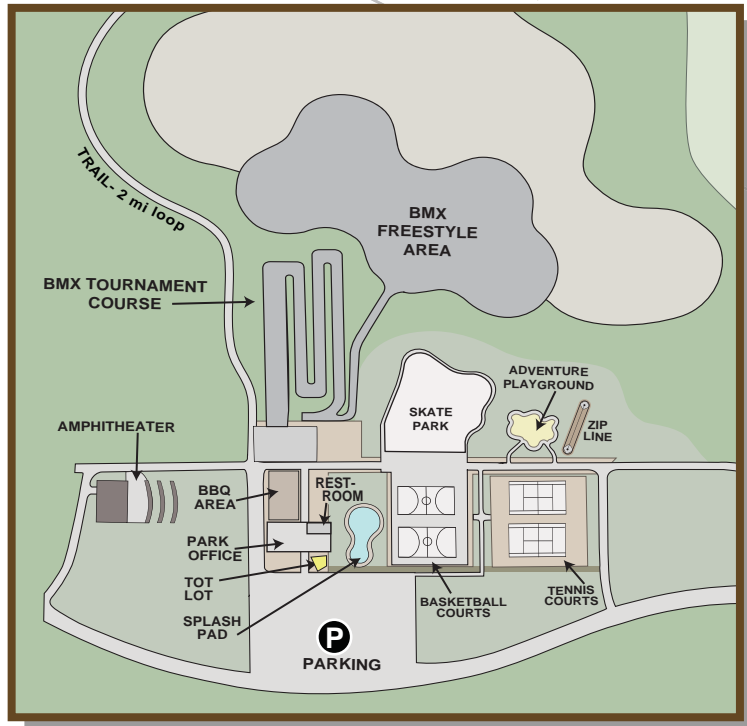


D – Variances

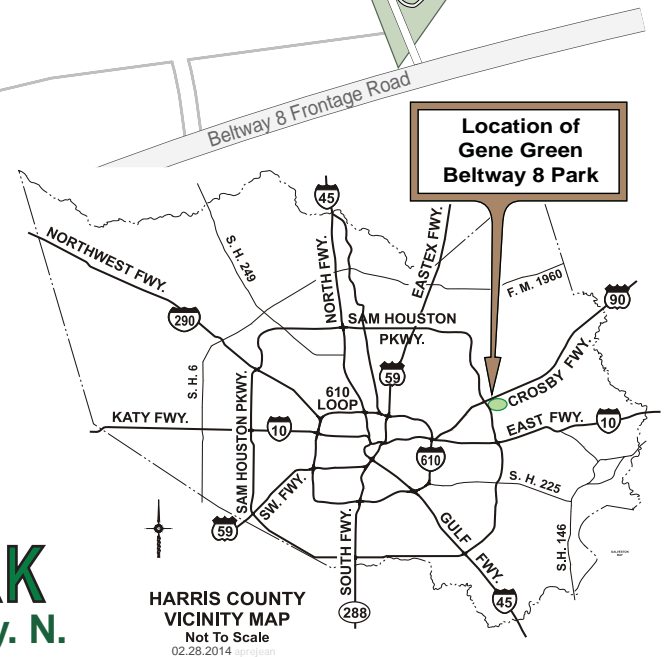
Subdivision



Phase One- Core Area




HARRIS COUNTY
PRECINCT 1
**EL FRANCO LEE
COMMISSIONER**
**GENE GREEN
BELTWAY 8 PARK**
6500 E. Sam Houston Pkwy. N.







Google

Imagery ©2014 Google, Map data ©2014 Google



Application Number: 2016-1290

Plat Name: Harris County MUD no 285 Wastewater Treatment Plant no 2

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

Date Submitted: 08/05/2016

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

Specific Variance is being sought and extent of variance:

To allow a Reserve restricted to a Wastewater Treatment Plant to take access from an ingress/ egress easement rather than having frontage on a public street.

Chapter 42 Section: 42-47 and 42-81

Chapter 42 Reference:

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

Statement of Facts

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

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

The Harris County Municipal Utility District No. 285 Wastewater Treatment Plant No. 2 is a 2.7919 acre tract of land located east of East Beltway 8, north of Wallisville Road, south of US Highway 90 and directly west of and adjoining Carpenters Bayou. The tract is currently land locked and takes its access from the combination of an Ingress and Egress Easement (File No. M082707, H.C.O.P.R.R.P.) and the Harris County Gene Green Sports Park driveway from the Beltway to the W.W.T.P. site. The W.W.T.P. site became land locked after a series of land transactions prior to the construction of the W.W.T.P. Below is the timeline of the various land transactions which resulted in the subject tract becoming land locked: - 07-14-1969 Vol. 7681, Pg. 460, H.C.D.R. James Grizzard assembles several hundred acres of land from multiple owners. - 02-07-1989 File No. M082707, H.C.O.P.R.R.P. James Grizzard conveys four (4) tracts of land, totaling over 180-acres of land to the Harris County Flood Control District. - 07-28-1995 File No. R502859, H.C.O.P.R.R.P. James Grizzard transfers remaining properties to Grizzard Partnership, Ltd, where Mr. Grizzard is President. - 04-20-2001 File No. V004968, H.C.O.P.R.R.P. Grizzard Partnership, Ltd. conveys five (5) tracts of land, totaling approx. 340-acres of land to East Belt 8/90 Partners, L.P. - 05-07-2003 File No. W946819, H.C.O.P.R.R.P. East Belt 8/90 Partners, L.P. conveys a 56.849 acre tract to Harris County; bringing the total land owned by Harris County/ H.C.F.C.D to approx. 236 acres. - 02-17-2004 File No. Y095445, H.C.O.P.R.R.P. East Belt 8/90 Partners, L.P. conveys the 2.7919-acre tract to the Harris County Municipal Utility District No. 285 for the W.W.T.P. Construction Plans for the W.W.T.P. were approved in May 2006 and construction began in July 2006. Construction was completed in March of 2008 and the plant was brought online and currently serves 2,102 equivalent single family connections. In late 2003 Harris County began planning a large regional County park on the approx. 236-acre property when it was then known as the Beltway 8 Sports Park. The Grand Opening of the Gene Green Park was held on August 8, 2008. As detailed in The County Judge Report published in March 2010 by Harris County Judge Ed Emmett's Office, "The park has a zip line for kids, two full-length basketball courts, two tennis courts, a skate park, playground equipment, a two mile walking and jogging trail and a spray park that opens in April. Gene Green Park also has a dog park, which is located on more than four acres, is divided into two sections for small (under 20 pounds) and large dogs, and includes a small pond. Each fenced-in area has water fountains, benches and a shaded canopy. The dog park also has a trail running through each section made of crushed granite and two wash bays located at the front of the park." The Gene Green Park, to this day, remains unplatted even though most of the 236 acres is being utilized for recreation, detention, drainage and parking. Currently the only access to the Park is a driveway from the Beltway 8 frontage road. While the original Ingress/ Egress Easement was more or less a straight line from the Beltway to the W.W.T.P., the terms of the easement as described in the conveyance document (File No. M082707, H.C.O.P.R.R.P.) give the current property owner the right to move or adjust the location of said Ingress/ Egress Easement at their sole discretion. Since the current access drive has partially

re-aligned a portion of the original easement, per the terms of the original easement dedication, the owner of the 2.7919-acre tract has the legal right to use the current park access drive as their legal access.

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

As demonstrated above by the land transaction timeline; these circumstances were not created or imposed by the applicant.

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

The existing W.W.T.P. has legal access to a public street through the re-aligned Ingress/ Egress Easement and therefore the intent and general purposes of this chapter are preserved and maintained.

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

As the existing W.W.T.P. shares access with the Park Driveway and a portion of the Park Trail, and as the portion of the Park Trail which provides access to the W.W.T.P. is significantly wider than the rest of the trails to accommodate the occasional light truck traffic to the W.W.T.P., the granting of this request will not be injurious to the public health, safety or welfare.

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

The physical characteristics of the land are the justification of this request.

Houston Planning Commission

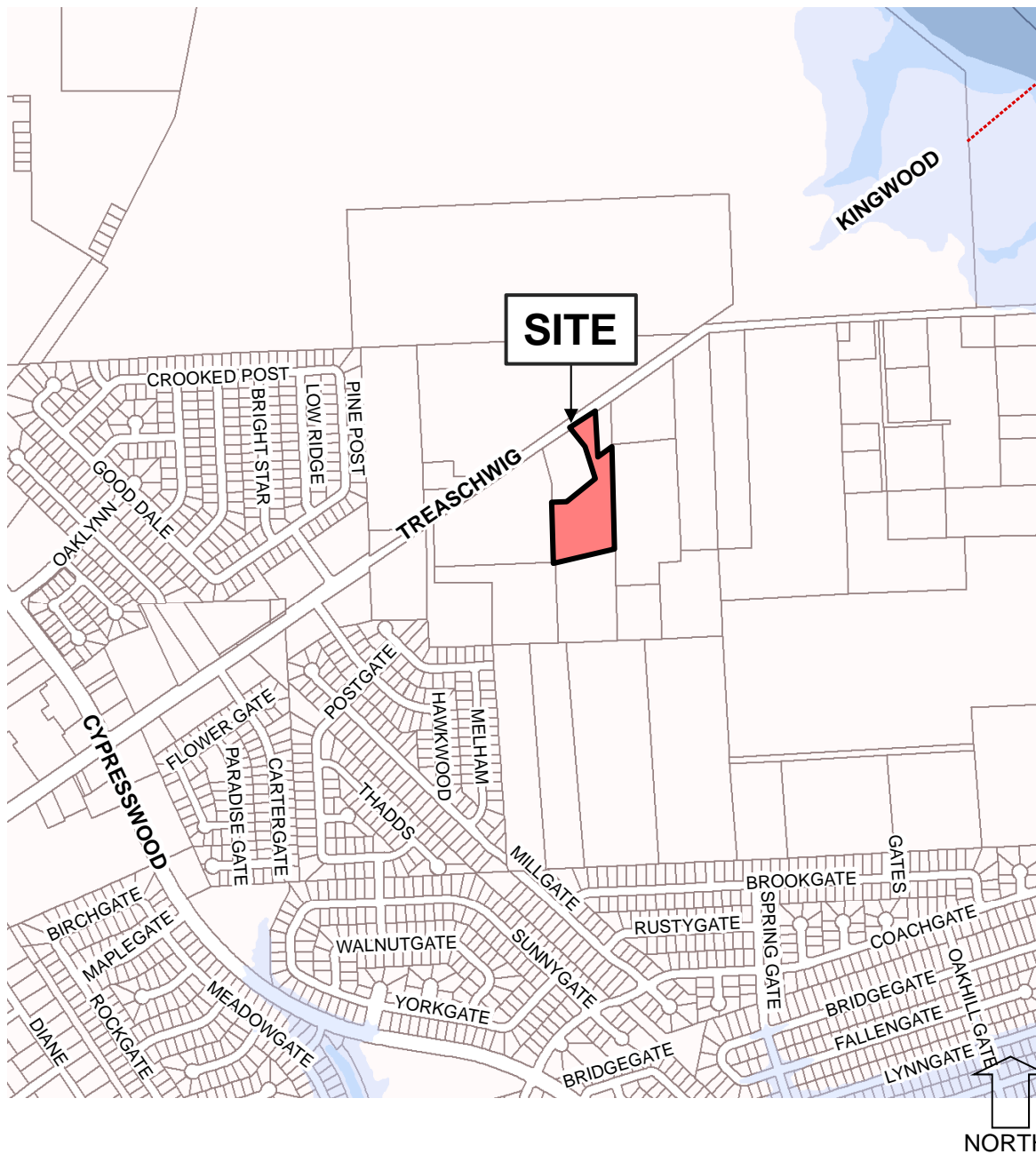
ITEM: 96

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Harvest Land

Applicant: Doyle and Wachtstetter



D – Variances

Site Location

Houston Planning Commission

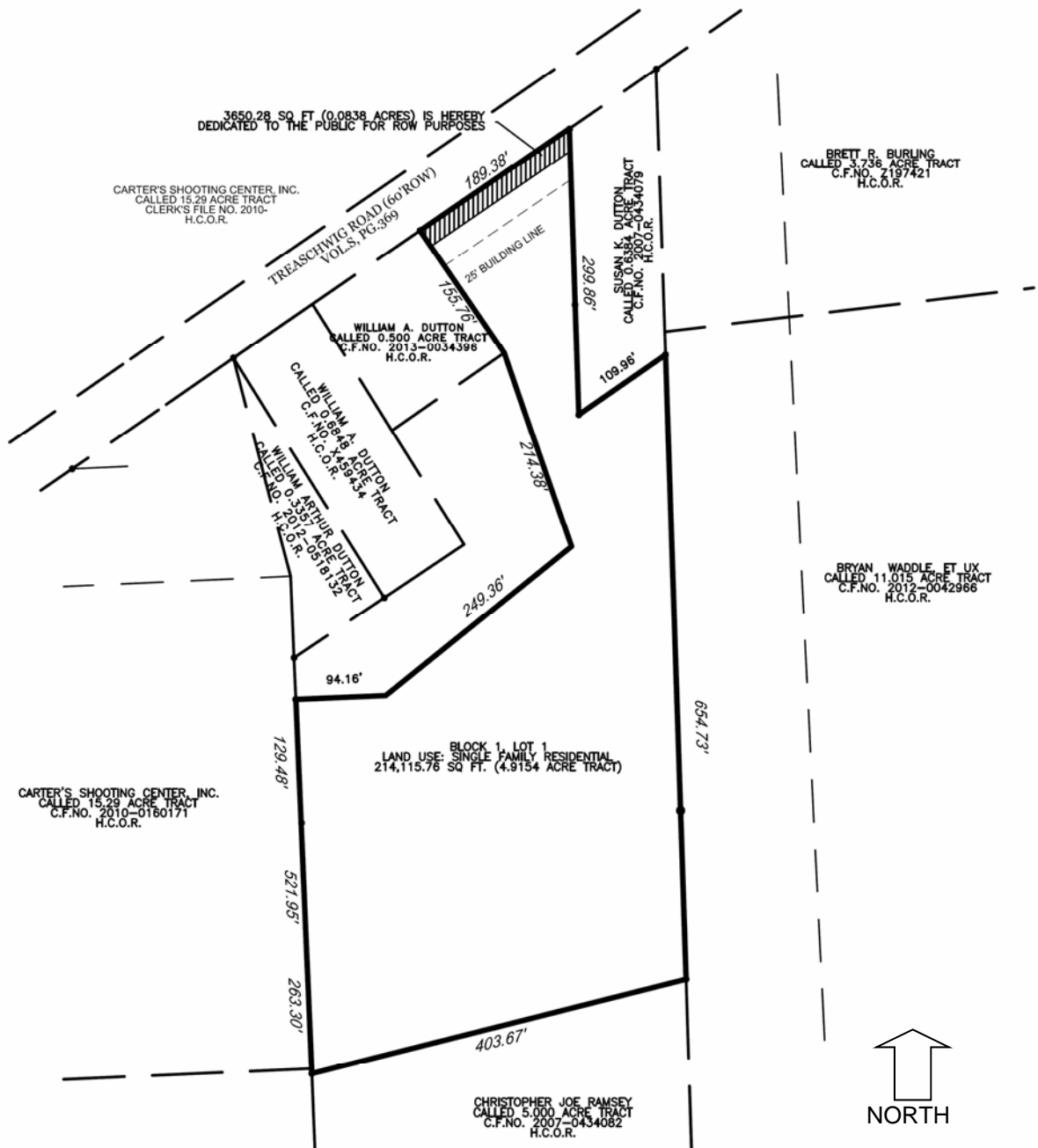
ITEM: 96

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Harvest Land

Applicant: Doyle and Wachtstetter



D – Variances

Subdivision

Houston Planning Commission

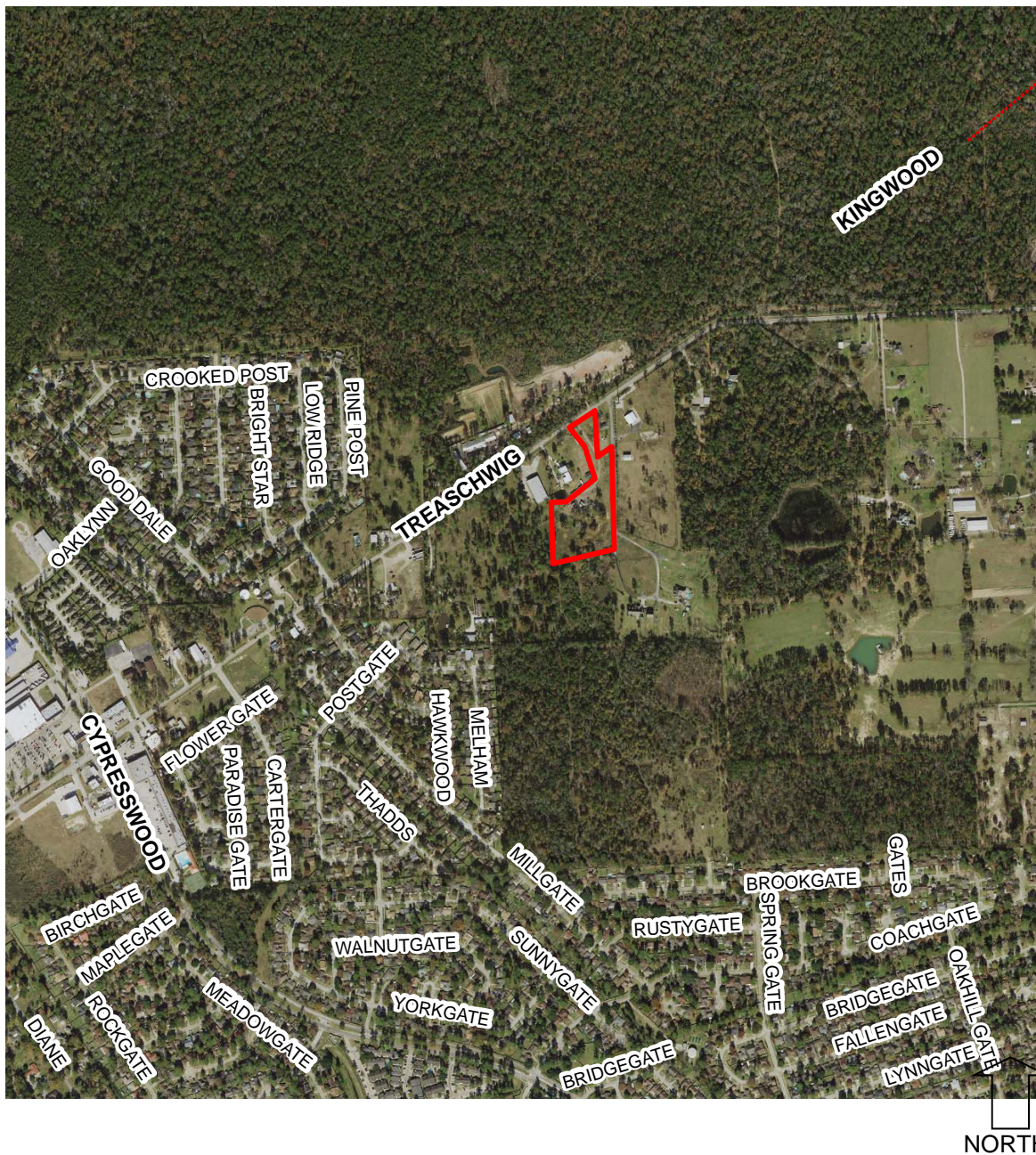
ITEM: 96

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Harvest Land

Applicant: Doyle and Wachtstetter



D – Variances

Aerial



Application Number: 2016-1153

Plat Name: Harvest Land

Applicant: DOYLE AND WACHTSTETTER INC

Date Submitted: 07/08/2016

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

Specific Variance is being sought and extent of variance:

My client would like to ask for a variance so that he doesn't have to have a north south street running through his property. The owner wants to use this property as a single family residence and all surrounding tracts have access to other roads.

Chapter 42 Section: 42-127

Chapter 42 Reference:

Sec. 42-127. - Intersections of major thoroughfares. 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

The road is unnecessary for access to the adjoining property.

(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 would like to use his land for the sole purpose of building his family home and doesn't want a road going through it.

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

The general purpose of this chapter is not necessary at this location and has not been enforced on other current or recent building project upon adjoining land developments.

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

There has never been a north south road and it hasn't affected the well-being of the public thus far. All land owners have access to their land.

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

No, economic hardship is not the sole justification of the variance.

Houston Planning Commission

ITEM: 97

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Heights Center at Center Street

Applicant: South Texas Surveying Associates, Inc.



D – Variances

Site Location

Houston Planning Commission

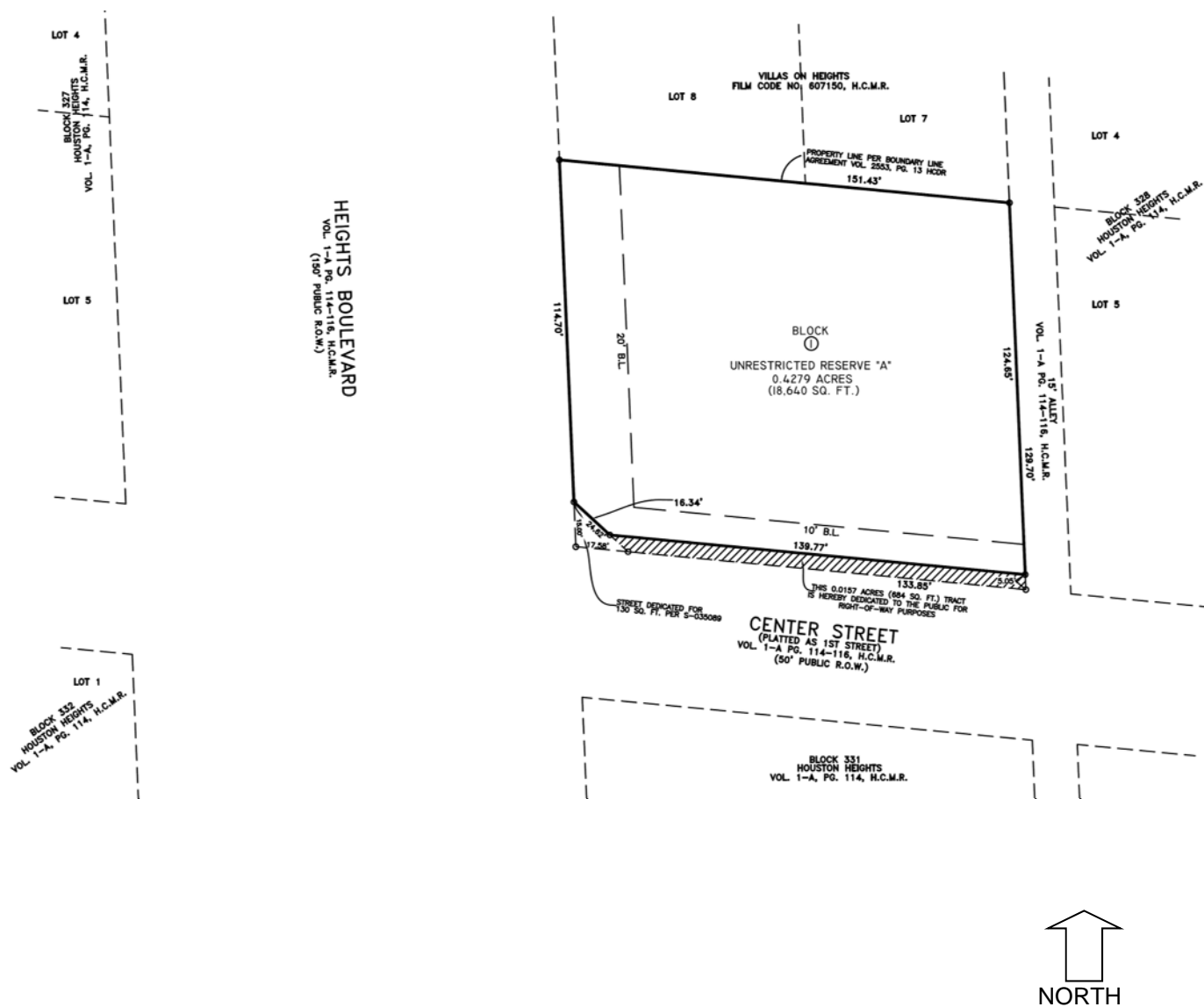
ITEM: 97

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Heights Center at Center Street

Applicant: South Texas Surveying Associates, Inc.



D – Variances

Subdivision

Houston Planning Commission

ITEM: 97

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Heights Center at Center Street

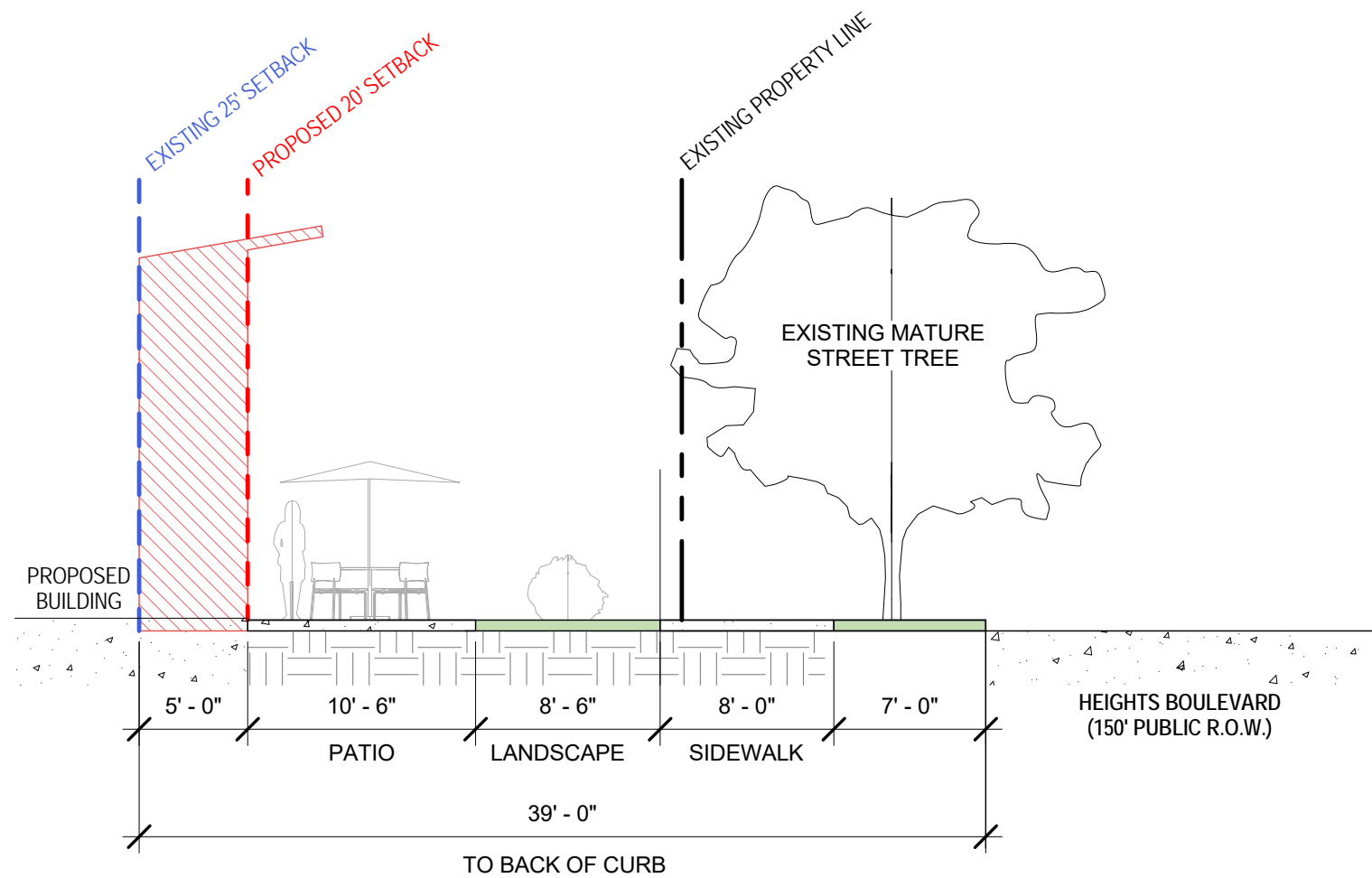
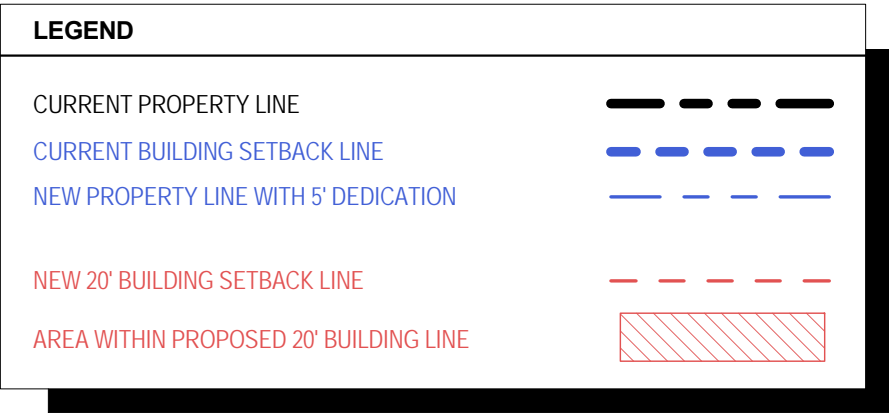
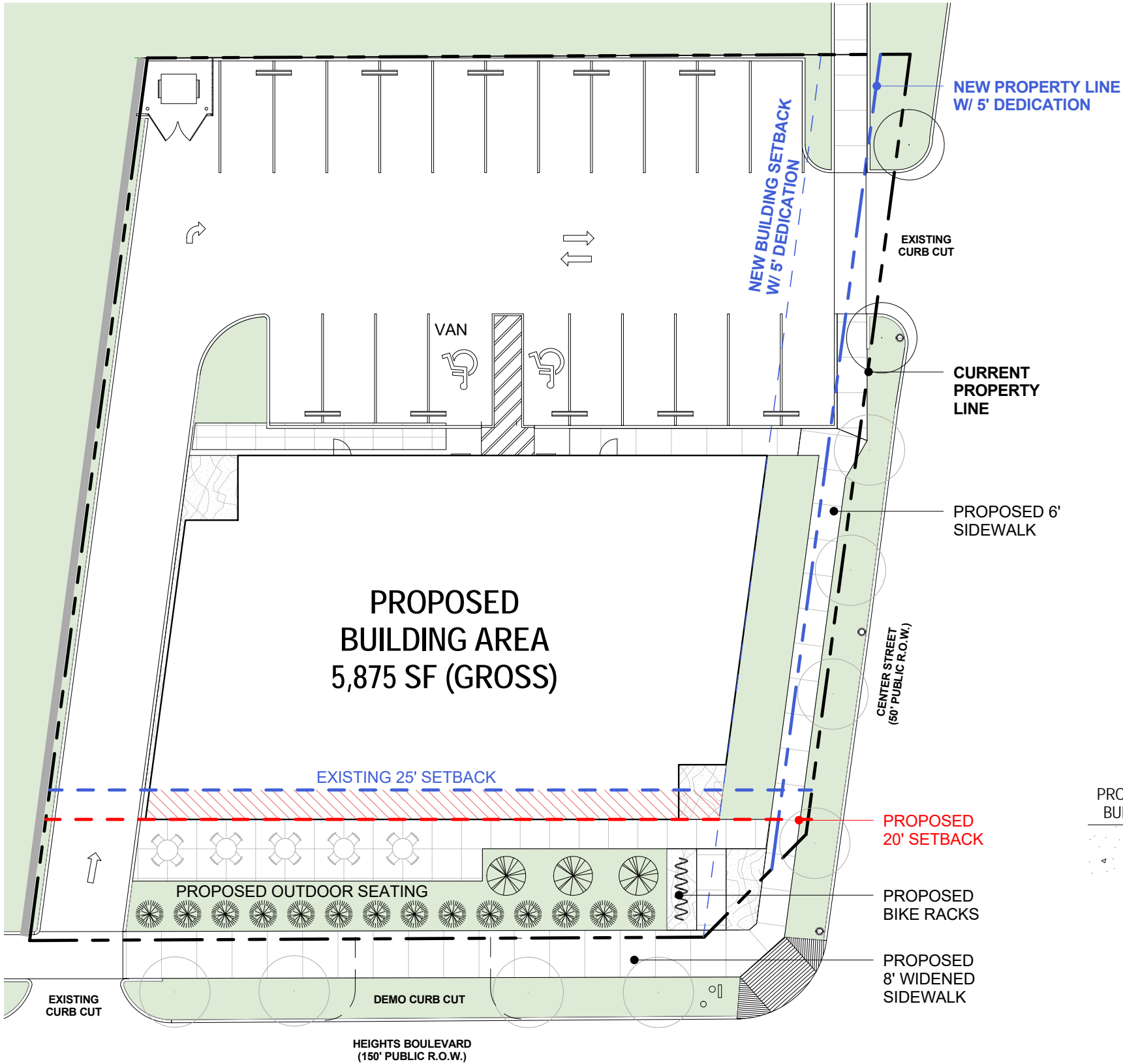
Applicant: South Texas Surveying Associates, Inc.



