

HOUSTON PLANNING COMMISSION

AGENDA

SEPTEMBER 1, 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

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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

September 1, 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 11, 2016 (MTFP) and August 18, 2016 Planning Commission Meeting Minutes

- I. 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. Presentation on proposed amendments to Chapter 41 of the Code of Ordinances related to Street Name Changes. (Brian Crimmins)**
- III. 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 (Geoff Butler)
 - h. Name Changes (Geoff Butler)
 - i. Certificates of Compliance (Chad Miller)
 - j. Administrative
 - k. Development Plats with Variance Requests (Eric Pietsch and Chad Miller)
- IV. Establish a public hearing date of September 29, 2016**
 - a. Spring Forest Sec 2 partial replat no 1
- V. Consideration of an Off-Street Parking Variance for a property located at 1403 McGowen Street. (Muxian Fang)**
- VI. Consideration of a hotel motel variance for a Two-Story Motel @ Hollister Rd. located at 7255 W. Little York Rd. (Marlon Connley)**
- VII. Establish a Public Hearing date of September 29, 2016 for a Super 8 located at 7660 South Loop East (Marlon Connley)**
- VIII. Public Hearing and Consideration of a Special Minimum Lot Size Block application for the 1400 block of Michigan Street, north side (MLS 617) (David Welch)**
- IX. Public Comment**
- X. Excuse the absences of Commissioners Baldwin, Sanchez, and Zakaria**
- XI. Adjournment**

**Minutes of the Houston Planning Commission
2016 Major Thoroughfare and Freeway Plan Amendments
Recommendation Meeting**

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

August 11, 2016
Meeting 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 2:35 p.m. with a quorum present.

Martha L. Stein, Chair

M. Sonny Garza

Susan Alleman

Bill Baldwin

Absent

Kenneth Bohan

Fernando Brave

Antoine Bryant

Lisa Clark

Arrived at 2:54 p.m. during item I

Algenita Davis

Truman C. Edminster III

Mark A. Kilkenny

Paul R. Nelson

Linda Porras-Pirtle

Arrived at 2:48 p.m. after item G

Shafik Rifaat

Pat Sanchez

Absent

Eileen Subinsky

Absent

Shaukat Zakaria

Absent

Mark Mooney for

Left at 3:34 p.m. during item E

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.

I. APPROVAL OF MEETING MINUTES FROM THE 2016 MAJOR THOROUGHFARE AND FREEWAY PLAN AMENDMENTS PLANNING COMMISSION PUBLIC HEARING HELD ON JULY 14, 2016

Chair Martha L. Stein recused herself. Vice Chair M. Sonny Garza presented the Minutes.

Commission action: Approved the **July 14, 2016** meeting minutes.

Motion: **Kilkenny** Second: **Alleman** Vote: **Carried**

Abstaining: **Bryant, Bohan, Stein**

Chair Martha L. Stein returned.

II. INTRODUCTION (Amar Mohite)

Agenda Item IV G was requested to be taken out of order at this time.

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

G. Fort Bend County Engineering Department – Fort Bend County Major Thoroughfare Plan Update

Commissioners Alleman and Dean recused themselves.

G-1: Westridge Creek Lane - *FM 1463 to Cinco Trace Drive*

G-2: Greenbusch Road - *Gaston Road to Westheimer Parkway*

G-3: Pine Mill Ranch Drive - *FM 1463 to Spring Green Boulevard*

Staff recommendations: **Approve** amendments G-1 to G-3, per the staff recommendation report.

Commission actions: **Approved** amendments G-1 to G-3, per the staff recommendation report.

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

G-4: Ranch Point Drive - *Pine Mill Ranch Drive to South Fry Road*

G-5: Cinco Terrace Drive - *Cinco Ranch Boulevard to FM 1093*

G-6a: Canyon Fields Drive - *FM 1093 to east of Starling Creek Drive*

G-6b: Canyon Fields Drive - *East of Starling Creek Drive to FM 723*

G-7: Rancho Bella Parkway - *Bellaire Boulevard to West Bellfort Avenue*

Staff recommendations: **Approve** amendments G-4 to G-7, per the staff recommendation report.

Commission actions: **Approved** amendments G-4 to G-7, per the staff recommendation report.

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

G-8: Commercial Center Blvd. - *Cinco Ranch Boulevard to Westheimer Parkway*

Staff recommendations: **Approve** amendment G-8, per the staff recommendation report.

Commission actions: **Approved** amendment G-8, per the staff recommendation report.

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

G-9: Cinco Crossing Lane - *Cinco Ranch Boulevard to South Fry Road*

G-10: Canal Road - *FM 1093 to Bellaire Boulevard*

G-11a: Bella Terra Parkway - *Katy Gaston Road to Canal Road*

G-11b: Bella Terra Parkway - *Canal Road to SH 99*

G-12: Lakemont Bend Lane/Lakemont Pointe Drive - *FM 1093 to Beechnut Road*

Staff recommendations: **Approve** amendments G-9 to G-12, per the staff recommendation report.

Commission actions: **Approved** amendments G-9 to G-12, per the staff recommendation report.

Motion: **Edminster** Second: **Bryant**

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

G-13: Brandt Lane - *Holmes Road to Precinct Line Road*

G-14: Clayhead Road - *Holmes Road to Precinct Line Road*

G-15: Robertson Road - *FM 723 to Holmes Road*

G-16: Skinner Lane/Precinct Line Road - *Peek Road extension to COH ETJ line*

G-17: Farmer Road - *Mason Road to COH ETJ line*

G-18: West Bellfort Avenue - *FM 723 to Peek Road*

G-19: Katy Gaston Road - *Bellaire Boulevard to Holmes Road*

Staff recommendations: **Approve** amendments G-13 to G-19, per the staff recommendation report.

Commission actions: **Approved** amendments G-13 to G-19, per the staff recommendation report.

Motion: **Brave**

Second: **Garza**

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

G-20a: Clodine Road - *FM 1464 to West Bellfort Avenue*

G-20b: Clodine Road - *West Bellfort Avenue to Denver Miller Road*

G-21: Denver Miller Road - *Clodine Road to FM 1464*

G-22: Westmoor Drive - *FM1093 to Bellaire Boulevard*

G-23: West Oaks Village Drive - *FM 1464 to Westmoor Drive*

G-24: Madden Road - *Harlem Road to Clodine Road*

Staff recommendations: **Approve** amendments G-20a to G-24, per the staff recommendation report.

Commission actions: **Approved** amendments G-20a to G-24, per the staff recommendation report.

Motion: **Rifaat**

Second: **Kilkenny**

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

G-25: Delta Lake Dr./Waterside Estates Dr./Lost Lake Dr. - *Mason Rd. to Harvest Corner Dr.*

G-26: Harvest Home Drive - *Harvest Corner Drive/Harvest Garden Boulevard to COH ETJ line*

G-27: Harvest Corner Drive - *Harlem Road to Harvest Home Drive/Harvest Garden Blvd*

G-28: Harvest Garden Blvd. - *Harvest Home Drive / Harvest Corner Drive to Harlem Road*

G-29: Old Dixie Road - *Harvest Home Drive to COH ETJ line*

G-30: Pheasant Creek Drive - *FM 1464 to Old Richmond Road*

Staff recommendations: **Approve** amendments G-25 to G-30, per the staff recommendation report.

Commission actions: **Approved** amendments G-25 to G-30, per the staff recommendation report.

Motion: **Garza**

Second: **Bryant**

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

G-31: Florence Road - *Burney Road to Eldridge Road (FM 1876)*
G-32: Mason Street - *Florence Road to West Airport Boulevard*
G-33a: Winkleman Drive - *Fort Bend County Line to Forest Briar Drive*
G-33b: Forest Briar Drive - *Winkleman Drive to Gaines Road*
G-33c: Gaines Road - *Forest Briar Drive to Addicks Clodine Road/Gaines Road*

Staff recommendations: **Approve** amendments G-31 to G-33c, per the staff recommendation report.

Commission actions: **Approved** amendments G-31 to G-33c, per the staff recommendation report.

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

G-34: Vicksburg Blvd. - *McHard Road (FM 2234) to City Limit line*
G-35: Chasewood Drive - *Fondren Road to Hillcroft Avenue*

Staff recommendations: **Approve** amendments G-34 to G-35, per the staff recommendation report.

Commission actions: **Approved** amendments G-34 to G-35, per the staff recommendation report.

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

G-36: Evergreen Street - *South Post Oak Boulevard/Colorado Road to FM 521*
G-37: West Sycamore St./Raab Rd. - *Teal Bend Blvd. to School Rd./South Post Oak Blvd.*
G-38: Nail Road/Kansas Street/Davis Road - *Lake Olympia Parkway to Davis Road*
G-39: Kentucky Road - *Lake Olympia Boulevard and Dallas Road*
G-40: West Dallas Road/Dallas Road - *South Post Oak Blvd./Colorado Road to FM 521*

Staff recommendations: **Approve** amendments G-36 to G-40, per the staff recommendation report.

Commission actions: **Approved** amendments G-36 to G-40, per the staff recommendation report.

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

Commissioners Alleman and Dean returned.

III. MAJOR THOROUGHFARE AMENDMENT REQUESTS - PRIVATE SECTOR

A. Jones | Carter

A-1a: Community Drive - *US 59 to North Lake Houston Parkway*
A-1b: Community Drive - *North Lake Houston Parkway to Community Drive*

Staff recommendation: **Approve** staff recommendation for A1a, reclassifying Community Drive from US 59 to Loop 494 as a Major Collector (MJ-4-80) and deleting Community Drive between Loop 494 and North Lake Houston Parkway, per the staff recommendation report. And **approve** amendment A-1b, per the staff recommendation report.

Commission action: **Approved** staff recommendation for A1a, reclassifying Community Drive from US 59 to Loop 494 as a Major Collector (MJ-4-80) and deleting Community Drive between Loop 494 and North Lake Houston Parkway, per the staff recommendation report. And **approved** amendment A-1b, per the staff recommendation report.

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

A-2: Thelma Lane - *US 59 to North Lake Houston Parkway*

Staff recommendation: **Approve** amendment A-2, per the staff recommendation report.

Commission action: **Approved** amendment A-2, per the staff recommendation report.

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

A-3: Keith/Laura Lane - *Loop 494 to North Lake Houston Parkway*

Staff recommendation: **Approve** amendment A-3, per the staff recommendation report.

Commission action: **Approved** amendment A-3, per the staff recommendation report.

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

A-4: Pinedale Lane/Chaparral Dr./Oak Shadows Place – *US-59 to N. Lake Houston Parkway*

Staff recommendation: **Approve** amendment A-4, per the staff recommendation report.

Commission action: **Approved** amendment A-4, per the staff recommendation report.

Motion: **Mooney** Second: **Bonham** Vote: **Carries** Abstaining: **Clark**

A-5: Baptist Encampment (Planning & Development) - *FM 1485 to Community Drive*

Staff recommendation: **Approve** amendment A-5, per the staff recommendation report.

Commission action: **Approved** amendment A-5, per the staff recommendation report.

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

Commissioner Edminster recused himself.

B. EHRA – Lockwood Drive

B-1: Lockwood Drive – *Tidwell Road to Hirsch Road*

Staff recommendation: **Approve** amendment B-1, per the staff recommendation report.

Commission action: **Approved** amendment B-1, per the staff recommendation report.

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

Commissioner Edminster returned.

C. BGE|Kerry R. Gilbert and Associates – Dunham Tract

C-1: Mound Road - *Fairfield Place to Fry Road*

C-2: Mason Road - *Mound Road to North Bridgeland Lake Parkway*

C-3: Louetta Road - *Fairfield Place to US 290*

C-4: House Hahl Road - *US 290 to Mound Road*

C-5: House Hahl Road - *Mound Road to North Bridgeland Lake Parkway*

Staff recommendations: **Approve** C-1 to C-3 and **disapprove** C-4 and C-5, per the staff recommendation report.

Commission actions: **Approved** C-1 to C-3 and **disapproved** C-4 and C-5, per the staff recommendation report.

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

D. BGE|Kerry R. Gilbert and Associates – Bridgeland Development

D-1: Louetta Road - *SH 99 to Katy Hockley Road*
D-2: Jack Road - *SH 99 to Katy Hockley Road*
D-4: Becker Road/Porter Road - *Louetta Road to Jack Road*
D-5: Peek Road/Bauer Road - *Mound Road to West Road*
D-6: Becker Road/Porter Road - *Jack Road to Tuckerton Road*
D-7: Unnamed Collector System - *N. Bridgeland Lake Parkway to Tuckerton Road*
D-8: North Bridgeland Lake Parkway - *SH 99 to Katy Hockley Road*
D-9: Bridgeland Creek Parkway - *SH 99 to Tuckerton Road*
D-10: House Hahl Road - *Bridgeland Creek Parkway to Peek/House Hahl Road*
D-11: House Hahl Road - *Katy Hockley Road to Becker/Porter Road*

D-3: Withdrawn

D-12: Withdrawn

Staff recommendations: **Approve** amendments D-1 to D-2 and D-4 to D-11, per the staff recommendation report.

Commission actions: **Approved** amendments D-1 to D-2 and D-4 to D-11, per the staff recommendation report.

Motion: **Bryant**

Second: **Alleman**

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

IV. MAJOR THOROUGHFARE AMENDMENT REQUESTS - PUBLIC SECTOR

Commissioners Anderson and Dean recused themselves.

E. Harris County Engineering Department – US 290 Area Major Thoroughfare Study

E-1: Mayer Road/Hegar Road - *Stokes Road to north Waller County Line/Houston ETJ*
E-2: Mayer Road - *West Waller County Line/Houston ETJ to Stokes Road*
E-3: Kermier Road - *Waller Spring Creek Road to Castle Road / Waller County*
E-4: Badtke Road - *FM 2920 to Waller County Line/Houston ETJ*

Staff recommendations: **Approve** amendments E-1 to E-4, per the staff recommendation report.

Commission actions: **Approved** amendments E-1 to E-4, per the staff recommendation report.

Motion: **Alleman**

Second: **Kilkenny**

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

E-5: Castle Road/Magnolia Road - *Kickapoo Road to Kermier Road*

Staff recommendations: **Approve** staff's recommendation to disapprove item E-5 and to approve the staff alternative to add a Minor Collector along Margerstadt Road between Major Thoroughfare Magnolia Road and Major Thoroughfare Kickapoo Road, per the staff recommendation report.

Commission actions: **Approved** staff's recommendation to disapprove item E-5 and to approve the staff alternative to add a Minor Collector along Margerstadt Road between Major Thoroughfare Magnolia Road and Major Thoroughfare Kickapoo Road, per the staff recommendation report.

Motion: **Bohan**

Second: **Bryant** Vote: **Unanimous**

Abstaining: **None**

E-6: Withdrawn

E-8: Cypress Hill Road - *Juergen Road to Grant Road*

Staff recommendations: **Disapprove** amendment E-8, per the staff recommendation report.
Commission actions: **Disapproved** amendment E-8, per the staff recommendation report.

Motion: **Garza** Second: **Bryant** Vote: **Carries**
Opposed: **Clark, Kilkenny** Speaker: Loyd Smith

E-9: Binford Road - *Hempstead Hwy to Burton Cemetery Road*

E-10: Betka Road - *Warren Ranch Road to Badtke Road*

Staff recommendations: **Approve** amendments E-9 and E-10, per the staff recommendation report.

Commission actions: **Approved** amendments E-9 and E-10, per the staff recommendation report.

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

E-11: Withdrawn

E-12: Baethe Road - *Katy Hockley Road to Becker Road*

E-13: Mound Road - *Katy Hockley Road to Becker Road*

Staff recommendations: **Approve** amendments E-12 and E-13, per the staff recommendation report.

Commission actions: **Approved** amendments E-12 and E-13, per the staff recommendation report.

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

E-14: Binford Road - *Burton Cemetery Road to Mound Road / Roehen Road*

Staff recommendations: **Approve** amendment E-14, per the staff recommendation report.

Commission actions: **Approved** amendment E-14, per the staff recommendation report.

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

E-15: Binford Road - *Mound Road / Roehen Road to Jack Road*

E-16: Smalley Road - *Binford Road to Mound Road / Kickapoo Road*

E-17: Smalley Road - *Kickapoo Road to Warren Ranch Road*

E-18: Kermier Road - *Mound Road to Sharp Road/West Road*

E-19: Warren Ranch Road/Pitts Road - *Jack Road to Longenbaugh Road*

E-20: Badtke Road - *Mound Road to West Road*

E-21: Louetta Road - *Badtke Road to Katy Hockley Road*

E-22: Jack Road - *Binford Road to Kermier Road*

E-23: Unnamed - *Binford Road to Kermier Road*

E-24: Unnamed - *Kermier Road to Katy Hockley Road*

E-25: Hebert Road - *Existing Herbert Road to Katy Hockley Road*

E-26: Kickapoo Road/Mound Road - *Sharp Road to Hebert Road*

E-27: Sharp Road - *Tuckerton Road / Sharp Road to West Road / Sharp Road*

E-28: West Road/Sharp Road - *Pitts Road to Katy Hockley Road*

E-29: Pitts Road - *Longenbaugh Road to Hwy 529*

E-30: Longenbaugh Road - *Katy Hockley Road to Pitts Road*

E-31: Bartlett Road - *West/Sharp Road to Longenbaugh Road*

E-32: West Road/Sharp Road - *Pitts Road to Kickapoo/Schlipf Road*

E-33: Porter Road - *Sharp Road / Tuckerton Road to West Road*

E-34: Porter Road - *West Road/Sharp Road to Longenbaugh Road*

Staff recommendations: **Approve** amendments E-15 and E-34, per the staff recommendation report.

Commission actions: **Approved** amendments E-15 and E-34, per the staff recommendation report.

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

E-35: Beckendorff Road - *Katy Hockley Cut-off Road to Porter Road*

Staff recommendations: **Approve** amendment E-35, per the staff recommendation report.

Commission actions: **Approved** amendment E-35, per the staff recommendation report.

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

E-36: Jack Road - *Grand Parkway to Mason Road*

E-37: Fairfield Place - *Louetta Road to Jack Road*

Staff recommendations: **Approve** amendments E-36 and E-37, per the staff recommendation report.

Commission actions: **Approved** amendments E-36 and E-37, per the staff recommendation report.

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

E-38: Withdrawn

Commissioner Dean returned.

F. Harris County Public Infrastructure Department

F-1a: Aldine Westfield Road - *Harris County Line to Riley Fuzzel Road*

F-1b: Aldine Westfield Road - *Leichester Road to Harris County Line*

Staff recommendations: **Approve** amendments F-1a and F-1b, per the staff recommendation report.

Commission actions: **Approved** amendments F-1a and F-1b, per the staff recommendation report.

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

F-2: Barker Cypress Road - *SH 99 to Schiel Road*

Staff recommendations: **Approve** amendment F-2, per the staff recommendation report.

Commission actions: **Approved** amendment F-2, per the staff recommendation report.

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

F-3: Blue Bell Road – *I-45 to Airline Road*

Staff recommendations: **Approve** amendment F-3, per the staff recommendation report.

Commission actions: **Approved** amendment F-3, per the staff recommendation report.

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

F-4: East Hardy Road - *Harris County Line and Spring Stuebner Road*

Staff recommendations: **Approve** amendment F-4, per the staff recommendation report.

Commission actions: **Approved** amendment F-4, per the staff recommendation report.

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

F-5a: Trickey Road - *Gears Road to West Greens Road*

F-5b: Trickey Road - *West Greens Road to Spears Road*

Staff recommendations: **Approve** amendments F-5a and F-5b, per the staff recommendation report.

Commission actions: **Approved** amendments F-5a and F-5b, per the staff recommendation report.

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

F-6: Krenek Road - *FM 2100 to US 90*

Staff recommendations: **Approve** amendment F-6, per the staff recommendation report.

Commission actions: **Approved** amendment F-6, per the staff recommendation report.

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

F-7a: Solomon Road - *SH 249 to Hufsmith Kohrville Road*

F-7b: Indian Trail Drive - *SH 249 to Hufsmith Kohrville Road*

F-7c: Coons Road - *Northpointe Road to Indian Trail*

F-7d: Unnamed - *Solomon Road to Indian Trail*

Staff recommendations: **Approve** amendments F-7a to F-7d, per the staff recommendation report.

Commission actions: **Approved** amendments F-7a to F-7d, per the staff recommendation report.

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

F-8a: Theiss Road - *FM 1960 to Rayford Road*

F-8b: Rayford Road - *Theiss Road to FM 1960*

F-8c: Trilby Way - *Treaschwig Road to Theiss Road*

Staff recommendations: **Approve** amendments F-8a to F-8c, per the staff recommendation report.

Commission actions: **Approved** amendments F-8a to F-8c, per the staff recommendation report.

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

F-9a: Schiel Road - *Cypress Rosehill Road to Telge Road*

F-9b: Schiel Road - *Telge Road to Grant Road*

Staff recommendations: **Approve** staff recommended alternative for amendment F-9a and **approve** amendment F-9b, per the staff recommendation report.

Commission actions: **Approved** staff recommended alternative for amendment F-9a and **approved** amendment F-9b, per the staff recommendation report.

Motion: **Kilkenny** Second: **Garza**

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

F-10: Walters Road - *FM 1960 to Spears Road*

Staff recommendations: **Approve** staff recommended alternative for amendment F-10, per the staff recommendation report.

Commission actions: **Approved** staff recommended alternative for amendment F-10, per the staff recommendation report.

Motion: **Alleman** Second: **Edminster**

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

F-11: W. Richey Road - *Hollister Road to Champion Forest Drive*

Staff recommendations: **Approve** amendment F-11, per the staff recommendation report.

Commission actions: **Approved** amendment F-11, per the staff recommendation report.

Motion: **Rifaat** Second: **Garza**

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

F-12a: Wilson Road - *Greens Bayou to Winfield Road*

F-12b: Wilson Road - *Winfield Road to Hopper Road*

Staff recommendations: **Approve** staff recommended alternative for amendment F-12a and **approve** amendment F-12b, per the staff recommendation report.