D – Variances

Aerial

HEIGHTS AT CENTER STREET



SITE PLAN

SITE SECTION



08/10/2016

BUILDING SETBACK EXHIBIT

PR2.2 *e*studio

e studio







Application Number: 2016-1320

Plat Name: Heights Center at Center Street

Applicant: South Texas Surveying Associates, Inc.

Date Submitted: 08/05/2016

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

Specific Variance is being sought and extent of variance:

Variance request for a reduced the building line from 25' to 20' on Heights Blvd.

Chapter 42 Section: 42-152

Chapter 42 Reference:

42-152; The portion of a lot or tract that is adjacent to a major thoroughfare shall have a building line of 25 feet unless otherwise authorized by this chapter.

Statement of Facts

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

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

The proposed design proposes a pedestrian friendly area along Heights Blvd with a landscaped patio and a dog station amenity for neighbors walking their pets. This area would benefit from the engagement of the street and businesses in the community, while providing a destination for neighbors to pause and interact with one another. The revitalization of this area replaces the existing storage facility that is unsightly with one that is focused on the neighborhood. With an Orthodontist currently under contract as the first tenant the intent of the second smaller space would focus on bringing a tenant that would provide an attractive destination for the neighborhood such as a dessert or smoothie shop. It is our belief that pedestrian space, with light vehicular traffic Monday through Friday, will add life to the area by providing a walkable destination, and an opportunity to enjoy the Heights. Currently, the existing 25' building line setback along Heights Blvd. is not consistent with the intent of community's revitalization plan and discourages growth and development of a pedestrian friendly urban environment. Enforcing such a setback promotes developments that locate the building along the back of the tract and push parking towards the front along Heights Blvd. This condition creates a less safe and less attractive area for pedestrians using the street sidewalk. With these considerations in mind, we propose placement of the building at the front of the site to create a pedestrian zone. The variance is sought to request a 5'-0" adjustment to allow for a 20' building setback line along Heights Blvd. It is our belief that in requesting this we can engage Heights Blvd and provide the amenity and neighborhood destination that would be desired.

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

Based on an assessment of the Right of Way and the existing utilities it is infeasible to build a sidewalk along Center Street due to the existing condition of 5.28 feet between the Right of Way and the road. There are also existing mature oak trees and electrical poles occupying the area between the road and the Right of Way. Building a sidewalk would require removing six 10"+ diameter mature oak trees and also require relocation of 3 electrical poles. The absence of a sidewalk along Center Street severely limits the growth and connectivity of the pedestrian area. Following the 5' dedication along Center Street the proposed design will be able to maintain the six existing mature 10"+ oak trees, demolish the existing fence along the property line, and add a new public sidewalk - all of which will further extend and connect the local pedestrian pathing. The variance for a 20' setback along Heights Blvd allows for a more uniform and consistent appearance among the neighboring developments and helps to maintain the character of a pedestrian friendly, urban neighborhood.

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

The intent and general purpose of Chapter 42's requirement is preserved and maintained by encouraging the use of the sidewalks and pedestrian friendly spaces to revitalize the character of the existing neighborhood.

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

The proposed design will include the development of a new 8' wide sidewalk along Heights Blvd. and new 6' wide sidewalk along Center Street which will provide a better line of sight for pedestrians than the existing building and neighboring properties along the street to both the north and south and increases pedestrian mobility and visibility. By replacing the existing storage units with an Orthodontist office and dessert shop / smoothie shop, the proposed retail center will be able to better serve the local community. An outdoor patio area with tables, chairs, umbrellas, bike racks and dog stations in front of the building along Heights Blvd. are planned which further encourage use of the pedestrian realm and improve overall public health, safety and welfare. It is our desire to improve the urban realm and give back to the neighborhood a destination to engage one another. We are excited for the project to proceed and to be a part of the amazing neighborhood of the Heights.

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

The applicant is intending to match existing development patterns and to utilize as much of the subject site as possible to integrate with and expand the existing pedestrian realm in order to provide a retail center that can best serve the community.

Houston Planning Commission

ITEM: 98

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Lakewood Court (DEF1)

Applicant: Jones|Carter - Woodlands Office



D – Variances

Site Location

Houston Planning Commission

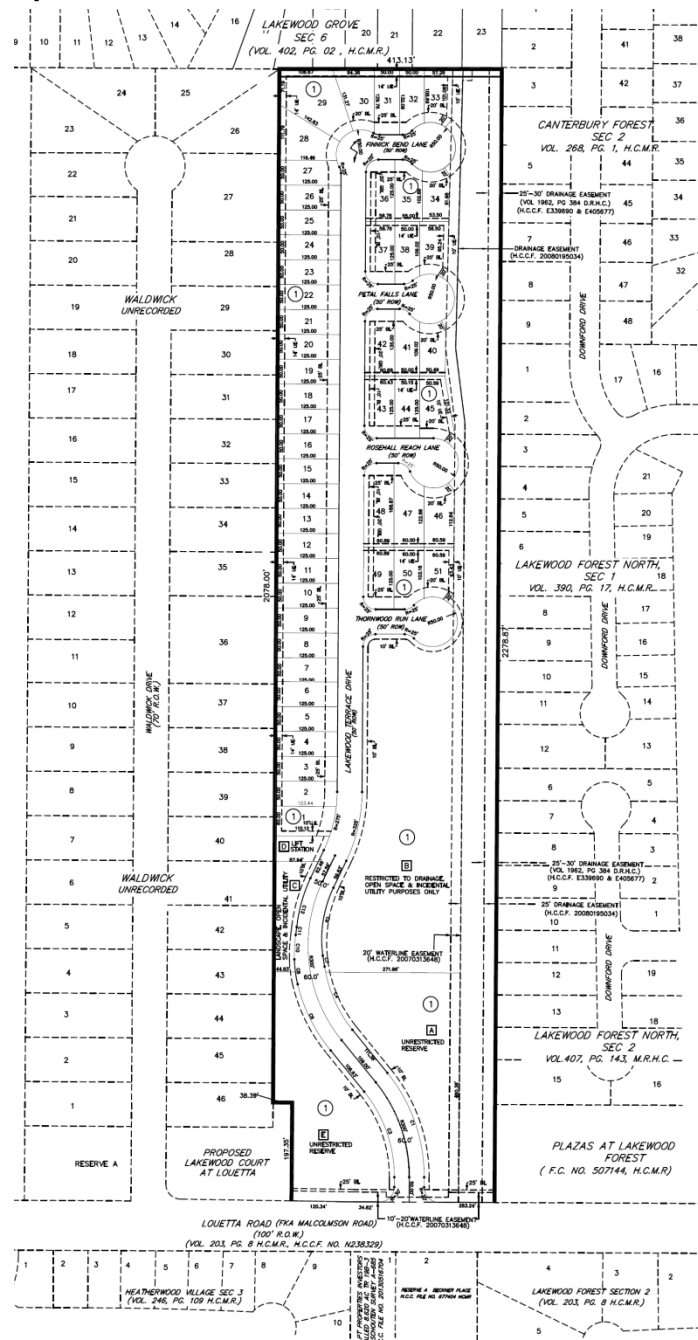
ITEM: 98

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Lakewood Court (DEF1)

Applicant: Jones|Carter - Woodlands Office



D – Variances

Subdivision

Houston Planning Commission

ITEM: 98

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Lakewood Court (DEF1)

Applicant: Jones|Carter - Woodlands Office



D – Variances

Aerial



Application Number: 2016-1250

Plat Name: Lakewood Court

Applicant: Jones|Carter - Woodlands Office

Date Submitted: 07/25/2016

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

Specific Variance is being sought and extent of variance:

To allow an intersection spacing less than 600' along Louetta Road

Chapter 42 Section: **Sec 42-127 (b)**

Chapter 42 Reference:

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

Statement of Facts

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

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

The subject site has approximately 460' of frontage along Louetta Road and contains a 25-30' recorded drainage channel along its eastern boundary. Along Louetta there is an existing bridge across this channel. The developer has coordinated with Harris County Engineering with regards to the location of the entry street- Lakewood Terrace Drive. The County requested the street centerline tie with an existing driveway on the south side of Louetta such that a median cut can be provided for in the future. Granting of the variance will result in an intersection spacing of approximately 460' between Waldwick Drive and the proposed Lakewood Terrace Drive, and approximately 765' between Lakewood Forest Drive and proposed Lakewood Terrace Drive. Lakewood Forest Drive at Louetta Road is a signalized intersection.

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

Locating the proposed public street further west would create a traffic safety hazard. The close proximity of the existing bridge (over the drainage channel) to any proposed relocation of the street will impair sight visibility. The developer coordinated with Harris County Engineering who requested the proposed entry street centerline tie with an existing driveway on the south side of Louetta Road such that a median cut can be provided for in the future.

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

Locating the proposed entry street further west and in close proximity to the bridge will negatively impact sight visibility. Harris County Engineering requested the street centerline tie with an existing driveway on the south side of Louetta such that a median cut can be provided for in the future

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

Locating the proposed entry street further west and in close proximity to the bridge will negatively impact sight visibility. Harris County Engineering requested the street centerline tie with an existing driveway on the south side of Louetta such that a median cut can be provided for in the future.

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

Justification for the granting of the variance is based on existing physical conditions affecting the plat- the existing bridge over the recorded drainage easement. Locating the proposed entry street further west and in close proximity to the bridge will negatively impact sight visibility. Harris County Engineering requested the street centerline tie with an existing driveway on the south side of Louetta such that a median cut can be provided for in the future.

ITEM: 99

Meeting Date: 08/18/2016

Applicant: Jones|Carter - Woodlands Office



Subdivision

Planning and Development Department

Meeting Date: 08/18/2016

Applicant: Knudson, LP



Houston Planning Commission

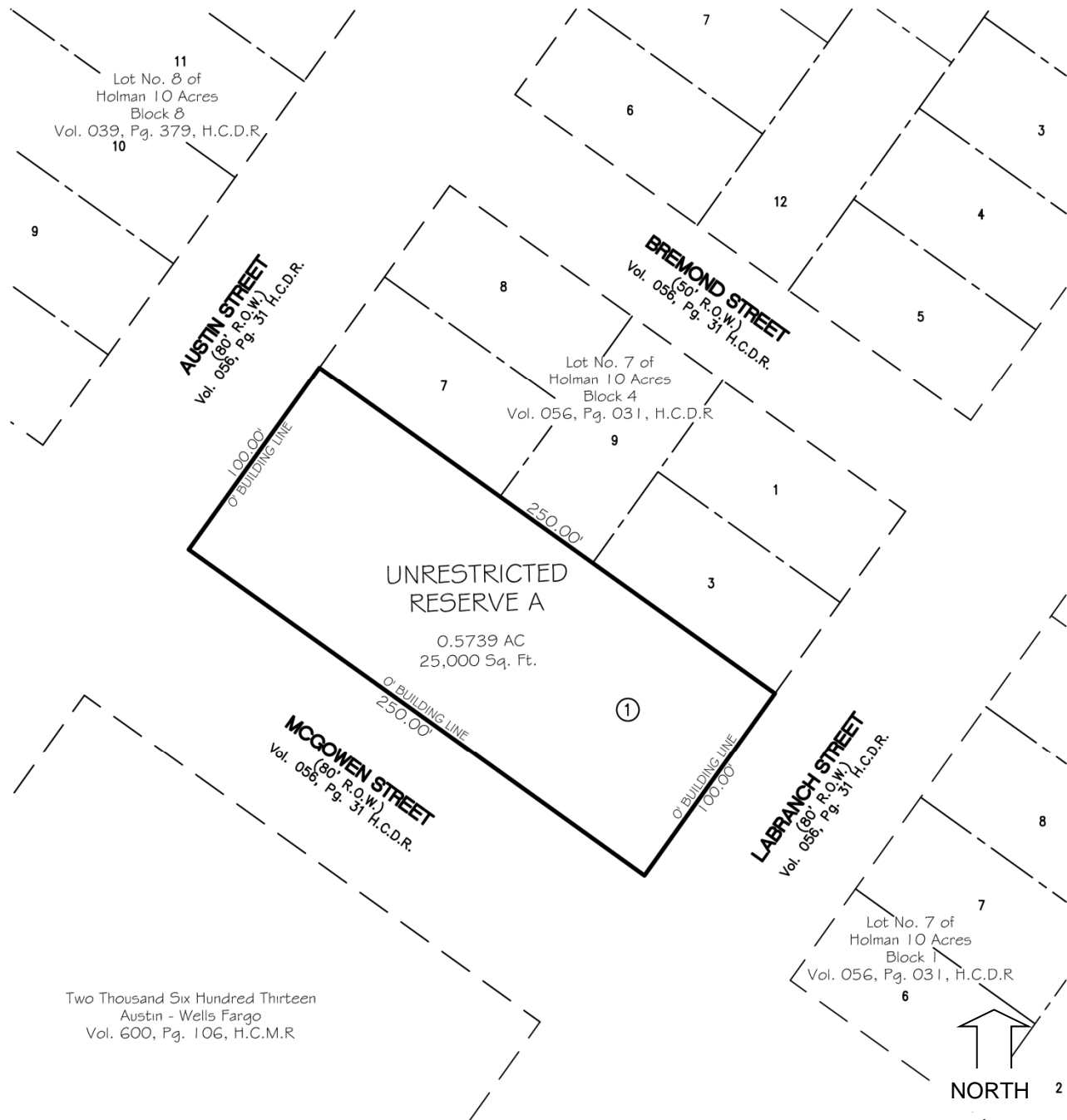
ITEM: 100

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: McGowen Project

Applicant: Knudson, LP



D – Variances

Subdivision

Houston Planning Commission

ITEM: 100

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: McGowen Project

Applicant: Knudson, LP



NORTH

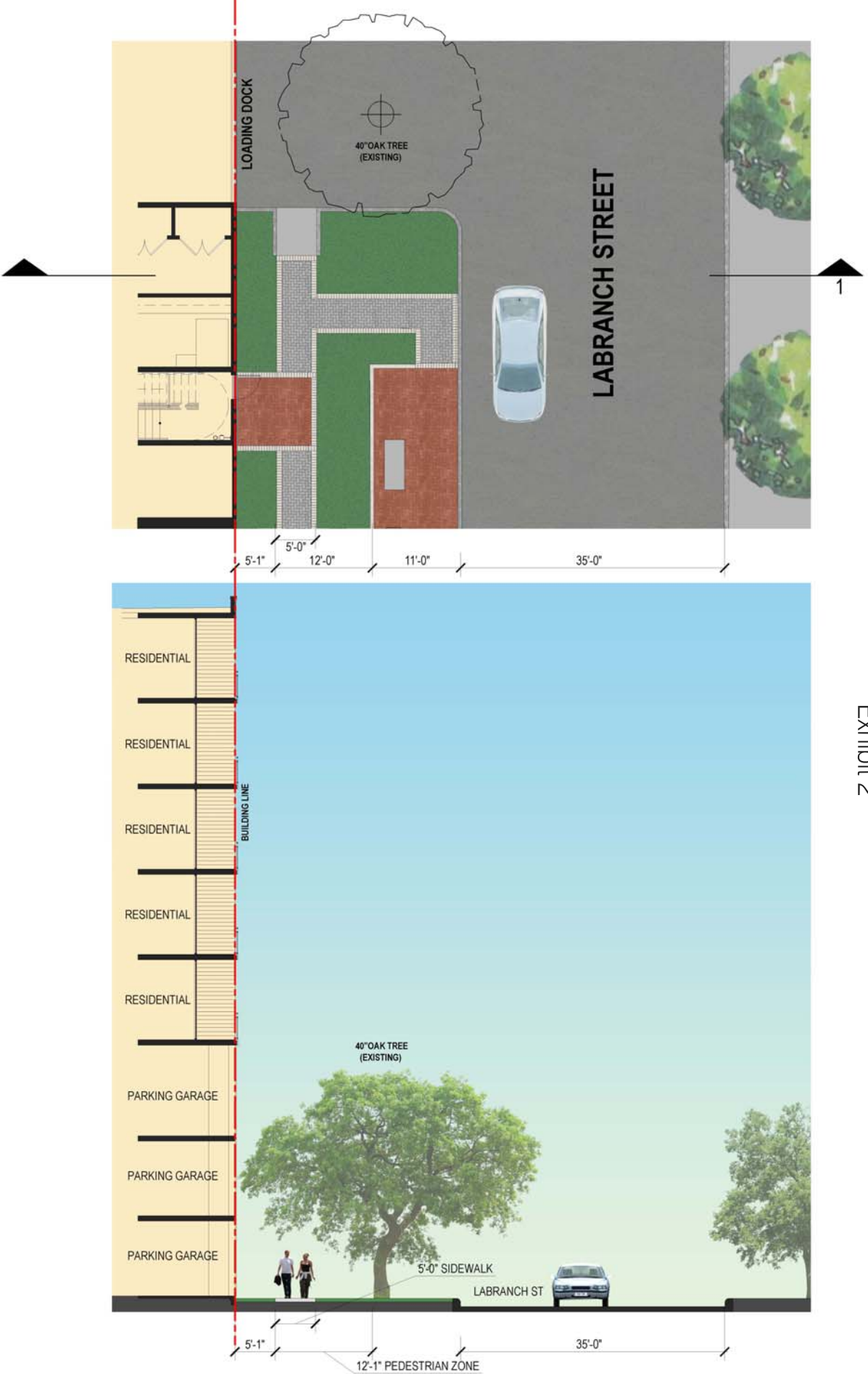
D – Variances

Aerial

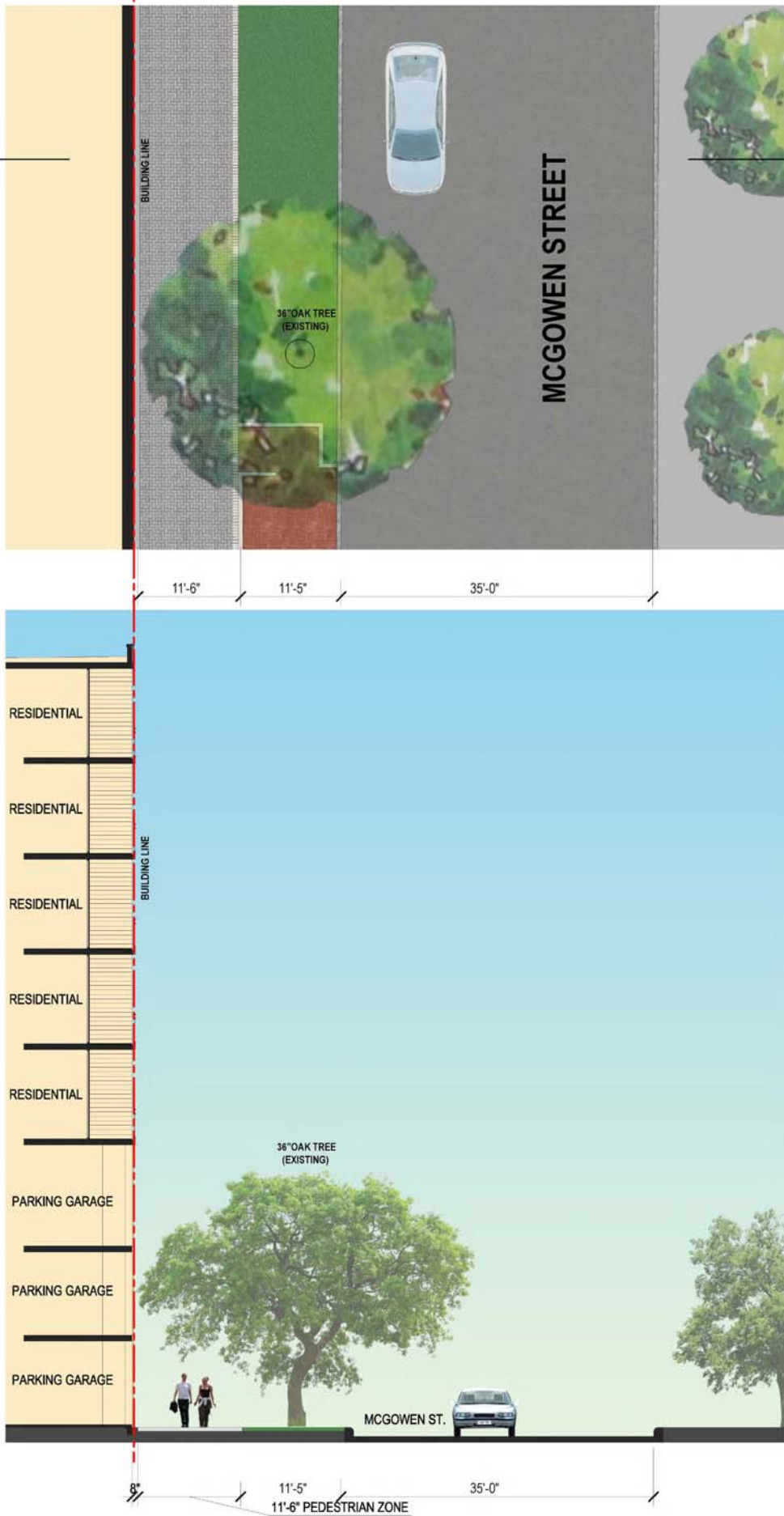
Exhibit 1



Signal Lights

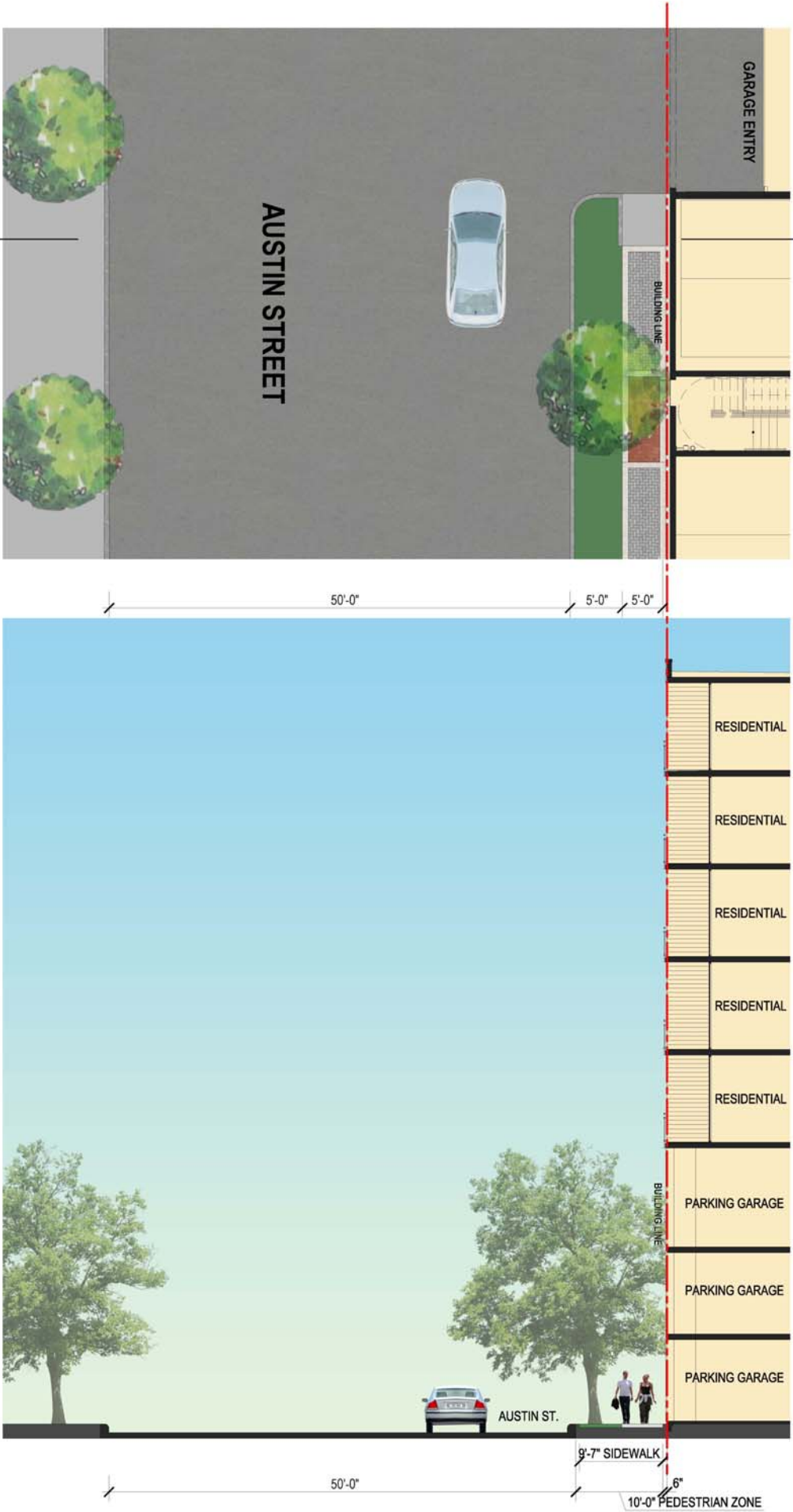


1 LABRANCH ST. SECTION
SCALE: 3/16" = 1'-0"



2 MCGOWEN ST. SECTION
SCALE: 3/16" = 1'-0"

Exhibit 4



3 AUSTIN ST. SECTION
SCALE: 3/16" = 1'-0"



PLANNING & DEVELOPMENT DEPARTMENT

VARIANCE Request Information Form

Application Number: 2016-1222

Plat Name: McGowen Project

Applicant: Knudson, LP

Date Submitted: 07/22/2016

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

Specific Variance is being sought and extent of variance:

The applicant is requesting to continue to use the 0 setback previously approved by planning commission: 1. To have a 0 foot building line versus a 15 foot building line on McGowen Street. 2. To have a 0 foot building line versus a 10 foot building line on LaBranch Street 3. To have a 0 foot building line versus a 10 foot building line on Austin Street 4. No visibility triangle on the corner of McGowen Street and LaBranch Street 5. No visibility triangle on the corner of McGowen Street and Austin Street

Chapter 42 Section: 150 and 161

Chapter 42 Reference:

Sec. 42-150. Building line requirement. Local Streets: 1) In general = 10 feet Major Thoroughfare Streets: 1) In general = 25 feet Sec. 42-161. - Visibility triangles. The building line for property adjacent to two intersecting streets shall not encroach into any visibility triangle, the triangular area adjacent to the intersection of any street established by measuring a distance of 15 feet from the point of intersection of two streets along the right-of-way of each of the intersecting streets and connecting the ends of each measured distance, to assure adequate visibility sight lines for vehicular traffic approaching the intersection. The maximum height of the visibility triangle shall be 20 feet as measured vertically from the ground.

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 owner and its legal council did the typical due diligence prior to purchasing the property. They pulled the title report which stated the property had 0 foot building lines on all public street block faces and referenced the recorded subdivision plat La Plaza de Midtown, Volume 628, Page 262 of the Harris County Map Records (see subdivision plat). The subdivision plat was pulled with a "Variance Note: a variance was granted to allow zero (0) foot building lines along Austin Street, McGowen Avenue, and LaBranch Street and also not required to provide visibility triangles at the intersections." The owner proceeded with the purchase of the property and began design on the project based on the recorded public information from the previously approved variance providing for a zero (0) foot setback and no visibility triangles. When the permits were ready to be pulled, it was discovered by the reviewing planner that per the CPC101 Form for La Plaza de Midtown Subdivision Plat that the variances were granted for the specific site plan previously submitted by a different applicant; however, there were no indications of this condition on the recorded subdivision plat itself nor in the title policy. Once this condition of plat approval was discovered, the owner and owner's agents met with the Planning and Development Department Staff to review the proposed variances. Planning Staff indicated they could support the variances if the owner would provide either ground floor commercial and ground floor residential units to create more activity at the street level within the property. The owners and architects looked into these two options the Planning Staff suggested and the following were the results of our research and study: 1. While ground floor commercial/retail is great in theory, a quick market review determined the reality of commercial development is not feasible for this area of Midtown until additional residential density and rooftops are constructed (see market review by Minich Strategic Services prepared July 22, 2016). The project site is mostly surrounded by office, industrial, public/institutional, and single-family residential housing that does not provide the density and rooftops required for lenders to finance commercial development especially neighborhood commercial development (see Midtown_Land Use_SMARTMap). Main Street with a block or so south and north to Bagby Street are and will continue to be the focal point of Midtown due to its proximity to the light rail and higher density residential (see Midtown Cultural Arts and Entertainment Map and Midtown Management District Amenity Locations). 2. Residents tend to prefer upper floor units for more natural light, more privacy, and fewer disturbances. There is considerable evidence that buyers prefer housing that is located away from traffic and road noise and street and vehicle lighting. ("Living on the Ground Floor: Bargain or Fool's Paradise?" by Teri Karush Rogers, The New York Times) First-floor units will be impacted by street noise and create an awkward unit layout because of the encroachment of the lobby and ancillary lobby related uses such as restrooms and other treatments. Ground level units will compromise the garage design and the ground floor units impact the design of the garage. Security concerns are typically raised for first-floor units which can discourage women buyers in particular. The ground floor units at the Lofts at the Ballpark are having these specific issues since the increase in pedestrian activity of Lucky's Pub, Warehouse Live, BBVA Compass Stadium, and Little Woodrow's opened. The apartments have experienced a significant increase in turnover for the ground floor units due to pedestrians peering

into the windows curious of what the units look like, people sleeping outside against the windows, noise from people talking, etc. The average sales price for a ground level condominium is was also at least 20 percent below a condominium on all other higher floors. ("The value of a floor: valuing floor level in high-rise condominiums" by Stephen Conroy, Andrew Narwold, and Jonathan Sandy) The creation of retail space that is vacant or lower value sales do not make for a good business decision for land development. An alternative design of the green screen would accomplish the same "activity" and pleasant walkway along the tree lined street and green screen of the garage (see 1403 McGowen_McGowen Project Option 1 and 1403 McGowen_McGowen Project Option 2). Please note that these renderings simply illustrate the options of the proposed green screen as an alternative for the first floor appearance. With the discovery of the previously approved zero (0) building line will not be supported without first floor retail, the restrictions of the size of the site becomes one of the basis for the variance, and a hardship due to the garage parking layout as the owner did their due diligence, and planned for what was provided on the previously recorded subdivision plat and title policy. The subject property is 100 feet by 250 feet in the Midtown District. The development is proposed to be privately owned condominium project with three (3) levels of parking and five (5) levels of residential. The entrance to the parking structure is on Austin Street, a 100-foot frontage. Parking structures are unique transportation facilities for vehicle travel, vehicle storage and pedestrian travel, particularly since the personal interchange between vehicles and pedestrians occurs in the relatively confined environment of a structured facility. The proposed parking structure is a single-helix with two-way traffic. Typical grades in continuous ramp facilities on the parking floors generally do not exceed 6% but should not exceed 12%. In Texas, typical parking dimensions consist of three (3) foot overhang, a 19-foot vehicle projection and a 25-foot aisle width to accommodate larger vehicles such as trucks and SUVs. This equates to approximately 70 feet with the remaining 30 feet of the site dedicated to the parking structure ramp, structural features such as the columns and ventilation systems, and the setback for the fire department to fight fires from behind the project. Functional design involves the development of vehicle and pedestrian flow in a parking structure as well as the parking space layout. Operating and security functions are also considered in functional design. The street traffic configuration, the pattern of adjacent two-way and/or one-way streets of McGowen Street, Austin Street, and LaBranch Street, can have a major impact on how a parking structure is used. While the size of drive aisles and parking spaces are not regulated by the City of Houston, they are regulated by lenders. The applicant has proposed to provide a green screen of the parking garage along the street with LED lighting to activate the block face and soften the view for future pedestrian traffic.