Commission actions: **Approved** staff recommended alternative for amendment F-12a and **approved** amendment F-12b, per the staff recommendation report.

Motion: **Bohan** Second: **Garza**

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

Commissioner Anderson returned.

G. Fort Bend County Engineering Department – Fort Bend County Major Thoroughfare Plan Update

Item G was considered earlier in the meeting.

H. City of Houston, Public Works and Engineering Department – Greenbriar Drive

H-1: Greenbriar Drive – *University Blvd. to West Holcombe Blvd.*

Staff recommendations: **Approve** amendment H-1, per the staff recommendation report.

Commission actions: **Approved** amendment H-1, per the staff recommendation report.

Motion: **Rifaat** Second: **Alleman**

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

V. CONSIDERATION TO FORWARD THE APPROVED CHANGES TO THE 2015 MTFP TO CITY COUNCIL FOR ADOPTION AS THE 2016 MTFP MAP

Staff's recommendation: **Forward** the approved changes to the 2015 MTFP to City Council for adoption as the 2016 MTFP map.

Commission action: **Forwarded** the approved changes to the 2015 MTFP to City Council for adoption as the 2016 MTFP map.

Motion: **Edminster** Second: **Kilkenny**

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

VI. EXCUSE THE ABSENCES OF COMMISSIONER FERNANDO BRAVE

Commissioner Brave was present; therefore, no Commission action was required.

VII. PUBLIC COMMENT

NONE

VIII. ADJOURNMENT

There being no further business brought before the Commission, Chair Martha L. Stein adjourned the meeting at 4:04 p.m.

Motion: **Clark**

Second: **Bryant**

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

Martha L. Stein, Chair

Patrick Walsh, Secretary

Minutes of the Houston Planning Commission

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

August 18, 2016
Meeting 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 2:33 p.m. with a quorum present.

Martha L. Stein, Chair

M. Sonny Garza

Susan Alleman

Bill Baldwin

Absent

Kenneth Bohan

Left at 4:33 during item #94

Fernando Brave

Antoine Bryant

Lisa Clark

Absent

Algenita Davis

Arrived at 2:35 p.m. during Director's Report

Truman C. Edminster III

Mark A. Kilkenny

Paul R. Nelson

Linda Porras-Pirtle

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

Shafik Rifaat

Pat Sanchez

Absent

Eileen Subinsky

Shaukat Zakaria

Absent

Mark Mooney for

Left at 4:16 p.m. during item #84

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 AUGUST 4, 2016 PLANNING COMMISSION MEETING MINUTES

Commission action: Approved the August 4, 2016 Planning Commission meeting minutes.

Motion: **Rifaat**

Second: **Subinsky**

Vote: **Carries**

Abstaining: **Brave**

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)

Speakers: Michael Huffmaster, Jane Cahill West, - opposed (request revision)

A motion was made to suspend the rules to hear from a special guest.

Motion: **Bryant**

Second: **Edminster**

Vote: **Unanimous**

Abstaining: **None**

Mayor Turner presented Proclamation to former Chair Mark Kilkenny.

Item I. was resumed.

Additional speakers: Shelley Kennedy – supportive, Tomara Bell, Supportive/opposed, Steven Vealey – request revision, Mike Van Dusen - Undecided , Diane Merin – request revision, Dan Piette-supportive, Mary Blitzer -supportive, Neil Verma – supportive with amendment

The public hearing was closed. No staff recommendation.

II. Semi-annual Report of the Capital Improvements Advisory Committee On Water and Wastewater Impact Fees (Rudy Moreno)

Staff recommendation: Accept recommendation per staff report, and forward to City Council.

Commission action: Accepted recommendation per staff report, and forwarded to City Council.

Motion: **Nelson**

Second: **Kilkenny**

Vote: **Unanimous**

Abstaining: **None**

III. Semi-annual Report of the Capital Improvements Advisory Committee On Drainage Impact Fees (Rudy Moreno)

Staff recommendation: Accept recommendation per staff report, and forward to City Council.

Commission action: Accepted recommendation per staff report, and forwarded to City Council Staff

Motion: **Nelson**

Second: **Alleman**

Vote: **Unanimous**

Abstaining: **None**

IV. PLATTING ACTIVITY (Consent and Replat items A and B, 1- 77)

Staff recommendations for items **23 and 24** was modified from Approve to Defer. Item **27** was taken out of order, to be heard with item 104. Items removed for separate consideration: **10, and 61.**

Staff recommendation: Approve staff's recommendations for items **1 – 77** subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendations for items **1 – 77** subject to the CPC 101 form conditions.

Motion: **Bohan**

Second: **Rifaat**

Vote: **Unanimous**

Abstaining: **None**

Commissioners Edminster and Kilkenny recused themselves.

Staff recommendation: Approve staff's recommendations for items **10, and 61**, subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendations for items **10, and 61**, subject to the CPC 101 form conditions.

Motion: **Porras-Pirtle**

Second: **Bryant**

Vote: **Unanimous**

Abstaining: **None**

Commissioners Edminster and Kilkenny returned.

C PUBLIC HEARINGS

78 Broadmoor Addition partial replat no 2

C3N

Approve

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

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

Motion: **Garza**

Second: **Alleman**

Vote: **Carries**

Abstaining: **Rifaat**

Speakers: Marco Matranga, and Karina Pal-Montano – opposed, Dave Strickland, Applicant.

79 East Village North

C3N

Approve

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**

Commissioners Alleman and Nelson recused themselves.

80 Hyde Park Heights 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: **Kilkenny**

Second: **Rifaat**

Vote: **Unanimous**

Abstaining: **None**

Commissioners Alleman and Nelson returned.

81 Mangum Manor Sec 1 partial replat no 1

C3N

Approve

Staff recommendation: Deny the variance and disapprove the plat subject to the CPC 101 form conditions.

Commission action: Approved the variance and the plat for the life of the structure, subject to the CPC 101 form conditions.

Motion: **Davis**

Second: **Subinsky**

Vote: **Carries**

Opposed: **Alleman,**

Brave, Garza, Kilkenny, Nelson, Porras-Pirtle, Abstaining: **Anderson, Bohan**

Speakers: Joyce Owens, Applicant, Anthony Salazar – supportive of request

82 Nueces Park Place Sec 1 replat no 1

C3N

Approve

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

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

Motion: **Garza**

Second: **Rifaat**

Vote: **Carries**

Opposed: **Garza**

83 Southridge Crossing Sec 7 partial replat no 1

C3N

Approve

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

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

Motion: **Edminster**

Second: **Kilkenny**

Vote: **Unanimous**

Abstaining: **None**

84 Spring Knoll Estates 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: **Bryant** Second: **Rifaat** Vote: **Unanimous** Abstaining: **None**

85 Townley Place partial replat no 2 C3N Approve

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

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

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

86 Windsor Place Addition partial replat no 3 C3N Approve

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

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

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

D VARIANCES

87 Albe 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: **Bryant** Second: **Rifaat** Vote: **Unanimous** Abstaining: **None**

88 Aldine Westfield Self Storage Sec 2 C2 Approve

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

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

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

Items 89, 90 and 91 were taken together at this time.

89 Ashley Pointe GP GP Approve

90 Ashley Pointe Sec 14 C3R Approve

91 Ashley Pointe Sec 15 C3R 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: **Bryant** Second: **Anderson** Vote: **Unanimous** Abstaining: **None**

92 Doctors Center Sec 2 partial replat no 1 C2R 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: **Kilkenny** Second: **Bohan** Vote: **Unanimous** Abstaining: **None**

93 Estates at Mansfield Street C3R Deny
Staff recommendation: Deny the variance and disapprove the plat subject to the CPC 101 form conditions.
Commission action: Denied the variance and disapproved the plat subject to the CPC 101 form conditions.
Motion: **Subinsky** Second: **Bohan** Vote: **Unanimous** Abstaining: **None**
Speaker: Uriel Figuerre, Applicant – Supportive.

94 Fairgrounds Extension partial replat no 3 C2R Approve
Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.
Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.
Motion: **Kilkenny** Second: **Alleman** Vote: **Unanimous** Abstaining: **None**

95 Harris County MUD no 285 C2 Approve
Wastewater Treatment Plant no 2
Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.
Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.
Motion: **Edminster** Second: **Anderson** Vote: **Unanimous** Abstaining: **None**

96 Harvest Land 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: **Anderson** Second: **Kilkenny** Vote: **Unanimous** Abstaining: **None**

97 Heights Center at Center Street 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: **Davis** Second: **Bryant** Vote: **Unanimous** Abstaining: **None**

Items 98 and 99 were taken together at this time.

98 Lakewood Court C3P Defer
99 Lakewood Court at Louetta C2 Defer
Staff recommendation: Defer the requested variance for two weeks, per Harris County's request.
Commission action: Deferred the requested variance for two weeks, per Harris County's request.
Motion: **Kilkenny** Second: **Anderson** Vote: **Unanimous** Abstaining: **None**

Items VI and 100 were taken together at this time.

VI. Consideration of an Off-Street Parking Variance for a property located at 1403 McGowen Street.

100 McGowen Project C2R Defer
Staff recommendation: Defer the variances and the plat for two weeks, to allow the applicant time to submit revised information.

Commission action: Deferred the variance and the plat for two weeks, to allow the applicant time to submit revised information.

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

Commissioner Alleman recused herself.

101 Pine Valley Development Sec 1 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: **Porras-Pirtle** Second: **Subinsky** Vote: **Unanimous** Abstaining: **None**

Commissioner Alleman returned.

102 Pro Vision Inc replat no 1 and extension C2R Approve

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

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

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

Speaker: Richard Doebling – opposed, Richard Smith, Public Works and Engineering

Commissioner Edminster recused himself.

103 Sundance Cove GP GP Approve

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

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

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

Commissioner Edminster returned.

E SPECIAL EXCEPTIONS

Items 27 and 104 were taken together at this time.

27 Jasmine Heights Sec 8

104 Westfield Village GP GP Defer

Staff recommendation: Defer the requested special exceptions and plats.

Commission action: Deferred the requested special exceptions and plats.

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

F RECONSIDERATION OF REQUIREMENTS

105 East Helms Center C3F 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: **Bryant** Second: **Anderson** Vote: **Unanimous** Abstaining: **None**

106 Reserve at Clear Lake City Sec 10 C3P Defer
Staff recommendation: Defer the reconsideration of requirement at the Applicant's request.
Commission action: Deferred the reconsideration of requirement at the Applicant's request.
Motion: **Garza** Second: **Rifaat** Vote: **Unanimous** Abstaining: **None**

Commissioner Alleman recused herself.

107 Sheldon Ridge Sec 8 C3P Defer
Staff recommendation: Defer the reconsideration of requirements with variances and plat, for additional information.
Commission action: Deferred the reconsideration of requirements with variances and plat, for additional information.
Motion: **Bryant** Second: **Anderson** Vote: **Unanimous** Abstaining: **None**

Commissioner Alleman returned.

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

G	EXTENSIONS OF APPROVAL		
108	Colina Homes on Darling Street	EOA	Approve
109	South Meadow Place Sec 1	EOA	Approve
110	Towne Lake Sec 43	EOA	Approve

H NAME CHANGES
NONE

I	CERTIFICATES OF COMPLIANCE		
111	19803 Holly Glen	COC	Approve
112	23332 Gains Lane	COC	Approve
113	22730 Oakley Drive	COC	Approve
114	19715 Candlelight Street	COC	Approve
115	24175 Bell Avenue	COC	Approve
116	1010 Aldine Mail Road	COC	Approve
117	27645 Peach Creek Drive	COC	Approve
118	126790 Coach Light	COC	Approve

Staff recommendation: Approve staff's recommendation for items 111 -118

Commission action: Approved staff's recommendation for items 111-118.

Motion: **Rifaat** Second: **Bryant** Vote: **Carries** Abstaining: **Edminster from 110**

J ADMINISTRATIVE
NONE

K DEVELOPMENT PLATS WITH VARIANCE REQUESTS

119	401 E. 32nd Street	DPV	Approve
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Staff recommendation: Grant and approve the development plat variances, and approve the development plat subject to the conditions listed.

Commission action: Granted and approved the development plat variances, and approve the development plat subject to the conditions listed.

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

120 711 Little John Lane

DPV

Approve

Staff recommendation: Grant and approve the development plat variances, and approve the development plat subject to the conditions listed.

Commission action: Granted and approved the development plat variances, and approve the development plat subject to the conditions listed.

Motion: **Kilkenny**

Second: **Garza**

Vote: **Unanimous**

Abstaining: **None**

V. ESTABLISH A PUBLIC HEARING DATE OF SEPTEMBER 15, 2016 FOR:

- 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

Staff recommendation: Establish a public hearing date of September 15, 2016 for items **V a - d.**

Commission action: Established a public hearing date of September 15, 2016 for items **V a - d.**

Motion: **Bryant**

Second: **Subinsky**

Vote: **Unanimous**

Abstaining: **None**

VI. Consideration of an Off-Street Parking Variance for a property located at 1403 McGowen Street. This item was considered previously, with item 100.

VII. Consideration of a hotel motel variance for a two-story motel @ Hollister Rd. located at 7255 W. Little York Rd.

Staff recommendation: Defer the requested hotel motel variance and development plat.

Commission action: Deferred the requested hotel motel variance and development plat.

Motion: **Brave**

Second: **Rifaat**

Vote: **Unanimous**

Abstaining: **None**

Speakers: Amy Peck for Councilmember Stardig; Jackson Oldham, Jonathan Emmanuel, Eileen Egan –opposed.

VIII. PUBLIC COMMENT

NONE

IX. ADJOURNMENT

There being no further business brought before the Commission, Chair Martha L. Stein adjourned the meeting at 5:07 p.m.

Motion: **Bryant**

Second: **Rifaat**

Vote: **Unanimous**

Abstaining: **None**

Martha L. Stein, Chair

Patrick Walsh, Secretary

CHAPTER 33 – PUBLIC COMMENT MODIFICATIONS

NOT YET APPROVED BY THE CITY ATTORNEY

08.26.2016

*The City of Houston is proposing amendments to Chapter 33 of the Code of Ordinances related to the **Major Thoroughfare and Freeway Plan** and the **Bicycle Master Plan**. For questions about the proposed amendments, please contact Brian Crimmins with the Planning & Development Department at (832) 393-6533 or via email at brian.crimmins@houstontx.gov.*

Remove **Sec. 33-25. – Annual major thoroughfare and freeway plan review.** from ARTICLE II and renumber reserved sections accordingly.

~~Sec. 33-25. – Annual major thoroughfare and freeway plan review.~~

~~————— Each year, on or before the first day of September, the commission shall prepare and submit to the city council a major thoroughfare and freeway plan adopted with the concurrence of the public works and engineering department. The commission may, from time to time, and shall upon the petition of any interested property owner, consider an amendment to any portion of the major thoroughfare and freeway plan relating to deleting, realigning or reclassifying streets designated on the major thoroughfare and freeway plan or adding one or more streets to the plan. An amendment approved by the commission shall not be effective unless and until approved by the city council.~~

~~Secs. 33-26 25-33-50. – Reserved.~~

Add a new article, **ARTICLE IX. - MAJOR PLANS** to read as follows:

ARTICLE IX. - MAJOR PLANS

DIVISION 1. – IN GENERAL

Sec. 33-350. – Definitions.

The following definitions shall apply to this article:

Bicycle shall mean a vehicle propelled by human power that has two tandem wheels at least one of which is more than 14 inches in diameter.

~~*Bicycle facilities* shall mean infrastructure designed or intended for the use of bicycles including, but not limited to, designated bicycle routes, on-street bicycle lanes, off-street paths or trails, and bicycle share system stations.~~

~~—————~~ *Director* shall mean the director of the planning and development department or the director's designee(s).

Director of parks and recreation shall mean the director of the parks and recreation department or the director's designee(s).

Director of public works and engineering shall mean the director of the department of public works and engineering or the director's designee(s).

CHAPTER 33 – PUBLIC COMMENT MODIFICATIONS

NOT YET APPROVED BY THE CITY ATTORNEY

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MTFP shall mean the major thoroughfare and freeway plan.

Street shall mean an existing or proposed public right-of-way, however designated, that provides access to adjacent property.

Secs. 33-351 – 33-369. – Reserved.

DIVISION 2. – MAJOR THOROUGHFARE AND FREEWAY PLAN

Sec. 33-370. – Scope.

The city shall adopt a major thoroughfare and freeway plan to preserve and enhance ~~multi-modal~~ regional mobility consistent with the general plan and other applicable plans, policies, and regulations.

Sec. 33-371 – Duties and responsibilities of the director.

- (a) It shall be the responsibility of the director to oversee the maintenance of the MTFP and make the MTFP adopted by city council and any policies adopted by the commission available to the public.
- (b) The director shall, with concurrence from the director of public works and engineering, annually prepare and submit to the commission a proposed MTFP.
- (c) The director shall present and, in consultation with the director of public works and engineering, make a recommendation to the commission on requests to amend the MTFP.
- (d) The director shall, in accordance with section 33-376 of this Code, ensure that proper notification is given prior to commission consideration of an amendment to the MTFP.

Sec. 33-372 – Duties and responsibilities of the director of public works and engineering.

The director of public works and engineering shall participate in the preparation of an annual MTFP and, when applicable, review and make recommendations to the director on proposed amendments to the MTFP prior to commission consideration.

Sec. 33-373 - Duties and responsibilities of the commission.

- (a) Each year, on or before the first day of September, the commission shall consider the annual MTFP prepared by the director and submit the recommended MTFP to city council.

CHAPTER 33 – PUBLIC COMMENT MODIFICATIONS

NOT YET APPROVED BY THE CITY ATTORNEY

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(b) The commission ~~may, from time to time, and shall upon the application of any interested property owner, establish an annual schedule to~~ consider an amendment to any portion of the MTFP relating to deleting, realigning, or reclassifying streets designated on the MTFP or adding one or more streets to the MTFP.

(c) The commission shall hold a public hearing on the proposed MTFP or any proposed amendments to the MTFP. Upon the close of the public hearing, the commission shall consider whether the proposed MTFP or the proposed amendments further the objectives of the scope outlined in section 33-370 of this Code. The commission shall vote to recommend the adoption of the proposed MTFP or the proposed amendments to city council, refer the proposed MTFP or the proposed amendments back to the director for further study and evaluation, defer consideration of the proposed MTFP or the proposed amendments to a future meeting, or disapprove the proposed MTFP or the proposed amendments. Any amendment or MTFP approved by the commission under this section shall not be effective until approved by the city council.

(d) Following a public hearing, the commission is authorized ~~to~~, by majority vote of its members, to adopt formal policies related to the administration, implementation, and interpretation of the MTFP.

Sec. 33-374 - Duties and responsibilities of the city council.

Each year city council is authorized to adopt the MTFP on the recommendation of the commission and shall vote to approve the recommendation of the commission or disapprove the recommendation of the commission and refer the MTFP back to the commission for further consideration.

Sec. 33-375. Application to amend the plan by an interested property owner.

(a) An interested property owner or the owner's designee may make written application to the department to delete, realign, or reclassify one or more streets designated on the MTFP or to add one or more streets to the MTFP. An application for such an amendment shall include a completed application in the form prescribed by the director and be accompanied by the non-refundable fee set forth for this provision in the city fee schedule.

(b) Prior to the filing of an application with the department, the applicant shall meet with the director. The director shall conduct a preliminary review of the application during the pre-submittal meeting and advise the applicant on possible alternatives, if any, related to the proposed amendment.

(c) The director shall review the application for completeness. If the director determines the application is complete, the director shall present the proposed amendment for commission consideration at the next meeting where the commission is scheduled to consider amendments to the MTFP. If the director determines that an application is not complete, the application shall be returned to the applicant. An incomplete application that is not made

CHAPTER 33 – PUBLIC COMMENT MODIFICATIONS

NOT YET APPROVED BY THE CITY ATTORNEY

08.26.2016

complete within a timely manner as prescribed by the director or by formal commission policy shall not be considered by the commission.

(d) If the commission votes to disapprove the application to amend the MTFP filed under this section or if the commission approves a related alternative to the requested amendment, any street included within the application is ineligible for inclusion in a new application for a period of five years from the date of the final action by the commission. The director may allow an ineligible street to be included in a new application upon receipt of new information not known to the applicant at the time of the prior application regarding changed circumstances that the director determines warrants the inclusion of the street in a new application.

Sec. 33-376. Notification requirements

(a) Except as provided in subsection (d), ~~notice shall be given~~ the director shall give notice by first class mail to property owners identified on the most current appraisal district records that will be directly impacted by the proposed amendments to the MTFP or related alternatives, as determined by the director. Notice shall be given no later than 15 days before the date of the public hearing. All costs associated with the notice requirements of this subsection shall be paid by the applicant.

(b) Prior to the public hearing, notice by electronic mail shall be given to:

(1) Each district council member in whose district any portion of the proposed amendment or related alternative is located; and

(2) Each neighborhood association with defined boundaries registered with the department in which any portion of the proposed amendment or related alternative is located; ~~and~~

~~———— (3) ——— The director of public works and engineering.~~

(c) Notice shall be given no later than 10 days before the public hearing by publication for three consecutive days in a daily newspaper of general circulation within the city and the area of extraterritorial jurisdiction.

(d) When, in the judgement of the commission, significant public engagement has occurred related to the proposed amendment that meets the adopted policies established by the commission, the notification provisions of subsections (b) and (c) of this section shall be considered sufficient to allow for the commission consideration of the amendment.

Secs. 33-377 – 33-389. Reserved.

DIVISION 3. Bicycle Master Plan

Sec. 33-390. Scope.

CHAPTER 33 – PUBLIC COMMENT MODIFICATIONS

NOT YET APPROVED BY THE CITY ATTORNEY

08.26.2016

~~(a) — The city shall adopt and maintain a bicycle master plan that describes an overall vision for supporting bicycling as a mode of transportation in the city consistent with the general plan and other applicable plans, policies, and regulations. that incorporates projects, policies, and programs, and coordinates bicycle-related strategies for the betterment of public health, safety, and welfare of the city.~~

~~— (b) — The bicycle master plan shall include, but not be limited to:~~

~~— (1) — A vision and goals statement that describes the city's immediate and long-term objectives for bicycling;~~

~~— (2) — Implementation and coordination strategies to achieve the objectives of the vision statement and goals; and~~

~~— (3) — A digital map of existing and proposed bicycle facilities within the city limits.~~

Sec. 33-391. Duties and responsibilities of the director.

(a) The director shall oversee the maintenance and coordination of the bicycle master plan, inclusive of evaluating the need for updates to the plan, and make the bicycle master plan available to the public.

(b) The director shall, with the concurrence from the director of public works and engineering and the director of parks and recreation, and in coordination with affected city departments, formulate necessary amendments to the bicycle master plan and present the amendments to the commission for consideration.

(c) The director shall establish an open, inclusive, public process for engaging the city's diverse ethnic and cultural communities to participate in the development of the bicycle master plan and any proposed amendments to the bicycle master plan.

(d) Following the adoption of the bicycle master plan by city council, the director shall coordinate with other city departments, government agencies, and related stakeholder organizations to document and periodically report to the commission the implementation of the bicycle master plan.

~~— (e) — The director shall, on an annual basis, consider whether amendments to the digital map described in section 33-390 (b) (3) of this Code are necessary in order to incorporate changes in existing or proposed bicycle facilities. If changes to the digital map are necessary, the director shall amend the digital map and present the map, as amended, to the commission in a report.~~

CHAPTER 33 – PUBLIC COMMENT MODIFICATIONS

NOT YET APPROVED BY THE CITY ATTORNEY

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Sec. 33-392. Duties and responsibilities of city departments and offices.

The directors of departments that are related to the scope of the bicycle master plan, including but not limited to public works and engineering, parks and recreation, health, and police, shall each designate a liaison to coordinate with the director regarding implementation and amendments to the bicycle master plan.

Sec. 33-393. Duties and responsibilities of the commission.

(a) The commission shall hold a public hearing on the proposed bicycle master plan or any proposed amendments to the bicycle master plan. ~~For the purposes of this section, the annual amendment to the digital map described in section 33-390 (b)(3) of this Code shall not constitute an amendment to the bicycle master plan.~~ Upon the close of the public hearing, the commission shall consider whether the proposed bicycle master plan or the proposed amendments further the objectives outlined in section 33-390 of this Code. The commission shall vote to recommend the adoption of the proposed bicycle master plan or the proposed amendments to city council, refer the bicycle master plan or the proposed amendments back to the director for further study and evaluation, defer consideration of the proposed bicycle master plan or the proposed amendments to a future meeting, or disapprove the proposed bicycle master plan or the proposed amendments.

(b) The commission shall, upon adoption of the bicycle master plan by city council, establish a biennial schedule to review and consider the need for amendments to the bicycle master plan. Upon completion of the biennial review, the commission shall report its findings to the mayor.

(c) Following a public hearing, the commission is authorized, by majority vote of its members, to adopt formal policies related to the administration, implementation, and interpretation of the bicycle master plan.

(d) The commission is authorized to establish an advisory committee to advise and make recommendations to the commission on issues related to bicycling in the city, including, but not limited to, amendments to the bicycle master plan, bicycle safety and education, implementation or funding strategies, and promoting public participation.

Sec. 33-394. Duties and responsibilities of the city council.

The city council is authorized to adopt the bicycle master plan after conducting a public hearing on the recommendation of the commission to adopt or amend the bicycle master plan. Upon close of the public hearing, the city council shall vote to approve, disapprove, or modify the recommendation of the commission made pursuant to section 33-393 of this Code.

Secs. 33-395 – 33-500. – Reserved.

CHAPTER 33 – COMMISSION CONSIDERATION DRAFT

NOT YET APPROVED BY THE CITY ATTORNEY

08.26.2016

*The City of Houston is proposing amendments to Chapter 33 of the Code of Ordinances related to the **Major Thoroughfare and Freeway Plan** and the **Bicycle Master Plan**. For questions about the proposed amendments, please contact Brian Crimmins with the Planning & Development Department at (832) 393-6533 or via email at brian.crimmins@houstontx.gov.*

Remove **Sec. 33-25. – Annual major thoroughfare and freeway plan review.** from ARTICLE II and renumber reserved sections accordingly.

~~Sec. 33-25. – Annual major thoroughfare and freeway plan review.~~

~~————— Each year, on or before the first day of September, the commission shall prepare and submit to the city council a major thoroughfare and freeway plan adopted with the concurrence of the public works and engineering department. The commission may, from time to time, and shall upon the petition of any interested property owner, consider an amendment to any portion of the major thoroughfare and freeway plan relating to deleting, realigning or reclassifying streets designated on the major thoroughfare and freeway plan or adding one or more streets to the plan. An amendment approved by the commission shall not be effective unless and until approved by the city council.~~

~~Secs. 33-26 25-33-50. – Reserved.~~

Add a new article, **ARTICLE IX. - MAJOR PLANS** to read as follows:

ARTICLE IX. - MAJOR PLANS

DIVISION 1. – IN GENERAL

Sec. 33-350. – Definitions.

The following definitions shall apply to this article:

Bicycle shall mean a vehicle propelled by human power that has two tandem wheels at least one of which is more than 14 inches in diameter.

Director shall mean the director of the planning and development department or the director's designee(s).

Director of parks and recreation shall mean the director of the parks and recreation department or the director's designee(s).

Director of public works and engineering shall mean the director of the department of public works and engineering or the director's designee(s).

MTFP shall mean the major thoroughfare and freeway plan.

CHAPTER 33 – COMMISSION CONSIDERATION DRAFT

NOT YET APPROVED BY THE CITY ATTORNEY

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Street shall mean an existing or proposed public right-of-way, however designated, that provides access to adjacent property.

Secs. 33-351 – 33-369. – Reserved.

DIVISION 2. – MAJOR THOROUGHFARE AND FREEWAY PLAN

Sec. 33-370. – Scope.

The city shall adopt a major thoroughfare and freeway plan to preserve and enhance mobility consistent with the general plan and other applicable plans, policies, and regulations.

Sec. 33-371 – Duties and responsibilities of the director.

- (a) It shall be the responsibility of the director to oversee the maintenance of the MTFP and make the MTFP adopted by city council and any policies adopted by the commission available to the public.
- (b) The director shall, with concurrence from the director of public works and engineering, annually prepare and submit to the commission a proposed MTFP.
- (c) The director shall present and, in consultation with the director of public works and engineering, make a recommendation to the commission on requests to amend the MTFP.
- (d) The director shall, in accordance with section 33-376 of this Code, ensure that proper notification is given prior to commission consideration of an amendment to the MTFP.

Sec. 33-372 – Duties and responsibilities of the director of public works and engineering.

The director of public works and engineering shall participate in the preparation of an annual MTFP and, when applicable, review and make recommendations to the director on proposed amendments to the MTFP prior to commission consideration.

Sec. 33-373 - Duties and responsibilities of the commission.

- (a) Each year, on or before the first day of September, the commission shall consider the annual MTFP prepared by the director and submit the recommended MTFP to city council.
- (b) The commission shall establish an annual schedule to consider an amendment to any portion of the MTFP relating to deleting, realigning, or reclassifying streets designated on the MTFP or adding one or more streets to the MTFP.

CHAPTER 33 – COMMISSION CONSIDERATION DRAFT

NOT YET APPROVED BY THE CITY ATTORNEY

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(c) The commission shall hold a public hearing on the proposed MTFP or any proposed amendments to the MTFP. Upon the close of the public hearing, the commission shall consider whether the proposed MTFP or the proposed amendments further the objectives of the scope outlined in section 33-370 of this Code. The commission shall vote to recommend the adoption of the proposed MTFP or the proposed amendments to city council, refer the proposed MTFP or the proposed amendments back to the director for further study and evaluation, defer consideration of the proposed MTFP or the proposed amendments to a future meeting, or disapprove the proposed MTFP or the proposed amendments. Any amendment or MTFP approved by the commission under this section shall not be effective until approved by the city council.

(d) Following a public hearing, the commission is authorized, by majority vote of its members, to adopt formal policies related to the administration, implementation, and interpretation of the MTFP.

Sec. 33-374 - Duties and responsibilities of the city council.

Each year city council is authorized to adopt the MTFP on the recommendation of the commission and shall vote to approve the recommendation of the commission or disapprove the recommendation of the commission and refer the MTFP back to the commission for further consideration.

Sec. 33-375. Application to amend the plan by an interested property owner.

(a) An interested property owner or the owner's designee may make written application to the department to delete, realign, or reclassify one or more streets designated on the MTFP or to add one or more streets to the MTFP. An application for such an amendment shall include a completed application in the form prescribed by the director and be accompanied by the non-refundable fee set forth for this provision in the city fee schedule.

(b) Prior to the filing of an application with the department, the applicant shall meet with the director. The director shall conduct a preliminary review of the application during the pre-submittal meeting and advise the applicant on possible alternatives, if any, related to the proposed amendment.

(c) The director shall review the application for completeness. If the director determines the application is complete, the director shall present the proposed amendment for commission consideration at the next meeting where the commission is scheduled to consider amendments to the MTFP. If the director determines that an application is not complete, the application shall be returned to the applicant. An incomplete application that is not made complete within a timely manner as prescribed by the director or by formal commission policy shall not be considered by the commission.

(d) If the commission votes to disapprove the application to amend the MTFP filed under this section or if the commission approves a related alternative to the requested amendment, any street included within the application is ineligible for inclusion in a new

CHAPTER 33 – COMMISSION CONSIDERATION DRAFT

NOT YET APPROVED BY THE CITY ATTORNEY

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application for a period of five years from the date of the final action by the commission. The director may allow an ineligible street to be included in a new application upon receipt of new information not known to the applicant at the time of the prior application regarding changed circumstances that the director determines warrants the inclusion of the street in a new application.

Sec. 33-376. Notification requirements

(a) Except as provided in subsection (d), the director shall give notice by first class mail to property owners identified on the most current appraisal district records that will be directly impacted by the proposed amendments to the MTFP or related alternatives, as determined by the director. Notice shall be given no later than 15 days before the date of the public hearing. All costs associated with the notice requirements of this subsection shall be paid by the applicant.

(b) Prior to the public hearing, notice by electronic mail shall be given to:

- (1) Each district council member in whose district any portion of the proposed amendment or related alternative is located; and
- (2) Each neighborhood association with defined boundaries registered with the department in which any portion of the proposed amendment or related alternative is located.

(c) Notice shall be given no later than 10 days before the public hearing by publication for three consecutive days in a daily newspaper of general circulation within the city and the area of extraterritorial jurisdiction.

(d) When, in the judgement of the commission, significant public engagement has occurred related to the proposed amendment that meets the adopted policies established by the commission, the notification provisions of subsections (b) and (c) of this section shall be considered sufficient to allow for the commission consideration of the amendment.

Secs. 33-377 – 33-389. Reserved.

DIVISION 3. Bicycle Master Plan

Sec. 33-390. Scope.

The city shall adopt and maintain a bicycle master plan for supporting bicycling as a mode of transportation in the city consistent with the general plan and other applicable plans, policies, and regulations.

Sec. 33-391. Duties and responsibilities of the director.

CHAPTER 33 – COMMISSION CONSIDERATION DRAFT

NOT YET APPROVED BY THE CITY ATTORNEY

08.26.2016

(a) The director shall oversee the maintenance and coordination of the bicycle master plan, inclusive of evaluating the need for updates to the plan, and make the bicycle master plan available to the public.

(b) The director shall, with the concurrence from the director of public works and engineering and the director of parks and recreation, and in coordination with affected city departments, formulate necessary amendments to the bicycle master plan and present the amendments to the commission for consideration.

(c) The director shall establish an open, inclusive, public process for engaging the city's diverse ethnic and cultural communities to participate in the development of the bicycle master plan and any proposed amendments to the bicycle master plan.

(d) Following the adoption of the bicycle master plan by city council, the director shall coordinate with other city departments, government agencies, and related stakeholder organizations to document and periodically report to the commission the implementation of the bicycle master plan.

Sec. 33-392. Duties and responsibilities of city departments and offices.

The directors of departments that are related to the scope of the bicycle master plan, including but not limited to public works and engineering, parks and recreation, health, and police, shall each designate a liaison to coordinate with the director regarding implementation and amendments to the bicycle master plan.

Sec. 33-393. Duties and responsibilities of the commission.

(a) The commission shall hold a public hearing on the proposed bicycle master plan or any proposed amendments to the bicycle master plan. Upon the close of the public hearing, the commission shall consider whether the proposed bicycle master plan or the proposed amendments further the objectives outlined in section 33-390 of this Code. The commission shall vote to recommend the adoption of the proposed bicycle master plan or the proposed amendments to city council, refer the bicycle master plan or the proposed amendments back to the director for further study and evaluation, defer consideration of the proposed bicycle master plan or the proposed amendments to a future meeting, or disapprove the proposed bicycle master plan or the proposed amendments.

(b) The commission shall, upon adoption of the bicycle master plan by city council, establish a biennial schedule to review and consider the need for amendments to the bicycle master plan. Upon completion of the biennial review, the commission shall report its findings to the mayor.

CHAPTER 33 – COMMISSION CONSIDERATION DRAFT

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(c) Following a public hearing, the commission is authorized, by majority vote of its members, to adopt formal policies related to the administration, implementation, and interpretation of the bicycle master plan.

(d) The commission is authorized to establish an advisory committee to advise and make recommendations to the commission on issues related to bicycling in the city, including, but not limited to, amendments to the bicycle master plan, bicycle safety and education, implementation or funding strategies, and promoting public participation.

Sec. 33-394. Duties and responsibilities of the city council.

The city council is authorized to adopt the bicycle master plan after conducting a public hearing on the recommendation of the commission to adopt or amend the bicycle master plan. Upon close of the public hearing, the city council shall vote to approve, disapprove, or modify the recommendation of the commission made pursuant to section 33-393 of this Code.

Secs. 33-395 – 33-500. – Reserved.

Item		App	
No.	Subdivision Plat Name	Type	Deferral
A-Consent			
1	Arbor Trails Sec 3	C3P	
2	Blue Creek Sec 1 partial replat no 2 and extension	C3F	
3	Breckenridge Forest GP	GP	
4	Breckenridge Forest Sec 13	C3P	DEF2
5	Bridgeland Parkland Crossing Street Dedication Sec 1	SP	DEF1
6	Bridgeland Parkland Village Sec 4	C3F	DEF1
7	Broad Oaks partial replat no 8	C3F	
8	Broadmoor Addition partial replat no 2	C3F	
9	Colonial Parkway Reserve	C2	
10	Crosby Village Sec 3	C3F	DEF1
11	Cypress Green GP	GP	
12	Diffco Park	C2	DEF1
13	DPS Southeast	C2	
14	Eado Grove	C2	
15	East Aldine Town Center Sec 1	C3F	
16	Eastex Place	C2	
17	Eld Park Market	C2	
18	Elyson Falls Drive Street Dedication Sec 2	C3P	
19	Elyson Sec 11	C3P	
20	Elyson Sec 12	C3P	
21	First Choice New Caney	C2	
22	Glen Cove Addition Partial replat no 1 replat no 1	C3F	
23	Grand Vista Sec 20	C3P	
24	Grave Enclave	C2	
25	Greenhouse Road Street Dedication Sec 6	C3F	
26	Hampton Creek Sec 8	C3F	DEF1
27	Hampton Creek Sec 9	C3F	DEF1
28	Harvest Green GP	GP	
29	Harvest Green Sec 15	C3P	
30	HCMUD No 406 Detention Pond No 3	C3F	
31	Hurtados Reserve on Telephone	C2	
32	Hyde Park Heights partial replat no 2	C3F	
33	Ipanema Business Park	C2	
34	Juergen Business Park	C2	
35	Katy Pointe GP	GP	
36	Katy Pointe Sec 1	C3P	
37	Kolbe Farms partial replat no 6	C3F	
38	Lakes at Mason Park Sec 5	C3P	
39	Lakes of Bella Terra Reserve Sec 3	C2	
40	Lakewood Pines Sec 5	C3F	DEF2
41	Life Family Cypress Campus	C2	
42	Mangum Manor 1 partial replat no 1	C3F	

Item No.	Subdivision Plat Name	App	
		Type	Deferral
43	Mason Road in Fieldstone Street Dedication Sec 1	SP	
44	Mason Road in Fieldstone Street Dedication Sec 2	SP	
45	Meadows at Westfield Village Sec 1	C3P	
46	Millwork Sec 1	C2	
47	Morton Creek Ranch Sec 13	C3F	
48	Muoneke Estates	C3F	
49	Museum of Fine Arts Houston Sec 2	C2	
50	New Berry Road	C2	
51	Newport Sec 9	C3F	DEF1
52	Newport Southwest Sec 1	C3P	
53	Nivocom Sec 1	C2	
54	Park West Green Sec 3	C3P	
55	Pinecrest GP	GP	
56	Restoration Temple Center	C2	
57	Retreat at the Commons of Lake Houston Sec 1	C2	
58	Richmond Motors	C2	DEF1
59	Rio	C3F	DEF1
60	Rodgers Corner	C2	
61	Royal Brook at Kingwood Sec 18	C3P	
62	Saddle Ridge Sec 6	C3F	
63	Silver Ranch Sec 15	C3F	
64	Sitaram Park	C2	
65	Somerset Green Sec 7	C3F	
66	Southridge Crossing Sec 7 partial replat no 1	C3F	
67	Spring Knoll Estates replat no 1	C3F	
68	Stillwater Cove Sec 2	C3F	
69	Telge Ranch Sec 1	C3F	
70	Terraces at Blue Bell Village Sec 1	C3F	
71	Townley Place partial replat no 2	C3F	
72	West Court partial replat no 6	C3F	
73	Westgreen Developments GP	GP	DEF1
74	Wheeler Avenue Baptist Church Central	C3F	
75	Wheeler Avenue Baptist Church South	C3F	
76	Wildwood at Oakcrest North Sec 22	C3F	
77	Windsor Place Addition partial replat no 3	C3F	
78	Woodlands Creekside Park West Sec 37	C3F	

B-Replats

79	Ahmed Estates	C2R	
80	Airway at Greens Road	C2R	
81	Angel Cove	C2R	DEF2
82	Ardmore 288 Donuts Group	C2R	
83	Butterfly Plaza	C2R	
84	Campbell Grove	C2R	

Item No.	Subdivision Plat Name	App	
		Type	Deferral
85	Creekmont Grove	C3R	
86	Estate at Sixty Three Hundred Woodway	C2R	DEF1
87	Grand Vista Lakes Drive and Reserves partial replat no 1	C2R	
88	Houston Heights partial replat no 17	C2R	
89	Lincoln Century	C2R	
90	Martindale Express	C2R	
91	MGHI Interests	C2R	
92	Mogun House Delmar	C2R	
93	Riverwall Heights	C2R	
94	Schurmier Pointe Reserves	C3R	
95	Stellar Long Point	C2R	DEF1
96	Taco Bell at Rayford Road	C2R	
97	Tierra Vision Estates	C2R	
98	West 24th Street Grove	C2R	
99	Westside Lexus	C2R	

C-Public Hearings Requiring Notification

100	East Village North	C3N	DEF2
101	Evergreen Villas Sec 1 partial replat no 1	C3N	
102	Westover partial replat no 2	C3N	
103	Willow Trace Sec 1 partial replat no 1 and extension	C3N	

D-Variances

104	Eado Point	C3P	
105	Lakewood Court	C3P	DEF2
106	Lakewood Court at Louetta	C2	DEF2
107	Lakewood Pines Sec 5	C3P	
108	McGowen Project	C2R	DEF1
109	Newport Southwest GP	GP	
110	SER Jobs for Progress Campus	C2	
111	Sundance Cove GP	GP	DEF1

E-Special Exceptions

112	Westfield Village GP	GP	DEF1
113	Jasmine Heights Sec 8	C3P	DEF1

F-Reconsideration of Requirements

114	Ashley Pointe Sec 14	C3R	
115	Camillo North Eldridge Tract	C2	
116	Master Mark Plaza	C2R	
117	Reserve at Clear Lake City Sec 10	C3P	DEF2
118	Sheldon Ridge Sec 8	C3P	DEF1

Item		App	
No.	Subdivision Plat Name	Type	Deferral
119	Stone Henge	C2	

G-Extensions of Approval

120	El Pollo Loco Northpark	EOA	
121	Elrod Road Data Center	EOA	
122	Enclave at Longwood Sec 1	EOA	
123	Energy Plaza West Office Park	EOA	
124	Forest Village Sec 9	EOA	
125	Master Mark Plaza	EOA	
126	Reserve at Cutten	EOA	
127	Rivergrove Sec 5	EOA	
128	Singh Brothers Trucking	EOA	
129	Westhaven Villas Sec 1 partial replat no 3	EOA	

H-Name Changes

None

I-Certification of Compliance

130	20492 Old Sorters Road	COC	
131	20617 Leaf Lane	COC	
132	20621 Leaf Lane	COC	
133	19751 Hill Top Lane	COC	
134	19698 Holly Glenn	COC	
135	20926 Baldwin Street	COC	
136	22725 Ford Road	COC	

J-Administrative

None

K-Development Plats with Variance Requests

137	10603 Longmont Drive	DPV	
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Platting Summary**Houston Planning Commission****PC Date: September 01, 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	Arbor Trails Sec 3	2016-1404	C3P	Harris	ETJ	333G	8.90	0.00	55	L&E Boettcher Family Partnership	Van De Wiele & Vogler, Inc.
2	Blue Creek Sec 1 partial replat no 2 and extension	2016-1400	C3F	Harris	ETJ	370U	0.46	0.15	3	Smith & Cerasuolo, LLP	Pape-Dawson Engineers
3	Breckenridge Forest GP	2016-1434	GP	Harris	ETJ	293Y	278.31	0.00	0	aurous development	Van De Wiele & Vogler, Inc.
4	Breckenridge Forest Sec 13 (DEF2)	2016-1220	C3P	Harris	ETJ	293Y	47.52	9.78	182	D.R. Horton-Texas Ltd., A Texas Limited Partnership	Van De Wiele & Vogler, Inc.
5	Bridgeland Parkland Crossing Street Dedication Sec 1 (DEF1)	2016-1344	SP	Harris	ETJ	366T	2.82	0.00	0	Bridgeland Development, LP	Costello, Inc.
6	Bridgeland Parkland Village Sec 4 (DEF1)	2016-1319	C3F	Harris	ETJ	366S	14.46	2.44	48	Bridgeland Development, LP	McKim & Creed, Inc.
7	Broad Oaks partial replat no 8	2016-1461	C3F	Harris	City	491L	0.44	0.00	2	Abercrombie Custom Homes, LP	Vernon G. Henry & Associates, Inc.
8	Broadmoor Addition partial replat no 2	2016-1414	C3F	Harris	City	494X	0.14	0.00	3	John Abel Construction	replats.com
9	Colonial Parkway Reserve	2016-1386	C2	Harris	ETJ	445Z	3.67	3.67	0	LANDMARK INDUSTRIES ENERGY, LLC	Century Engineering, Inc
10	Crosby Village Sec 3 (DEF1)	2016-1332	C3F	Harris	ETJ	419C	9.26	0.06	56	GEORGE	Broussard Land Surveying, LLC
11	Cypress Green GP	2016-1379	GP	Harris	ETJ	285V	634.84	0.00	0	MCALISTER INVESTMENT REAL ESTATE	Jones Carter - Woodlands Office
12	Diffco Park (DEF1)	2016-1278	C2	Harris	ETJ	287K	8.13	8.13	0	Diffco LLC	PROSURV
13	DPS Southeast	2016-1478	C2	Harris	City	577S	11.57	11.57	0	Development 2000	PROSURV
14	Eado Grove	2016-1430	C2	Harris	City	493M	1.55	1.55	0	Sage Durham, Ltd.	Windrose
15	East Aldine Town Center Sec 1	2016-1440	C3F	Harris	City/ ETJ	414E	61.57	56.36	0	County of Harris	Harris Engineer 1
16	Eastex Place	2016-1453	C2	Harris	City	375N	3.14	3.14	0	Texas Travel Inn	Owens Management Systems, LLC
17	Eld Park Market	2016-1394	C2	Harris	City	528B	1.39	1.39	0	Axis Development	South Texas Surveying Associates, Inc.
18	Elyson Falls Drive Street Dedication Sec 2	2016-1450	C3P	Harris	ETJ	405T	1.70	0.00	0	Newland Communities	BGE Kerry R. Gilbert Associates
19	Elyson Sec 11	2016-1451	C3P	Harris	ETJ	405P	23.70	6.59	71	Newland Communities	BGE Kerry R. Gilbert Associates
20	Elyson Sec 12	2016-1452	C3P	Harris	ETJ	405T	26.30	10.01	73	Newland Communities	BGE Kerry R. Gilbert Associates
21	First Choice New Caney	2016-1328	C2	Montgomery	ETJ	256T	1.59	1.59	0	Kimley-Horn, Inc	Terra Surveying Company, Inc.
22	Glen Cove Addition Partial replat no 1 replat no 1	2016-1437	C3F	Harris	City	492K	1.71	1.71	0	6017 Memorial, LLC	Vernon G. Henry & Associates, Inc.