(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;

Midtown consists of 250 foot by 250-foot blocks. Our site is 250 feet by 100 feet which requires precise planning of the parking structure for the project in order to meet the number of parking spaces in Chapter 26 in the City of Houston Code of Ordinance. The design of a parking structure requires size of parking spaces, driveways, pedestrian flow, ventilation, and ramp configuration. The alignment of the parking structure occupies approximately 95 feet of the 100 feet of the width of the site. With the due diligence performed prior to the purchase of the property, this was obtainable. The owner did not purchase the property depending on a variance from the City of Houston; the title policy and the subdivision plat both indicated there was a zero (0) foot building line and no visibility triangles previously.

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

The intent and general purposes of Chapter 42 will be preserved and maintained. Ample space is provided between the back of curb and the edge of the property line. McGowen Street – 23 feet between the back of curb and property line with no parking allowed Austin Street – 10 feet between the back of curb and property line with parking on both sides

LaBranch Street – 28 feet between the back of curb and property line with parking on the north side Both intersections are signalized and due to the one-way traffic on Austin Street and LaBranch Street, visibility triangles are not necessary to provide adequate visibility for cross traffic.

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

Per Chapter 26, we are required to provide 110 parking spaces and we are providing an additional 32 spaces for a total of 142 parking spaces. The reason we are providing additional parking spaces for this development is because these are owner-occupied condominiums and not rental apartments. The demand for two (2) spaces per dwelling unit in condominiums is a high commodity and allows the owners and visitors not to have to park on-street. The intersections of LaBranch Street and McGowen Street and Austin Street and McGowen Street are signalized intersections. LaBranch is a one-way street traveling southwest. Austin Street is a one-way street traveling northeast. Neither intersection is affected by not having a visibility triangle therefore granting of the exemption of a visibility triangle variance will not be injurious to the public health, safety or welfare. (See exhibit 1) LaBranch Street is an 80 foot right-of-way with a 35 foot paving section. There are two (2) drive lanes southbound and parking on the north side. There is a little over 28 feet between the property line and the back of curb for LaBranch Street therefore granting of the exemption of a zero (0) foot building line variance on LaBranch Street will not be injurious to the public health, safety or welfare. (See exhibit 2) McGowen Street is an 80 foot right-of-way with a 35 foot paving section. There are two (2) drive lanes southbound and one drive lane northbound. Parking is not allowed on either side of McGowen Street. There is almost 23 feet between

the property line and the back of curb for McGowen Street therefore granting of the exemption of a zero (0) foot building line variance on McGowen Street will not be injurious to the public health, safety or welfare. (See Exhibit 3) Austin Street is an 80-foot right-of-way with a 50-foot paving section. South of McGowen Street, Austin Street is a two-lane northbound street. North of McGowen Street, Austin Street converts to a five-lane northbound street with unrestricted parking on the outside lanes therefore leaving three (3) lanes of continuous traffic. There is 10 feet between the property line and the back of curb for Austin Street therefore granting of the exemption of a zero foot building line variance on Austin Street will not be injurious to the public health, safety or welfare. (See Exhibit 4)

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

Requesting the variance is not due to economic hardship. The variance request is due to two items: 1. Houston has no zoning, the owner purchased the property relying on the title report and the recorded subdivision plat, neither mentioning the fact that the zero (0) foot building lines and no visibility triangles were tied to a specific site plan. The owner would not have purchased if the recorded public information has included the conditions of the CPC 101. We have suggested that perhaps the Department record the CPC in the deed record cross-referenced to the recorded subdivision plat. 2. Due to the constraints of the property size, requirements of the International Fire Code to ensure the fire department has adequate room to fight a potential fire, the International Building Code, and the requirements for parking space size, driveway width, and parking structure widths are the hardships and the reason for requesting the above variances. Granting the variance will allow new higher density residential on the southeast side of Midtown where typically the focal point for higher density development has been on the north and west side of Main Street. It will also be in context with the majority of the area. Identified in green are the existing structures with zero (0) foot building lines surrounding our subject property in yellow (see Midtown Management District Amenity Locations).

Houston Planning Commission

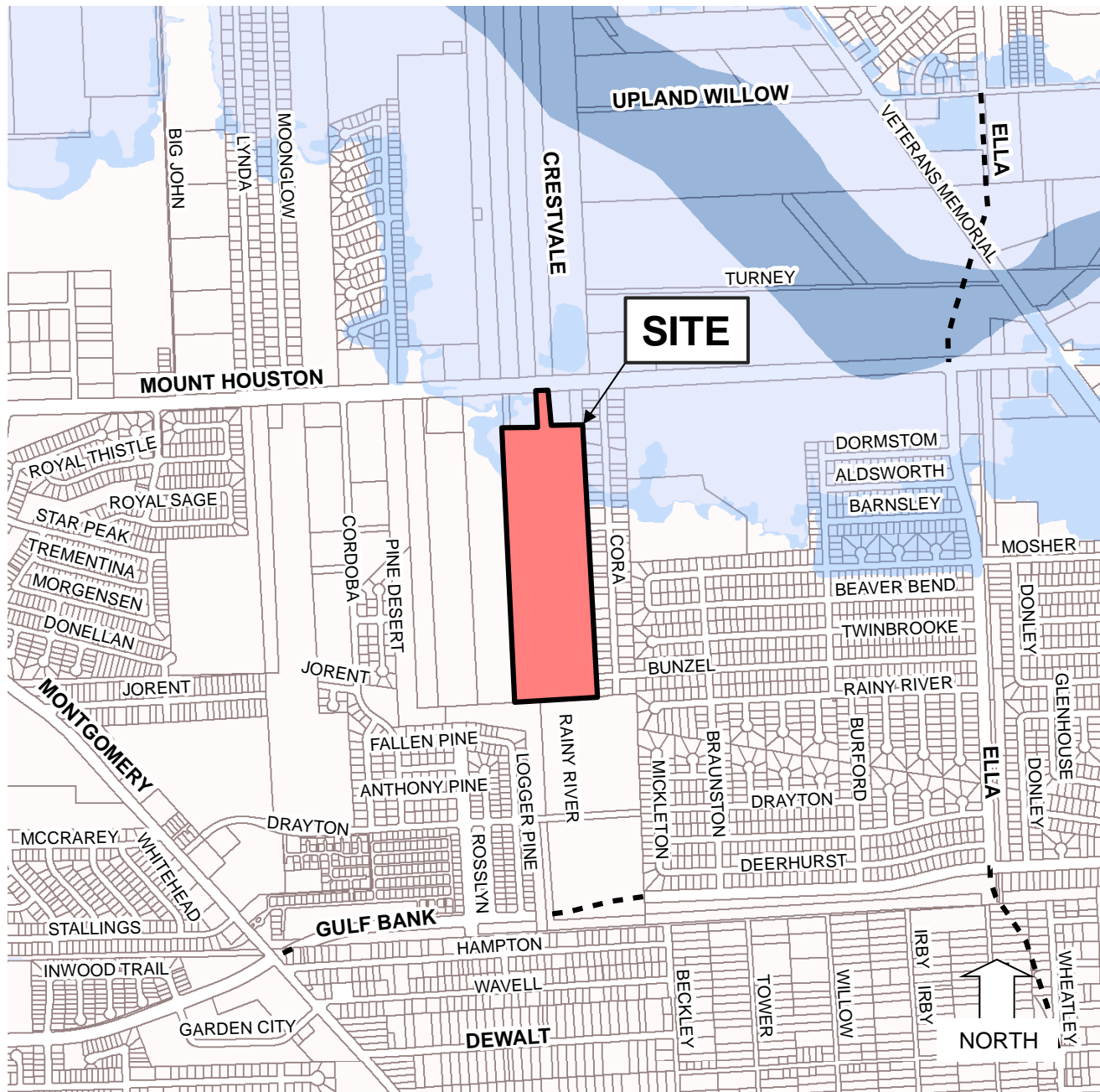
ITEM: 101

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Pine Valley Development Sec 1

Applicant: Jones|Carter - Woodlands Office



D – Variances

Site Location

Houston Planning Commission

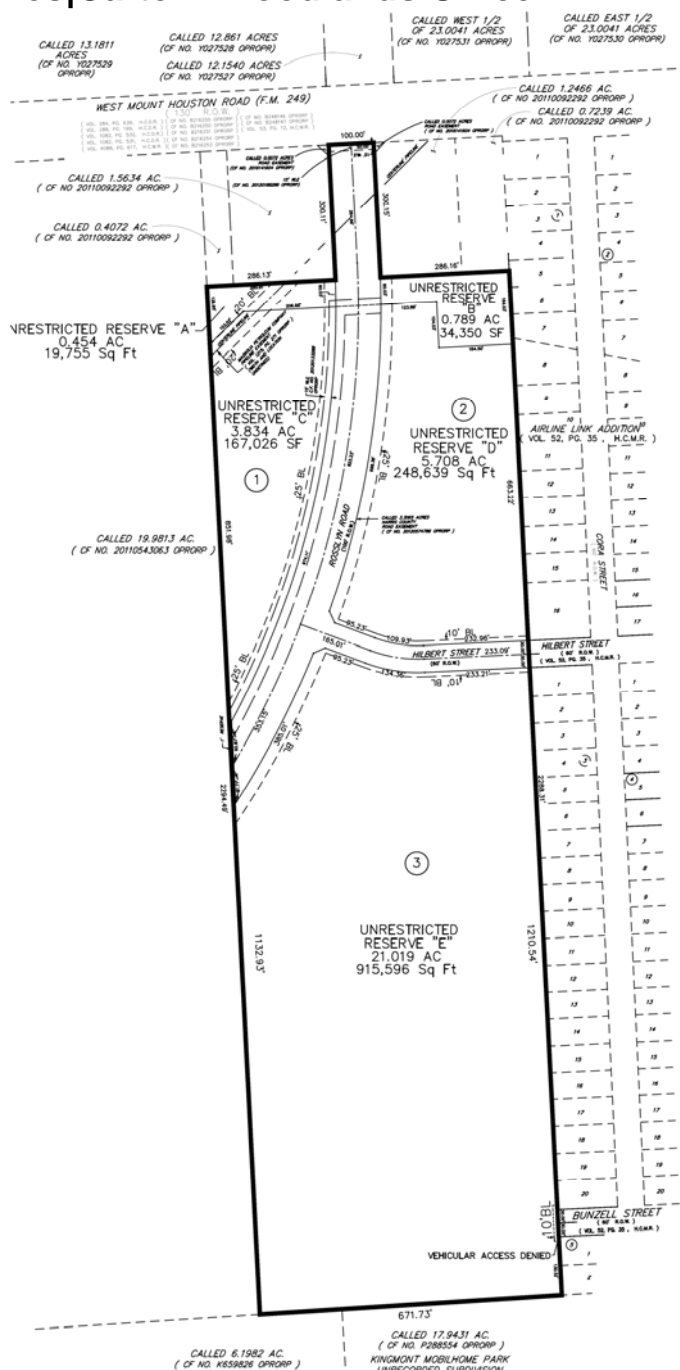
ITEM: 101

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Pine Valley Development Sec 1

Applicant: Jones|Carter - Woodlands Office



D – Variances

Subdivision

Houston Planning Commission

ITEM: 101

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Pine Valley Development Sec 1

Applicant: Jones|Carter - Woodlands Office



D – Variances

Aerial



Application Number: 2016-1382

Plat Name: Pine Valley Development Sec 1

Applicant: Jones|Carter - Woodlands Office

Date Submitted: 08/08/2016

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

Specific Variance is being sought and extent of variance:

To exceed 1,400' intersection spacing by not to extending nor terminate with a cul-de-sac - stub street Bunzel Street

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

Chapter 42 Reference:

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;

Aldine ISD purchased this property for a middle school site, which is to be located east of future Rosslyn Road and south of the extension of Hilbert Street. In 2013, a General Plan with variance to exceed intersection spacing by not extending Bunzel Street (but allowing a cul-de-sac termination) was approved by the Planning Commission. With this current submittal, the ISD is requesting to not provide for an extension nor a cul-de-sac termination of the stub street. Hilbert St and Bunzel St, originally platted in 1956 with Airline Link Addition, stub into the subject tract's eastern property boundary. Hilbert Street will be extended to major collector- Rosslyn Road. Bunzel St within the original Airline Link Addition is unimproved and is only one lot deep on either side of Cora Street. Extending Bunzel Street through the property will not improve traffic circulation but potentially cause a safety hazard by mixing pedestrian and vehicular traffic within a school campus. The adjacent property to the west (Tex Mex One Property) was platted in 2013 but did not provide for the extension of Rosslyn Street and is developed with an existing commercial business. Additionally, an existing Harris County Flood Control District channel, detention pond and existing auto businesses inhibit any extension of Bunzel Street – west of Rosslyn Road. The extension of Hilbert Street to Rosslyn provides the adjacent neighborhood public street access to the future middle school site. A dead –end termination of Bunzel Street would enable the ISD to maintain a secure campus while providing all the facilities required for the proposed middle school site. Should the Planning Commission grant the requested variance there will be an intersection spacing of approximately 2,610' along Rosslyn – between Hilbert Street and Drayton Lane.

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

Hilbert St and Bunzel St, originally platted in 1956 with Airline Link Addition, stub into the subject tract's eastern property boundary. Hilbert Street will be extended to major collector- Rosslyn Road thereby providing the adjacent neighborhood public street access to the future middle school site. Bunzel Street is only one lot deep on either side of Cora Street and is unimproved. Extending Bunzel Street through the property will not improve traffic circulation but potentially cause a safety hazard by mixing pedestrian and vehicular traffic within a school campus. Further, the non-dedication of ROW for Rosslyn Road through the adjacent property to the west (Tex Mex One Property), an existing Harris County Flood Control District channel, detention pond and existing auto businesses inhibit any extension of Bunzel Street west of the subject property.

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

Area circulation will be improved by the provision of the major collector Rosslyn Road and the extension of Hilbert Street to Rosslyn Road will provide the adjacent neighborhood public street access to the future middle school site. Extending

Bunzel Street through the property will not improve traffic circulation but potentially cause a safety hazard by mixing pedestrian and vehicular traffic within a school campus.

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

The extension of Hilbert Street to major collector- Rosslyn Road will provide the adjacent neighborhood public street access to the future middle school site. Extending Bunzel Street through the property will not improve traffic circulation but potentially cause a safety hazard by mixing pedestrian and vehicular traffic within a school campus. A dead –end termination of Bunzel Street would enable the ISD to maintain a secure campus while providing all the facilities required for the proposed middle school site.

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

Area circulation will be improved by the provision of the major collector Rosslyn Road and the extension of Hilbert Street to Rosslyn Road will provide the adjacent neighborhood public street access to the future middle school site. Extending Bunzel Street through the property will not improve traffic circulation but potentially cause a safety hazard by mixing pedestrian and vehicular traffic within a school campus. A dead –end termination of Bunzel Street would enable the ISD to maintain a secure campus while providing all the facilities required for the proposed middle school site.

Houston Planning Commission

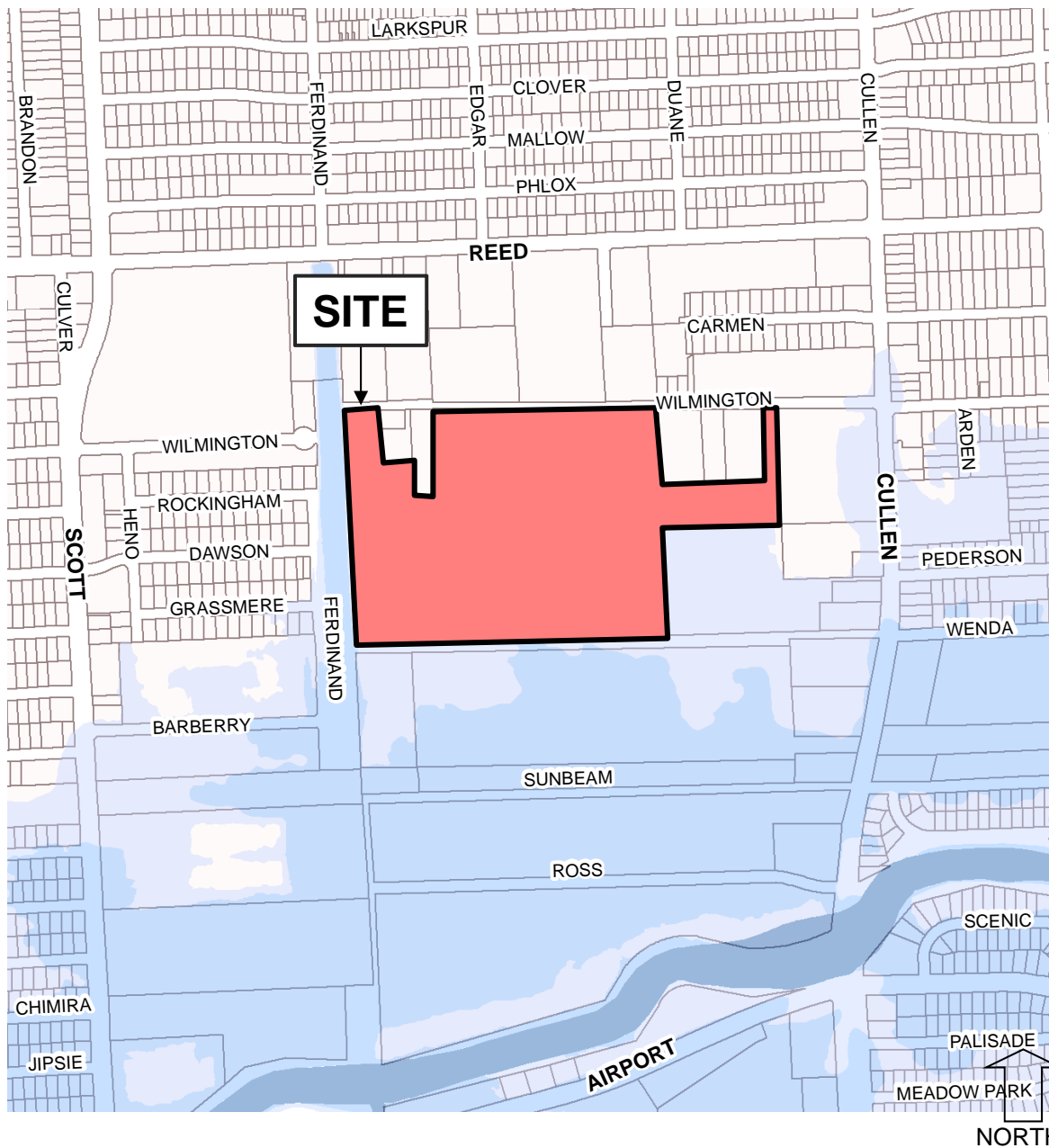
ITEM: 102

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Pro Vision Inc replat no 1 and extension

Applicant: Vernon G. Henry and Associates, Inc.



D – Variances

Site Location

Houston Planning Commission

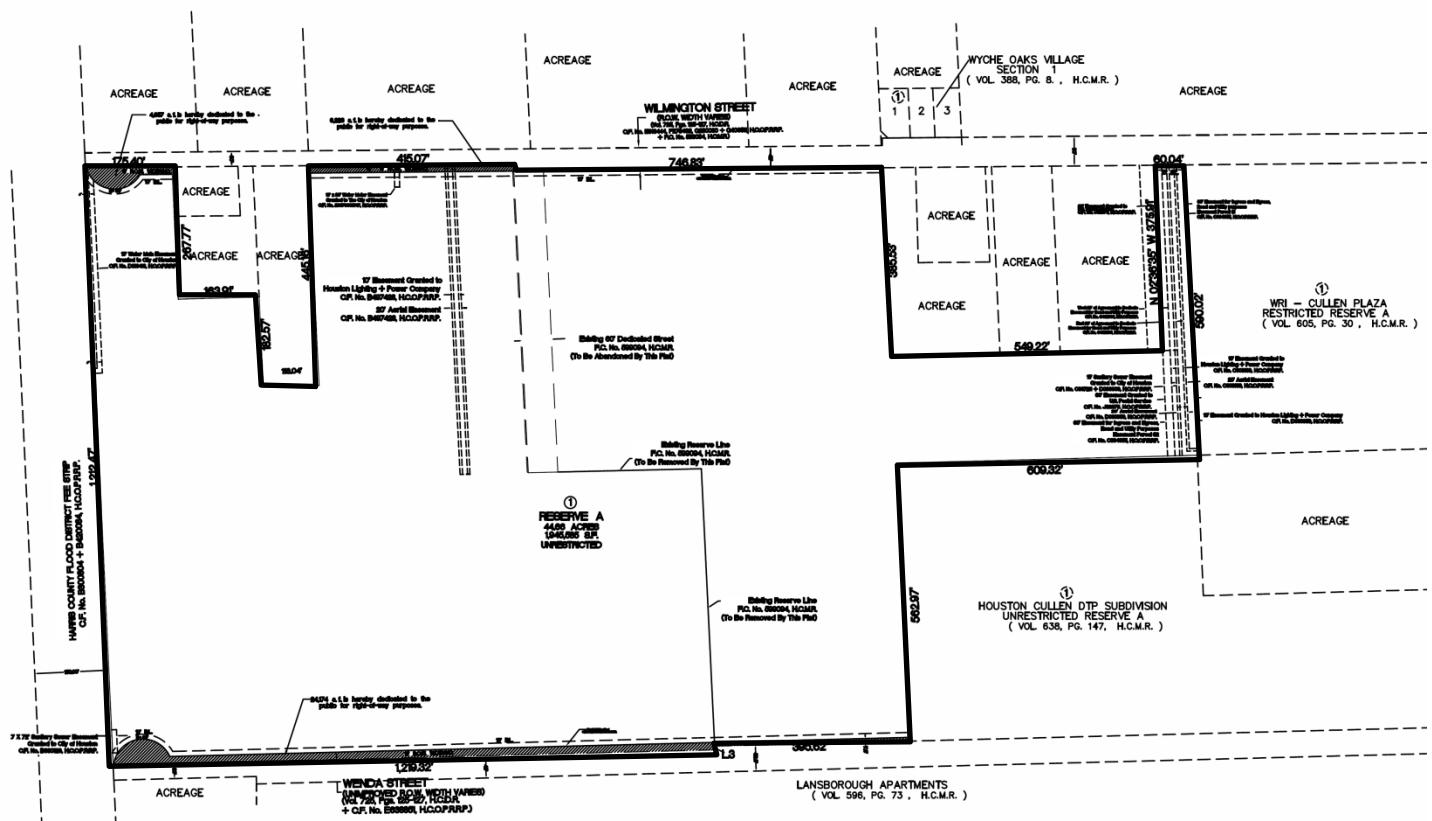
ITEM: 102

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Pro Vision Inc replat no 1 and extension

Applicant: Vernon G. Henry and Associates, Inc.



D – Variances

Subdivision

Houston Planning Commission

ITEM: 102

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Pro Vision Inc replat no 1 and extension

Applicant: Vernon G. Henry and Associates, Inc.



D – Variances

Aerial



Application Number: 2016-1311

Plat Name: Pro Vision Inc replat no 1 and extension

Applicant: Vernon G. Henry & Associates, Inc.

Date Submitted: 08/05/2016

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

Specific Variance is being sought and extent of variance:

Not to provide a north/south street between Wilmington and Wenda Streets

Chapter 42 Section: 128

Chapter 42 Reference:

42-128

Statement of Facts

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

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

Adequate area circulation is already provided by the major thoroughfare grid of Reed Road pm the north, Cullen on the east, Airport on the south, and Scott on the west. Wilmington and Wenda Streets extend approximately 2700' west from Cullen to a 150' wide Flood Control fee strip but do not cross the ditch. They are blocked on the west side of the ditch by the platted Riverbrook neighborhood. Wemda has never been paved adjacent to this ownership and seems unlikely to be paved by private property owners because of the location of an existing detention basin and the likely future location of additional detention. Existing uses Wilmington and Wenda east of the other than the Pro Vision School are less than 1400' from Cullen, which provides them with north/south circulation. Pro Vision is a State.-chartered school for the underprivileged, which was started by professional athletes to help children in the communities in which they themselves were raised. Its goals and successes have attracted additional community support. The school now serves only boys but plans to expanding its program to include girls in the future. A CDBG grant from the Houston Housing and Development Department has enabled the recent purchase of additional land for the growing campus. Any need for north/south circulation within the campus will be provided by internal driveways that will not be open to the public except on selected occasions and under supervision. The high crime rate in the Sunnyside area makes it especially important that the school children be protected from undesirable outside influences Access to the campus will be gated and restricted. A north/south public street through the campus is unnecessary and would be a threat to campus functions.

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

The two dead-end streets were created decades ago without a north/south connector road.

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

The area circulation needs are already adequately addressed by the system of major thoroughfares.

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

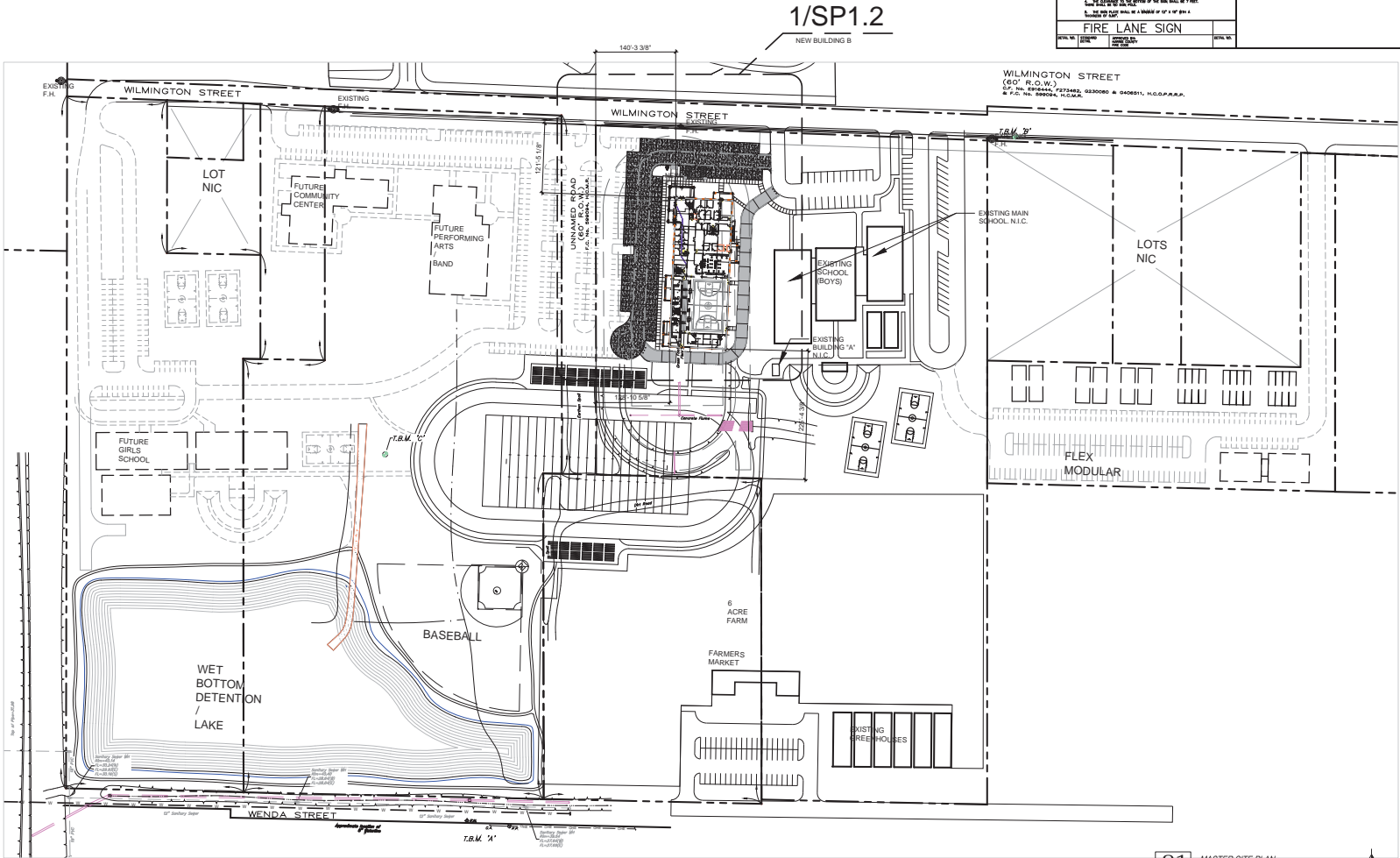
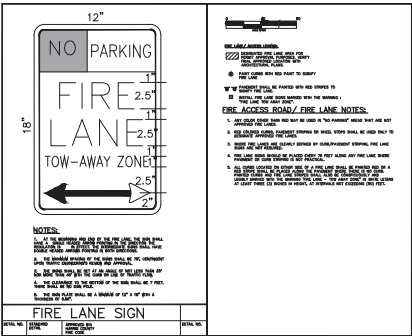
Public health, safety and welfare will be positively affected by the long-term success of this school program in helping a segment of society without adequate resources.