Platting Summary**Houston Planning Commission****PC Date: September 01, 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	Grand Vista Sec 20	2016-1459	C3P	Fort Bend	ETJ	526L	13.60	1.88	63	Taylor Morrison	BGE Kerry R. Gilbert Associates
24	Grave Enclave	2016-1476	C2	Harris	City	493V	0.23	0.00	6	City Quest	Bates Development Consultants
25	Greenhouse Road Street Dedication Sec 6	2016-1432	C3F	Harris	ETJ	367J	12.89	0.00	0	CW SCOA West, L.P., a Texas Limited Partnership	EHRA
26	Hampton Creek Sec 8 (DEF1)	2016-1369	C3F	Harris	ETJ	290D	56.37	37.80	89	D.R. Horton-Texas, Ltd.	Jones Carter - Woodlands Office
27	Hampton Creek Sec 9 (DEF1)	2016-1373	C3F	Harris/ Montg omery	ETJ	291A	136.73	110.66	124	D.R. Horton-Texas, Ltd.	Jones Carter - Woodlands Office
28	Harvest Green GP	2016-1441	GP	Fort Bend	ETJ	566C	1025.00	0.00	0	Johnson Development	BGE Kerry R. Gilbert Associates
29	Harvest Green Sec 15	2016-1446	C3P	Fort Bend	ETJ	526X	49.70	20.84	123	Johnson Development	BGE Kerry R. Gilbert Associates
30	HCMUD No 406 Detention Pond No 3	2016-1391	C3F	Harris	ETJ	372X	29.56	29.56	0	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT N	BGE, Inc.
31	Hurtados Reserve on Telephone	2016-1279	C2	Harris	City	575S	6.01	6.01	0	jose hurtado	Replat Specialists
32	Hyde Park Heights partial replat no 2	2016-1442	C3F	Harris	City	492V	0.11	0.00	2	Forouzan Godarzi	Total Surveyors, Inc.
33	Ipanema Business Park	2016-1403	C2	Harris	ETJ	250N	2.41	2.41	0	Ipanema Solutions LLC	Town and Country Surveyors
34	Juergen Business Park	2016-1422	C2	Harris	ETJ	326C	6.58	6.46	0	Mesquite Realty and Investment Group	Paksima Group, Inc.
35	Katy Pointe GP	2016-1444	GP	Harris	ETJ	445E	156.16	0.00	0	TELEPHONE INVESTMENTS, INC.	LJA Engineering, Inc.- (West Houston Office)
36	Katy Pointe Sec 1	2016-1447	C3P	Harris	ETJ	445E	41.10	17.79	110	TELEPHONE INVESTMENTS, INC.	LJA Engineering, Inc.- (West Houston Office)
37	Kolbe Farms partial replat no 6	2016-1469	C3F	Harris	City	450R	0.81	0.00	13	Lovett Homes	TRI-TECH SURVEYING CO., L.P./BEC-LIN ENGINEERING, L.P./GLOBAL SURVEYORS, INC.
38	Lakes at Mason Park Sec 5	2016-1390	C3P	Harris	ETJ	445R	9.96	0.00	56	BLD LAMP SECTION 5	Provident
39	Lakes of Bella Terra Reserve Sec 3	2016-1435	C2	Fort Bend	ETJ	525E	1.82	1.82	0	Fehr Grossman Coz Architects, Inc.	Texas Engineering And Mapping Company
40	Lakewood Pines Sec 5 (DEF2)	2016-1242	C3F	Harris	City	377Q	28.93	10.78	68	KB Home Lone Star, Inc.	Jones Carter
41	Life Family Cypress Campus	2016-1421	C2	Harris	ETJ	327M	3.00	2.92	0	Cypress Tabernacle United Penticostal Church	E.I.C. Surveying Company
42	Mangum Manor 1 partial replat no 1	2016-1417	C3F	Harris	City	451L	0.18	0.00	1	Anthony Salazar	Owens Management Systems, LLC
43	Mason Road in Fieldstone Street Dedication Sec 1	2016-1398	SP	Fort Bend	ETJ	526N	1.96	0.00	0	Fieldstone (Houston) ASLI VI, L.L.L.P.	Jones Carter
44	Mason Road in Fieldstone Street Dedication Sec 2	2016-1399	SP	Fort Bend	ETJ	526N	0.86	0.00	0	Fieldstone (Houston) ASLI VI, L.L.L.P.	Jones Carter

Platting Summary**Houston Planning Commission****PC Date: September 01, 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
45	Meadows at Westfield Village Sec 1	2016-1458	C3P	Harris	ETJ	446A	27.00	2.68	106	KB Home	RVi Planning + Landscape Architecture
46	Millwork Sec 1	2016-1436	C2	Harris	ETJ	528N	5.91	5.91	0	Martinez Millwork	Gessner Engineering
47	Morton Creek Ranch Sec 13	2016-1389	C3F	Harris	ETJ	445J	11.38	0.57	59	Woodmere Deveopment Co., LTD.	R.G. Miller Engineers
48	Muoneke Estates	2016-1420	C3F	Harris	ETJ	327U	6.84	0.07	6	Action Surveying	Action Surveying
49	Museum of Fine Arts Houston Sec 2	2016-1457	C2	Harris	City	493W	2.17	2.17	0	Museum of Fine Arts, Houston	C.L. Davis & Company
50	New Berry Road	2016-1401	C2	Harris	City	454E	0.39	0.39	0	D.G.& I Property Mgmt, Inc.	E.I.C. Surveying Company
51	Newport Sec 9 (DEF1)	2016-1355	C3F	Harris	ETJ	419F	17.57	3.29	83	ROCHESTER ENTERPRISES LLC, A TEXAS LIMITED LIABILITY COMPANY	Broussard Land Surveying, LLC
52	Newport Southwest Sec 1	2016-1470	C3P	Harris	ETJ	419E	27.40	9.53	73	Friendswood Development Company	BGE Kerry R. Gilbert Associates
53	Nivocom Sec 1	2016-1372	C2	Harris	ETJ	407U	2.22	2.22	0	Patel Tex Inc.	John G. Thomas and Associates, Inc. dba Thomas Land Surveying
54	Park West Green Sec 3	2016-1431	C3P	Harris	ETJ	445W	7.90	7.90	0	American Omni Development	RP & Associates
55	Pinecrest GP	2016-1445	GP	Harris	City	450J	152.56	0.00	0	Meritage Homes of Texas, LLC	Jones Carter - Woodlands Office
56	Restoration Temple Center	2016-1384	C2	Harris	ETJ	376A	2.05	2.05	0	restoration temple c.o.g.i.c.	Melissa's platting service
57	Retreat at the Commons of Lake Houston Sec 1	2016-1438	C2	Harris	City	298Z	23.62	0.00	5	Signorelli Investment Company	Texas Engineering And Mapping Company
58	Richmond Motors (DEF1)	2016-1360	C2	Harris	City	490X	0.27	0.27	0	DDFAIA	Tetra Surveys
59	Rio (DEF1)	2016-1160	C3F	Harris	City	451A	8.83	1.34	77	Contempo Builder, LLC	Vernon G. Henry & Associates, Inc.
60	Rodgers Corner	2016-1407	C2	Harris	ETJ	329T	0.56	0.56	0	249 Rodgers LLC	Town and Country Surveyors
61	Royal Brook at Kingwood Sec 18	2016-1448	C3P	Harris	City	297K	11.30	1.03	45	Friendswood Development Company	BGE Kerry R. Gilbert Associates
62	Saddle Ridge Sec 6	2016-1423	C3F	Harris	ETJ	334R	8.43	0.05	54	Castlerock Communities	IDS Engineering Group
63	Silver Ranch Sec 15	2016-1387	C3F	Fort Bend	ETJ	484P	18.19	3.55	67	Katy 309 Venture, LP a Texas limited partnership	BGE, Inc.
64	Sitaram Park	2016-1416	C2	Harris	City	454R	5.48	5.48	0	Sitaram Holdings LLC	Surv-Tex surveying Inc.
65	Somerset Green Sec 7	2016-1462	C3F	Harris	City	492A	6.36	0.16	89	Development Houston In Town LP, a Delaware limited partnership	BGE, Inc.
66	Southridge Crossing Sec 7 partial replat no 1	2016-1425	C3F	Harris	City	574V	1.52	0.06	9	Pulte Homes of Texas, L.P.	LJA Engineering, Inc.- (West Houston Office)

Platting Summary**Houston Planning Commission****PC Date: September 01, 2016**

Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
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67	Spring Knoll Estates replat no 1	2016-1396	C3F	Harris	City	450V	0.93	0.02	15	Ruben Guillen	MOMENTUM ENGINEERING
68	Stillwater Cove Sec 2	2016-1426	C3F	Harris	ETJ	616H	11.09	1.40	48	Mertiage Homes of Texas, LLC	Windrose
69	Telge Ranch Sec 1	2016-1433	C3F	Harris	ETJ	328N	28.58	12.56	72	Woodmere Development Co., LTD.	IDS Engineering Group
70	Terraces at Blue Bell Village Sec 1	2016-1465	C3F	Harris	ETJ	412F	33.61	20.59	94	Blue Bell Place Builders, LLP & Blue Bell Place Builders, Ltd.	Jones Carter - Woodlands Office
71	Townley Place partial replat no 2	2016-1415	C3F	Harris	City	455C	0.32	0.00	2	Gustavo Rodriquez	replats.com
72	West Court partial replat no 6	2016-1463	C3F	Harris	City	492U	0.11	0.00	2	UNICUS DEVELOPMENTS	Teran Group LLC
73	Westgreen Developments GP (DEF1)	2016-1362	GP	Harris	ETJ	406N	8.23	0.00	0	Christian Bach	South Texas Surveying Associates, Inc.
74	Wheeler Avenue Baptist Church Central	2016-1395	C3F	Harris	City	533D	2.98	2.98	0	Bury, Inc.	Bury
75	Wheeler Avenue Baptist Church South	2016-1397	C3F	Harris	City	533D	6.15	6.15	0	Bury, Inc.	Bury
76	Wildwood at Oakcrest North Sec 22	2016-1383	C3F	Harris	ETJ	327D	11.03	1.90	37	Lennar Homes of Texas Land and Construction, LTD	LJA Engineering, Inc.- (West Houston Office)
77	Windsor Place Addition partial replat no 3	2016-1449	C3F	Harris	City	492R	0.11	0.00	2	On Point Custom Homes	Total Surveyors, Inc.
78	Woodlands Creekside Park West Sec 37	2016-1471	C3F	Harris	ETJ	249V	26.53	10.13	70	THE WOODLANDS LAND DEVELOPMENT COMPANY, LP	LJA Engineering, Inc.- (West Houston Office)

B-Replats

79	Ahmed Estates	2016-1428	C2R	Harris	City	452M	0.20	0.20	0	Lone Star Truck Lines	Owens Management Systems, LLC
80	Airway at Greens Road	2016-1325	C2R	Harris	ETJ	373R	2.00	2.00	0	Union, Inc	HRS and Associates, LLC
81	Angel Cove (DEF2)	2016-1172	C2R	Harris	City	412N	0.46	0.00	4	HIGHHEELS TO HARDHATS	Texas Legal Media
82	Ardmore 288 Donuts Group	2016-1293	C2R	Harris	City	533K	0.21	0.21	0	DP DESIGN / ARCHITECTURAL DESIGN SERVICES	Advance Surveying, Inc.
83	Butterfly Plaza	2016-1297	C2R	Harris	City	572L	0.43	0.00	1	Russell Broussard	South Texas Surveying Associates, Inc.
84	Campbell Grove	2016-1376	C2R	Harris	City	450Y	7.01	7.01	1	Liberty Builders LLC	John G. Thomas and Associates, Inc. dba Thomas Land Surveying
85	Creekmont Grove	2016-1456	C3R	Harris	City	452E	3.47	0.45	49	Legion Builders, LLC	Total Surveyors, Inc.

Platting Summary**Houston Planning Commission****PC Date: September 01, 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
86	Estate at Sixty Three Hundred Woodway (DEF1)	2016-1310	C2R	Harris	City	491J	2.58	2.58	0	SIC RIPPLE CREEK LLC	KM Surveying LLC
87	Grand Vista Lakes Drive and Reserves partial replat no 1	2016-1392	C2R	Fort Bend	ETJ	526Q	14.84	14.84	0	Taylor Morrison of Texas Inc.	Costello, Inc.
88	Houston Heights partial replat no 17	2016-1474	C2R	Harris	City	452V	0.30	0.30	0	shawn bermudez	Replat Specialists
89	Lincoln Century	2016-1427	C2R	Harris	City	493U	0.14	0.00	3	American Citigroup Construction	Owens Management Systems, LLC
90	Martindale Express	2016-1412	C2R	Harris	City	574P	2.50	2.50	0	EAST OREM INVESTMENT, LLC	TKYL & Associates
91	MGHI Interests	2016-1424	C2R	Harris	City	452D	0.26	0.26	0	Prime Texas Surveys	Owens Management Systems, LLC
92	Mogun House Delmar	2016-1315	C2R	Harris	City	494T	0.11	0.00	2	DAMASCUS DEVELOPMENT	ICMC GROUP INC
93	Riverwall Heights	2016-1472	C2R	Harris	City	492D	0.10	0.00	2	Strong Tower Builder	Replat Specialists
94	Schurmier Pointe Reserves	2016-1413	C3R	Harris	City	574T	10.41	10.10	0	Herrera Concrete	Surv-Tex surveying Inc.
95	Stellar Long Point (DEF1)	2016-1381	C2R	Harris	City	450T	5.35	5.35	0	Liberty Builders LLC	John G. Thomas and Associates, Inc. dba Thomas Land Surveying
96	Taco Bell at Rayford Road	2016-1408	C2R	Montgomery	ETJ	253W	1.37	1.37	0	Kormex Properties LP	Andrew Lonnie Sikes, Inc.
97	Tierra Vision Estates	2016-1405	C2R	Harris	City	534Q	0.30	0.00	4	Tierra Vision, LLC	Windrose
98	West 24th Street Grove	2016-1454	C2R	Harris	City	452U	0.17	0.00	2	John Michael, LLC	Total Surveyors, Inc.
99	Westside Lexus	2016-1411	C2R	Harris	City	488D	10.04	10.04	0	FR - Lexus II Limited	M2L Associates, Inc.

C-Public Hearings Requiring Notification

100	East Village North (DEF2)	2016-0971	C3N	Harris	City	493R	1.32	1.32	0	2118 Lamar, LLC	Hovis Surveying Company Inc.
101	Evergreen Villas Sec 1 partial replat no 1	2016-1276	C3N	Harris	ETJ	416Z	0.57	0.57	0	Evergreen Villas LTD	Arborleaf Engineering & Surveying, Inc.
102	Westover partial replat no 2	2016-1263	C3N	Harris	City	493N	0.23	0.00	4	Roc Homes	Bates Development Consultants
103	Willow Trace Sec 1 partial replat no 1 and extension	2016-1152	C3N	Harris	ETJ	290P	12.90	12.90	0	Dowdell Public Utility District	Van De Wiele & Vogler, Inc.

D-Variances

104	Eado Point	2016-1443	C3P	Harris	City	493V	2.50	0.04	56	Cityside Homes, LLC	Total Surveyors, Inc.
105	Lakewood Court (DEF2)	2016-1250	C3P	Harris	ETJ	329S	23.20	11.44	51	Lakewood Court, Ltd	Jones Carter - Woodlands Office
106	Lakewood Court at Louetta (DEF2)	2016-1251	C2	Harris	ETJ	329S	0.91	0.88	0	Timmons Properties, LLC	Jones Carter - Woodlands Office
107	Lakewood Pines Sec 5	2016-1368	C3P	Harris	City	377Q	28.90	11.02	68	KB Home	BGE Kerry R. Gilbert Associates

Platting Summary**Houston Planning Commission****PC Date: September 01, 2016**

Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
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108	McGowen Project (DEF1)	2016-1222	C2R	Harris	City	493U	0.57	0.57	0	Allied Orion Group	Knudson, LP
109	Newport Southwest GP	2016-1467	GP	Harris	ETJ	419E	143.10	0.00	0	Friendswood Development Company	BGE Kerry R. Gilbert Associates
110	SER Jobs for Progress Campus	2016-1473	C2	Harris	City	534B	2.44	2.44	0	SER-Jobs for Progress of the Texas Gulf Coast, Inc.	Windrose
111	Sundance Cove GP (DEF1)	2016-1377	GP	Harris	City/ ETJ	378P	462.00	0.00	0	Madison/Foley LLC	EHRA

E-Special Exceptions

112	Westfield Village GP (DEF1)	2016-1357	GP	Harris	ETJ	446A	1560.80	0.00	0	KECH I Ltd	BGE Kerry R. Gilbert Associates
113	Jasmine Heights Sec 8 (DEF1)	2016-1361	C3P	Harris	ETJ	406W	48.20	1.48	238	DR Horton	BGE Kerry R. Gilbert Associates

F-Reconsideration of Requirements

114	Ashley Pointe Sec 14	2016-1429	C3R	Harris	ETJ	616L	32.27	19.88	43	Ashley Pointe Development, L.P.	Windrose
115	Camillo North Eldridge Tract	2016-1460	C2	Harris	ETJ	368H	1.85	0.00	1	CAMILLO PROPERTIES	Miller Survey Group
116	Master Mark Plaza	2016-1418	C2R	Harris	ETJ	370G	2.44	2.39	0	N & P Sign Systems	HRS and Associates, LLC
117	Reserve at Clear Lake City Sec 10 (DEF2)	2016-1264	C3P	Harris	City	578U	20.90	7.94	47	Trendmaker Development	BGE Kerry R. Gilbert Associates
118	Sheldon Ridge Sec 8 (DEF1)	2016-1296	C3P	Harris	ETJ	418N	13.43	3.08	47	Woodmere Development Co., LTD.	IDS Engineering Group
119	Stone Henge	2016-1410	C2	Harris	City	617E	4.38	4.38	0	Individual	South Texas Surveying Associates, Inc.

G-Extensions of Approval

120	El Pollo Loco Northpark	2015-1857	EOA	Montgomery	ETJ	296S	1.31	1.31	0	El Pollo Loco	Hovis Surveying Company Inc.
121	Elrod Road Data Center	2015-1813	EOA	Harris	ETJ	445V	21.38	21.38	0	Infotm, Inc.	Hovis Surveying Company Inc.
122	Enclave at Longwood Sec 1	2015-1640	EOA	Harris	ETJ	368A	18.92	2.56	61	HTX Land Development Company	Jones Carter
123	Energy Plaza West Office Park	2015-1801	EOA	Harris	ETJ	487C	11.18	11.18	0	MAC HAIK MANAGEMENT LLC	Half Associates, Inc.
124	Forest Village Sec 9	2015-1753	EOA	Montgomery	ETJ	292D	10.76	3.03	51	Woodmere Development Company, Limited	Van De Wiele & Vogler, Inc.
125	Master Mark Plaza	2015-1862	EOA	Harris	ETJ	370G	2.44	2.44	0	N & P Sign Systems	HRS and Associates, LLC
126	Reserve at Cutten	2015-1682	EOA	Harris	ETJ	370F	2.81	2.81	0	Chayn Mousa	Hovis Surveying Company Inc.

Platting Summary**Houston Planning Commission****PC Date: September 01, 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
127	Rivergrove Sec 5	2015-1848	EOA	Harris	ETJ	337P	13.79	0.00	69	KB Home Lone Star, Inc. a Texas Corporation	BGE, Inc.
128	Singh Brothers Trucking	2015-1897	EOA	Harris	ETJ	407R	2.25	2.25	0	JB MOTORS	ICMC GROUP INC
129	Westhaven Villas Sec 1 partial replat no 3	2015-1793	EOA	Harris	City	491S	0.30	0.00	4	Johnson Atala	REKHA ENGINEERING, INC.

H-Name Changes

None

I-Certification of Compliance

130	20492 Old Sorters Road.	16-1174	COC	Montgomery	ETJ	295H				Yvonne Smith	Amber/Two Sons Environmental
131	20617 Leaf Lane	16-1175	COC	Montgomery	ETJ	295M				Luis Escobar	Matthew Johnson
132	20621 Leaf Lane	16-1176	COC	Montgomery	ETJ	295M				Angel Martinez	Matthew Johnson
133	19751 Hill Top Lane	16-1177	COC	Montgomery	ETJ	257L				Curtis Dixon	Matthew Johnson
134	19698 Holly Glenn	16-1178	COC	Montgomery	ETJ	257L				Pabla Isabel Hernandez	Brandi Sainz
135	20926 Baldwin Street	16-1179	COC	Montgomery	ETJ	296A				Joi L. Ishee	Joi L. Ishee
136	22725 Ford Rd	16-1180	COC	Montgomery	ETJ	296G				Sergio Sanchez	Sergio Sanchez

J-Administrative

None

K-Development Plats with Variance Requests

137	10603 Longmont Drive	16080962 DPV	Harris	City	489Q					Bryan Whipple	Bryan Whipple
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Houston Planning Commission

ITEM: 100

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: East Village North (DEF2)

Applicant: Hovis Surveying Company Inc.



C – Public Hearings with Variance

Site Location

Houston Planning Commission

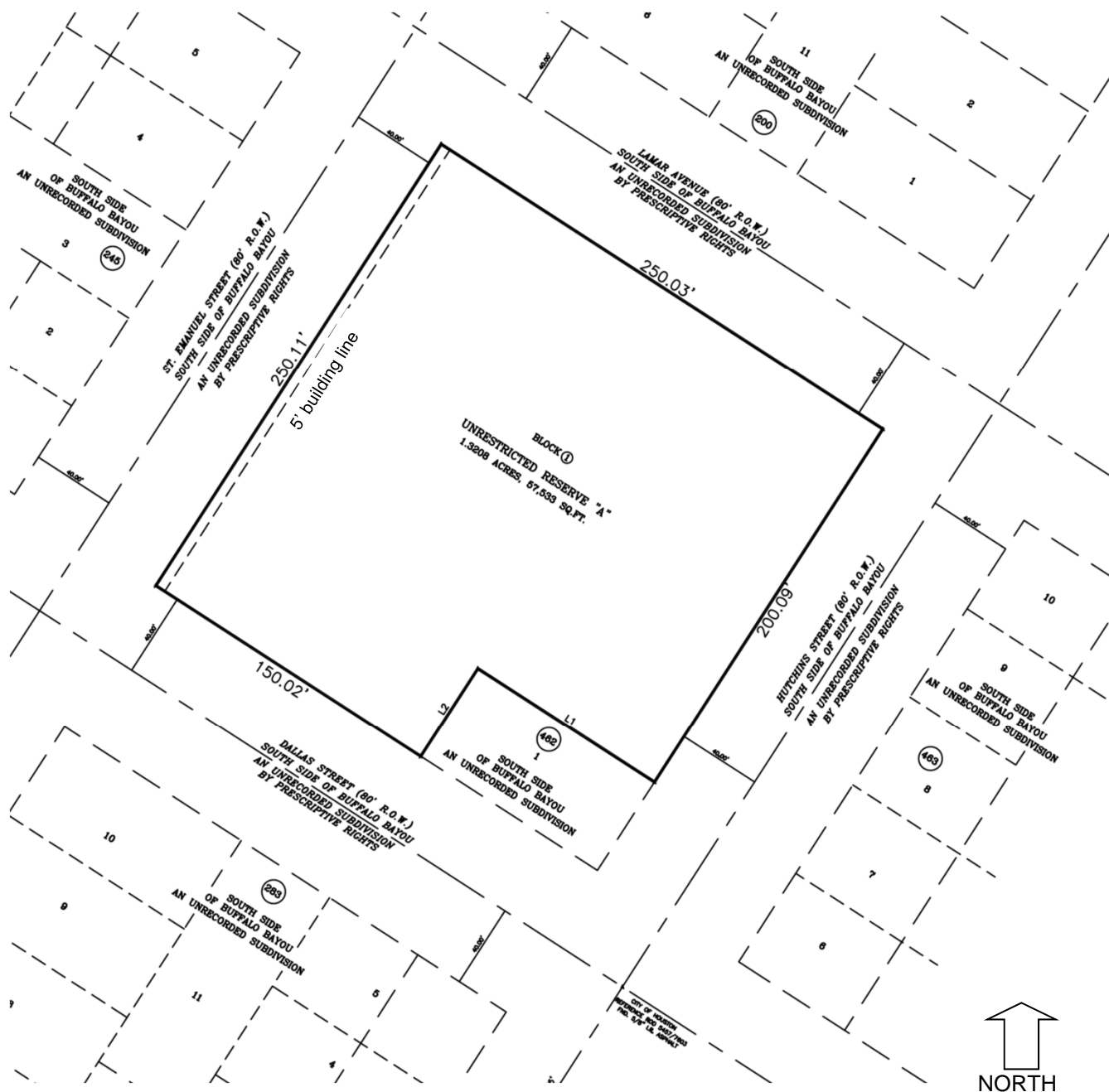
ITEM: 100

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: East Village North (DEF2)

Applicant: Hovis Surveying Company Inc.



C – Public Hearings with Variance

Subdivision

Houston Planning Commission

ITEM: 100

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: East Village North (DEF2)

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
	EXISTING CURB
	BUILDINGS
	TIRZ 15 PROPOSED SIDEWALKS
	EXISTING SIDEWALKS

BASED ON INFORMATION PROVIDED BY THE OWNER - SUBJECT TO CHANGE

METHOD architecture

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



māk

Lamar Street Pedestrian Improvements – Concept Rendering

EXISTING



NEW



Corner of Lamar and St Emanuel Pedestrian Improvements Concept Rendering

EXISTING



NEW



Pedestrian Improvements under construction along St Emanuel Street



Existing Building - Corner of Hutchins and Lamar Streets



TIRZ 15 Design Guidelines

Basis for pedestrian improvements shown on site plan. Subject to changes by TIRZ 15.

Dallas Street at Bastrop Facing West



Subject Block
East Village North

Existing



Future

TIRZ 15 Design Guidelines

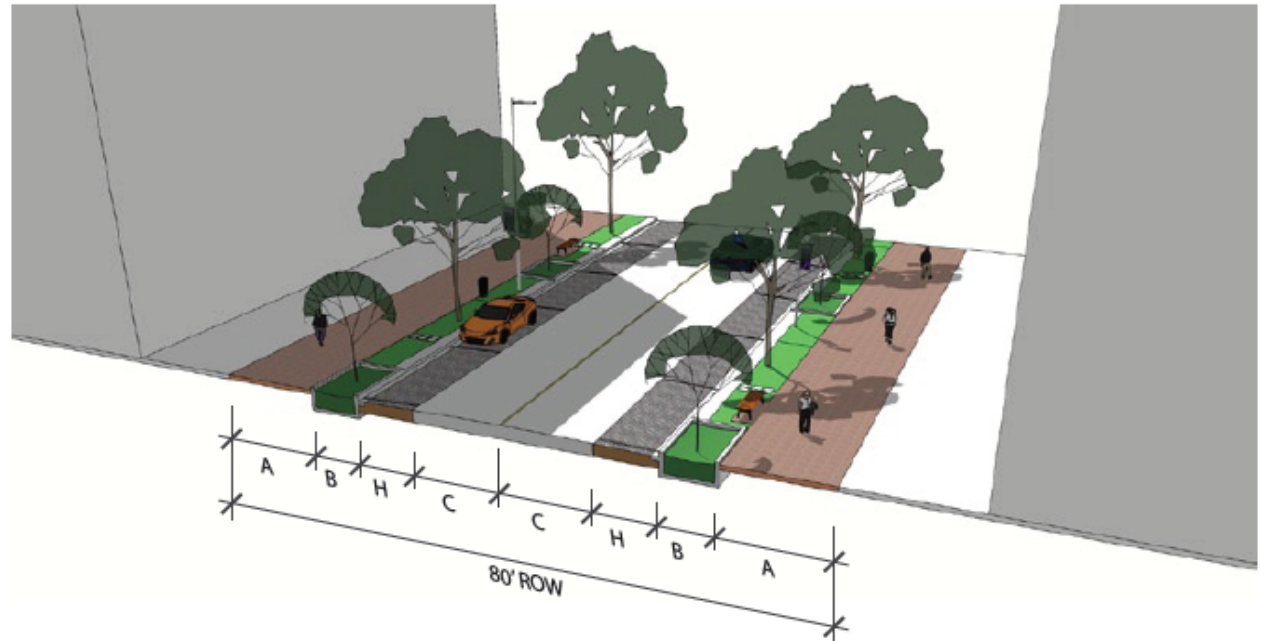
Basis for pedestrian improvements shown on site plan. Subject to changes by TIRZ 15.

Typical 80' Right-Of-Way Street Section

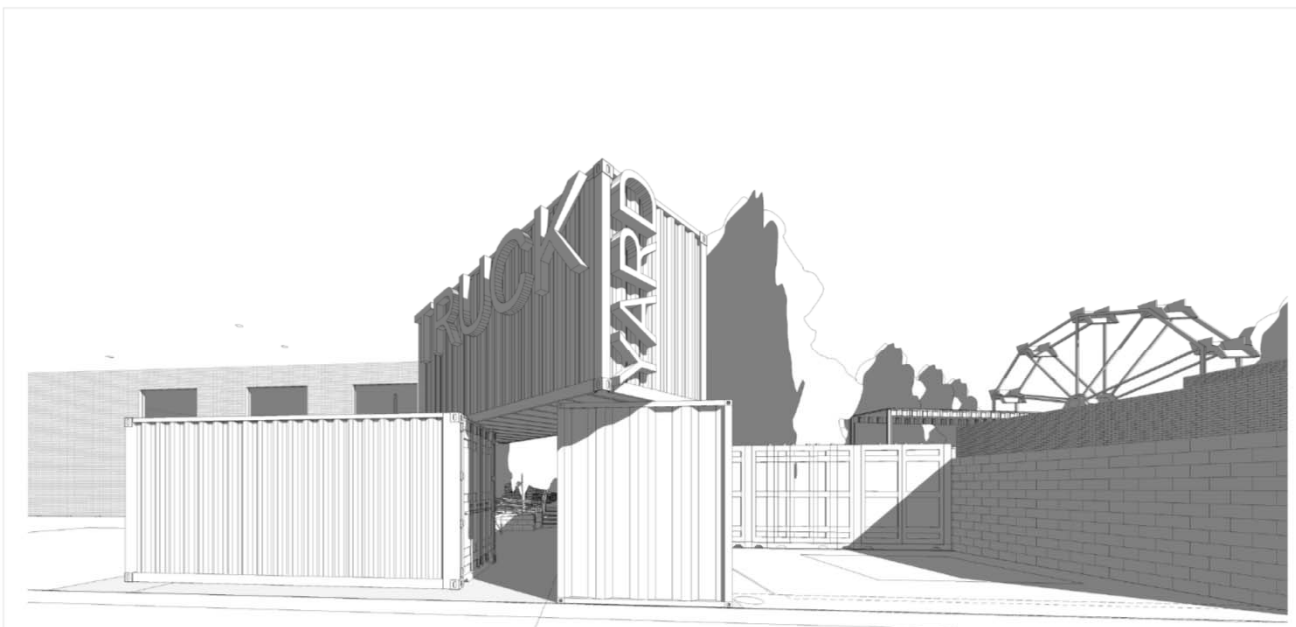


Legend

A	Pedestrian Zone	(10' - 14')
B	Landscape/Amenity Zone	(7' - 11')
C	Traffic Lane	(11')
H	Parallel Parking Lane	(8')



Conceptual Block Faces for East Village North

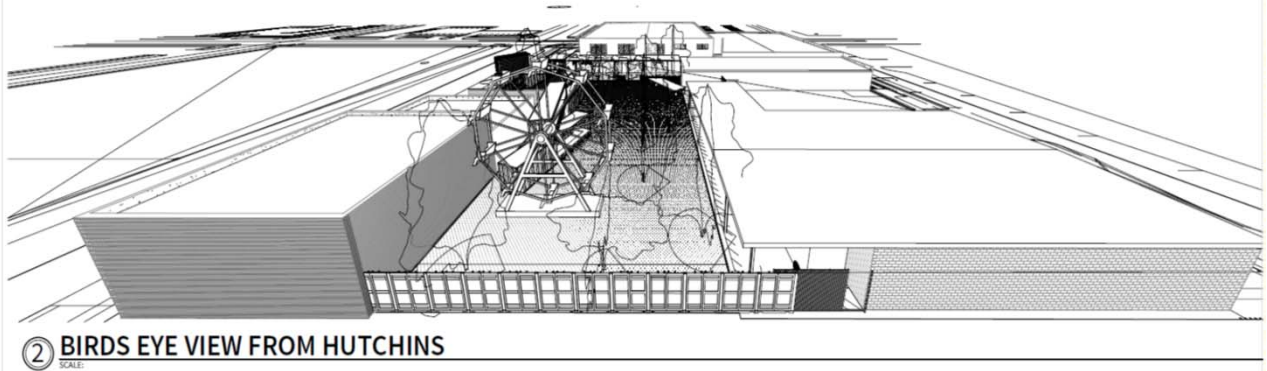


③ **VIEW OF ENTRANCE**
SCALE:

Dallas St Mid Block
Looking Northeast

Conceptual Block Faces for East Village North

Hutchins Street Mid Block Looking Northwest





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 5 foot building line along St. Emanuel Street and a zero foot building line along Dallas 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 5.6 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 5 foot building line along St. Emanuel and a zero foot building line along the other adjacent streets and to not provide the required visibility triangles. The primary purpose of this replat is to create one Unrestricted Reserve. 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 North 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 proposing to re-vitalize the existing development within this block. This development will create a 5 foot building line along St. Emanuel which will allow the existing building to not create an encroachment into the required 10 foot building line. A zero foot building line along Lamar, Hutchins and Dallas will allow for the existing development within this block to remain and not create an encroachment into the required building line and help provide

an increased pedestrian realm within this block. The zero foot building line will still allow for adequate distance from the back of curb to the face of the buildings.

(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. The area along St. Emanuel is currently under construction with approved plans for a large elevated sidewalk which will lead to a more pedestrian friendly environment within this block. This proposed development is within walking distance to the George R. Brown Convention Center and BBVA Compass Stadium and the hopes for this development is to attract and create a more pedestrian friendly environment.

(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 existing street intersections with the large paving areas currently provide for sight visibility for the approaching traffic within the area.

(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: 101

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Evergreen Villas Sec 1 partial replat no 1

Applicant: Arborleaf Engineering & Surveying, Inc.



C – Public Hearings

Site Location

Houston Planning Commission

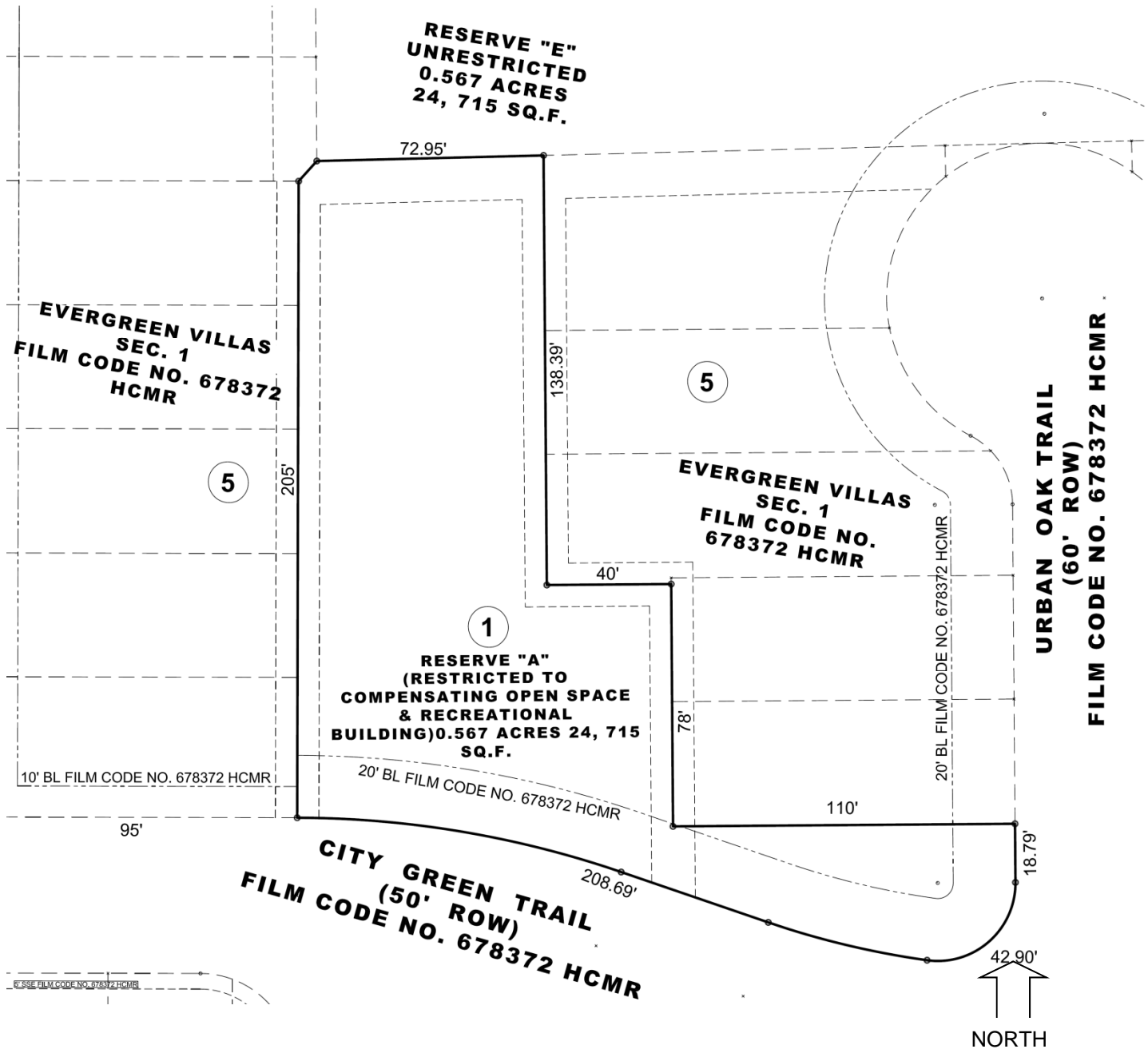
ITEM: 101

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Evergreen Villas Sec 1 partial replat no 1

Applicant: Arborleaf Engineering & Surveying, Inc.



C – Public Hearings

Subdivision

Houston Planning Commission

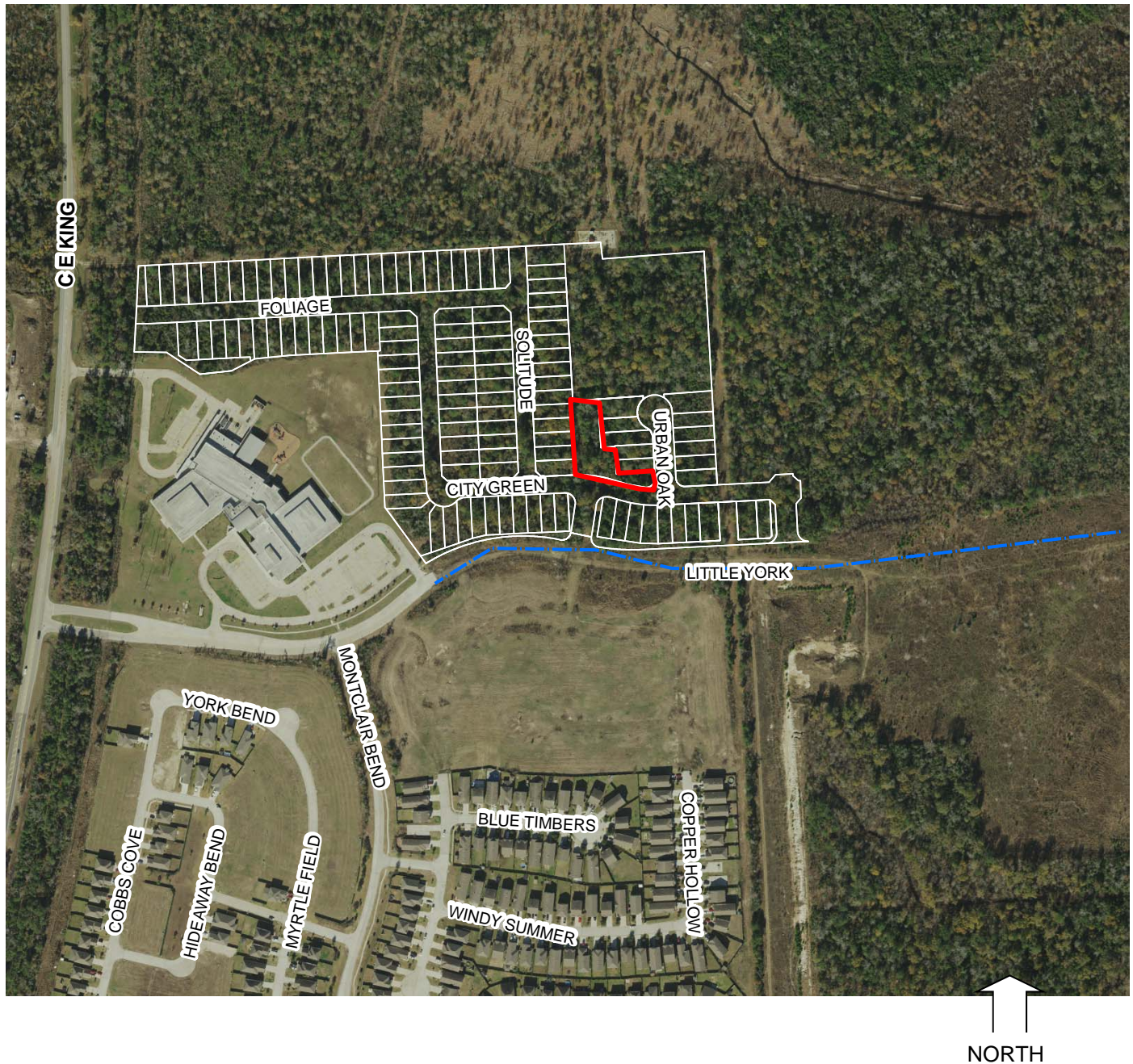
ITEM: 101

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Evergreen Villas Sec 1 partial replat no 1

Applicant: Arborleaf Engineering & Surveying, Inc.