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

The justification for this variance is the existing physical and social conditions of the area.

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PARKING SPACE SUMMARY				
OCCUPANCY	COH REQUIRED	AREA/UNIT	COH ROD # SPC	TOTAL # SPACES PROVIDED
CLASS 5: HIGH SCHOOL CLASSROOMS	9.35PC / 30 PERSON CLASSROOM	10 CLASS ROOMS	95 SPACES	98 SPACES



01 MASTER SITE PLAN
SCALE: 1/8" = 1'-0"

urban
URBAN
CONSTRUCTION
SOUTHWEST, Inc.
2037 F. G. GARDNER, Suite 200
Houston, Texas 77058
713.339.5380 PH 713.339.5389 FX

ISSUE AND REVISION LOG
DATE ACTIVITY
02-20-16 PERMIT SET

PRO-VISION
LEARNING TODAY. LEADING TOMORROW.
HIGH SCHOOL AND GYMNASIUM

4590 WILMINGTON ST.
BUILDING B
HOUSTON, TEXAS
HARRIS COUNTY



Master
SitePlan

SCALE: AS NOTED

SP1.1

2537 S. Gessner, Suite 220
Houston, Texas 77063
713.339.5380 Ph 713.339.5389 Fx

03 40 40 DECONT SET

07-18-16 PERMIT SET

PRO-VISION
LEARNING TODAY. LEADING TOMORROW.
HIGH SCHOOL AND GYMNASIUM

4590 WILMINGTON ST
BUILDING B
HOUSTON, TEXAS
HARRIS COUNTY



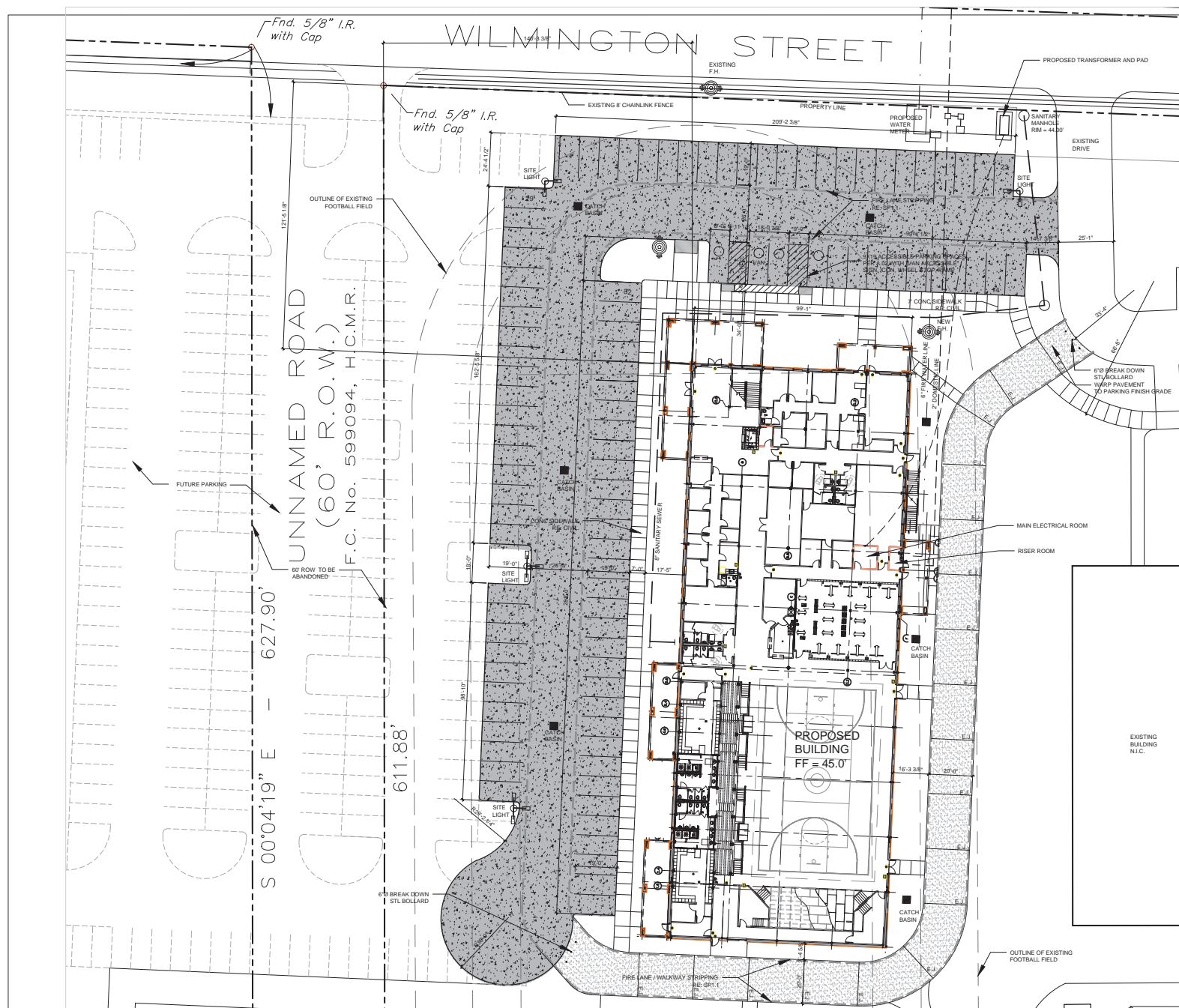
8-2016

Expires 4

Site Plan

SCALE: AS NOTED

SP1.2



Houston Planning Commission

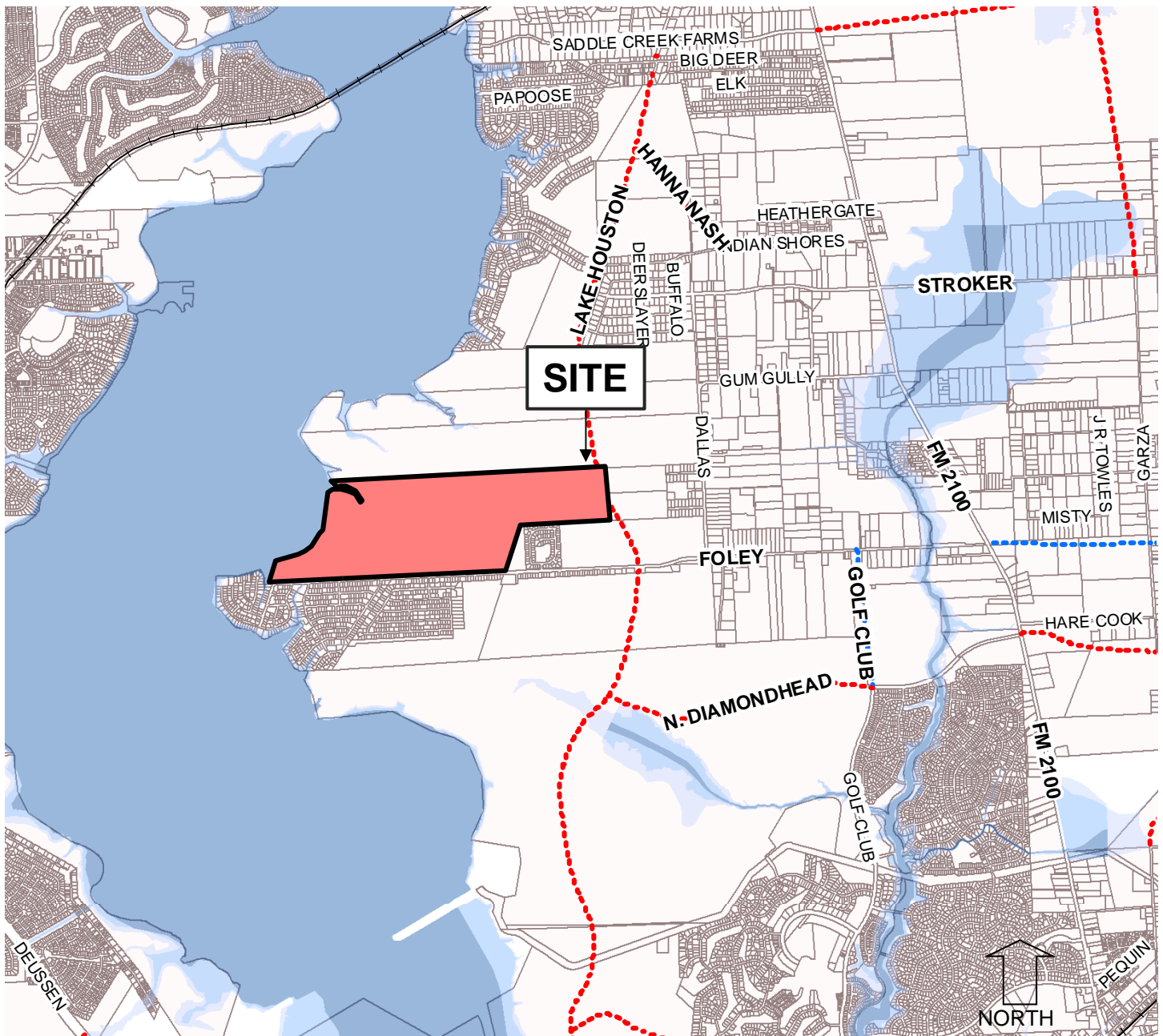
ITEM: 103

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Sundance Cove GP

Applicant: EHRA



D – Variances

Site Location

Houston Planning Commission

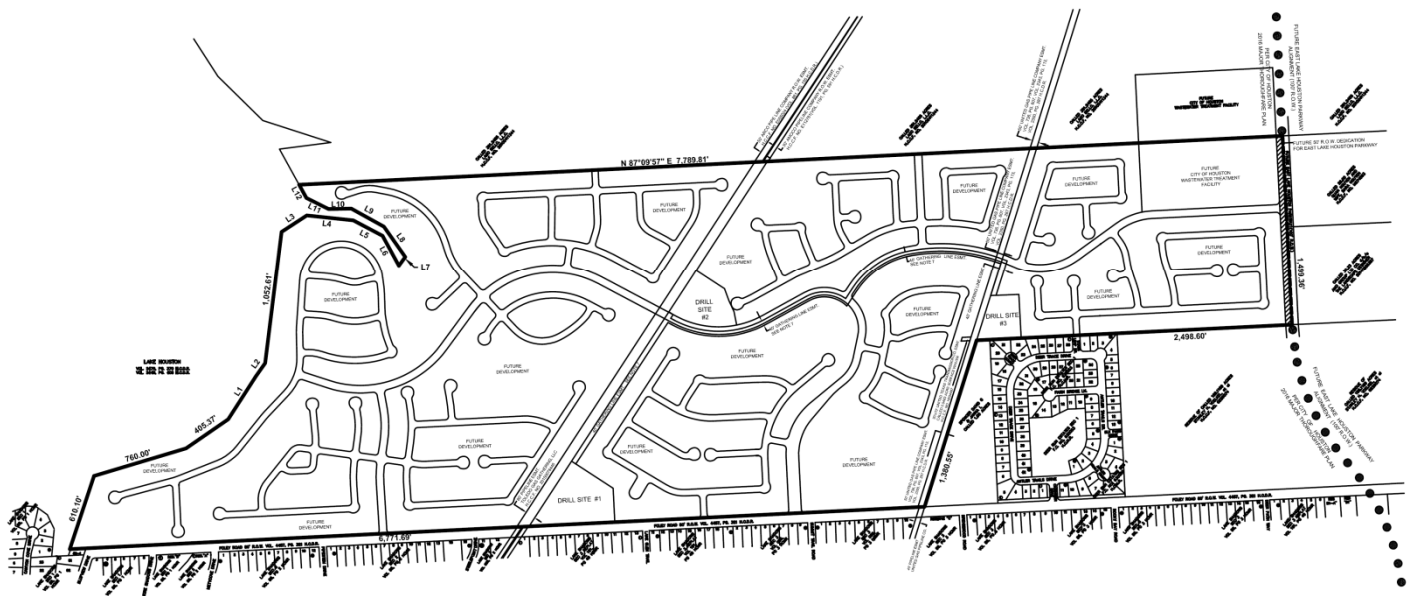
ITEM: 103

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Sundance Cove GP

Applicant: EHRA



D – Variances

Subdivision

Houston Planning Commission

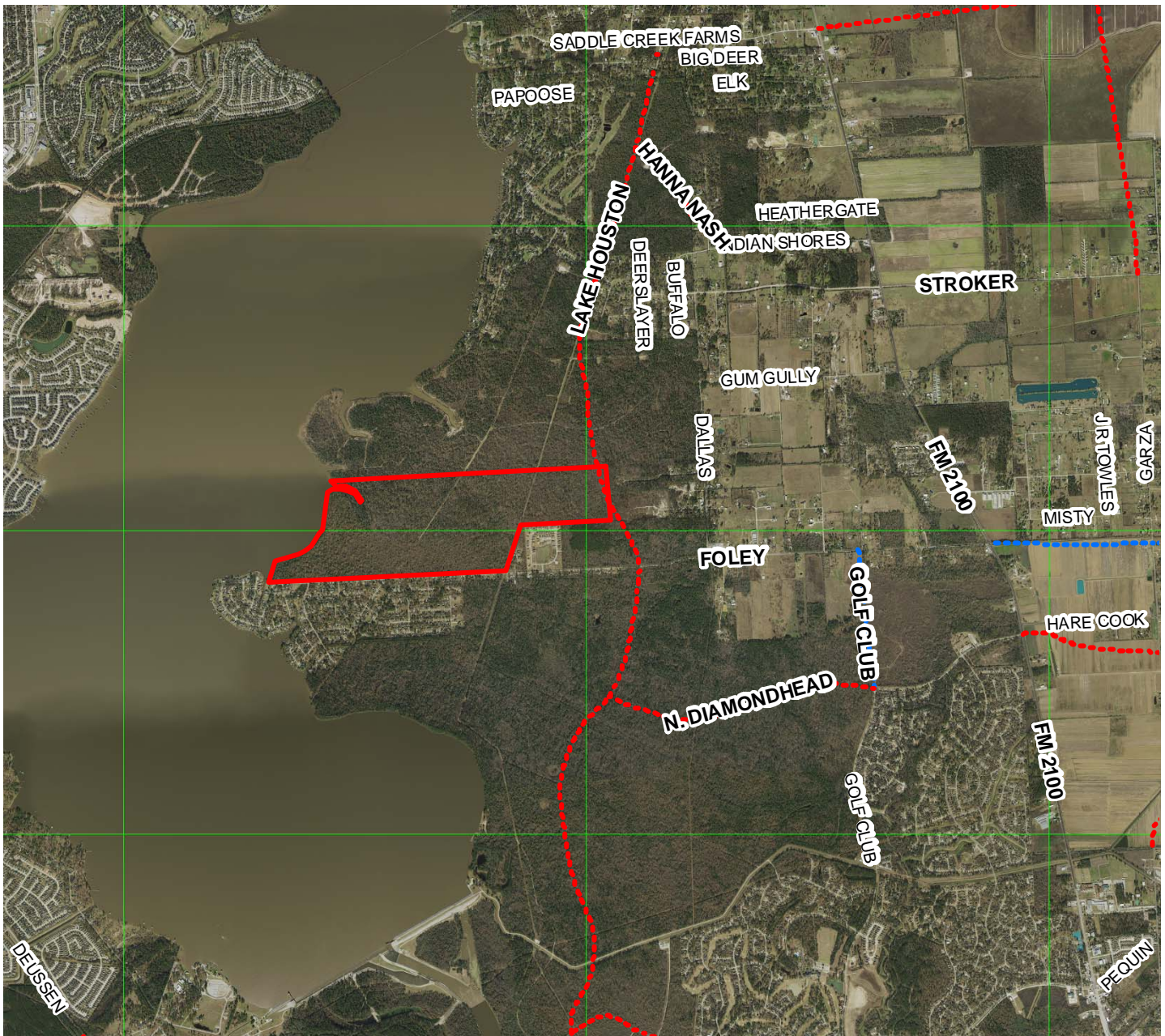
ITEM: 103

Planning and Development Department

Meeting Date: 08/18/2016

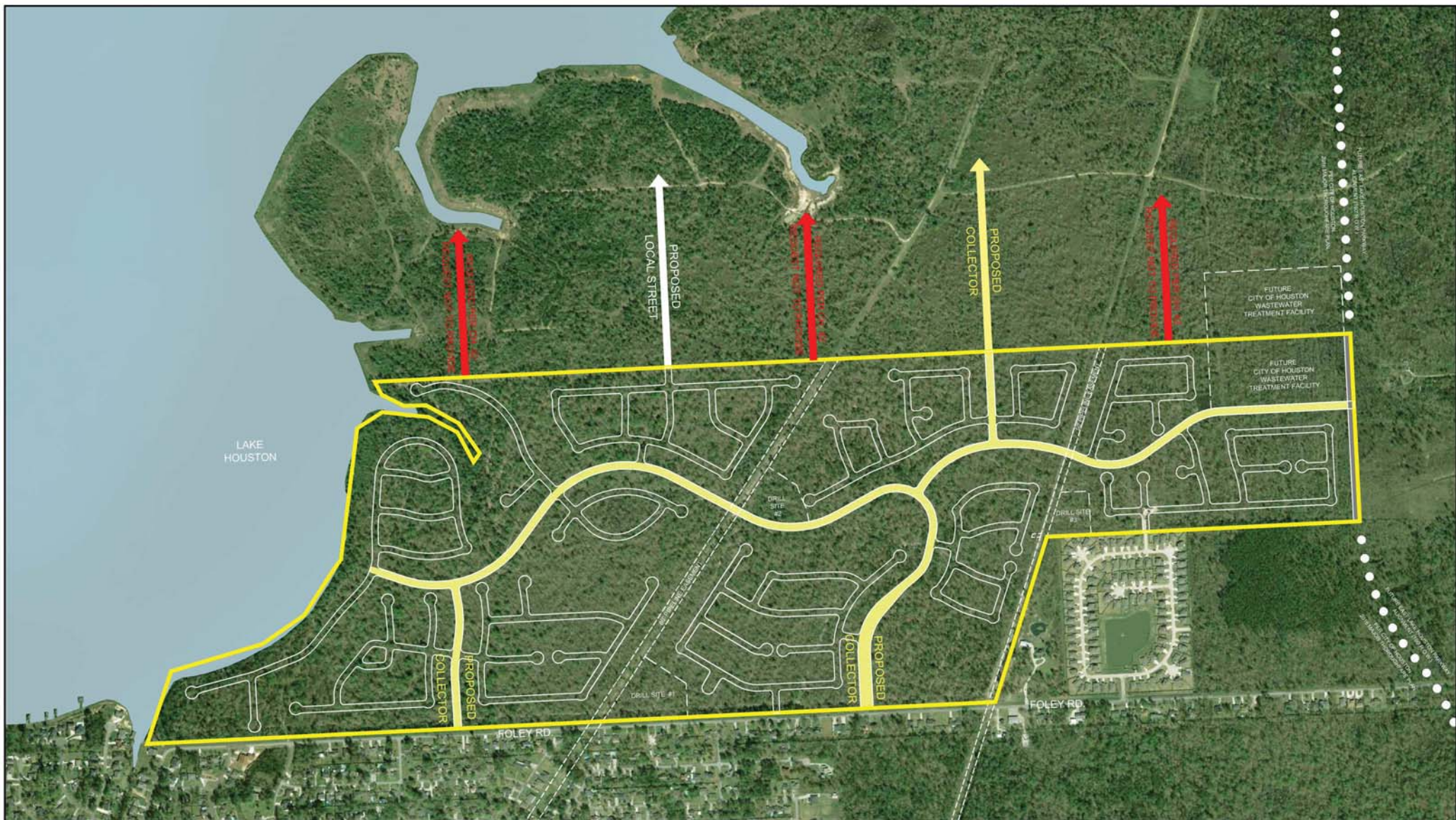
Subdivision Name: Sundance Cove GP

Applicant: EHRA



D – Variances

Aerial



Sundance Cove Aerial Exhibit

August 8, 2016
 0 175 350 700
 SCALE: 1"=700'



EHRA JOB NO.
 141-054-00

No warranty or representation of intended use,
 design or proposed improvements are made
 herein. All plans for and all facilities are subject
 to change without notice.



10555 Westoffice Drive
 Houston, Texas 77042
 713.784.4500
 EHRAinc.com
 TBPE No. F726

LEGEND

- Sundance Cove GP Boundary
- Pedestrian Trails
- Collector Streets
- Greenspace

Variance #1	Total Length
R.O.W. Intersections (2 Proposed)	7,790'
Variance #2	7,268'
R.O.W. Intersections (4 Proposed)	(measured along the center line)
Variance #3	7,767'
R.O.W. Intersections (4 Proposed)	

LAKE HOUSTON

DRILL SITE #1

DRILL SITE #2

DRILL SITE #3

FUTURE EAST LAKE HOUSTON PARKWAY
ALIGNMENT (100' R.O.W.)
PER CITY OF HOUSTON
2016 MAJOR THORNDIKE PARK PLAN

THIS 1.72 AC. / 74,866
SQ. WILL BE DEDICATED
TO THE PUBLIC FOR
RIGHT OF WAY
PURPOSES IN FUTURE
PLATS

FUTURE
ALIGNMENT (100' R.O.W.)
PER CITY OF HOUSTON
2016 MAJOR THORNDIKE PARK PLAN

Sundance Cove Variance Request Exhibit

August 8, 2016

SCALE: 1"=300'
NORTH

EHRA
10555 Westoffice Drive
Houston, Texas 77042
713.784.4500
EHRAinc.com
1996 Inc. 7-20

EHRA JOB NO.
141-054-00

The accuracy of representation of information, design, or proposed improvements and related features, all plans, for which or facilities are subject to change without notice.



Application Number: 2016-1377

Plat Name: Sundance Cove GP

Applicant: EHRA

Date Submitted: 08/08/2016

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

Specific Variance is being sought and extent of variance:

To exceed the maximum 1,400' intersection spacing along the northern GP boundary line, referred to as "Variance 1" on the enclosed "Sundance Cove Variance Exhibit."

Chapter 42 Section: 128(a)(1)

Chapter 42 Reference:

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;

Please refer to "Sundance Cove Variance Exhibit" and separate "Aerial Exhibit" submitted with this application for clarifications. Sundance Cove is a master planned community with a proposed street network including a collector street layout which will provide connectivity to existing Foley Road to the south, future East Lake Houston Parkway to the east, and one future collector street to the north. Local streets within the development will also provide required connectivity but will be supplemented in many instances by an extensive pedestrian trail network located within an east-west greenway with smaller individual segments branching into residential sections. Variance #1 requests that the 7,790' northern boundary of the Sundance Cove GP be allowed to provide one collector street and one local street connection to the property to the north. Several physical constraints contribute to the need to reduce the number of streets connecting to the north. First, future East Lake Houston Parkway (a major thoroughfare) is the easternmost boundary of the tract. A future City of Houston Wastewater Treatment Facility is proposed in this location and extends approximately 1,100' west from East Lake Houston Parkway. The first of two pipeline easements cross the northern property line only 800' away from the proposed treatment facility, which because of its angle would make street routing difficult to the north. Instead, a single collector level street is proposed between the two pipeline corridors in order to distribute local traffic more efficiently. This collector is proposed to be approximately 2,800' from East Lake Houston Parkway. The second constraint in this area is that the Lake Houston shoreline forms a peninsula directly to the north and northwest of the Sundance Cove, as shown in the "Aerial Exhibit." Collector level nor local streets would be able to extend for any worthwhile distance to the north because of the shape of the tract, therefore it seems reasonable to limit the number of local streets and provide connectivity with a single local street between the eastern shore of Lake Houston (which is the Sundance Cove GP western boundary) and the second pipeline easement. The distance between the proposed collector and local street is approximately 2,550'.

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

The hardship for this variance resides with the geographic limitations for future development directly to the north of the Sundance Cove GP created by an offsite peninsula on Lake Houston, the locations of two recorded pipeline easements, and the location of a future City of Houston Regional Wastewater Treatment Facility.

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

The intent of the block length requirement in Chapter 42 to provide adequate local circulation will be met by the proposed street layout. The combination of a major thoroughfare, collector street, and local street will provide adequate access to the tract to the north of Sundance Cove GP given the physical constraints in the area.

(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 since local circulation will be adequately provided by the locations of future East Lake Houston Parkway (a major thoroughfare), a future collector street, and a future local street.

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

Justification for this variance is based on physical factors including existing pipeline easements, the Lake Houston shoreline, and a future regional wastewater facility and is not economic in nature.



Application Number: 2016-1377

Plat Name: Sundance Cove GP

Applicant: EHRA

Date Submitted: 08/08/2016

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

Specific Variance is being sought and extent of variance:

To exceed the maximum 1,400' intersection spacing along an east-west collector street, referred to as "Variance 2" on the enclosed "Sundance Cove Variance Exhibit."

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

Chapter 42 Reference:

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;

Please refer to "Sundance Cove Variance Exhibit" submitted with this variance request for clarifications. Sundance Cove is a master planned community with a proposed street network including a collector street layout which will provide connectivity to existing Foley Road to the south, future East Lake Houston Parkway to the east, and one future collector street to the north. Local streets within the development will also provide required connectivity but will be supplemented in many instances by an extensive pedestrian trail network located within an east-west greenway with smaller individual segments branching into residential sections. The greenways promote active and passive recreation, convey stormwater to Lake Houston using Low Impact Development techniques, and provide neighborhood connectivity through alternative forms of transportation. The greenway system includes a recreational multi-purpose trail network that serves as an alternative transportation mode to the proposed east-west collector. The trail meanders alongside the proposed east-west collector, distributing pedestrian traffic alongside the collector's vehicular traffic. There are several locations on the east-west network where the trail branches off to the north and south into residential neighborhoods. This provides even more neighborhood access to open space while distributing pedestrian traffic, and does so without creating unnecessary additional paving. The trail branches, shown with arrow symbols on the "Sundance Cove Variance Exhibit", connect to proposed local roads, creating internal "(multi-modal) transportation loops." Each trail branch is centered between a recorded pipeline and a proposed north-south collector and is located at regularly spaced intervals from east to west. The connectivity and traffic distribution provided by these trail branches provides the same function as standard 1,400' intersection spacing. Requiring local street connections at 1,400' intervals along the east-west collector street will result in numerous crossings of the greenway, which is also the Sundance Cove major drainage way. Stormwater from each neighborhood pod will flow into the greenway toward Lake Houston. This Low Impact Development technique will limit traditional storm sewers and provide a scenic recreational spine. Additionally, discharge from the future City of Houston regional wastewater facility will flow through the greenway. Street crossings over the greenway will require many culvert crossings at the expense of existing tree canopy. By connecting neighborhoods with pedestrian trails and bridges, the integrity of the natural area can be maintained and enjoyed by all.

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

The hardship for this variance resides with the inflexibility of the 1,400' block length rule to allow alternative transportation routes to satisfy neighborhood connectivity while minimizing the number of right-of-way intersections along the east-west collector road. The "Sundance Cove Variance Exhibit" shows that the same result can be achieved by providing trail connections for traffic distribution at regularly spaced intervals between the proposed right-of-way intersections and the existing pipelines.

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

The intent of the block length requirement in Chapter 42 to provide adequate local circulation will be met by the combination of the proposed street layout and trail network. The primary greenbelt trail and branches are an alternative form of transportation which augments and in some cases replaces street connectivity. Encouraging pedestrian connectivity between residential pods through the existing tree canopy and engineered greenbelt will be a safer and more pleasant experience. Each of the trail branches is located less than 1,400' between the proposed collectors and the existing pipeline easements.

(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 since local vehicular circulation is adequately provided by the central east-west collector spine road and pedestrian connectivity will be enhanced by the off-street trail network.

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

Justification for this variance is the desire to connect neighborhood pods with pedestrian trails via a comprehensive recreation network rather than rely solely on street connectivity.



Application Number: 2016-1377

Plat Name: Sundance Cove GP

Applicant: EHRA

Date Submitted: 08/08/2016

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

Specific Variance is being sought and extent of variance:

To exceed the maximum 1,400' intersection spacing along the southern GP boundary line referred to as "Variance 3" on the enclosed "Sundance Cove Variance Exhibit."

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

Chapter 42 Reference:

42-128(a)(1) Each local street shall intersect with a street that meets the requirements 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;

Please refer to "Sundance Cove Variance Exhibit" submitted with this variance request for clarifications. Sundance Cove is a master planned community with a proposed street network including a collector street layout which will provide connectivity to existing Foley Road to the south, future East Lake Houston Parkway to the east, and one future collector street to the north. Local streets within the development will also provide required connectivity but will be supplemented in many instances by an extensive pedestrian trail network located within an east-west greenway with smaller individual segments branching into residential sections. Variance #3 requests to provide two collector street connections and one local street connection to Foley Road along the southern boundary of the Sundance Cove GP from the existing intersection of Catskdeer Drive and Foley Road for a distance of 7,767' to the shore of Lake Houston. The proposed internal street network includes four intersections along the southern GP boundaries. This includes connection to existing Stags Leap Drive (a stub street in Deer Run Estates), two proposed collector intersections with Foley Road and one proposed local street along Foley Road. There are numerous single-family lots taking primary access onto Foley Road directly across from the southern boundary of Sundance Cove GP. Strict interpretation of the ordinance would necessitate more additional street intersections across from existing residential driveways. Such distribution of traffic would serve the Sundance Cove GP but could seriously affect the ability of residents taking driveway access from Foley Road to enter exit their properties. Therefore, by limiting the number of connections out of Sundance Cove to only two collector streets and one local street, the impact on the existing community can be mitigated.

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

The hardship for this variance resides with the impacts created by additional ROW intersections that would be required across from single-family lots taking direct driveway access to Foley Road along the southern GP boundary line. The "Sundance Cove Variance Exhibit" illustrates the numerous single-family lots fronting most of the southern GP boundary line, thus the importance of limiting connectivity points.

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

Traffic distribution and local connectivity are satisfied by the four proposed right-of-way intersections (two proposed collectors, one proposed local road, and one existing stub street connection). The proposed development lessens the direct impact to lots taking primary access along Foley Road.

(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 since local circulation would be appropriately condensed onto collector streets to handle the majority of the traffic to and from Sundance Cove along Foley Road.

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

Justification for the variance is the desire to minimize the impacts of additional required intersections along Foley Road, from which multiple existing single-family lots take direct driveway access.