C – Public Hearings

Aerial

Site Location

Houston Planning Commission

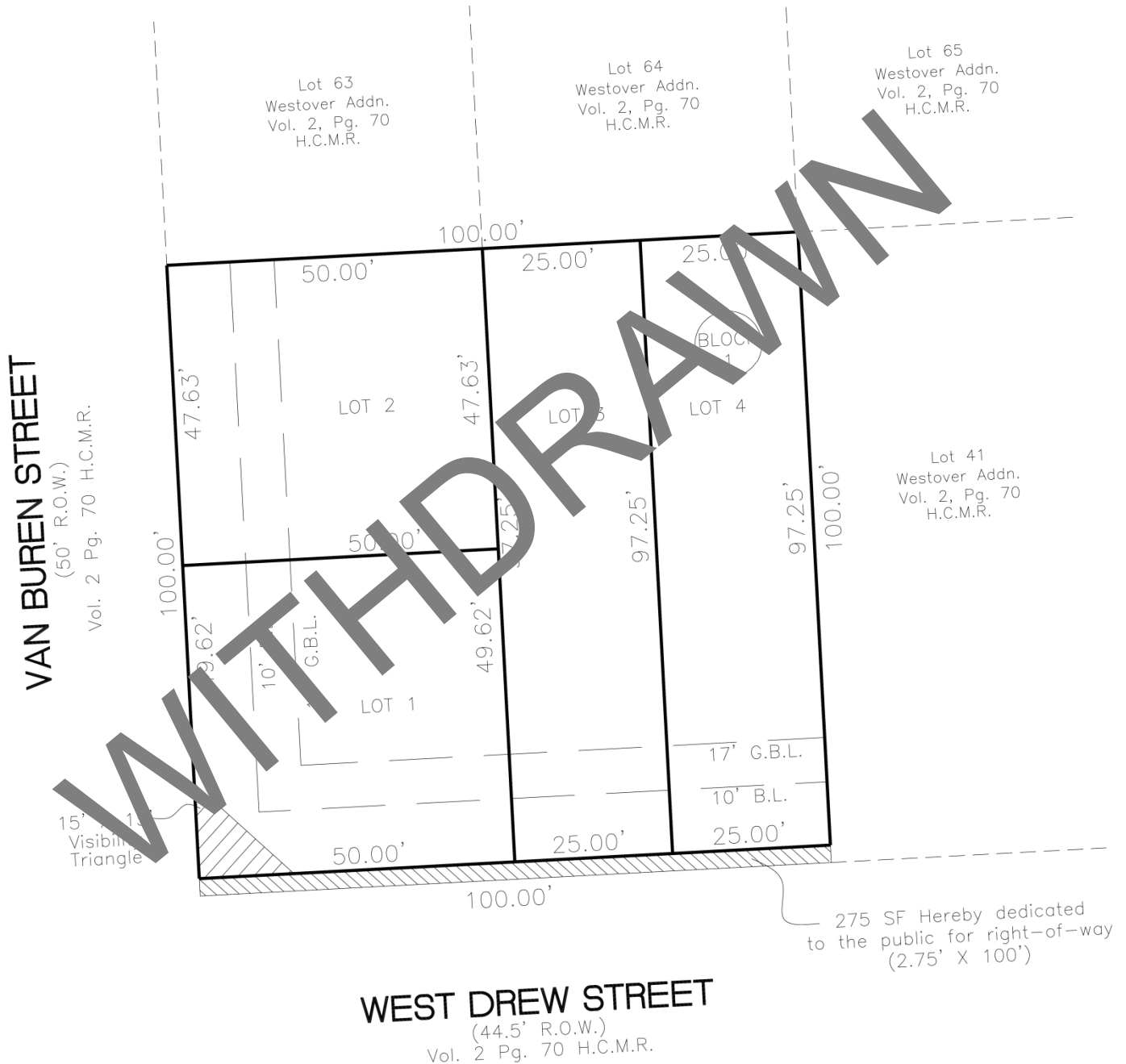
ITEM: 102

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Westover partial replat no 2

Applicant: Bates Development Consultants



C – Public Hearings

Subdivision

Houston Planning Commission

ITEM: 102

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Westover partial replat no 2

Applicant: Bates Development Consultants



C – Public Hearings

Aerial

Houston Planning Commission

ITEM: 103

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Willow Trace Sec 1 partial replat no 1 and extension

Applicant: Van De Wiele & Vogler, Inc.



C – Public Hearings with Variance

Site Location

Meeting Date: 09/01/2016

Applicant: Van De Wiele & Vogler, Inc.



Houston Planning Commission **ITEM: 103**

Planning and Development Department

Meeting Date: 09/01/2016

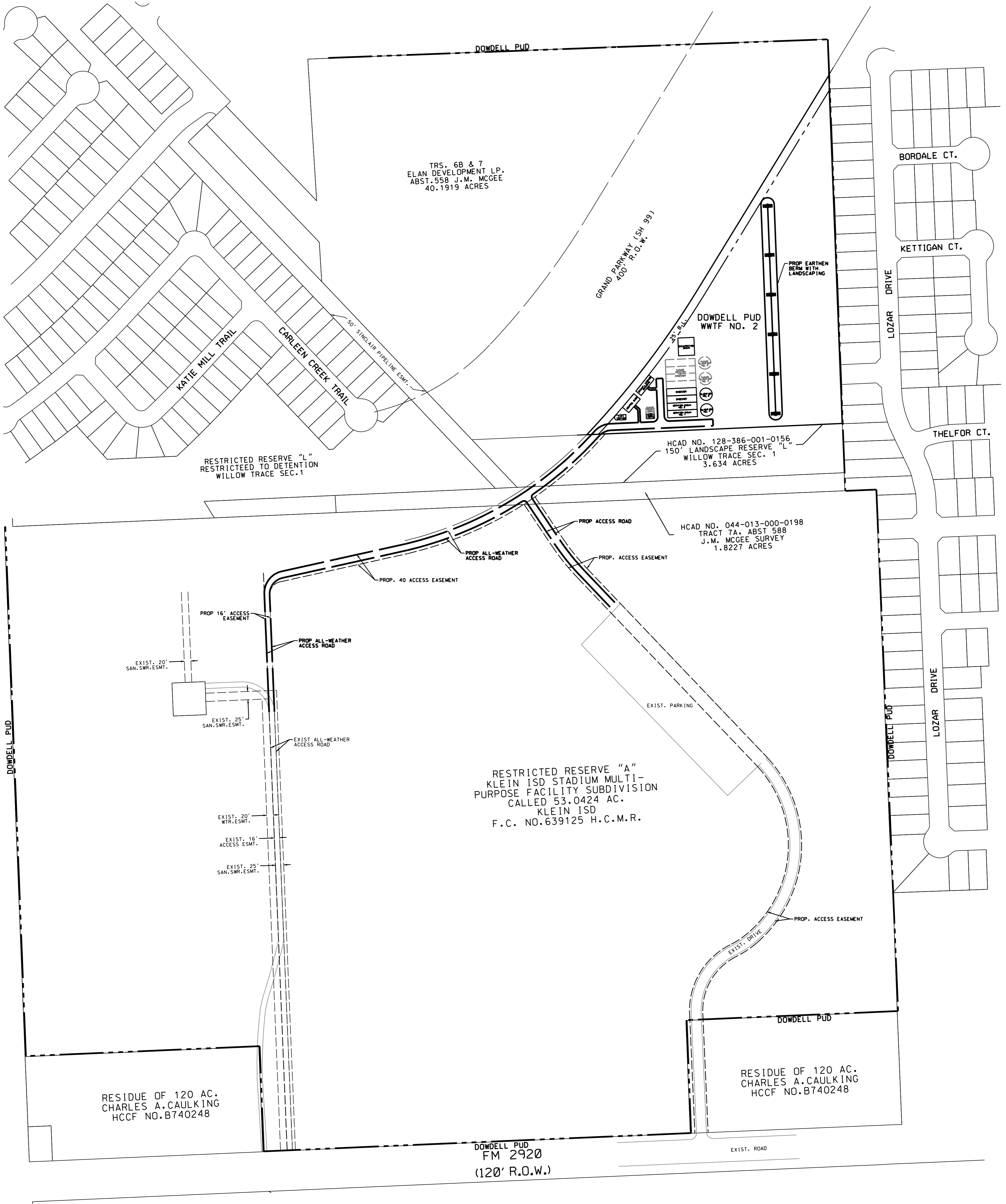
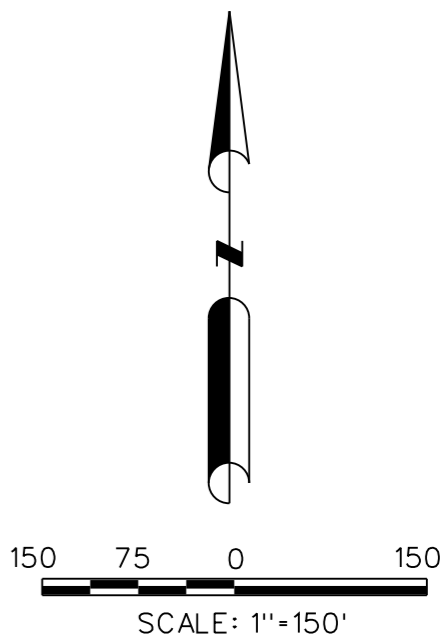
Subdivision Name: Willow Trace Sec 1 partial replat no 1 and extension

Applicant: Van De Wiele & Vogler, Inc.



C – Public Hearings with Variance

Aerial



**DOWDELL PUD
WWTF NO. 2
EXHIBIT**

VanDeWiele & Vogler Incorporated	<table><tr><td>Consulting Engineers</td></tr><tr><td>2925 Briarpark, Suite 275 Houston, Texas 77042-3778 713/782-0042 www.vandewiele-eng.com</td></tr><tr><td>Texas Professional Engineering Firm Registration No. F148</td></tr></table>	Consulting Engineers	2925 Briarpark, Suite 275 Houston, Texas 77042-3778 713/782-0042 www.vandewiele-eng.com	Texas Professional Engineering Firm Registration No. F148
Consulting Engineers				
2925 Briarpark, Suite 275 Houston, Texas 77042-3778 713/782-0042 www.vandewiele-eng.com				
Texas Professional Engineering Firm Registration No. F148				



Application Number: 2016-1152

Plat Name: Willow Trace Sec 1 partial replat no 1 and extension

Applicant: Van De Wiele & Vogler, Inc.

Date Submitted: 07/08/2016

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

Specific Variance is being sought and extent of variance:

We are requesting to refrain from providing a stub street to Grand Parkway.

Chapter 42 Section: 127

Chapter 42 Reference:

A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2600 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 condemnation of a 400' strip of land for Grand Parkway through the Willow Trace subdivision occurred after the attached general plan was submitted and approved and section one was constructed. We are not able to provide a stub street to Grand Parkway because there is no frontage road there, as evidenced by the attached photos. The freeway is elevated about 10 feet higher than the adjacent property and the speed limit is 70 miles per hour. The highway department would not grant access here because it would be unsafe.

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

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

The hardship was created by the highway department with the creation of the new freeway.

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

The intent of this chapter is to refrain from building more dense development adjacent to an existing residential neighborhood. The construction of the water treatment plant will include a buffer zone around the structures to ensure the residents cannot see the structures. Landscaping will be incorporated in the buffer zone area for aesthetic purposes. The structures will be much farther away from the existing homes (at least 400 feet away) than if the area were used for residential development. Furthermore, heavy traffic through the subdivision will not increase because access will be obtained through easements across the Klein ISD tract to the south. See attached exhibit.

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

The proposed treatment plant will be designed according to current COH and TCEQ regulations to preserve the public's health, safety and welfare. Plans are required to be submitted and approved by these agencies prior to obtaining a construction permit.

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

The justification for the variance is the freeway cutting through the subdivision after it was planned to be a residential subdivision, as shown on the attached general plan for Willow Trace



Application Number: 2016-1152

Plat Name: Willow Trace Sec 1 partial replat no 1 and extension

Applicant: Van De Wiele & Vogler, Inc.

Date Submitted: 07/08/2016

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

Specific Variance is being sought and extent of variance:

We are requesting to refrain from providing a stub street to Grand Parkway.

Chapter 42 Section: 134

Chapter 42 Reference:

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

The condemnation of a 400' strip of land for Grand Parkway through the Willow Trace subdivision occurred after the attached general plan was submitted and approved. We are therefore changing the development to the east of Grand Parkway to a water treatment facility.

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

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

The hardship was created by the highway department with the creation of the new freeway.

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

The intent of this chapter is to avoid creating dead end streets where emergency vehicles cannot turn around. The existing stub street Indigo Ruth Drive does not serve as access to any property. Therefore, an emergency vehicle in Lakes at Avalon Village Sec 1 would not need to take Indigo Ruth Drive because the adjacent lots are accessed on Lozar Drive. Access to the water treatment facility will be from an access easement through the Klein ISD tract to the south. An emergency vehicle is able to use the access road and turn around within the water treatment facility. See attached exhibit.

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

The proposed treatment plant will be designed according to current COH and TCEQ regulations to preserve the public's health, safety and welfare. Plans are required to be submitted and approved by these agencies prior to obtaining a construction permit.

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

The justification for the variance is the freeway cutting through the subdivision after it was planned to be a residential subdivision, as shown on the attached general plan for Willow Trace.



Application Number: 2016-1152

Plat Name: Willow Trace Sec 1 partial replat no 1 and extension

Applicant: Van De Wiele & Vogler, Inc.

Date Submitted: 07/08/2016

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

Specific Variance is being sought and extent of variance:

We are requesting to replat part of a drainage reserve into a water treatment facility.

Chapter 42 Section: 193(c)(4)

Chapter 42 Reference:

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

The condemnation of the land for Grand Parkway across the property being developed as Willow Trace created a 400' divide through the property which is difficult to cross with utilities and drainage necessary to serve a single family subdivision. So, the odd shaped remainder to the east of Grand Parkway would best be used for a water treatment facility.

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

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

The hardship was created by the highway department with the creation of the new freeway.

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

The intent of this chapter is to refrain from building more dense development adjacent to an existing residential neighborhood. The construction of the water treatment plant will include a buffer zone around the structures to ensure the residents cannot see the structures. Landscaping will be incorporated in the buffer zone area for aesthetic purposes. The structures will be much farther away from the existing homes (at least 400 feet away) than if the area were used for residential development. A six foot tall concrete fence will be constructed around the perimeter per Section 42-135(b)(2). Furthermore, heavy traffic through the subdivision will not increase because access will be obtained through easements across the Klein ISD tract to the south. See attached exhibit.

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

The proposed treatment plant will be designed according to current COH and TCEQ regulations to preserve the public's health, safety and welfare. Plans are required to be submitted and approved by these agencies prior to obtaining a construction permit.

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

The justification for the variance is the freeway cutting through the subdivision after it was planned to be a residential subdivision, as shown on the attached general plan for Willow Trace.

Houston Planning Commission

ITEM:104

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Eado Point

Applicant: Total Surveyors Inc.



D – Variances

Site Location

Houston Planning Commission

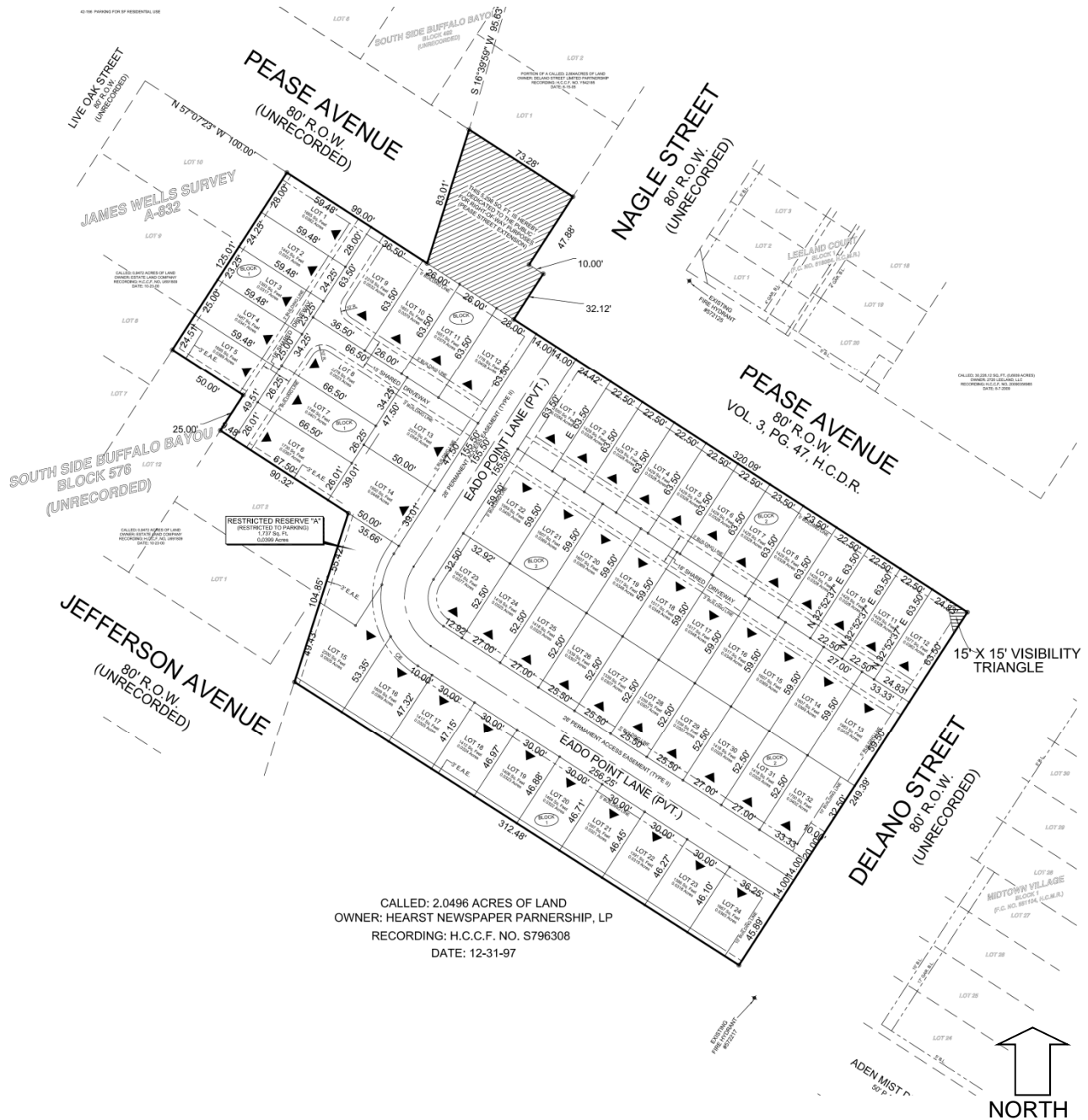
ITEM: 104

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Eado Point

Applicant: Total Surveyors Inc.



D – Variances

Subdivision

Houston Planning Commission

ITEM: 104

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Eado Point

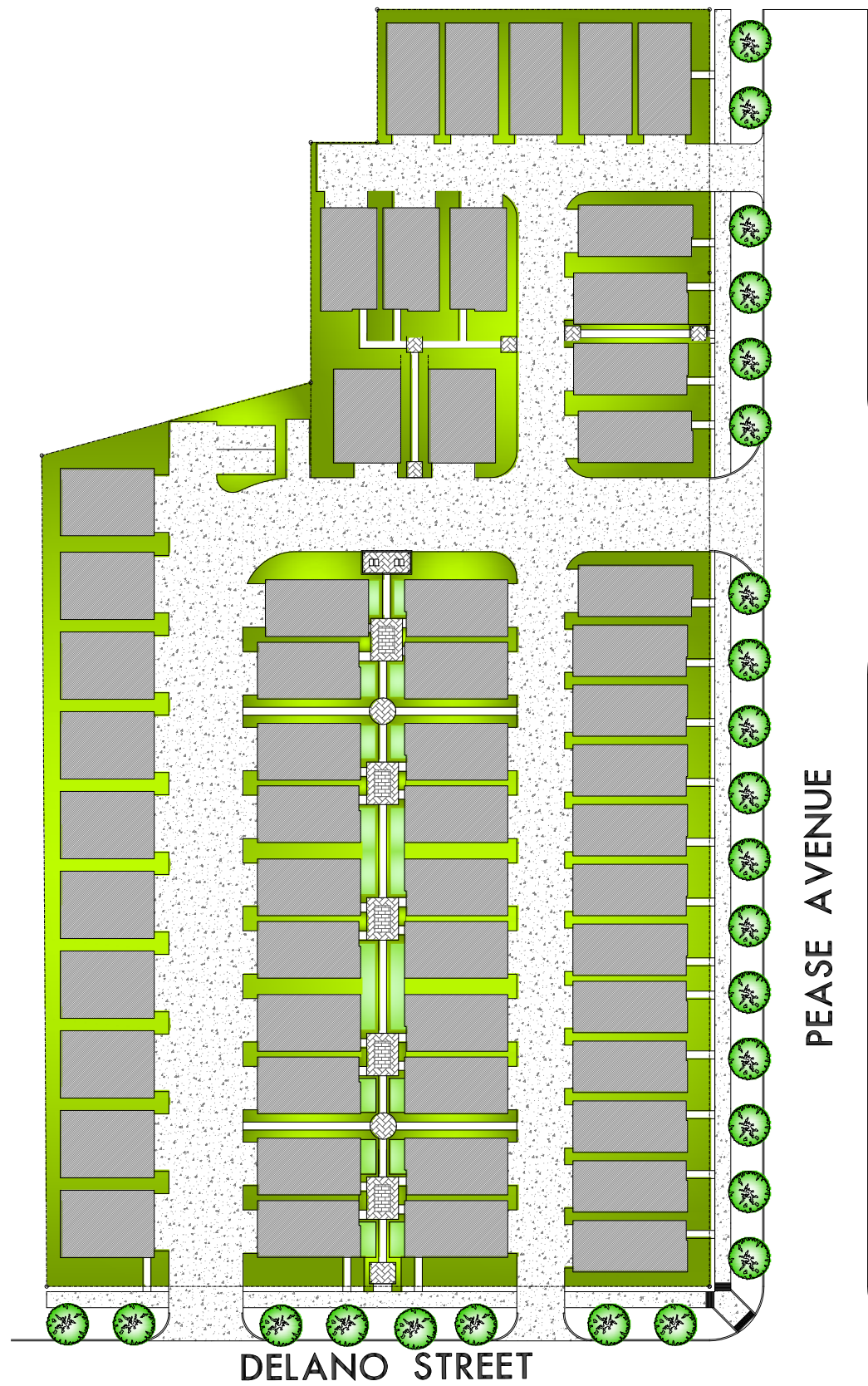
Applicant: Total Surveyors Inc.



D – Variances

Aerial

VIEW REFERENCE
SITE PLAN



← NAGLE STREET

H

G



AERIAL VIEW

A

B

C

D

E

F



street level view

VIEW C

S I T E P L A N









PLANNING & DEVELOPMENT DEPARTMENT

VARIANCE Request Information Form

Application Number: 2016-1443

Plat Name: Eado Point

Applicant: Total Surveyors, Inc.

Date Submitted: 08/22/2016

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

Specific Variance is being sought and extent of variance:

To allow an 18' wide shared driveway to take a point of access from a Type 2 permanent access easement.

Chapter 42 Section: 42-145(b)

Chapter 42 Reference:

42-145 General Layout and arrangement for all shared driveways. 42-145(b) A shared driveway shall not intersect with a type 2 permanent access easement, a private alley, or connect to, or be the extension of, a shared driveway created by an adjacent subdivision.

Statement of Facts

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

This proposed replat is a compilation of acreage land and lots from the Dellwood Subdivision, as well as lots from Block 576, of the South Side of Buffalo Bayou, an unrecorded subdivision. The total acreage of this tract is 2.4980 acres, of which 0.1216 acres is being dedicated for the extension of Pease Street. A 28' wide Type 2 permanent access easement is proposed to loop from Delano Street around to intersect with Pease Street. By creating a loop street, it opens up the development allows traffic flow through an open street pattern. This project proposes to intersect 2 shared driveways just south of the intersection of the Type 2 permanent access easement with the south right-of-way line of Pease Street. Having the shared driveways intersect with the Type 2 permanent access easement is very much preferable to create positive traffic flow, along with a higher sense of security. The future home owners will benefit from the ability to limit the point of vehicular access, but also be provided a greater coverage for fire protection. The main entrance to the proposed development would be located at the Type 2 permanent access easement intersection at Pease Street. This entrance would be the location where all visitors and deliveries would gain access to the interior lots of the development. The other entrances would be restricted to the use of the future home owner's entry, but all intersections with the public rights-of-way would allow for exit. The fire protection coverage would also be improved, by allowing the firefighting equipment to access the entire development via the Type 2 permanent access easement, combined with the public streets around the development. This proposed development will remain open to the surrounding public street rights-of-way. All of the homes having access to a public street will have the front doors facing its respective right-of-way, taking pedestrian access from the public right-of-way. The homes internal to the subdivision will also have a sidewalk/courtyard access to the public right-of-way. This development will promote the pedestrian access to the surrounding public rights-of-way and not internalize the pedestrian access. The developer will also provide a wrought iron fence along the public rights-of-way, along with a sidewalk system, to help connect and open the new homes to the surrounding rights-of-way. An enhanced landscape package will also be provided to increase the aesthetic appeal to the new development.

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

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

The circumstances supporting the granting of this variance is the choice to create a new development which both benefits the new home owners, as well as the City and the pedestrian traffic near the development. There are other methods for the development of this tract, but we feel that this layout best benefits all of the parties involved.

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

The intent and purposes of Chapter 42 include the establishment of street and traffic patterns appropriate to an area and situation, recognizing the differences in design framework of various areas, encouraging the efficiency of land development patterns, and the encouragement of pedestrian use of sidewalks. The development proposed for this property is consistent with all of these purposes.

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

The granting of this variance will greatly enhance the public health, safety or welfare. The proposed street pattern will help enhance the fire protection to the future home owners, as well as provide increased physical safety due to the methods of proposed access for vehicles.

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

The justification of this variance is to obtain approval through the planning commission of a desirable residential project consistent with the character and circumstances of its surroundings. The ability to create desirable and beneficial residential development to the East Downtown area is the justification of the variance.

Houston Planning Commission

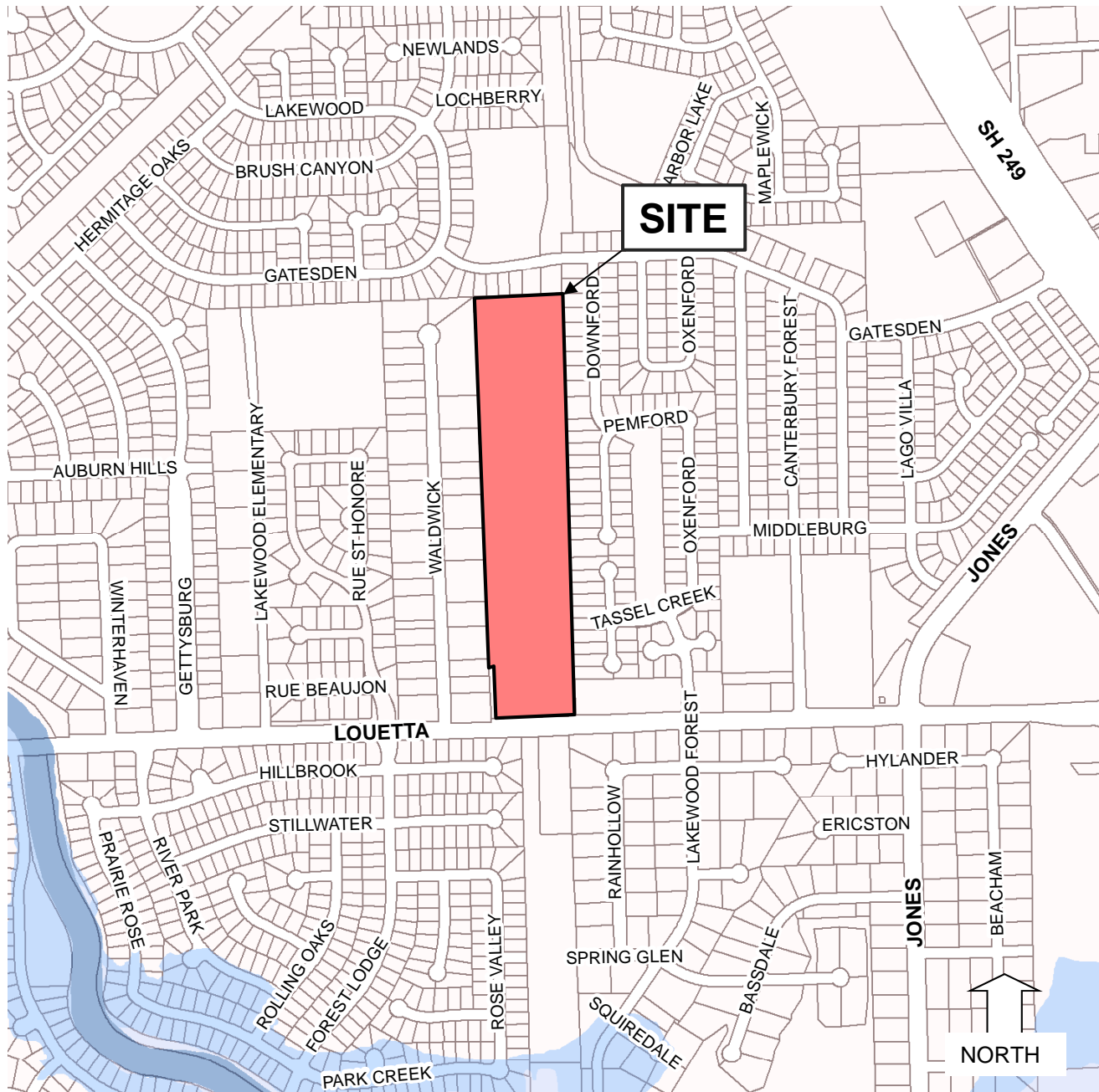
ITEM: 105

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Lakewood Court (DEF2)

Applicant: Jones|Carter - Woodlands Office



D – Variances

Site Location

Houston Planning Commission

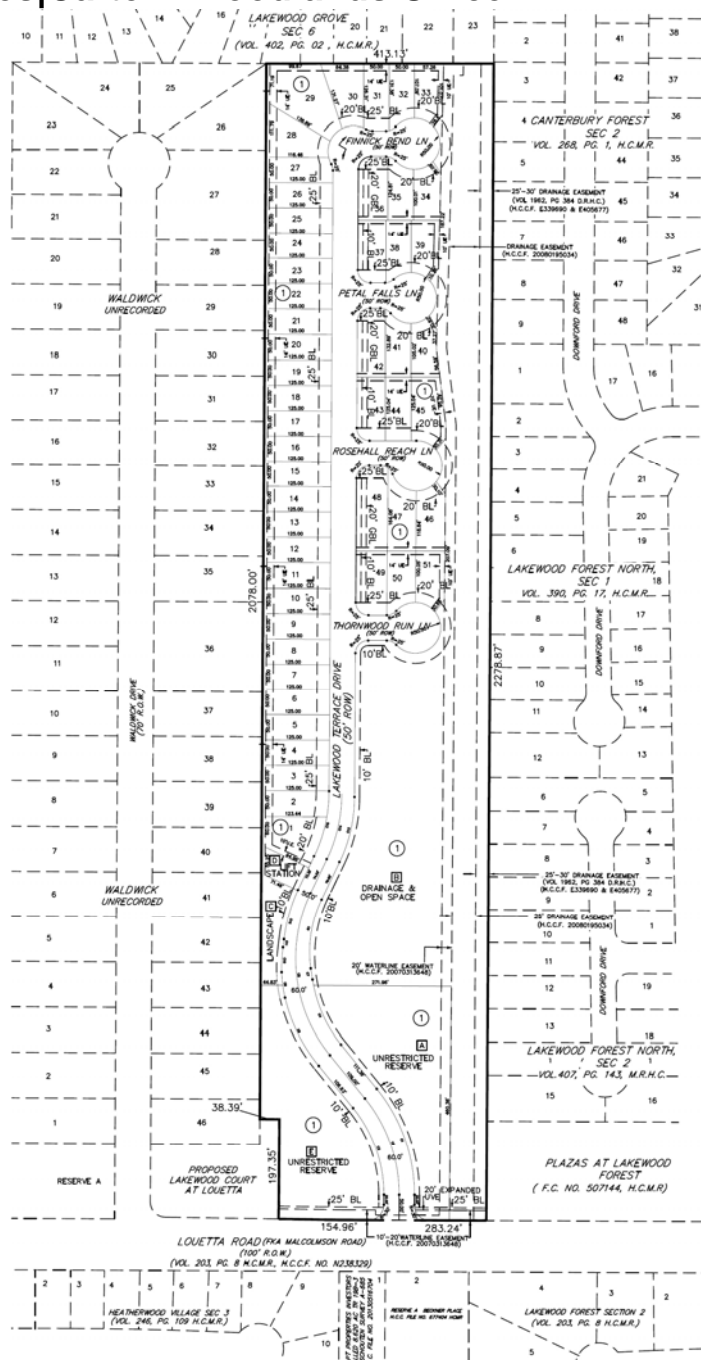
ITEM: 105

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Lakewood Court (DEF2)

Applicant: Jones|Carter - Woodlands Office



D – Variances

Subdivision

Houston Planning Commission

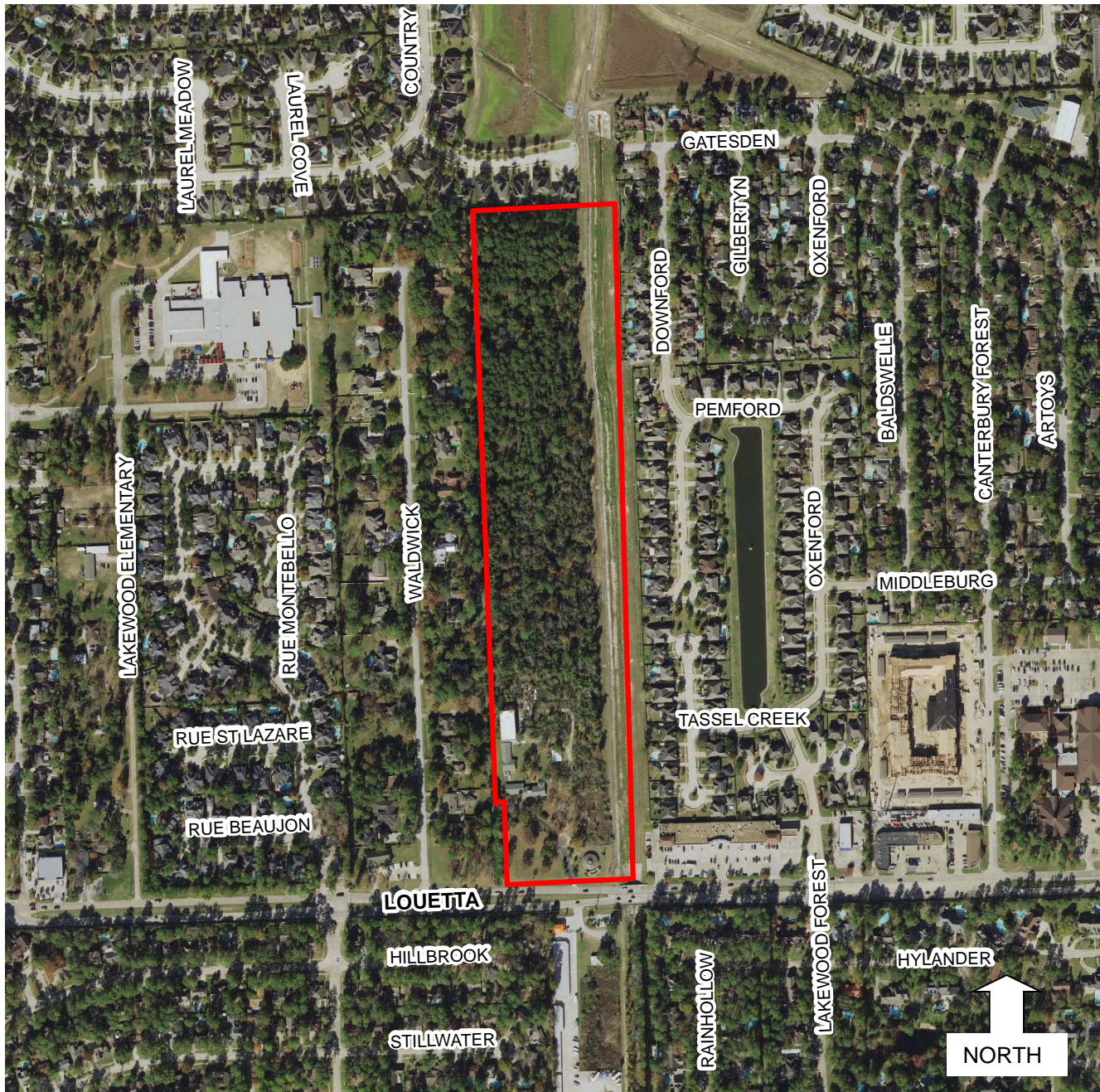
ITEM: 105

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Lakewood Court (DEF2)

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. 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;

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;

Harris County Engineering requested the entry 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;

Harris County Engineering requested the entry 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. In addition, locating the proposed entry street further west to achieve a 600' spacing from Waldwick Drive would not allow for a median cut per discussions with Harris County Engineering and would create sight visibility issues due to the existing bridge across the drainage easement.

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

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.

Houston Planning Commission

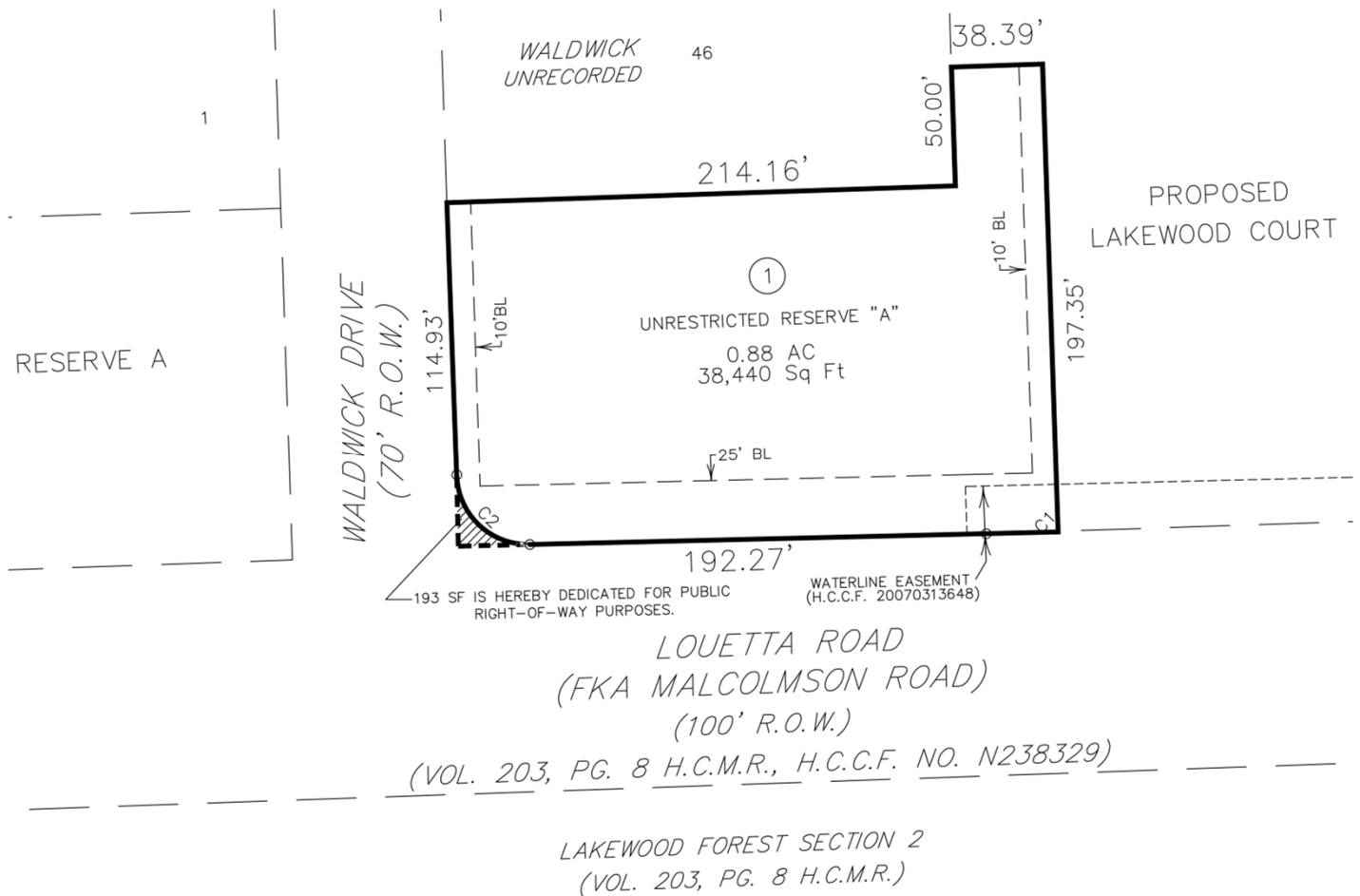
ITEM: 106

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Lakewood Court at Louetta (DEF2)