Houston Planning Commission

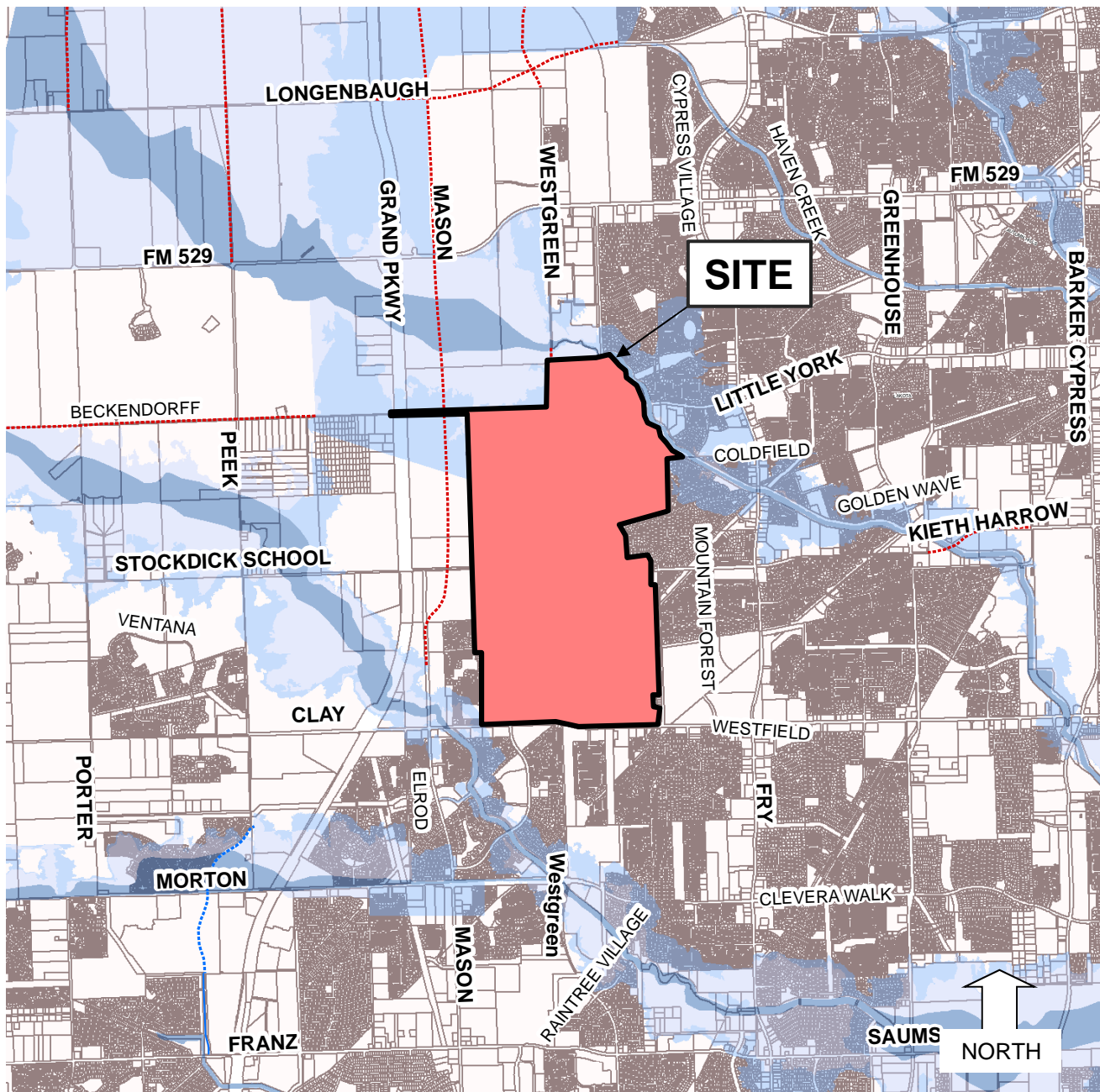
ITEM: 104

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Westfield Village GP

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Exceptions

Site Location

Houston Planning Commission

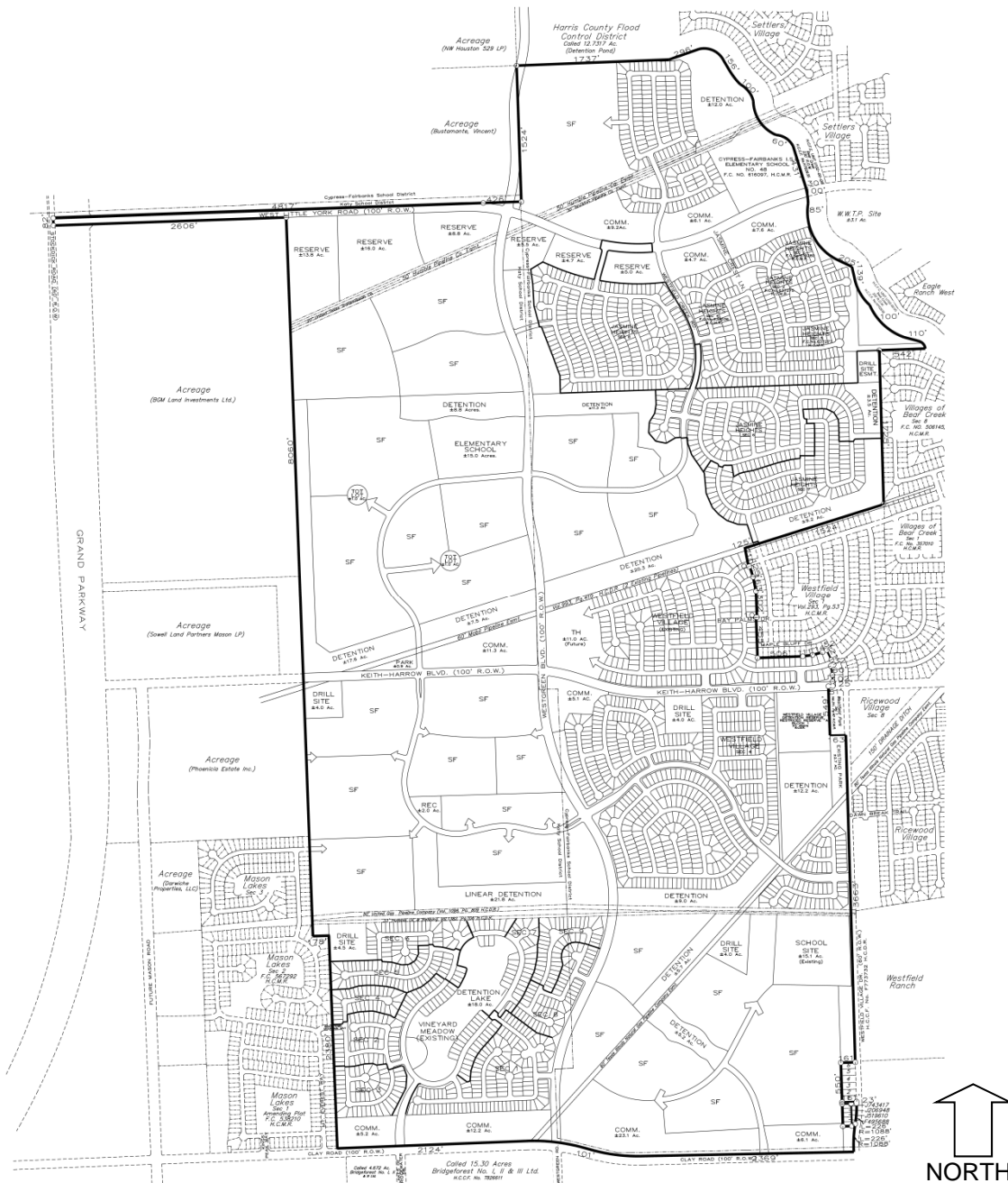
ITEM: 104

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Westfield Village GP

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Exceptions

Subdivision

Houston Planning Commission

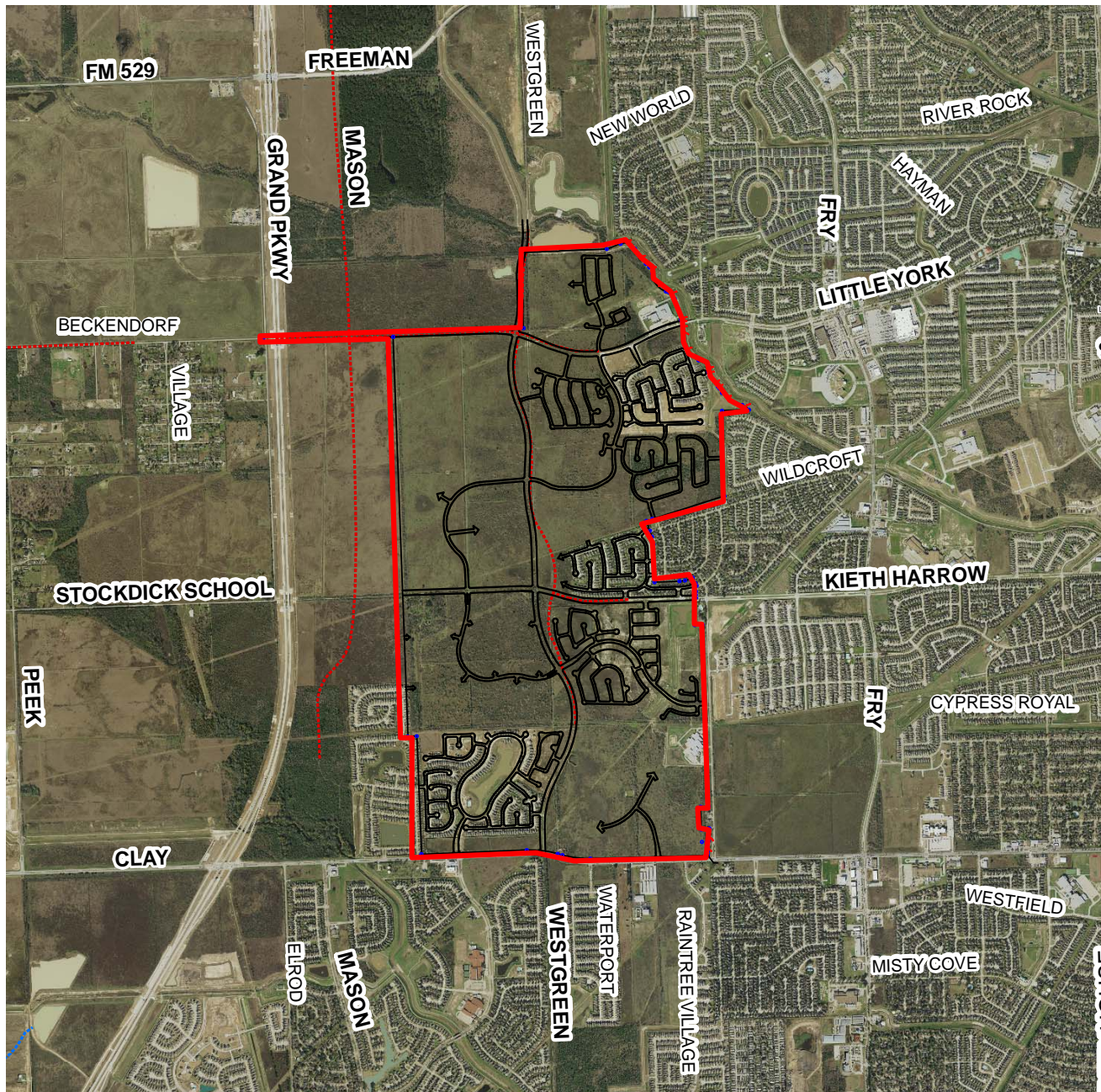
ITEM: 104

Planning and Development Department

Meeting Date: 08/18/2016

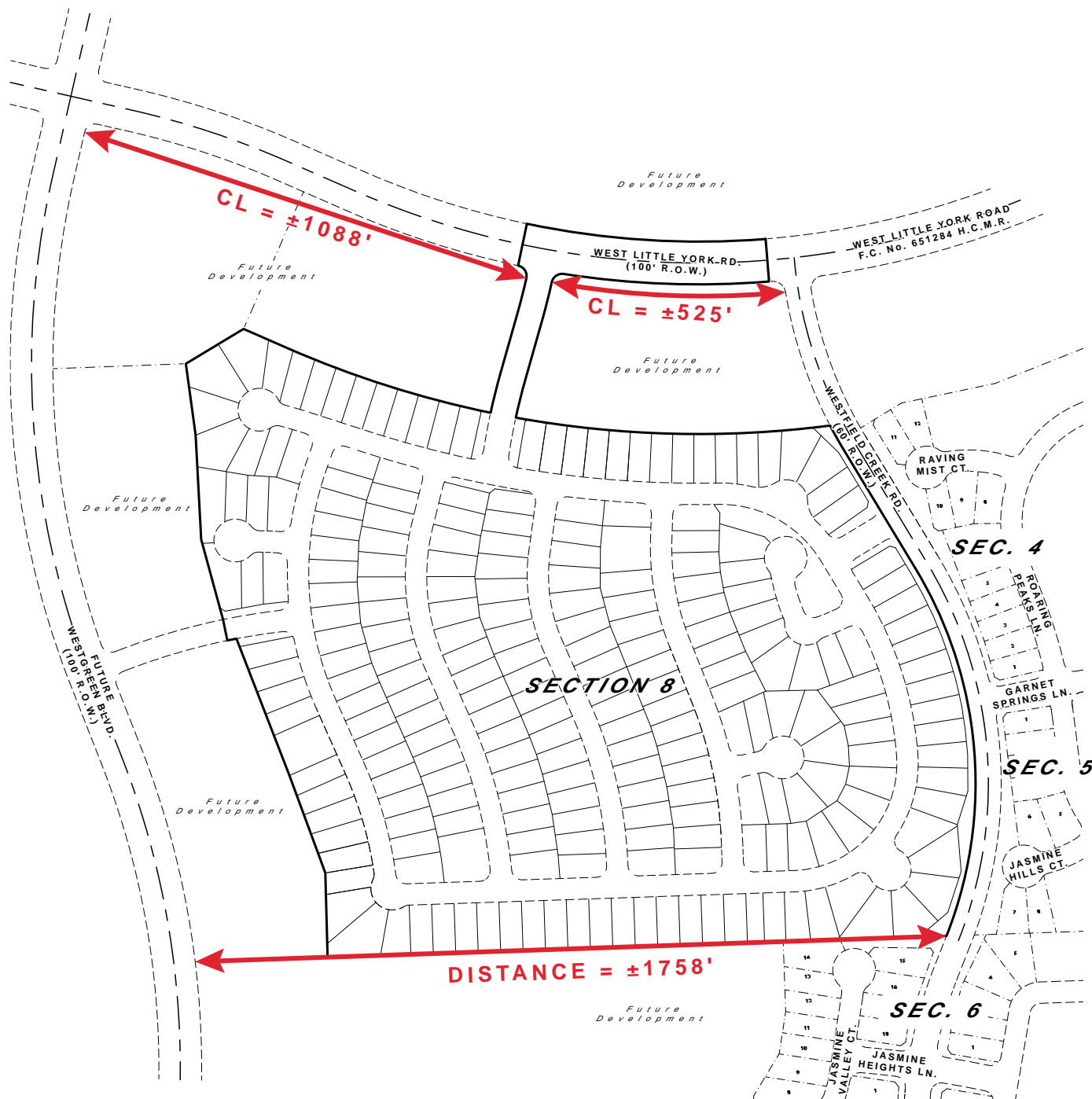
Subdivision Name: Westfield Village GP

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Exceptions

Aerial



an exhibit for
JASMINE HEIGHTS
SECTION 8
 prepared for
CITY OF HOUSTON

BGE KERRY R. GILBERT
 & ASSOCIATES

— Land Planning Consultants —
 23501 Cinco Ranch Blvd., Suite A-250
 Katy, Texas 77494

7000 North Mopac, Suite 330
 Austin, TX 78731

2595 Dallas Parkway, Suite 204
 Frisco, TX 75034

Tel: 281-579-0340

SCALE
 0 10 20 30

AUGUST 06, 2016
 KGA 903806B

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WESTFIELD VILLAGE
prepared for
**AUROS DEVELOPMENT
SERVICES, LTD.**

JUNE 02, 2016
KGA #03806

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Application Number: 2016-1357

Plat Name: Westfield Village GP

Applicant: BGE|Kerry R. Gilbert Associates

Date Submitted: 08/08/2016

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

Specific requirement for which the special exception is being sought:

To allow an intersection offset of $\pm 525'$ (ROW to ROW) along a major thoroughfare.

Chapter 42 Section: 127

Chapter 42 Reference:

Sec 42-127. Intersections of major thoroughfares. ... (b) Intersections along a major thoroughfare shall be spaced a minimum of 600 feet apart. (c) An intersection with a major thoroughfare shall not be within 400 feet of the intersection of two major thoroughfares.

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;

Westfield Village is a ± 1560 -acre master planned community located west of central Houston, north of IH-10 and east of the Grand Parkway. The development is bounded by Clay Road on the south, and is crossed by east-west thoroughfares Keith Harrow Blvd and West Little York Road and by north-south thoroughfare Westgreen Blvd. Some portions of the overall community are already complete, some are currently under development, and the remainder is not yet developed. The alignment of West Little York Road is currently constrained by some already-developed sections to the east, including the platted intersection with a collector street, Westfield Creek Road. The intersection of West Little York Rd and Westgreen Blvd to the west is also restricted by multiple factors, including adjacent pipelines and other agreements controlling the alignments to the north and south, such that the intersection cannot be shifted any significant distance. The total distance long West Little York Rd between Westgreen Blvd and Westfield Creek Rd is just below the required minimum distance for two intersections meeting the offset standards of this chapter. The attached exhibit illustrates the proposed location for the entry street of the next upcoming single-family section to be developed along West Little York Rd. The proposed street location is offset approximately $\pm 525'$ from Westfield Creek Rd. The remaining distance to Westgreen Blvd, approximately 1088', is sufficient for the 400' and 600' offsets required by this chapter to allow for an additional street connection to West Little York Rd. The proposed 525' offset is a 12.5% deviation 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 special exception will allow for two connections to West Little York Rd with sufficient distance for median cuts and left turn lanes as needed, which is a result contemplated by the standards of this chapter.

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

The modification is a 12.5% deviation from the standard.

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

The proposed intersection location is a minor deviation from the standard that will allow for a subsequent connection that can meet the rules, which will therefore preserve and maintain the intent and general purposes of this chapter.

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

The granting of the special exception will not create an unsafe median opening condition, and is therefore not injurious to the public health, safety, or welfare.



Application Number: 2016-1357

Plat Name: Westfield Village GP

Applicant: BGE|Kerry R. Gilbert Associates

Date Submitted: 08/08/2016

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

Specific requirement for which the special exception is being sought:

To allow a distance of 1760' with no local street intersections between Westfield Creek Rd and Westgreen Blvd.

Chapter 42 Section: 128

Chapter 42 Reference:

Sec 42- 128. Intersections of local streets. (a) Each class III plat and each general plan that shows local streets shall provide for internal circulation by meeting either of the following requirements: (1) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1,400 feet; or (2) One or more collector streets within the class III plat or general plan shall connect with another collector street or major thoroughfare at a minimum of two points

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;

Westfield Village is a ±1560-acre master planned community located west of central Houston, north of IH-10 and east of the Grand Parkway. The development is bounded by Clay Road on the south, and is crossed by east-west thoroughfares Keith Harrow Blvd and West Little York Road and by north-south thoroughfare Westgreen Blvd. Some portions of the overall community are already complete, some are currently under development, and the remainder is not yet developed. The next phase of development within Westfield Village is proposed at the southeast corner of West Little York Rd and Westgreen Blvd. Along the common boundary between the proposed section, Jasmine Heights Section 8, and the adjacent recorded Jasmine Heights Section 6, the distance between the recorded collector street Westfield Creek Rd and the proposed alignment of Westgreen Blvd is approximately ±1760'. The collector street Westfield Creek Rd is proposed to connect to Westgreen Blvd on the west, which upon completion will exempt this block from the normal local street intersection spacing requirements. Additionally, the drainage and detention for Section 8 must flow south into the existing and future detention facilities leading to Bear Creek, which makes a local street connection impractical. The proposed ±1760' offset is a 26% deviation from the 1400' intersection spacing requirement.

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

The special exception will achieve a result contemplated by the standards of this chapter, given the presence of the collector street Westfield Creek Rd.

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

The modification is a 26% deviation from the standard.

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

The proposed configuration will not frustrate the ability of local traffic to utilize Westfield Creek Rd in order to travel internally within the neighborhood, and will therefore preserve and maintain the intent and general purposes of this chapter.

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

The granting of the special exception will not create an imposition to local traffic circulation and will therefore not be injurious to the public health, safety, or welfare.



SPECIAL EXCEPTION Request Information Form

Application Number: 2016-1357

Plat Name: Westfield Village GP

Applicant: BGE|Kerry R. Gilbert Associates

Date Submitted: 08/08/2016

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

Specific requirement for which the special exception is being sought:

To allow a curve centerline radius of 1500' along a major thoroughfare.

Chapter 42 Section: 132

Chapter 42 Reference:

Sec 42-132. Curves. (a) Curves for the right-of-way of a major thoroughfare shall have a centerline radius of at least 2,000 feet. Reverse curves shall be separated by a tangent distance of not less than 100 feet. ... (d) At the request of an applicant, the commission shall approve a lesser curve radius upon certification by the director of public works and engineering that the lesser radius meets nationally accepted standards set forth in either the "Guidelines for Urban Major Streets Design" of the Institute of Transportation Engineers or "A Policy on Geometric Design of Highways and Streets" of the American Association of State Highway and Transportation Officials.

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;

Westfield Village is a ±1560-acre master planned community located west of central Houston, north of IH-10 and east of the Grand Parkway. The development is bounded by Clay Road on the south, and is crossed by east-west thoroughfares Keith Harrow Blvd and West Little York Road and by north-south thoroughfare Westgreen Blvd. Some portions of the overall community are already complete, some are currently under development, and the remainder is not yet developed. Westgreen Blvd forms the primary north-south spine of the development and will ultimately traverse from Clay Rd north to FM 529, which is just off-site to the north of the subject site. The alignment of Westgreen Blvd has been set for most of that distance, through a combination of recent platting activity, coordination with Harris County in 2015 on a requested amendment to the City of Houston Major Thoroughfare and Freeway Plan, and already-existing development. For upcoming development, the applicant has coordinated with Harris County to set the alignment of Westgreen Blvd and West Little York Road in order for the adjacent section of the Westfield Village community to begin development. The attached exhibit illustrates the proposed alignment, which includes a 1500' radius on West Little York Rd, west of the intersection with Westgreen Blvd. This alignment is restricted by the previously-set curvature elsewhere in both thoroughfares, as well as the pipeline easement that crosses close to the intersection point. However, this alignment maintains the tangent distances and thoroughfare intersection geometry that is preferred by Harris County. The proposed alignment is a 25% deviation from the curvature standard.

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

The special exception will allow a deviation in curve radius that is within AASHTO standards, and will thereby ensure that other standards for intersection geometry and reverse curve tangents can be adequately met.

(3) The modification of the standard requested is not disproportionate to the requirement of the standard;
The modification is a 25% deviation from the standard.

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

The proposed configuration will create the safest possible thoroughfare alignment and will therefore preserve and maintain the intent and general purposes of this chapter.

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

The granting of the special exception will not create an unsafe thoroughfare alignment and will therefore not be injurious to the public health, safety, or welfare.

Houston Planning Commission

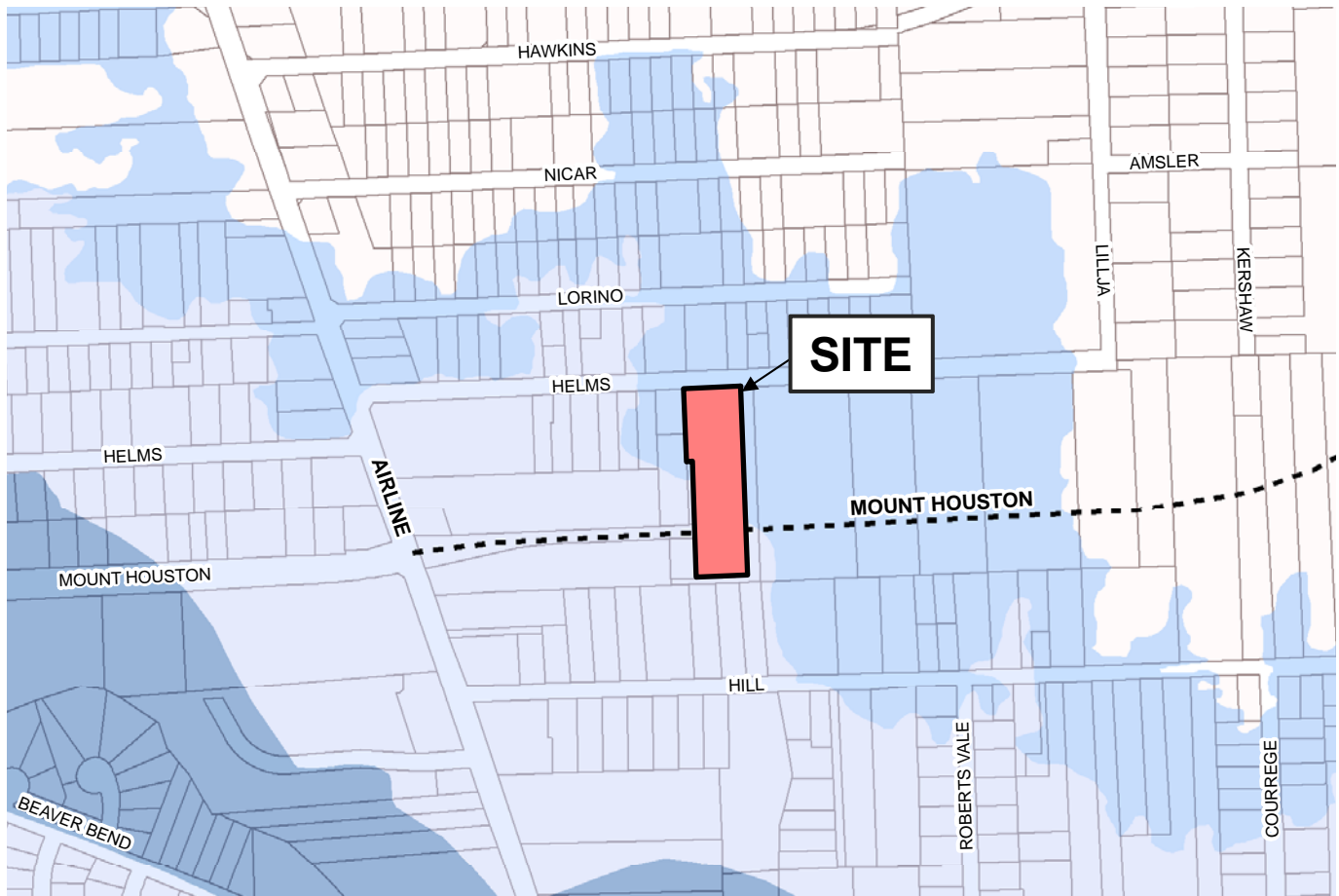
ITEM: 105

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: East Helms Center (DEF 1)

Applicant: Century Engineering, Inc



F- Reconsideration of Requirements

Site Location

Houston Planning Commission

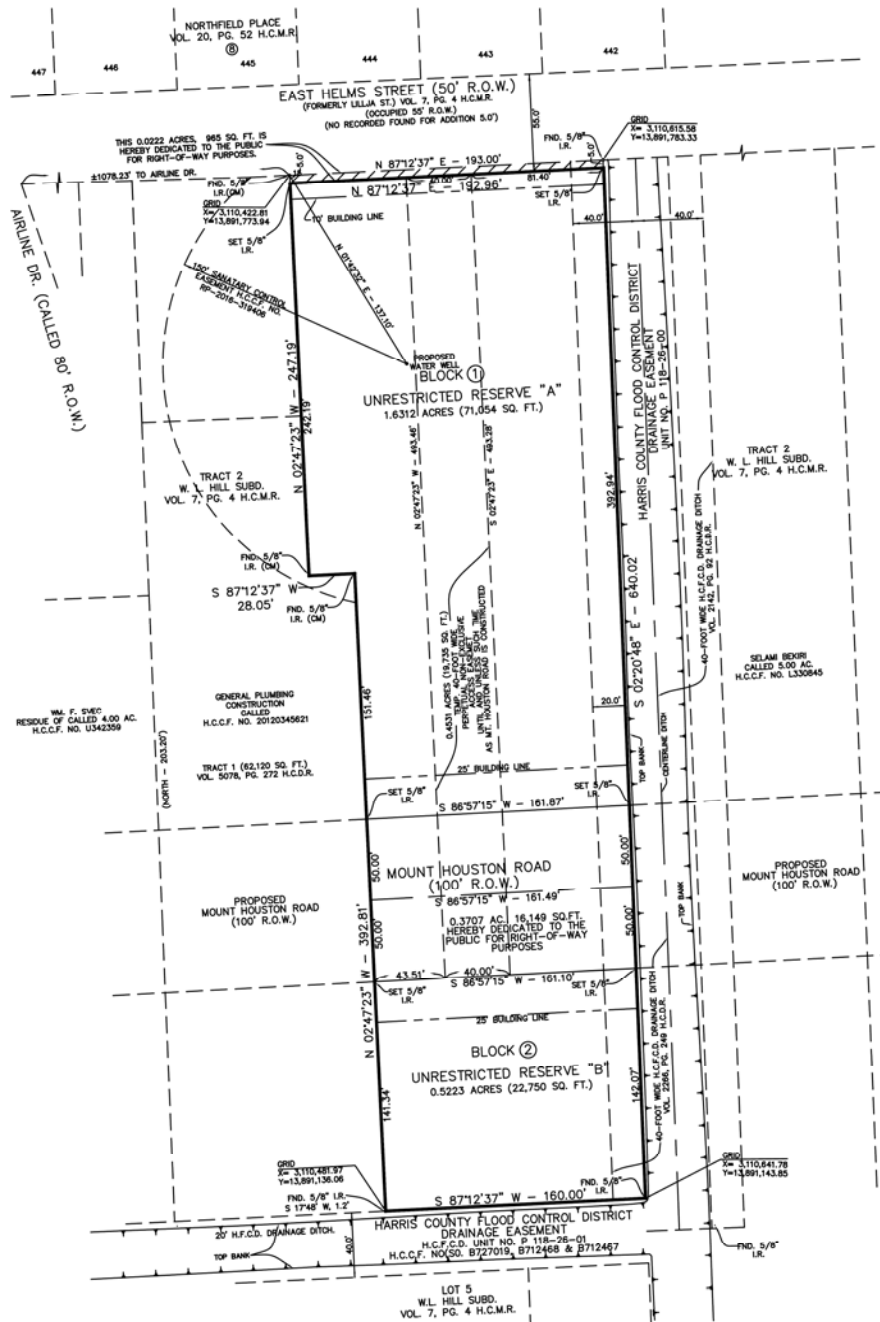
ITEM: 105

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: East Helms Center (DEF 1)

Applicant: Century Engineering, Inc



F – Reconsideration of Requirements

Subdivision

Houston Planning Commission

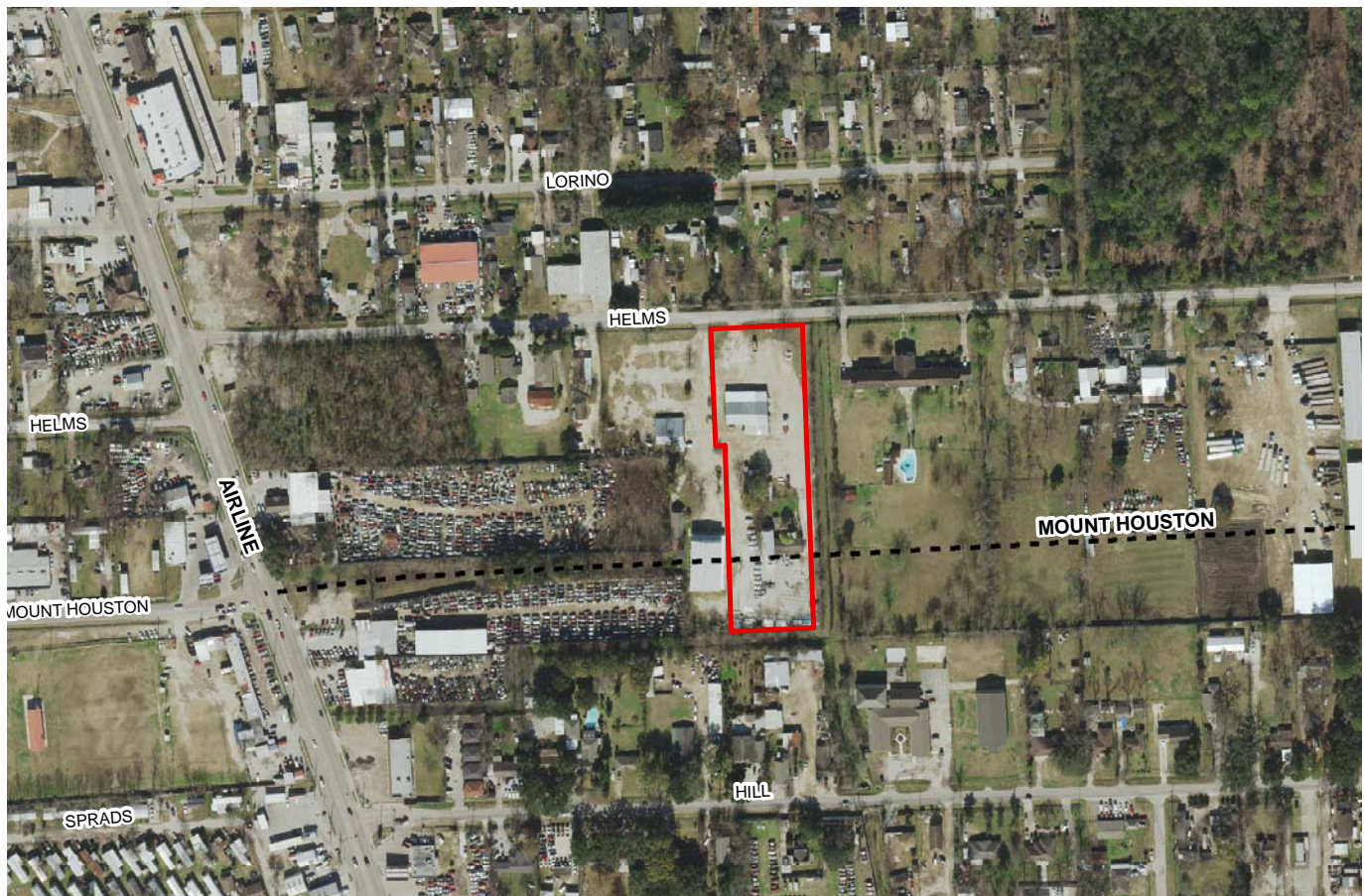
ITEM: 105

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: East Helms Center (DEF 1)

Applicant: Century Engineering, Inc



D – Variances

Aerial



RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2016-1226
Plat Name: East Helms Center
Applicant: Century Engineering, Inc
Date Submitted: 07/22/2016

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

Specific requirement or condition being sought:

To address land lock issue for Reserve B and create a temporary 60 foot wide access easement across the proposed Mount Houston Road, until such road is extended and constructed.

Chapter 42 Section: 42-190

Chapter 42 Reference:

Points of access

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 property owner intends plat all of the property he owns, due to the extension of Mount Houston Road (per MTP) through his property owner will have to create Two (2) Unrestricted Reserves one on each side of the proposed road extension. Mount Houston Road currently ends at Airline Drive approx.. 970 feet west of owners tract.



Application Number: 2016-1226

Plat Name: East Helms Center

Applicant: Century Engineering, Inc

Date Submitted: 07/22/2016

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

Specific Variance is being sought and extent of variance:

(Sec. 42-190 and Sec. 42-192) Specific variance is being sought and extent of variance: To address land lock issue for Reserve B and create a temporary 60 foot wide access easement across the proposed Mount Houston Road, until such road is extended and constructed.

Chapter 42 Section: 190

Chapter 42 Reference:

Points of Access

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 property owner intends plat all of the property he owns, due to the extension of Mount Houston Road (per MTP) through his property owner will have to create Two (2) Unrestricted Reserves one on each side of the proposed road extension. Mount Houston Road currently ends at Airline Drive approx.. 970 feet west of owners tract. Harris County acquired addition ROW for Mount Houston Road from Airline Drive East 879.93 feet (1.26 acres HCCF No C461718, 3-6-67), which ends approx. 89.6 feet west of owns property, therefore proposed Reserve "B" does not have public street access even though it has frontage on proposed Mount Houston Road. therefore not allowing a temporary 60 foot wide access easement across Mount Houston Road would create an undue hardship by depriving the applicant of the reasonable use of the land.

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

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

By supporting the granting of the variance the owner would have access to Reserve B, which would otherwise be land lock, because of the extension of Mount Houston Road.

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

The intent and general purpose of this chapter will be preserved and maintained, because the existing properties to the South have adequate access to and from their property.

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

Allowing this variance will not impact existing traffic flows and not impact the residential properties south of and adjacent to the subject property, which have access through existing paved roads.

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

Economic hardship is not the justification of the variance, as discussed above with respect to adequate traffic circulation for the surrounding area.

Houston Planning Commission

ITEM: 106

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Reserve at Clear Lake City Sec 10 (DEF 1)

Applicant: BGE|Kerry R. Gilbert Associates



F- Reconsideration of Requirements

Site Location

Houston Planning Commission

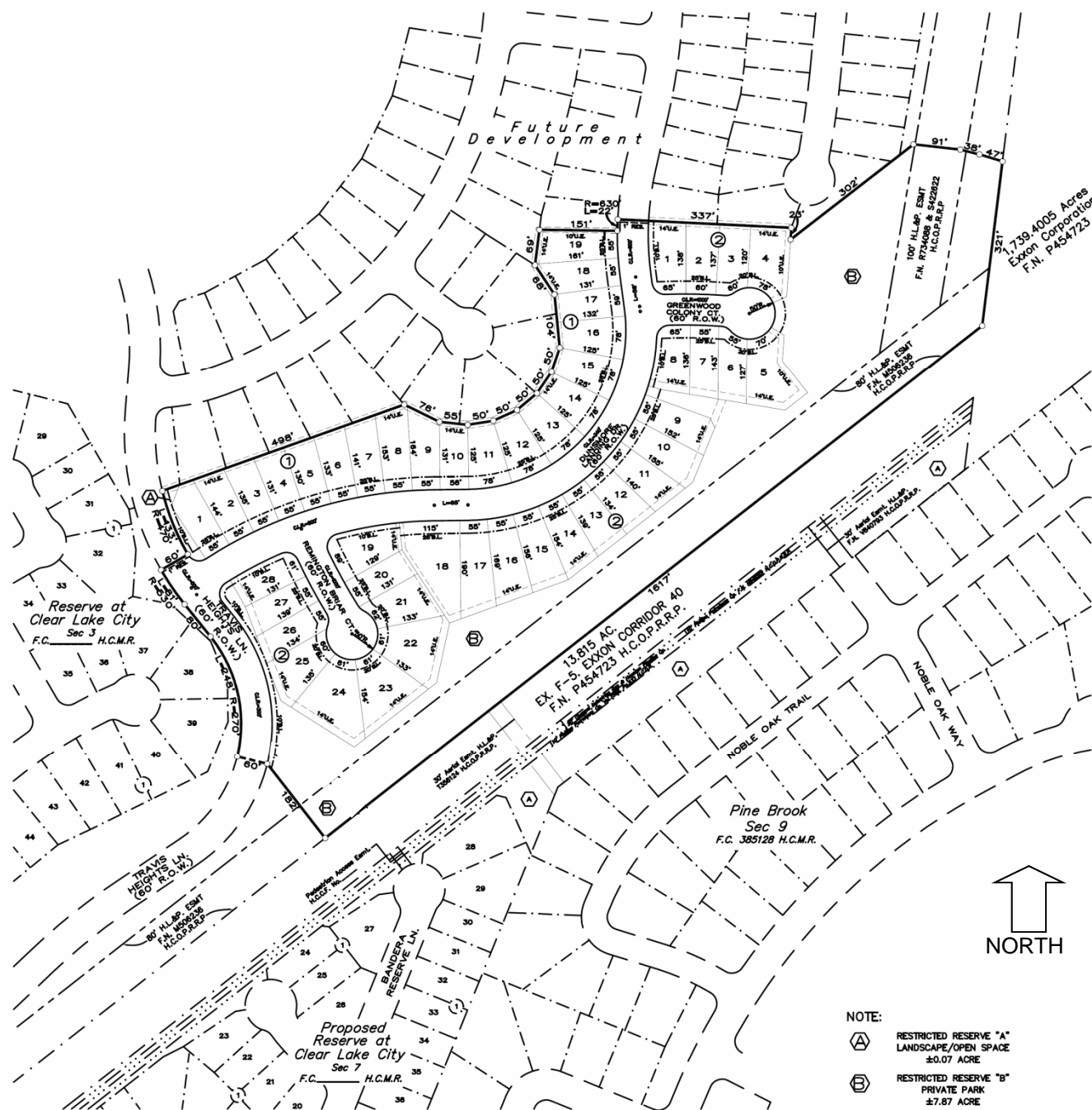
ITEM: 106

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Reserve at Clear Lake City Sec 10 (DEF 1)

Applicant: BGE|Kerry R. Gilbert Associates



F – Reconsideration of Requirements

Subdivision

Houston Planning Commission

ITEM: 106

Planning and Development Department

Meeting Date: 08/18/2016

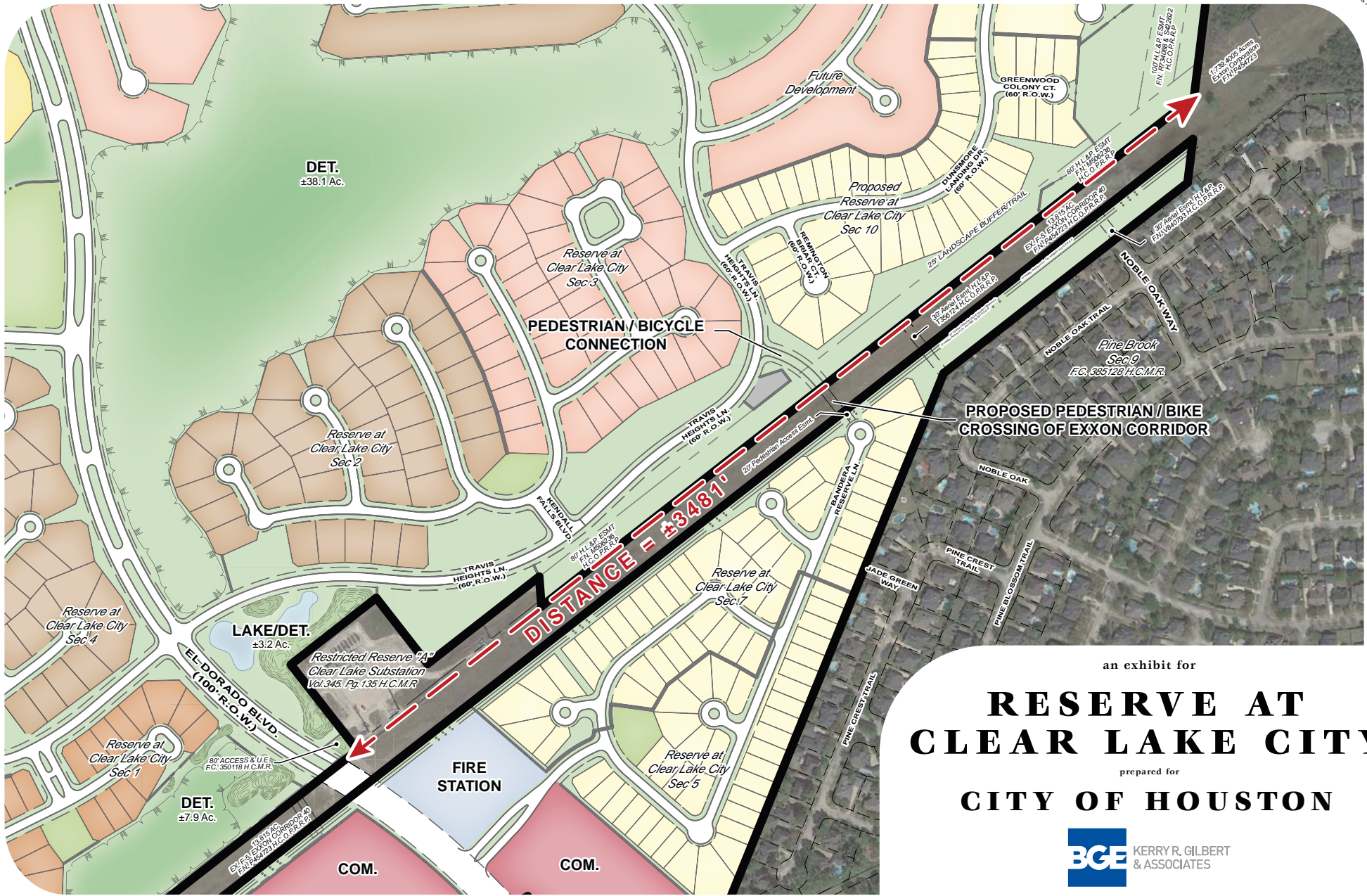
Subdivision Name: Reserve at Clear Lake City Sec 10 (DEF 1)

Applicant: BGE|Kerry R. Gilbert Associates



F- Reconsideration of Requirements

Aerial



an exhibit for

RESERVE AT CLEAR LAKE CITY

prepared for

CITY OF HOUSTON



— Land Planning Consultants —
23501 Cinco Ranch Blvd., Suite A-250
Katy, Texas 77494

7000 North Mopac, Suite 330 Austin, TX 78731
2595 Dallas Parkway, Suite 204 Frisco, TX 75034

Tel: 281-579-0340

AUGUST 08, 2016
KGA #I-211A



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RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2016-1264
Plat Name: Reserve at Clear Lake City Sec 10
Applicant: BGE|Kerry R. Gilbert Associates
Date Submitted: 07/25/2016

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

Specific requirement or condition being sought:

To not complete the pedestrian and bicycle trail connection between Sections 7 and 10 as initially required on the Reserve at Clear Lake City GP (DRC# 2014-0908) and to therefore allow an excessive block length along the project boundary adjacent to the Exxon fee strip.

Chapter 42 Section: 42-128

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;

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:

A variance was granted with the Reserve at Clear Lake City General Plan to not extend the existing local street Noble Oak Way into Reserve at Clear Lake City Section 7. As a part of this variance request, the project was allowed to have no local streets across the Exxon fee strip dividing the two halves of the project. A local street connection between Sections 7 and 10 had previously been proposed; this connection was converted to a pedestrian/bicycle trail connection as a part of the granting of the variance. The trail connection was made a condition of approval of the General Plan. Section 7 dedicated its portion of the easement for the trail connection as required. Section 10, the subject plat, is prepared to dedicate its portion of the easement as well. However, the middle portion of the trail connection crosses the Exxon fee strip. The developer has been negotiating with Exxon since the granting of the variance in 2014 to secure this crossing. The crossing was discussed in over a dozen emails, several phone calls, and at least one face-to-face meeting between the developer and Exxon (see attached timeline of correspondence). The developer has addressed all stated concerns from Exxon regarding the crossing and has been waiting on final approval to move forward. However, recent communications from the developer have not received any response from Exxon. Without cooperation from Exxon, the developer cannot secure the connection of the two segments of pedestrian/bicycle trail. The developer has operated in good faith to carry out the conditions of the previously granted variance. All further activity depends on the cooperation of Exxon, a third party over which the developer has no control. Therefore, this request is to reconsider and waive the requirement for a pedestrian/bicycle connection between Sections 7 and 10, in order for Section 10 to move forward.

Houston Planning Commission

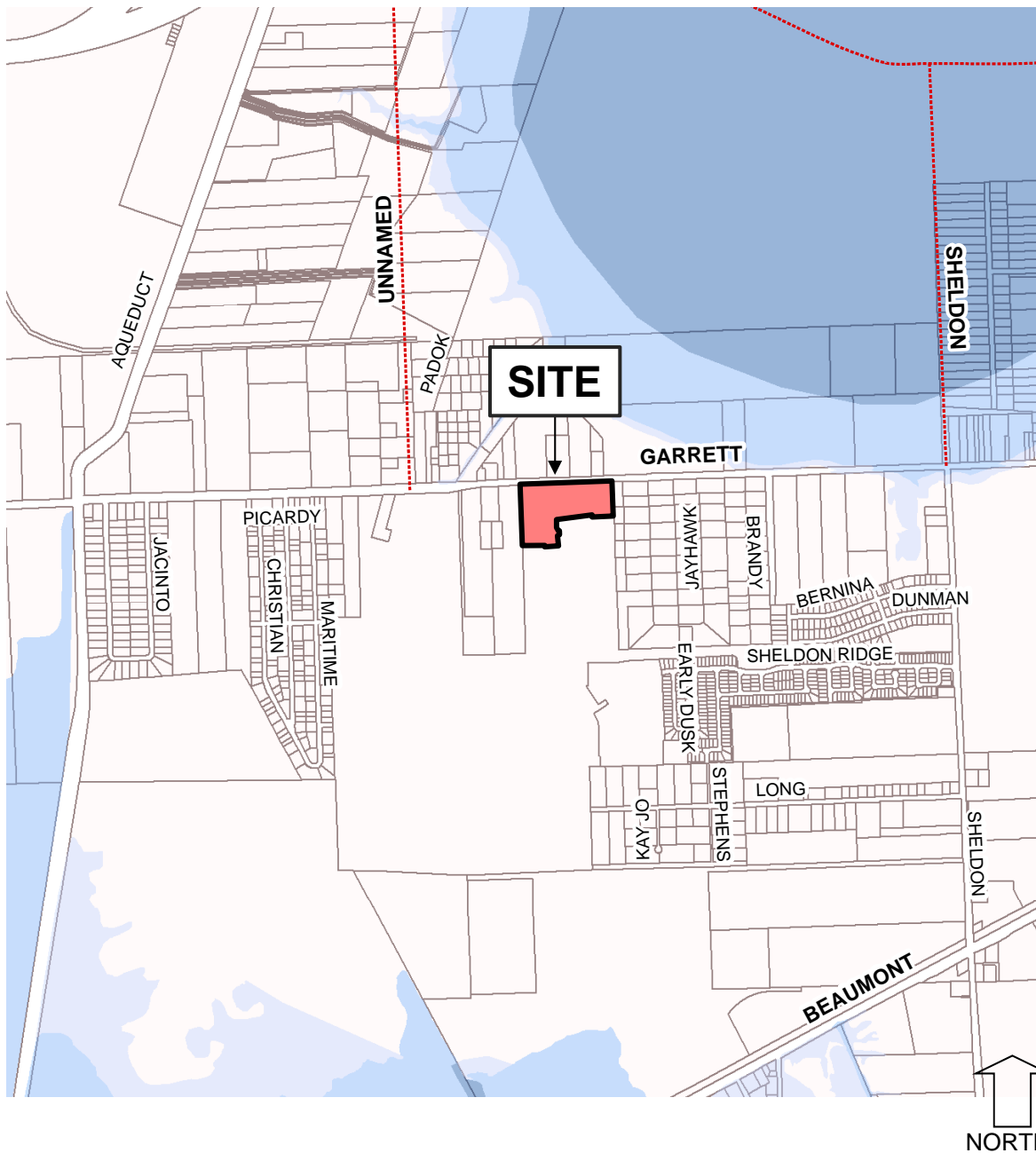
ITEM: 107

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Sheldon Ridge Sec 8

Applicant: IDS Engineering Group



F- Reconsideration of Requirements

Site Location



Houston Planning Commission

ITEM: 107

Planning and Development Department

Meeting Date: 08/18/2016

Subdivision Name: Sheldon Ridge Sec 8

Applicant: IDS Engineering Group



F- Reconsideration of Requirements

Aerial



RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2016-1296
Plat Name: Sheldon Ridge Sec 8
Applicant: IDS Engineering Group
Date Submitted: 08/05/2016

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

Specific requirement or condition being sought:

158. Provide for the dedication of widening for Garrett Rd. (10 feet) as indicated on the marked file copy

Chapter 42 Section: 121

Chapter 42 Reference:

Sec. 42-121 (b) Dedication of Rights-of-Way

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 right-of-way dedication lies within a pipeline easement and the pipeline company cannot approve and objects to the encroachment of the right-of-way into their easement.



Application Number: 2016-1296

Plat Name: Sheldon Ridge Sec 8

Applicant: IDS Engineering Group

Date Submitted: 08/05/2016

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

Specific Variance is being sought and extent of variance:

Specific variance is being sought and extent of variance is to not dedicate 10 feet of land for the widening of Garrett Rd.

Chapter 42 Section: 121

Chapter 42 Reference:

Sec. 42-121 Dedication of Rights-of-Way "... the owner of the property within the proposed subdivision or development plat 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

(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;

A 30' Texas Eastern Transmission Corporation Easement is adjacent to the Garrett Rd. right-of-way which is common to the north plat boundary line the south right-of-way line of Garrett Rd. The pipeline company has stated that "Operations cannot approve and object to the encroachment from IDS Engineering Group/City of Houston. Operations propose that IDS Engineering Group/City of Houston provide another alternative for their future project." A requirement on the CPC 101 Form was to provide pipeline release letters at recordation, which we will not be able to obtain.

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

The 30' Texas Eastern Transmission Corporation Easement is existing within the plat boundary and cannot be relocated. The Pipeline Company has refused to allow the right-of-way to encroach into their easement, therefore we cannot obtain a release letter from them for recordation.

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

The intent and general purpose of this chapter will be preserved and maintained as there are no current plans to widen Garrett Rd. and have a need for the additional 10 feet of right-of-way.

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

Granting of the variance will not be injurious to public health and safety. Currently, Garrett Rd. is a two lane road which will not require expansion in the near future.

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

Economic hardship is not the sole justification of the variance. The existing location of the pipeline easement and their refusal to allow right-of-way to encroach into their easement are justification for the granting of this 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 prior to 11:00am on the submittal dates adopted by the Houston Planning Commission. For complete submittal requirements, please visit the City of Houston Planning & Development Department website at www.houstonplanning.com.

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
City of Houston Housing & Community Development	Kevin Bingham	832-394-6273	Kevin.Bingham@houstontx.gov		
AT//3+RDC Architects	Stennis Lenoir	713-521-2808	Stennis@rdcarchitectstx.com		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
401 E. 32 ND Street	15135987	77018	5359	453N	H

HCAD ACCOUNT NUMBER(S):	0211140000024
PROPERTY LEGAL DESCRIPTION:	Lot 24, Block 44, Independence Heights
PROPERTY OWNER OF RECORD:	Beatrice Risher
ACREAGE (SQUARE FEET):	0.07 Acres (3000 Square Feet)
WIDTH OF RIGHTS-OF-WAY:	E. 32 nd Street (50'-0"), Arlington (50'-0")
EXISTING PAVING SECTION(S):	E. 32 nd Street (16'-0") Arlington (27'-0")
OFF-STREET PARKING REQUIREMENT:	Two Parking Spaces
OFF-STREET PARKING PROVIDED:	Two Parking Spaces
LANDSCAPING REQUIREMENTS:	Two Trees
LANDSCAPING PROVIDED:	Two Trees (One Existing & One New)
EXISTING STRUCTURE(S) [TYPE; SQ. FT.]:	Single-Family Residence; 720 SF
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]:	Single-Family Residence; 1,565 SF

PURPOSE OF VARIANCE REQUEST: To allow a reduced building line of 5 feet along Arlington Street, instead of the 10 foot ordinance-required building line for the construction of the proposed, new, affordable single-family residence.

CHAPTER 42 REFERENCE(S): Sec 42-156 – Collector and local street—single-family residential.

(b) Except as otherwise required or authorized by this chapter, the building line requirement for a lot restricted to single-family residential use along a local street that is not an alley shall be: (1) 20 feet along the front of a lot and 10 feet along the back and side of a lot adjacent to a local street; or (2) 10 feet if the subdivision plat contains a typical lot layout and the subdivision plat contains plat notations that reflect the requirements of this section.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

APPLICANT'S STATEMENT OF FACTS

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

The existing residence at 401 E. 32nd Street, built around 1935, currently has an encroachment of approximately 8'-9' based on the current City of Houston ordinance. Due to extensive storm damage, the residence will be replaced as part of the City of Houston disaster recovery home replacement program. Since the property is a corner lot (SW corner of E. 32nd Street and Arlington) and is only 25' wide, the 10-foot building line along Arlington Street creates a hardship by not allowing the owner reasonable use of the land. We are requesting a variance to allow a reduced building line on the Arlington Street side. The variance will allow the proposed, new, affordable residence to be approximately 17' wide, which is a manageable width as currently designed. The circumstances that support the variance were not created or imposed by the applicant or the owner. The variance request is in line with the corner lot reduced building line as detailed in Chapter 42 Section 156, which has been granted many times in the general area. Therefore, the intent and general purposes of the chapter will be preserved and maintained, and the granting of the variance will not be injurious to the public health, safety, or welfare.

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

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

In particular, the imposition of the 10' building line along Arlington Street creates a hardship by depriving the owner the reasonable use of the land. In this case, the reduced building line will allow the width of the new residence to be 17' instead of 12'.

- (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;**

This is a correct statement. The 25' corner lot width along with the 10' corner building line is the primary circumstance that creates the need for the variance. This circumstance was not the result of a hardship created by the applicant or the owner.

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

This is correct. Since there is a provision in the chapter that will allow for a reduced corner lot building line, the variance request preserves and maintains the intent and purposes of this chapter.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

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

The primary purpose for the variance is to allow for a more reasonable use of the land. The reduced corner building line will allow the residence to be much more manageable functionally and structurally. Public health, safety, or welfare will not be impacted by the granting of this variance.

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

This statement is correct. The design and construction of a reasonable-sized new, affordable residence that meets the needs of the owner is the main justification for the variance. Economic hardship is not the justification for the variance.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Site Map



DEVELOPMENT PLAT VARIANCE



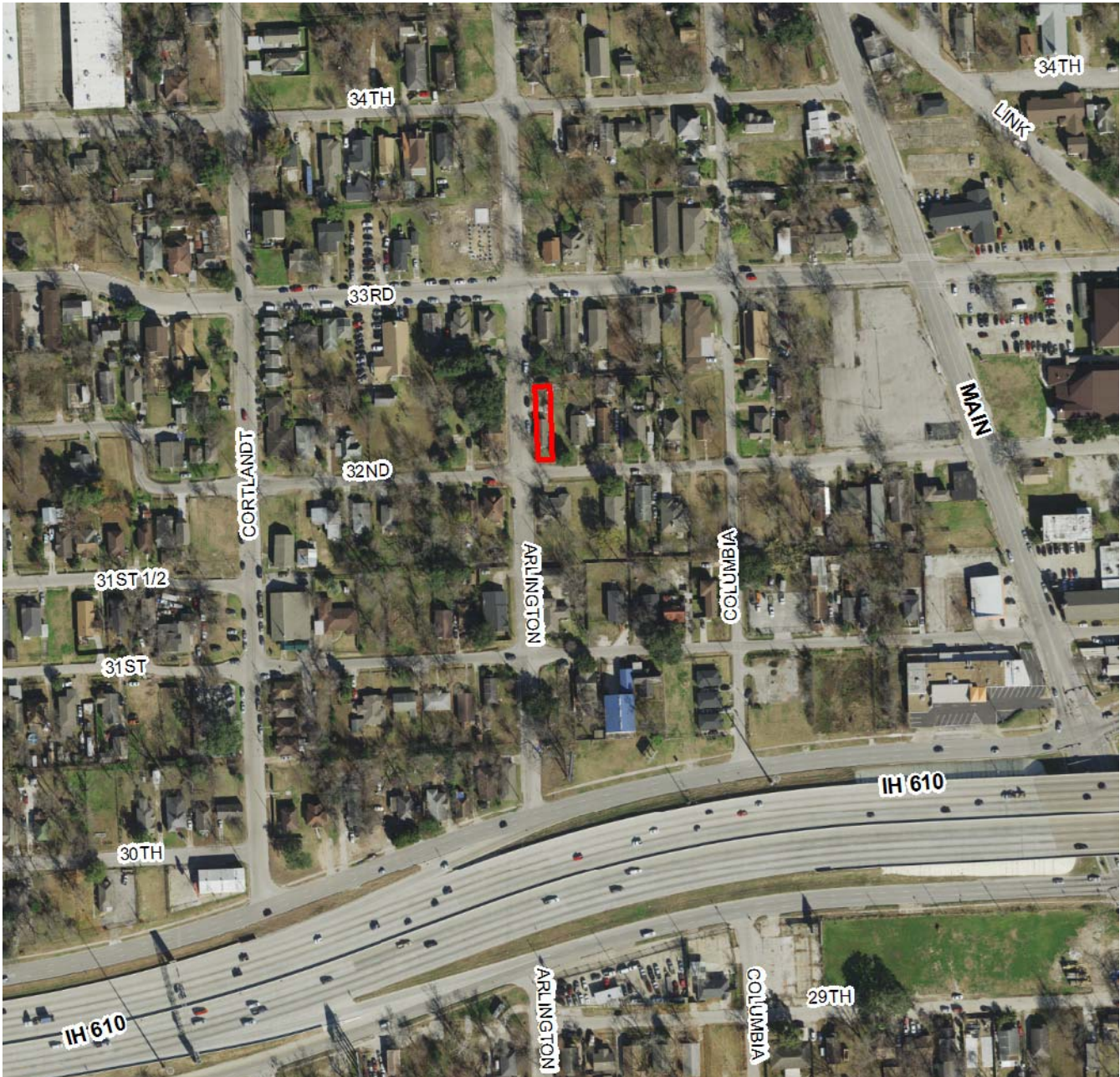
PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: 119

Meeting Date: 8.18.16

Houston Planning Commission

Aerial Map

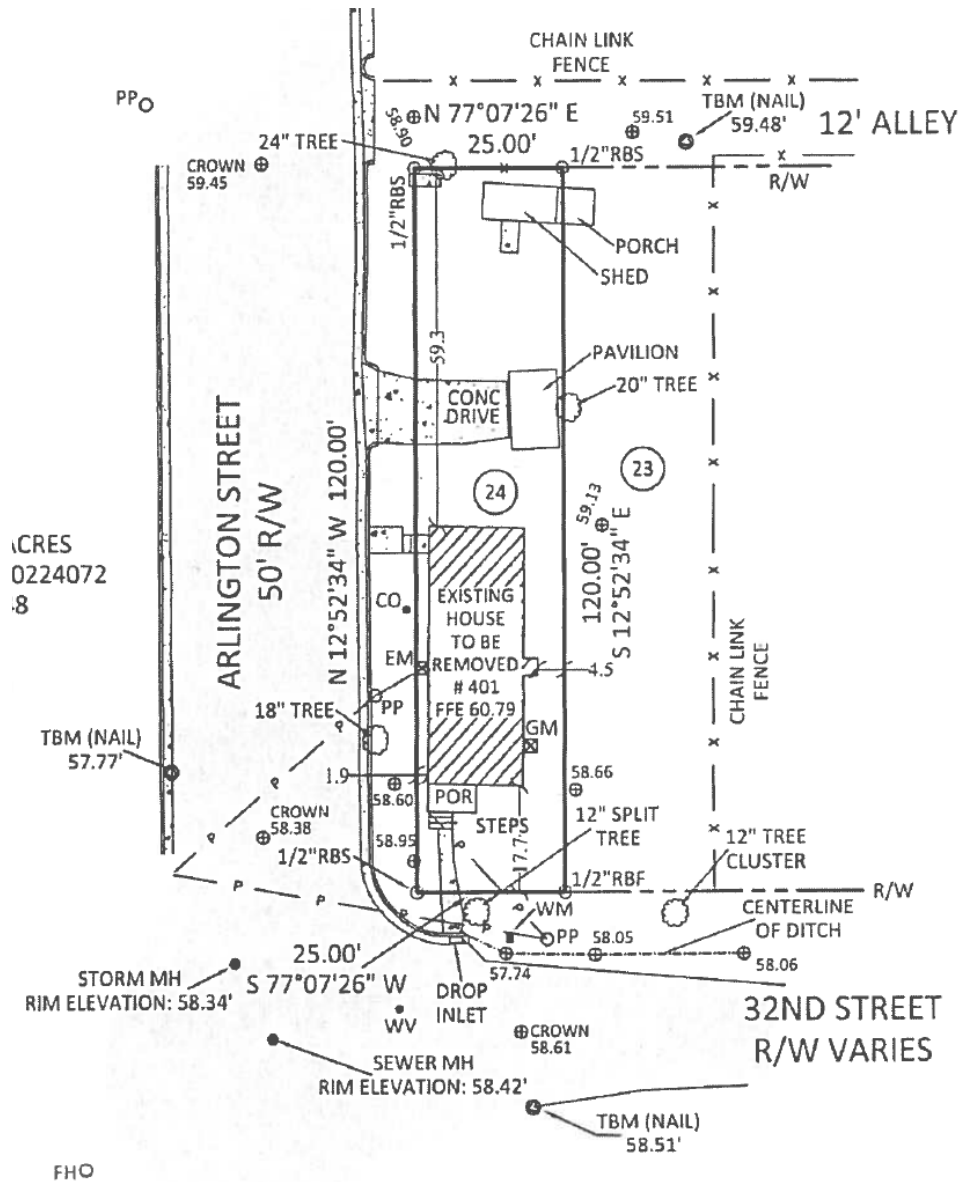


DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Survey



DEVELOPMENT PLAT VARIANCE



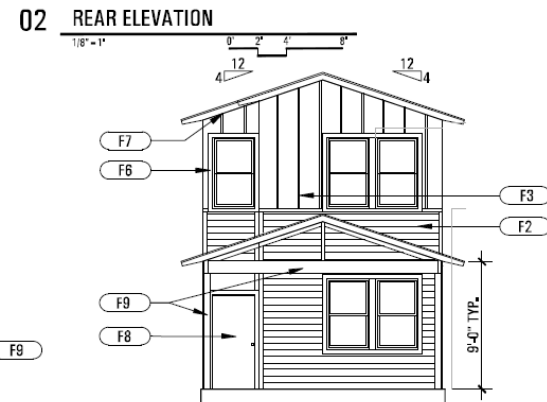
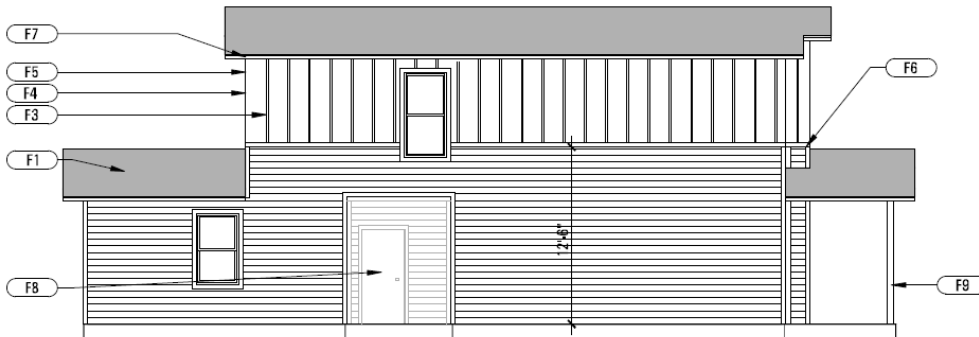
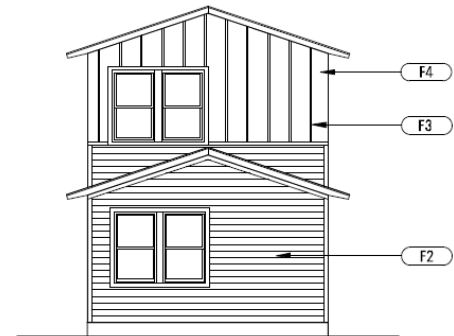
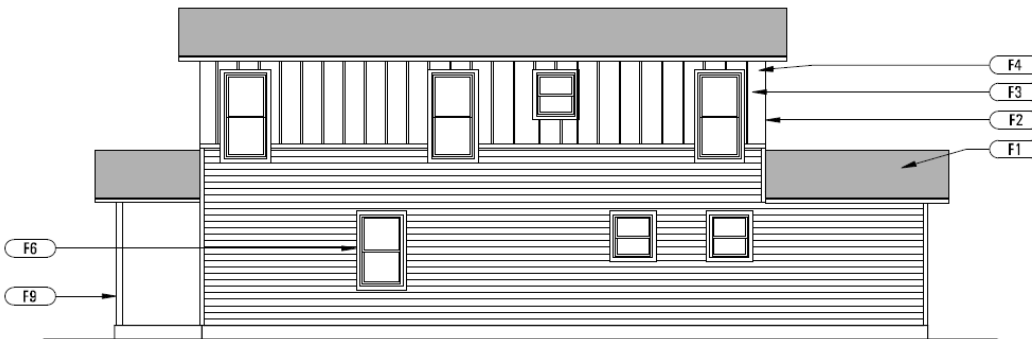
Meeting Date: 8.18.16





Houston Planning Commission

Elevations



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 prior to 11:00am on the submittal dates adopted by the Houston Planning Commission. For complete submittal requirements, please visit the City of Houston Planning & Development Department website at www.houstonplanning.com.

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
Walid K. Adham	Walid K. Adham	713-480-1277	wkadham@yahoo.com		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
711 Little John Lane	16028441	77024	5158	491B	G

HCAD ACCOUNT NUMBER(S):	0450890030007
PROPERTY LEGAL DESCRIPTION:	LT 7; Sherwood Forest SEC A U/R; ABST 785 E B Cogswell
PROPERTY OWNER OF RECORD:	Walid Adham
ACREAGE (SQUARE FEET):	1.0934 Acres (47,830 square feet)
WIDTH OF RIGHTS-OF-WAY:	Little John Lane (30' Private Roadway) Antoine Drive (60' R.O.W.)
EXISTING PAVING SECTION(S):	Little John Ln. – 18' avg. width; Antoine Dr. – 42' avg. width
OFF-STREET PARKING REQUIREMENT:	2.0 spaces for each dwelling unit (one dwelling unit)
OFF-STREET PARKING PROVIDED:	5 spaces
LANDSCAPING REQUIREMENTS:	2
LANDSCAPING PROVIDED:	Meets requirement

EXISTING STRUCTURE(S) [TYPE; SQ. FT.]:	Previous 4,510 sf home & 1,186 carport/garage demolished
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]:	New house & garage structures: 11,132 square feet

PURPOSE OF VARIANCE REQUEST: To allow a new single family residence to be built at 15' building setback line, instead of the required 25' building setback along the major thoroughfare Antoine Drive.

CHAPTER 42 REFERENCE(S): Chapter 42 – 152 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.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

APPLICANT'S STATEMENT OF FACTS

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

The applicant respectfully requests that the City observe recorded documents and legal precedent to allow a new home to be constructed in conformance with the long-established, recorded 15' building setback line along Antoine Drive, instead of a new 25' building setback line.

The recorded deed-restriction documents for the neighborhood date back to at least 1946, and have always provided for a 15' setback. For 70 years, the property has been subject to a 15' setback, not a 25' setback. This will maintain consistency with adjacent and nearby properties and is precedent.

The prior structure on the property was constructed in 1950, and remodeled in 1994. It was built to conform to the precedent of a 15' setback. In 1950, 1994 or in 2016, it would not have conformed to the newly required 25' setback. For 65 years, the home existed, subject to a 15' setback, not a 25' setback. This is also precedent.

Since 1946, all other lots that border Antoine Drive have been subject to this recorded 15' setback, and were constructed in conformance with same.

In 2006/2007, for example, the new home to the south of the property was approved, permitted and constructed within the precedential 15' setback, not a 25' setback. This new home was built after Antoine Drive was classified as a major thoroughfare. For at least 10 years, the City has allowed adjacent homes to be built within the 15' setback, and has not required a 25' setback. This is also further precedent.

In 2015, Applicant confirmed and recorded the 15' setback with the Sherwood Forest Home Owners Association (the "HOA"). This variance application includes a letter from the HOA in support of the longstanding 15' setback.

The HOA urges the City to respect its historic precedent of a 15' setback, not a 25' setback.

Please note that the HOA also imposes a 60' building setback from the centerline of Little John Lane. This 60' front setback, per the HOA, assumes that the 15' setback along Antoine Drive will remain in force, with the goal that every home will be "set back" from Little John Lane as much as possible. Forcing the new home an additional 10' to the east to comply with a 25' setback would thwart the HOA's intentions, in addition to violating established precedent, and would be detrimental to the applicant's use and enjoyment of the property and the HOA's goals.

Applicant and the HOA point out that a new 25' setback would have other harmful effects:

(1) Removal of many legacy trees, each 65 years in age and 100' high (at least), thus destroying the mature tree canopy established in the 1940s, and obviously affecting the applicant's, neighbors', and City's enjoyment of the property.

(2) Public health and safety; applicant predicated his abandonment of the curb cut/driveway on Antoine Drive upon the precedent of the existing 15' setback (and 60' setback off of Little John Lane). A new 25' setback requirement would force applicant to continue to have main ingress and egress off of Antoine. As discussed, applicant is open to the concept of abandoning the Antoine curb cut and driveway, in exchange for the City's recognition of the 15' setback precedent, and not the new 25' setback.

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.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

(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 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;**

The recently imposed 25' setback by ordinance will negatively impact this home and neighborhood because it is contrary to the HOA, inconsistent with existing and established precedent, and if the variance is not approved, then it will cause the destruction of a portion of a mature and well established tree canopy in this 80 year old neighborhood. Furthermore, the 60' HOA mandated setback from the centerline of Little John Lane forces all homes to be sited as far back from Little John Lane as possible and given the shallow depth, any design of this home should start at the 15' building line off of Antoine for the most effective, efficient, and enjoyable use of the land.

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

The circumstances supporting the granting of this variance request is not the result of a hardship created or imposed by the applicant, but that of an ordinance imposed on the subject property which is at odds with the context and intention of the HOA and the owner's enjoyment of the property.

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

The intent of this chapter will be preserved and maintained even with a decision to grant this variance request because the property and home owner will still comply with established precedent. Given that the property line is currently 10' from the curb of Antoine Drive, the house will actually be 25' from Antoine at the 15' building line.

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

The granting of this variance will not be injurious to the public health, safety or welfare because this home owner's improvements on the property will be aligned with adjacent neighbors and consistent with the established precedent and intention of the HOA and will continue to be safely setback from the public right of way. The development of this property will in no way have a negative impact on the public health, safety, or welfare.

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

Economic reasons have no bearing on the request or justification of this variance.

DEVELOPMENT PLAT VARIANCE



PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: 120

Meeting Date: 8/18/16

Houston Planning Commission

Location Map



DEVELOPMENT PLAT VARIANCE



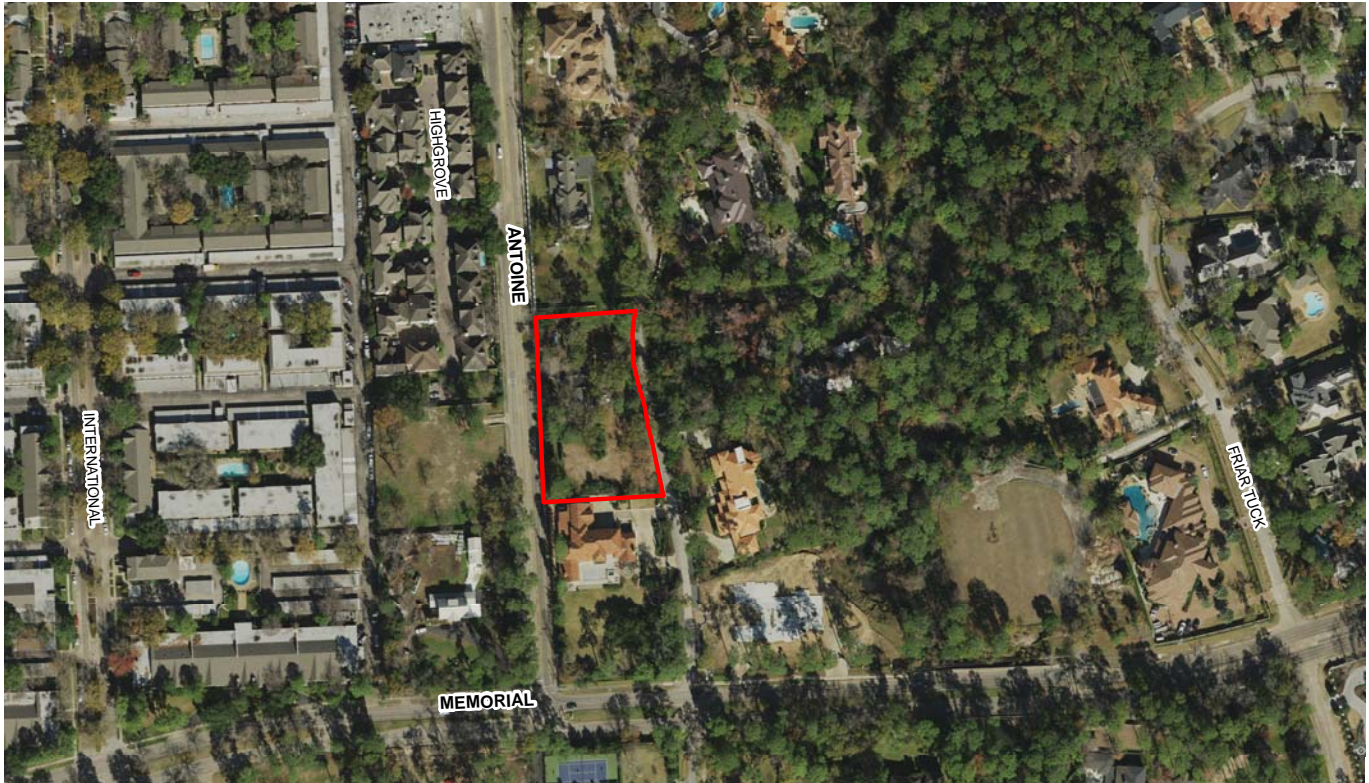
PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: 120

Meeting Date: 8/18/16

Houston Planning Commission

Aerial Map



DEVELOPMENT PLAT VARIANCE

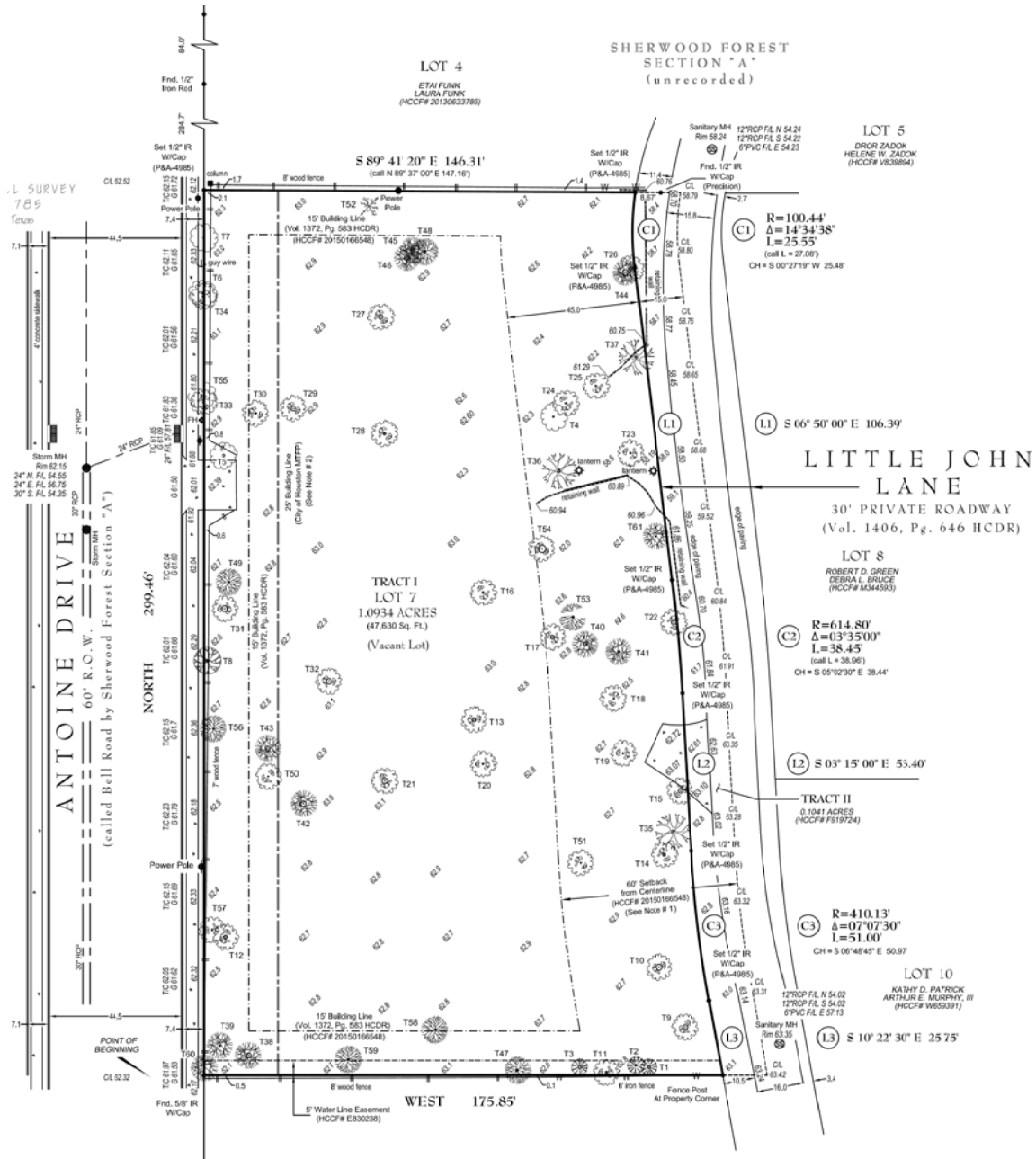


Houston Planning Commission

ITEM: 120

Meeting Date: 8/18/16

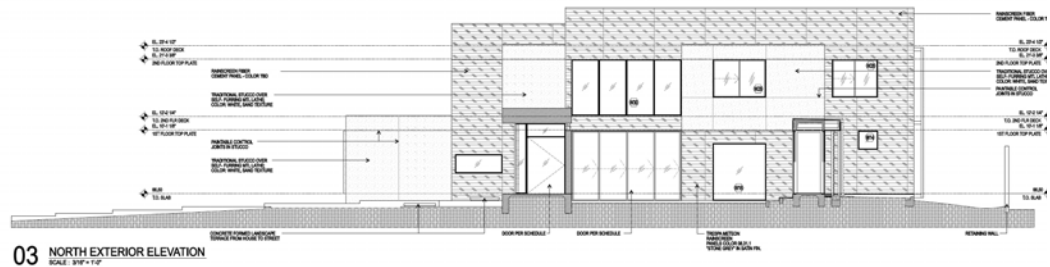
Survey



DEVELOPMENT PLAT VARIANCE



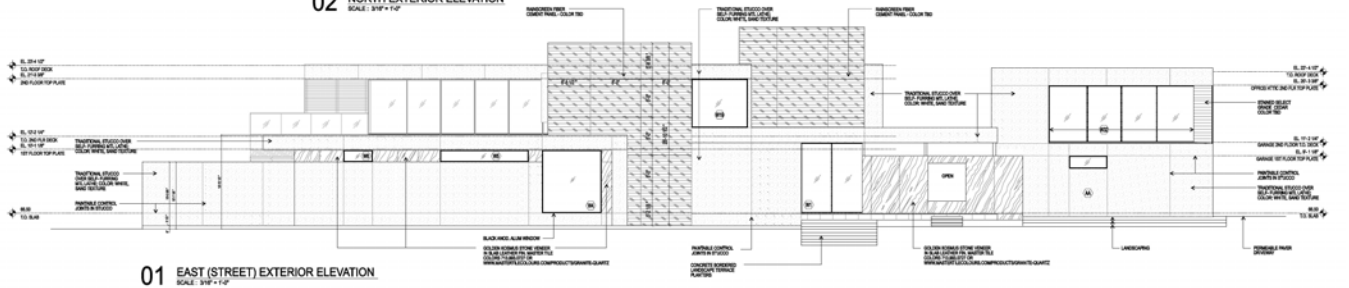
Elevations Cont.



03 NORTH EXTERIOR ELEVATION
SCALE: 3/8\"/>



02 NORTH EXTERIOR ELEVATION
SCALE: 3/8\"/>



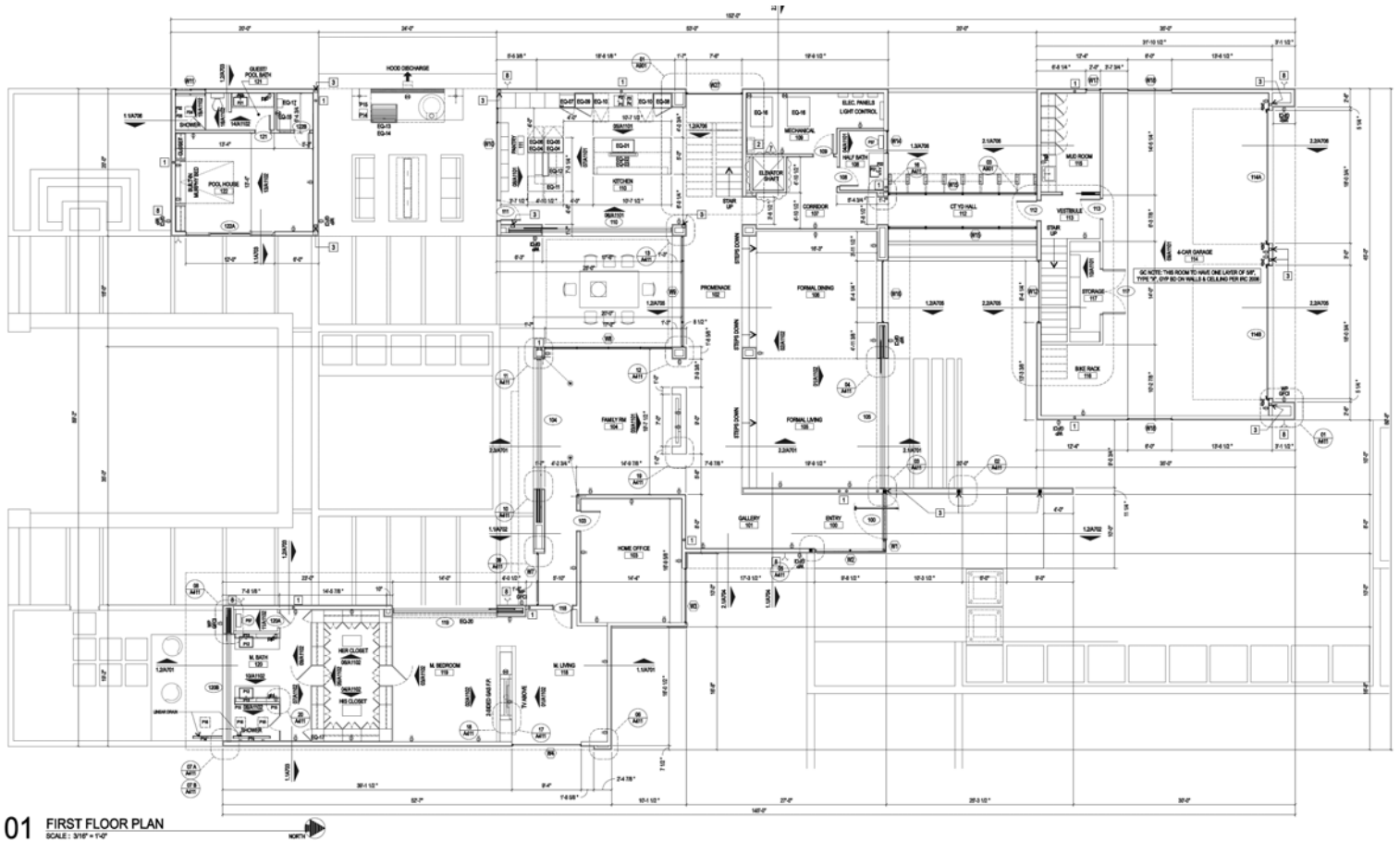
01 EAST (STREET) EXTERIOR ELEVATION
SCALE: 3/8\"/>

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Floor Plan

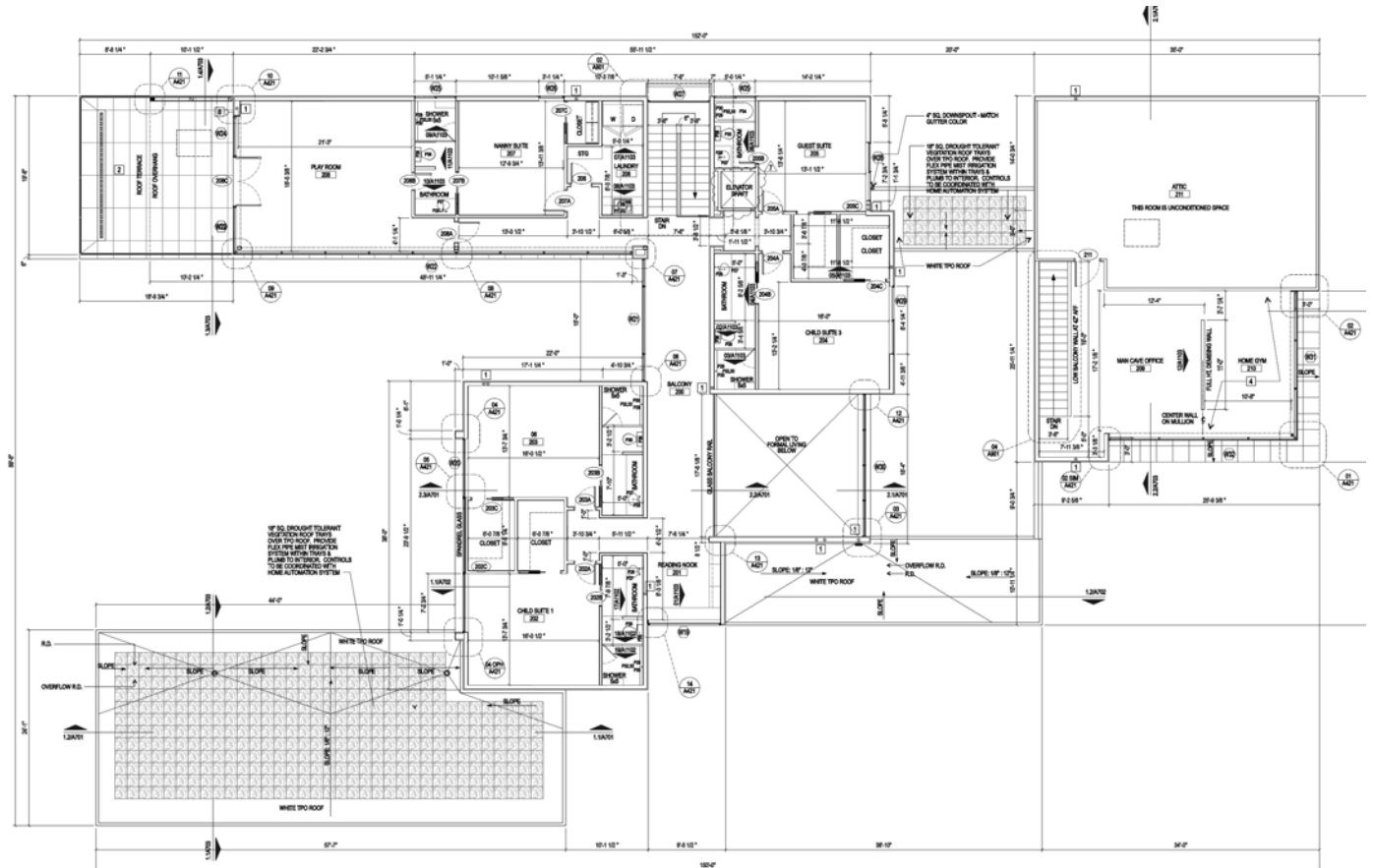


DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Floor Plan Cont.



01 SECOND FLOOR PLAN
SCALE: 3/16" = 1'-0"



DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

VARIANCE REQUEST APPLICATION

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

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
Knudson, LP	Angela M Martinez	713.932.4008	amartinez@knudsonlp.com		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
1403 McGowen Street	16067585	77004	5356	493U	D
HCAD ACCOUNT NUMBER(S):		1315900010001			
PROPERTY LEGAL DESCRIPTION:		Res A, Blk 1, La Plaza de Midtown			
PROPERTY OWNER OF RECORD:		ATMA at McGowen, LLC			
ACREAGE (SQUARE FEET):		0.5739 acres (25,000 square feet)			
WIDTH OF RIGHTS-OF-WAY:		Austin Street – 80 feet McGowen Street – 80 feet LaBranch Street – 80 feet			
EXISTING PAVING SECTION(S):		Austin Street – 50 feet McGowen Street – 35 feet LaBranch Street – 35 feet			
OFF-STREET PARKING REQUIREMENT:		110 spaces			
OFF-STREET PARKING PROVIDED:		142 spaces			
LANDSCAPING REQUIREMENTS:		yes			
EXISTING STRUCTURE(S) [SQ. FT.]:		0 square feet			
PROPOSED STRUCTURE(S) [SQ. FT.]:		81,773 square feet			
PURPOSE OF VARIANCE REQUEST:		Not to provide a loading dock			

OFF-STREET PARKING VARIANCE



Houston Planning Commission

CHAPTER 26 REFERENCE(S):

Sec. 26-522. - Requirements for certain loading facilities categories.

The construction or alteration of a building for any of the following loading facilities categories shall provide the number of on-site loading berths shown below for that loading facilities category. The individual use classifications or classes of use classifications in the following chart shall correspond to the individual use classifications or classes of use classifications in [section 26-492](#) of this Code:

Category 2. Apartment With More Than 50 Total Dwelling Units:		
a.	Up to and including 30 dwelling units per acre	None
b.	More than 30 dwelling units per acre	1.0 (minimum size of 10'× 40')

APPLICANT STATEMENT OF FACTS

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

The applicant is requesting a variance not to provide a loading dock for the 71 unit individually owned condominium project.

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.

- (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 owner and its legal council did the entire typical due diligence prior to purchasing the property. They pulled the title report which stated the property had 0 foot building lines and pulled the subdivision plat that had 0 foot building lines and no visibility triangles. There were no notes on the subdivision plat that stated the variances were tied to a specific site plan so the owner proceeded with the purchase of the property and began design. When the building permits were ready to be pulled, it was discovered by the reviewing planner that per the CPC101 Form for the previous plat that the variance was only for the specific site plan previously submitted.

OFF-STREET PARKING VARIANCE



Houston Planning Commission

- (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;**

Midtown consists of 250 foot by 250 foot blocks. Our site is 250 feet by 100 feet which requires precise planning of the parking structure for the project in order to meet and exceed the Chapter 26 parking requirements for the City of Houston Code of Ordinance. The design of a parking structure requires precise size of parking spaces, driveways, and ramp configuration. The alignment of the parking structure occupies approximately 95 feet of the 100 feet of the width of the site.

Because the site is surrounded by existing trees and is only 100 feet wide, there are limited areas available for the location of the loading dock and the parking structure entrance. The parking structure entrance is located on Austin Street in the only location in which no trees are required to be removed. Due to the requirements of the distance of driveways from intersections and the METRO bus stop the only other location for the loading dock is on LaBranch Street in which there is an existing 48 inch caliper live oak as shown on the sheet titled "Tree Analysis & Credit".

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

Since the project will be sold as individual condominium units, the amount of turnover is far less than a typical apartment complex. Both Austin Street and LaBranch Street allow for on-street parking on both sides of the street which can also be used for moving trucks to load and unload furniture when there is a change in ownership. Moving companies have become very efficient and will not

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

There are no concerns with parking. Per Chapter 26, we are required to provide 110 parking spaces and we are providing an additional 32 spaces for a total of 142 parking spaces.

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

Granting the variance will continue to create a shaded area along LaBranch Street and allow the 48 inch caliper tree to remain. Since this will be an owner occupied condominiums and not rental apartments, very little turnover is expected therefore limiting the number of moving trucks that would typically use the loading dock required for multifamily complexes over 30 units.

OFF-STREET PARKING VARIANCE



Houston Planning Commission

- (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.

If required to provide a loading dock, the owner will be required to cut down the existing 48 inch caliper live oak trees. Due to the size of the canopy of the existing trees, there are 2 trees that will not be planted; 1 on Austin Street due to the parking structure entrance and 1 on LaBranch due to the METRO bus stop. The owner will pay in to the City's tree fund for those 2 trees.

OFF-STREET PARKING VARIANCE



Houston Planning Commission

STANDARDS FOR VARIANCES

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

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

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

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

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

OFF-STREET PARKING VARIANCE



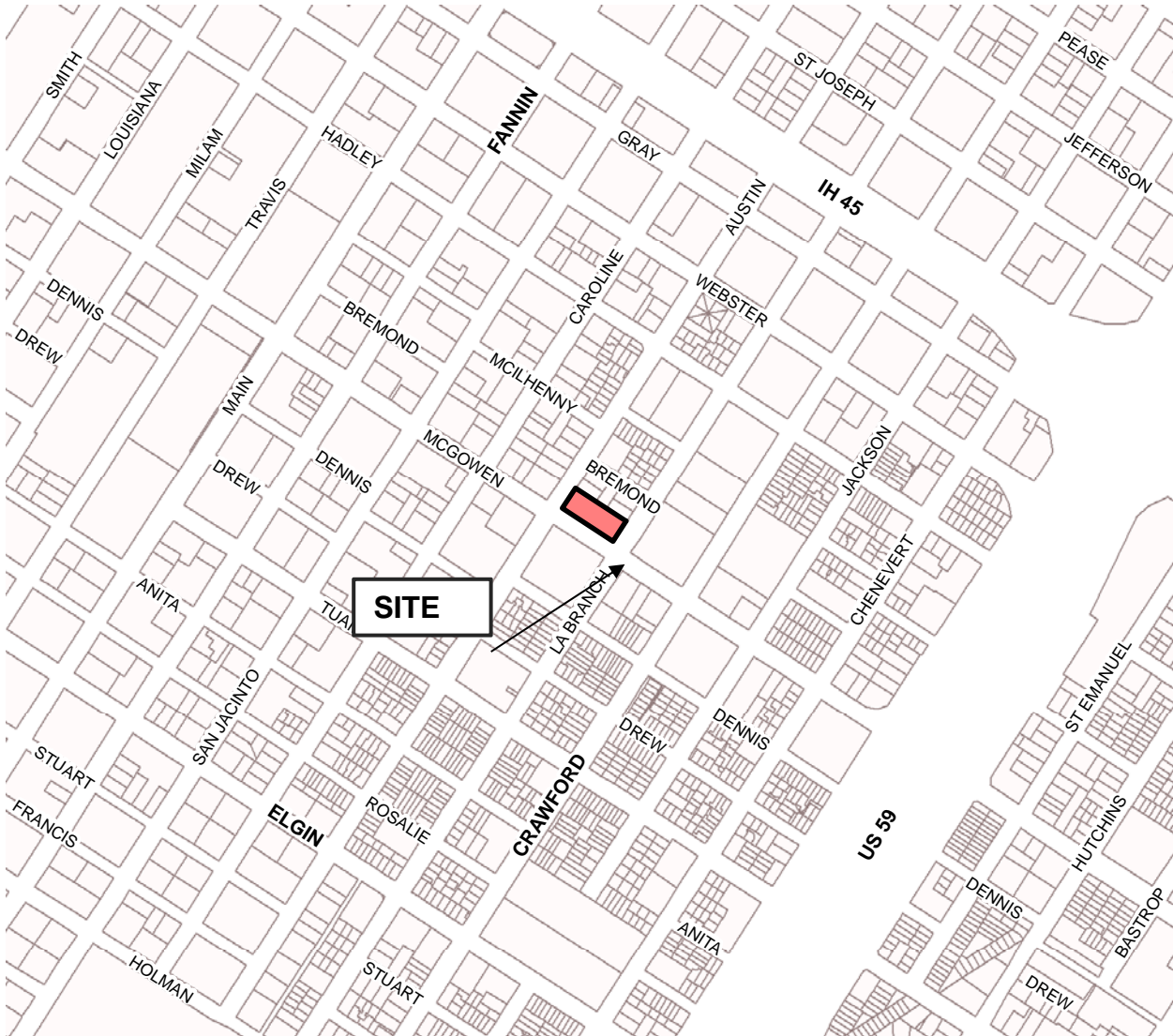
PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: VI

Meeting Date: 08-18-2016

Houston Planning Commission

LOCATION MAP



AERIAL MAP

OFF-STREET PARKING VARIANCE



PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: VI

Meeting Date: 08-18-2016

Houston Planning Commission



EXISTING SURVEY

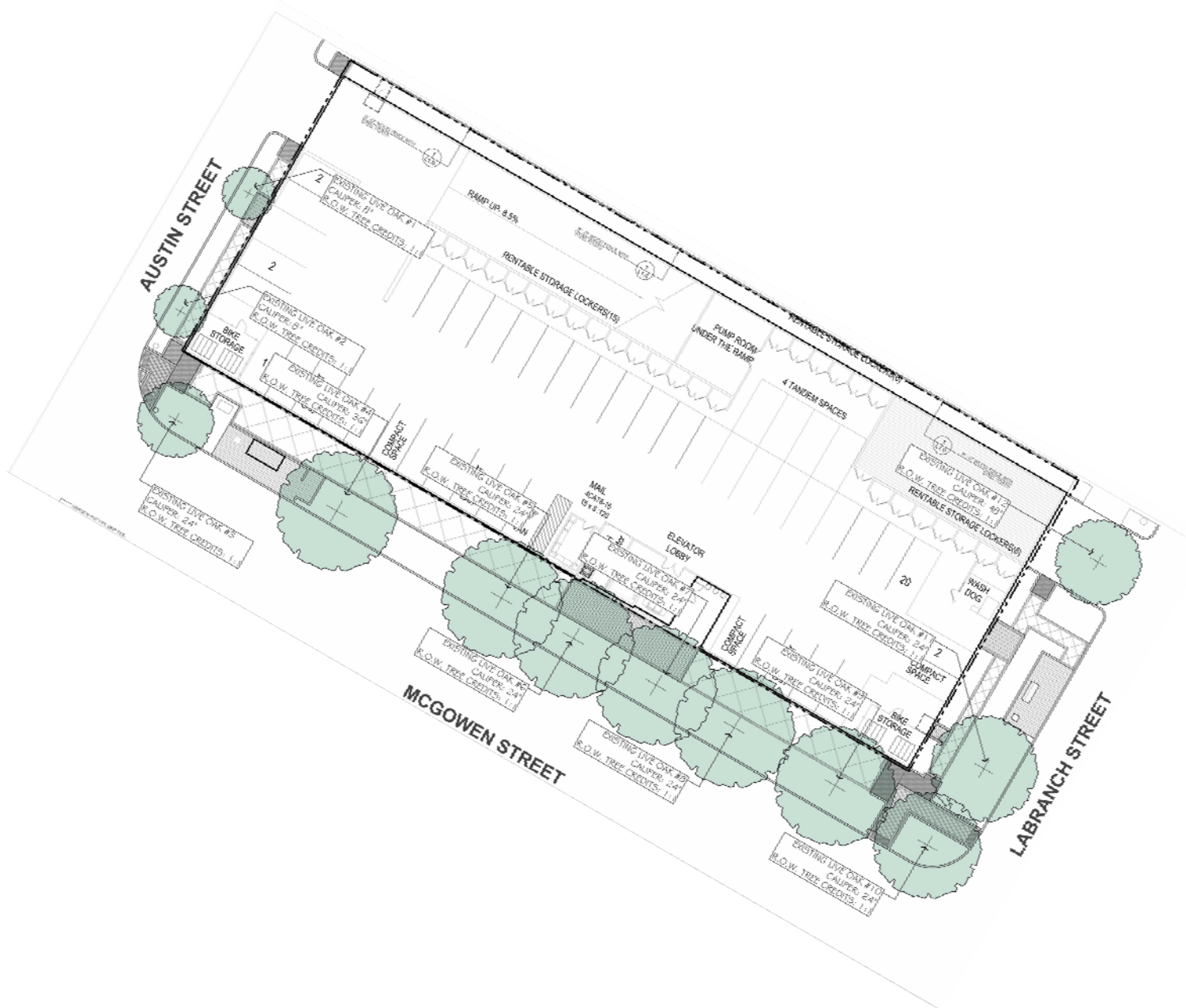
OFF-STREET PARKING VARIANCE



Houston Planning Commission

ITEM: VI

Meeting Date: 08-18-2016



OFF-STREET PARKING VARIANCE

HOUSTON PLANNING COMMISSION

HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: XX

MEETING DATE: 08-18-2016

LOCATION	FILE NO.	ZIP	LAMB. NO.	KEY MAP	CITY/ ETJ
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NORTH OF: W. Tidwell Rd.
SOUTH OF: W. Little York Rd.

EAST OF: Hollister Rd.
WEST OF: Bingle Rd.

77040 5061 410 Z City

APPLICANT: Blue Moon Development Consultants

ADDRESS: 7255 W. Little York Rd

EXISTING USE: VACANT

PROPOSED USE: HOTEL - MOTEL

HOTEL / MOTEL APPLICATION DATE: 08-05-2016

DIRECTOR DECISION:

BASIS OF DECISION:

FAILED TO COMPLY WITH SECTION 28-202(A)(5)

LAND USE CALCULATIONS: RESIDENTIAL: 91.9%

NON-RESIDENTIAL: 8.1%

PRIMARY ENTRANCE LOCATION: Hollister Rd

PURPOSE OF REQUEST:

28-202 – Locational Requirements:

A hotel, with or without service facilities, that has 75 or fewer separately rentable units may not be situated in a residential area unless the hotel is situated upon a tract that is contiguous to and abuts the right-of-way of a limited access or controlled access highway and takes its primary access from the frontage road of that highway, provided that the hotel may not take secondary access from any residential street.

STAFF RECOMMENDATION:

BASIS OF RECOMMENDATION:

PLANNING COMMISSION ACTION

DECISION: ☐ VARIANCE GRANTED ☐ VARIANCE DENIED

DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION

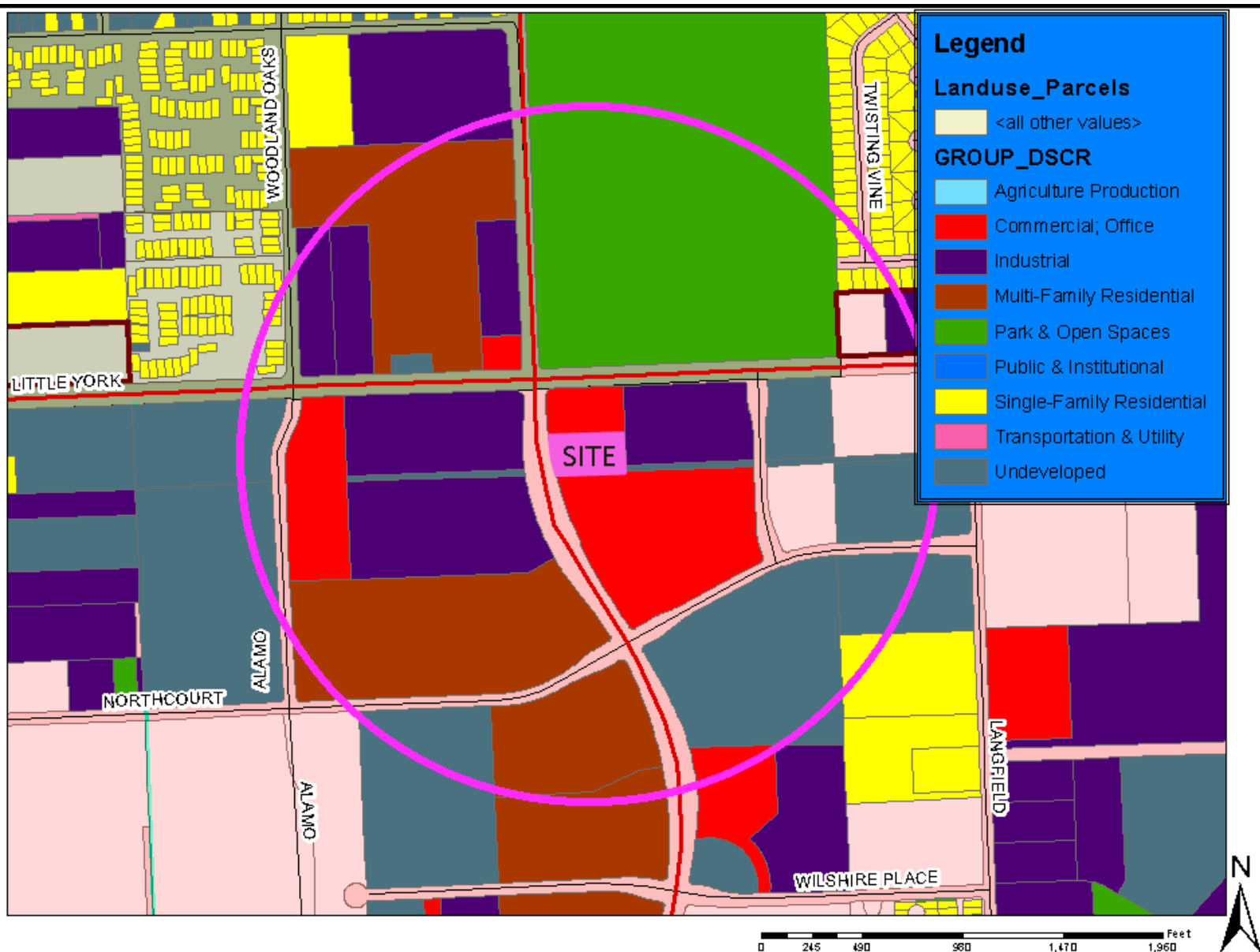
HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: XX

MEETING DATE: 08-18-2016



PLANNING COMMISSION ACTION

DECISION: ___ VARIANCE GRANTED ___ VARIANCE DENIED

DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION
HOTEL VARIANCE REQUEST - STAFF REPORT



**PLANNING &
DEVELOPMENT
DEPARTMENT**

AGENDA ITEM: XX

MEETING DATE: 08-18-2016

**CITY OF HOUSTON
DEPARTMENT OF PLANNING AND DEVELOPMENT**

HOTEL/MOTEL VARIANCE FORM

Building Permit Number _____

Applicant: Blue Moon Development Consultants for Catalyst Technical Group, Inc

Phone: 281-796-9996

Address: 603 Lovett, Cleveland, Texas Zip Code: 77327

Site Address: 7755 W. Little York Rd. (?) Date Disapproved: _____

Statement of the specific provision of the article from which the variance is requested:

Sec. 28-202. - Locational requirements.

(5) A hotel, with or without service facilities, that has 75 or fewer separately rentable units may not be situated in a residential area...

State of the extent of the variance sought and the specific facts and reasons that the applicant believes warrant the granting of the variance:

Please see attached


Signature of Applicant _____ Date _____

PLANNING COMMISSION ACTION

DECISION: _____ VARIANCE GRANTED _____ VARIANCE DENIED

DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION

HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: XX

MEETING DATE: 08-18-2016

The proposed 40-unit hotel said to be located at 7755 W. Little York Road abutting the east right-of-way line of Hollister Road just south of W. Little York Road will comply with the requirements of the hotel/motel ordinance except that the hotel is located in a residential test area that is 91% residential. The pertinent ordinance section is:

Sec. 28-202. - Locational requirements.

(5) A hotel, with or without service facilities, that has 75 or fewer separately rentable units may not be situated in a residential area...

More Basic Information: The hotel is to be located on the 'wrong' side of W. Little York Road. Houston's city limit goes down the middle of this right-of-way. The north side of W. Little York is in unincorporated Harris County. This property is a mere 231 feet south of W. Little York. That same 231 feet is the distance inside the city limits of Houston the site is located. Almost half the residential test area is outside the city limits along with roughly half the residences that are counted. Only 20 of the 300 odd residences counted in the test area are single family. The predominance is rental apartments. The predominance of acreage in the area is vacant or commercial in nature.

Variance Request (1)a:

We, respectfully, request a variance from Houston Planning Commission to allow the proposed hotel to be constructed without abutting and having direct access to a public street for the reasons set out below::

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

The owner has seen sufficient market in this area to support construction of this hotel. Very little land in the unincorporated areas is both available and appropriate for the hotel. Therefore, the applicant decided to locate on this tract in the corporate limits and subject to this ordinance.

PLANNING COMMISSION ACTION

DECISION: ☐ VARIANCE GRANTED ☐ VARIANCE DENIED

DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION
HOTEL VARIANCE REQUEST - STAFF REPORT



**PLANNING &
DEVELOPMENT
DEPARTMENT**

AGENDA ITEM: XX

MEETING DATE: 08-18-2016

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

This area can support the hotel which the applicant feels is needed. Appropriate land is not available in the immediate area and not subject to the ordinance. Applicant bought the land for the hotel not realizing that this ordinance would impact the project or how.

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

The ordinance is protecting unincorporated areas, relative to this project, almost as much as areas within the corporate limits. Nine the single family residences in the residential test area are outside the corporate limits. The other eleven single family residences are inside the corporate limits of the city but very much removed from the hotel site in Woodland Trails, Section 4 accessed from Langfield Road.

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

The hotel site is barely within the corporate limits of the city and in a largely commercial area. It is a quirk of the ordinance that the acreage in a residential test area can be predominantly commercial and the test area still be residential. The applicant has no intention of harming the public health, safety, or welfare.

PLANNING COMMISSION ACTION

DECISION: VARIANCE GRANTED VARIANCE DENIED

DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION

HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: XX

MEETING DATE: 08-18-2016

HOUSTON PLANNING COMMISSION	CITY OF HOUSTON PLANNING & DEVELOPMENT DEPARTMENT
HOTEL / MOTEL APPLICATION FORM	
<input checked="" type="checkbox"/> To expedite this application, please complete entire application form. <div style="border: 1px solid black; width: 50px; height: 15px; display: inline-block;"></div> <small>Staff will complete shaded items.</small>	
1. HOTEL / MOTEL NAME: <u>TWO-STORY MOTEL @ HOLLISTER RD.</u>	
2. HOTEL / MOTEL ADDRESS: <u>7410 W LITTLE YORK RD HOUSTON TX, 77040</u>	
3. PROJECT INFO.: File no.: <u>7255</u> Survey: <u>JOSEPH BAYS</u> Abstract no.: <u>127</u> Lambert: <u>5061</u> Census Tract: _____ School Dist.: <u>CYPRESS FAIRBANKS</u> Key Map: <u>410Z</u> Zip Code: <u>77040</u> City Council Dist.: <u>A</u> County: <u>HARRIS</u> Super Neighborhood: _____ Project number: _____	
4. GEOGRAPHIC: North of: <u>Northcourt Rd</u> East of: <u>Hollister Rd</u> South of: <u>W Little Rock Rd</u> West of: <u>Denny Rd</u>	
5. PROJECT DATA: Total acreage: <u>1.2823 AC.</u> Total no. of rooms: <u>40 (including suites)</u> Total no. of suites: <u>20</u>	
6. CONTACTS: Owner: <u>RAKESH PATEL</u> Address: <u>12527 CAPE SABLE CT</u> Phone: <u>559-681-6290</u> Fax: _____ City: <u>HUMBLE</u> State: <u>TX</u> Zip: <u>77346</u> Applicant: <u>SRUJAN KUMAR</u> Address: <u>440 COBIA DR, SUITE 1503</u> Phone: <u>713-496-2733</u> Fax: _____ City: <u>KATY</u> State: <u>TX</u> Zip: <u>77494</u>	
7. SUBMITTAL REQUIREMENTS	
Completed Application form	HM <input type="checkbox"/>
One copy complete building permit drawings (including survey or plat)	<input type="checkbox"/>
Title information	<input type="checkbox"/>
Land use parcel map	<input type="checkbox"/>
Copy of the application for building permit with project number	<input type="checkbox"/>
Filing fee (\$221.36 & \$27.66) non refundable service fee payable to "City of Houston")	<input type="checkbox"/>
One copy of the site plan	<input type="checkbox"/>
Landscape Analysis form	<input type="checkbox"/>
Off-street Parking Calculation form	<input type="checkbox"/>
<div style="display: flex; justify-content: space-between; margin-top: 20px;"><div>Applicant Signature: <u>V. S. [Signature]</u></div><div>Date: <u>08/17/16.</u></div></div>	
<div style="display: flex; justify-content: space-between;"><div><small>Hot_mot</small></div><div><small>06/02/16</small></div></div>	

PLANNING COMMISSION ACTION

DECISION: VARIANCE GRANTED VARIANCE DENIED

DATE: AUGUST 18, 2016

PLANNING &
DEVELOPMENT
DEPARTMENT

MEETING DATE: 08-18-2016



DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION

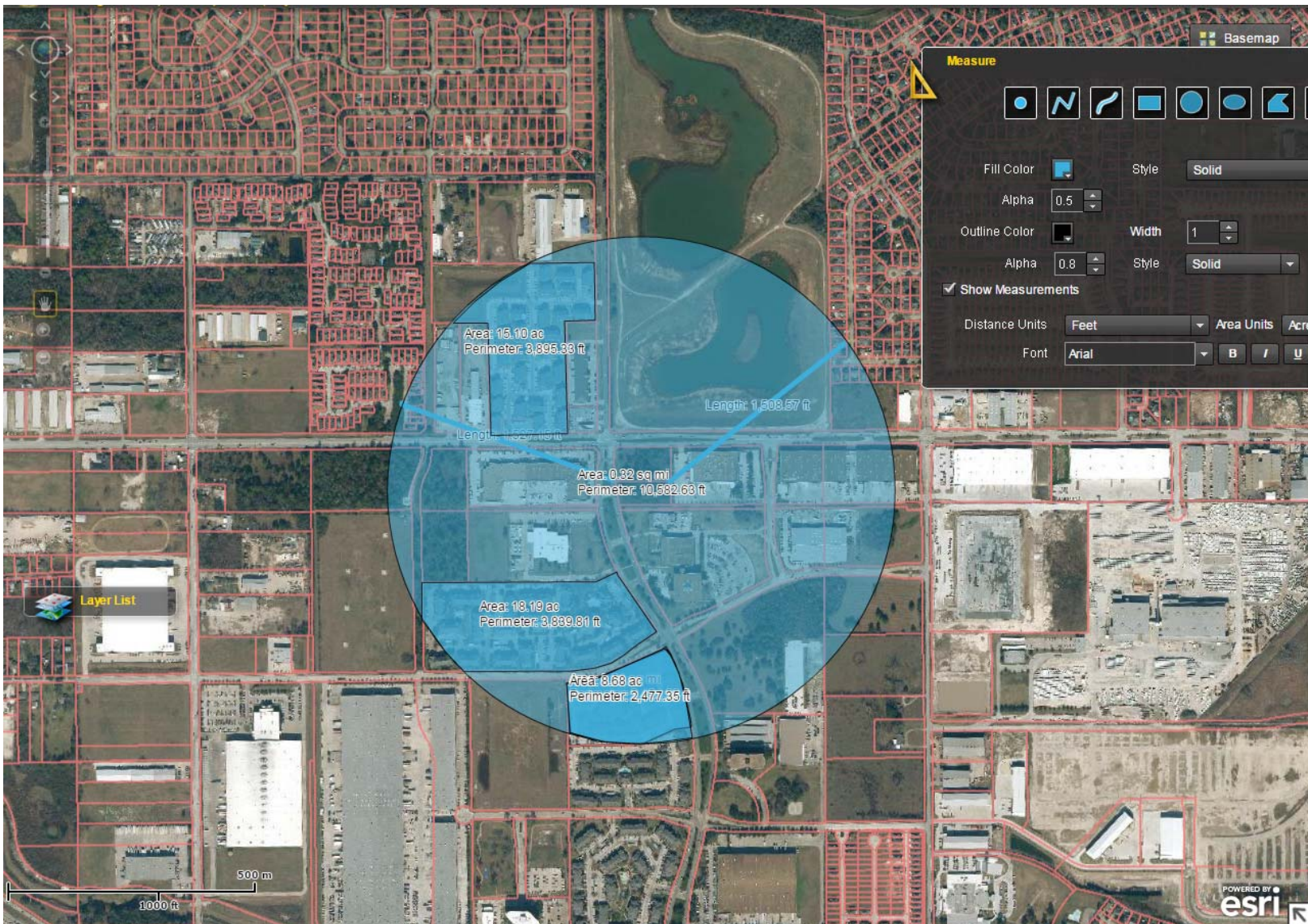
HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: XX

MEETING DATE: 08-18-2016



PLANNING COMMISSION ACTION

DECISION: ___ VARIANCE GRANTED ___ VARIANCE DENIED

DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION

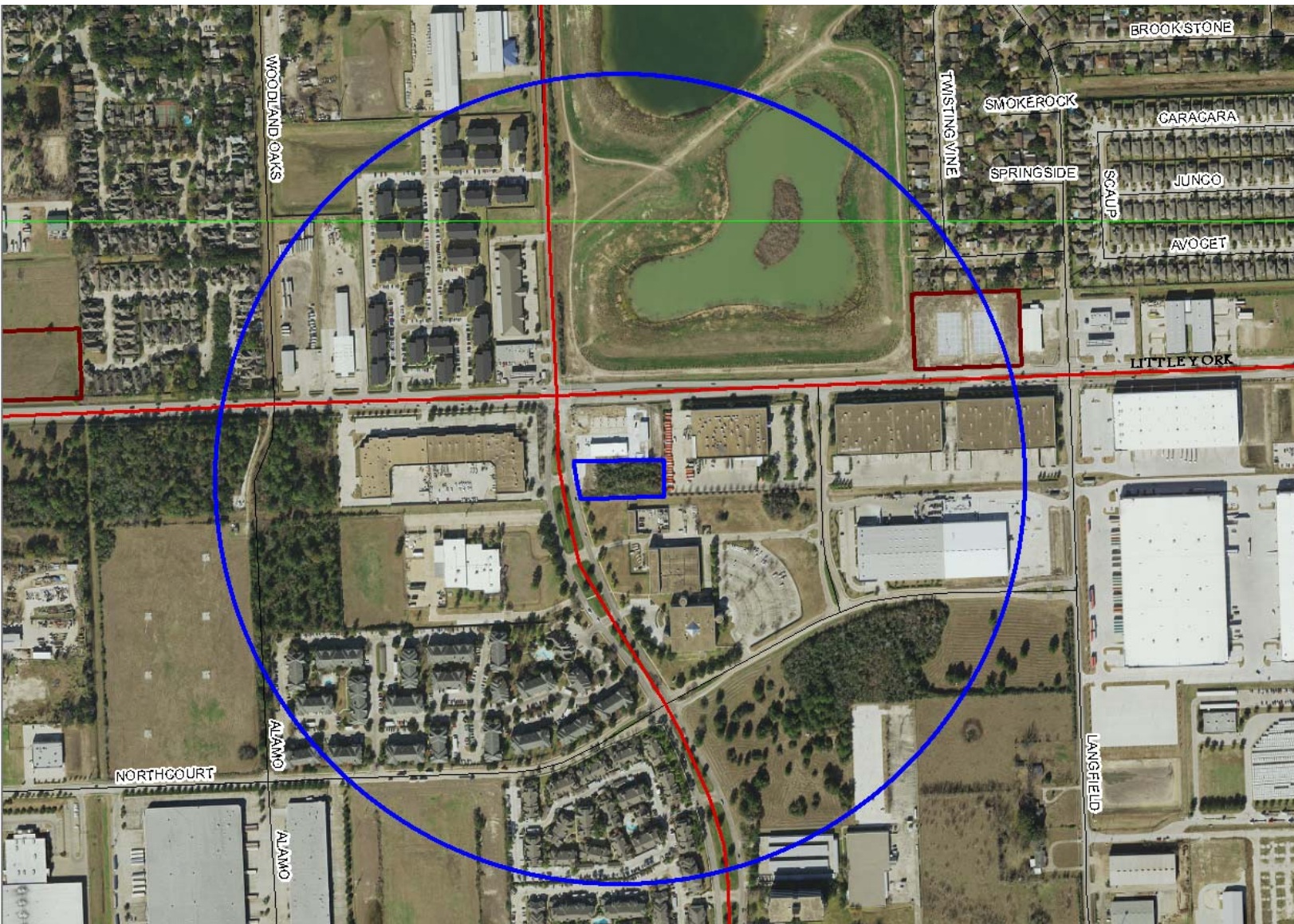
HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: XX

MEETING DATE: 08-18-2016



PLANNING COMMISSION ACTION

DECISION: ☐ VARIANCE GRANTED ☐ VARIANCE DENIED

DATE: AUGUST 18, 2016