Applicant: Jones|Carter - Woodlands Office



D – Variances

Subdivision

Houston Planning Commission

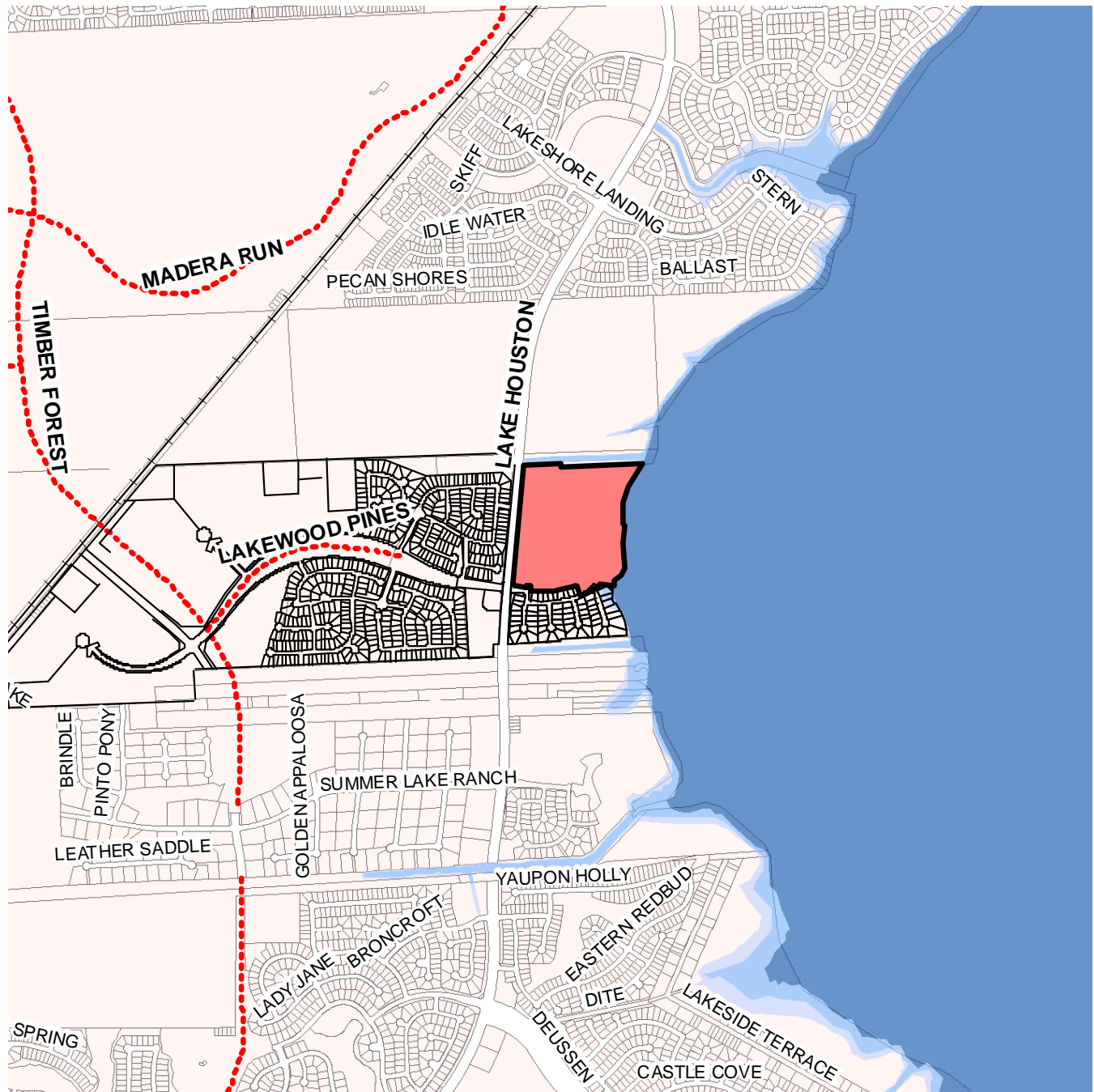
ITEM: 107

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Lakewood Pines Sec 5

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Site Location

Houston Planning Commission

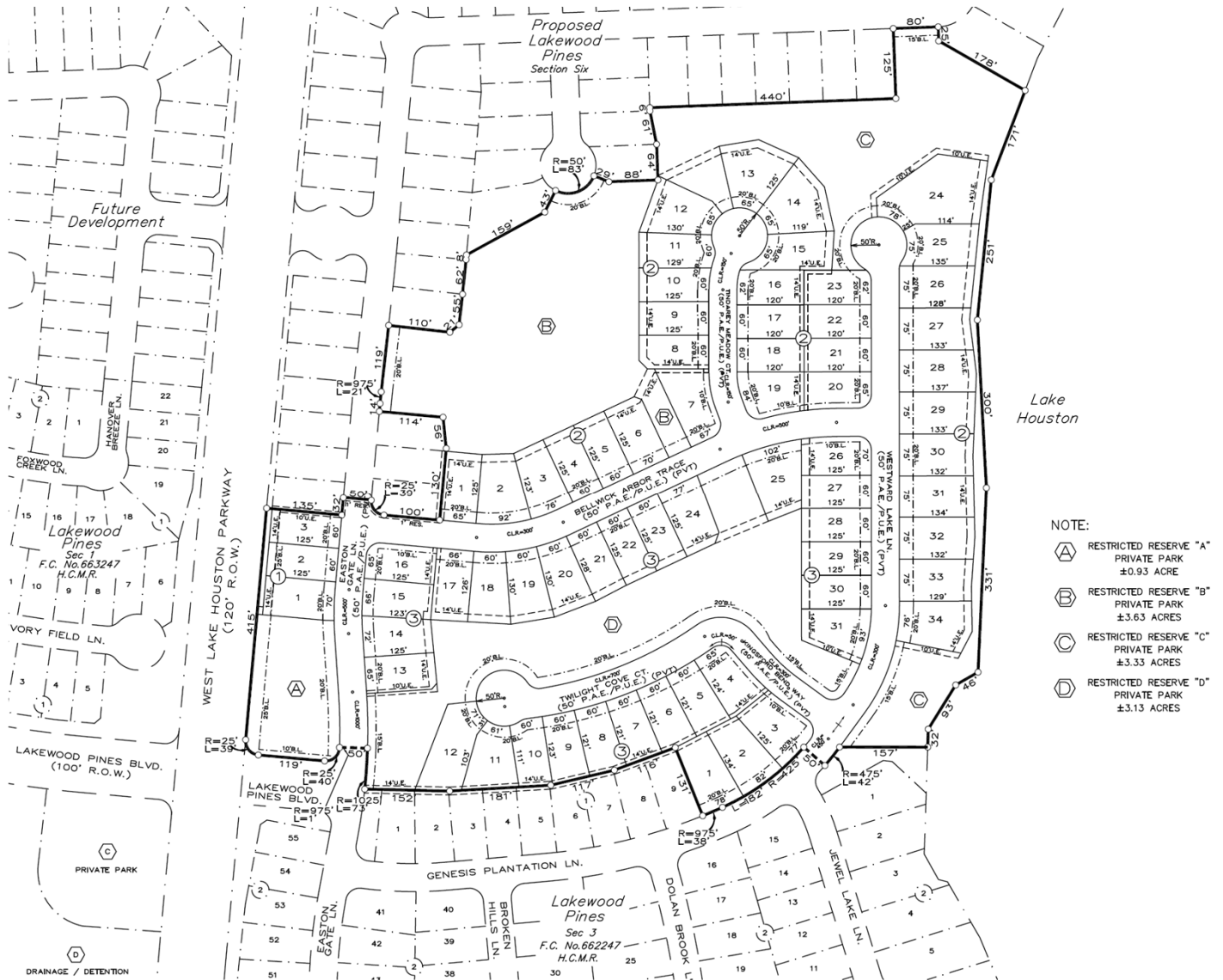
ITEM: 107

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Lakewood Pines Sec 5

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Subdivision

Houston Planning Commission

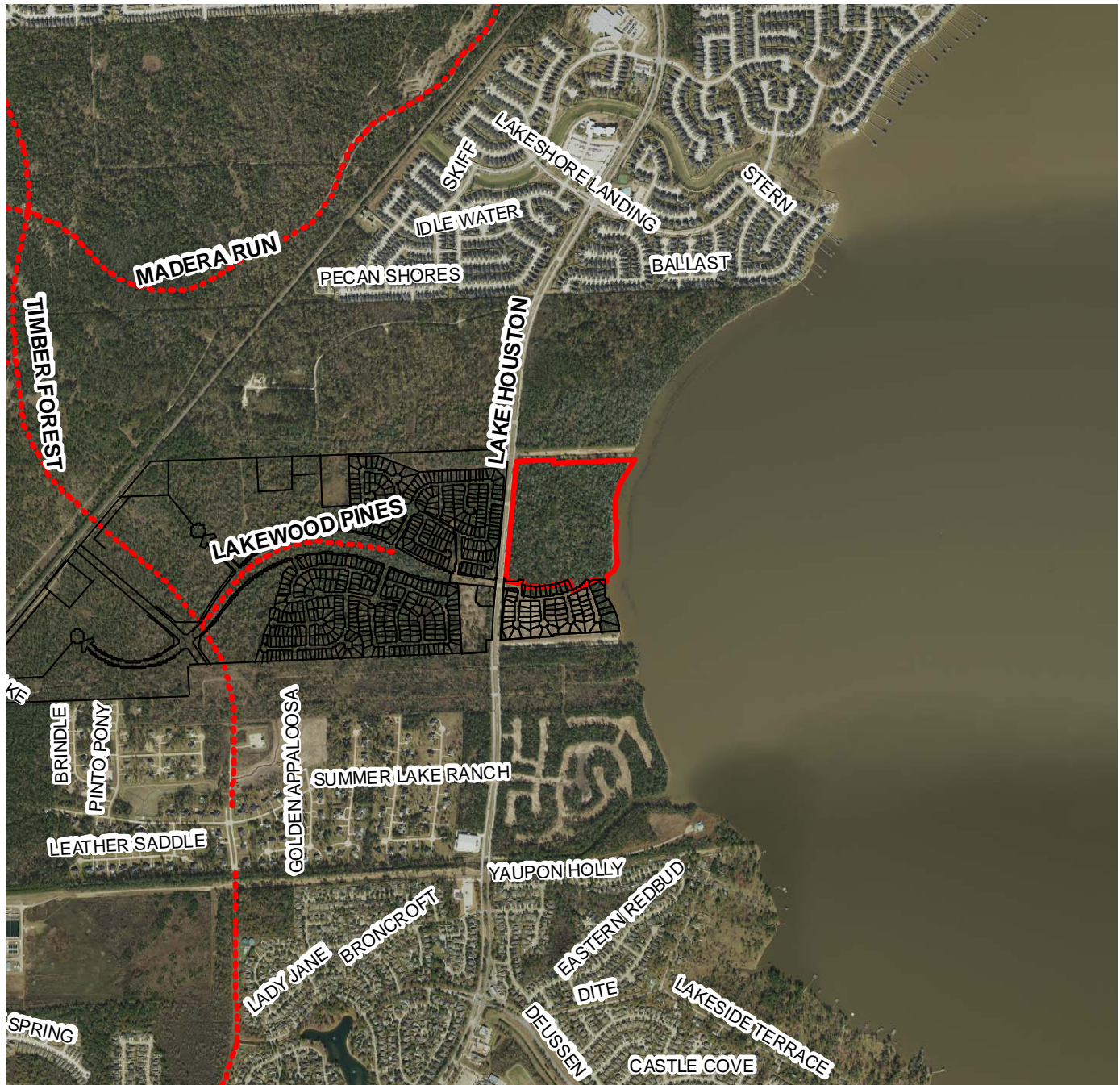
ITEM: 107

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Lakewood Pines Sec 5

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Aerial



Application Number: 2016-1368

Plat Name: Lakewood Pines Sec 5

Applicant: BGE|Kerry R. Gilbert Associates

Date Submitted: 08/08/2016

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

Specific Variance is being sought and extent of variance:

To allow private parkland reserves to follow the street frontage standards of "recreation" reserves instead of "all other" reserves.

Chapter 42 Section: 190

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:

- Type of Reserve: Min. Size; Street Type; Min. Street Width; Min. Frontage.
- Recreation: Min. Size-5,000 sqft; Street Type-Public street or Type I PAE; Street Width-50'; Min. Frontage-50'.
- All other: Min. Size-5,000 sqft; Street Type-Public street; Street Width-60'(or 50 feet in a street width exception area); Min. Frontage-60'.

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;

Lakewood Pines is a ±390-acre single-family residential community located east of central Houston, along the west bank of Lake Houston. The overall development is divided by north-south major thoroughfare West Lake Houston Parkway, and is also divided by the City of Houston jurisdictional boundary: the eastern half of the property is within the Houston City Limits and the western area of the development is within Houston's ETJ. The subject site, Lakewood Pines Section 5, is located directly along the lakefront, east of West Lake Houston Pkwy. This location is ideal for a private gated community, as there are no adjacent neighborhoods for local street connections to be made. The site also contains several sensitive natural areas that the developer intends to preserve for the benefit and enjoyment of the community. The developer would prefer to designate these areas as private parkland reserves; however, strict interpretation of the reserve categories of Chapter 42-190 would categorize these private parkland reserves under "all other" restricted reserves, which are held to the same standards as unrestricted reserves, including the requirement for frontage on a public street. Unrestricted reserves are generally intended for commercial or multi-family development. The reserves in Lakewood Pines Section 5 are intended to be natural preserves for the recreation and enjoyment of the local residents, for which the standards of reserves restricted to "recreation" are more appropriate. The "recreation" reserve standards include frontage on a public street or a Type I private street, which is privately maintained but constructed to the same standards as public streets. Lakewood Pines Section 5 is proposed to have Type I PAEs, and each private parkland reserve would have ample frontage on the local neighborhood streets to provide access for the nearby residents to enjoy the parkland. This is in keeping with the intent of the ordinance, both to provide local parkland for the enjoyment of residents, and to ensure that non-single-family reserves have the street frontage necessary for their intended use. The private parkland reserves will allow for this unusual site at the edge of Lake Houston to be developed to its highest and best use.

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

The unique location of the property along Lake Houston is not created by the applicant, nor is the particular wording of the ordinance regarding specific types of restricted reserves.

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

The granting of the variance will allow the creation of parkland preserves within walking distance of the local residents of the community, which preserves and maintains the intent and general purposes of this chapter.

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

The granting of the variance will not create reserves with inadequate frontage or street access in keeping with their intended recreation use, and will allow for private parkland reserves to be dedicated within the neighborhood, which is beneficial to the health, safety, and welfare of the local residents.

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

The unique physical site characteristics of the site and the desire to dedicate private parkland within the community are the justifications for the variance.

Houston Planning Commission

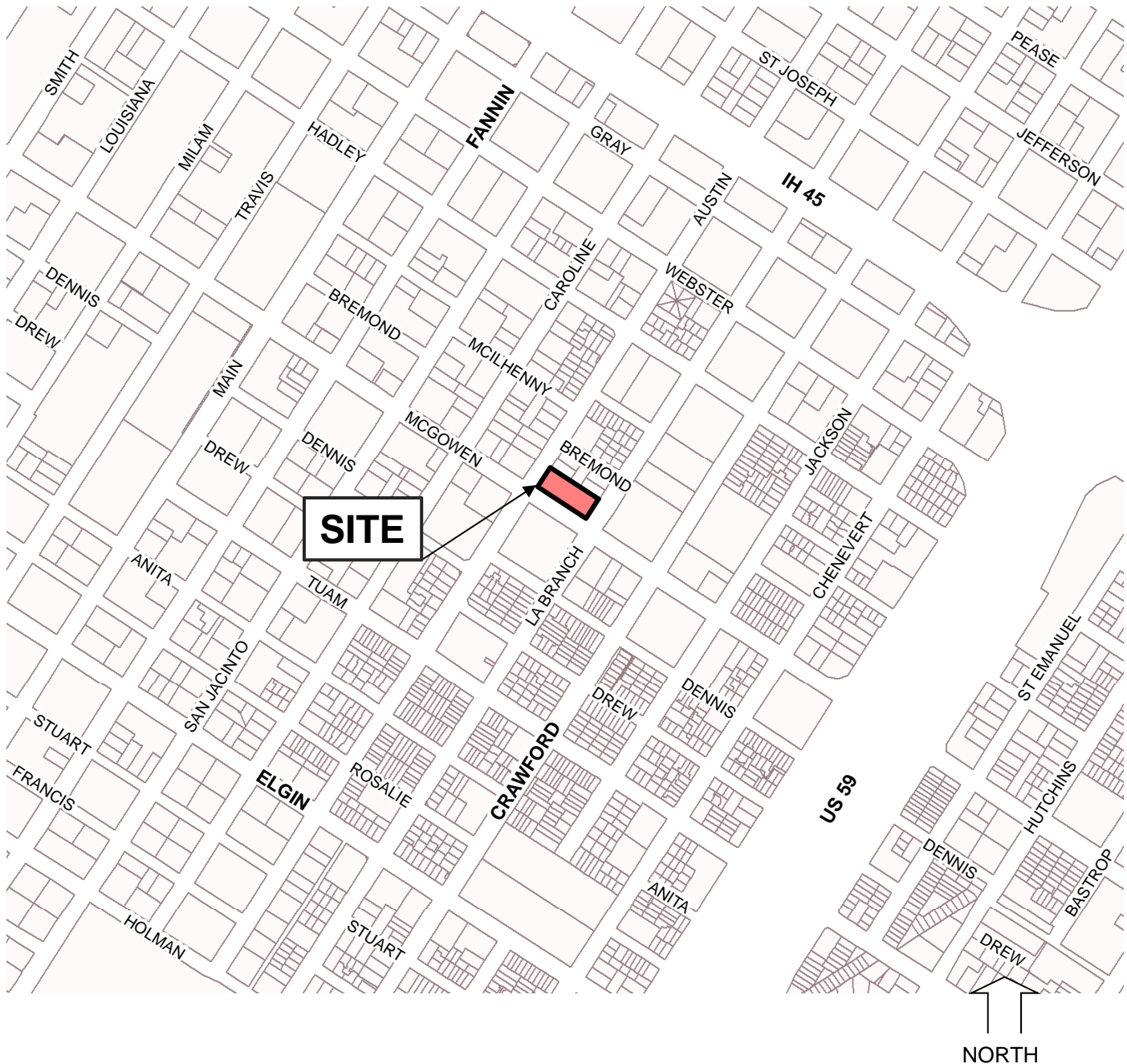
ITEM: 108

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: McGowen Project (DEF)

Applicant: Knudson, LP



D – Variances

Site Location

Houston Planning Commission

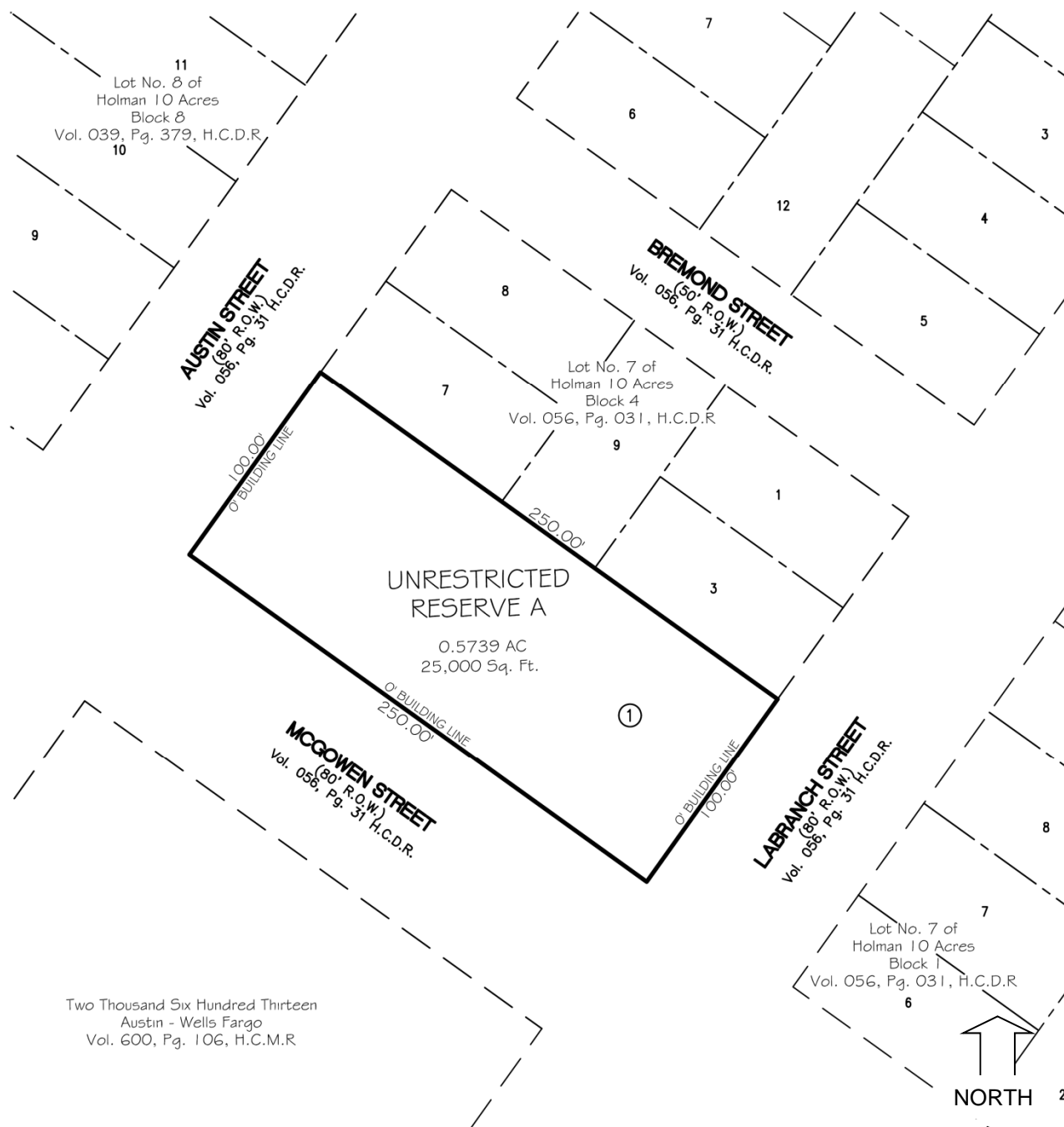
ITEM: 108

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: McGowen Project (DEF)

Applicant: Knudson, LP



D – Variances

Subdivision

Houston Planning Commission

ITEM: 108

Planning and Development Department

Meeting Date: 09/01/2016

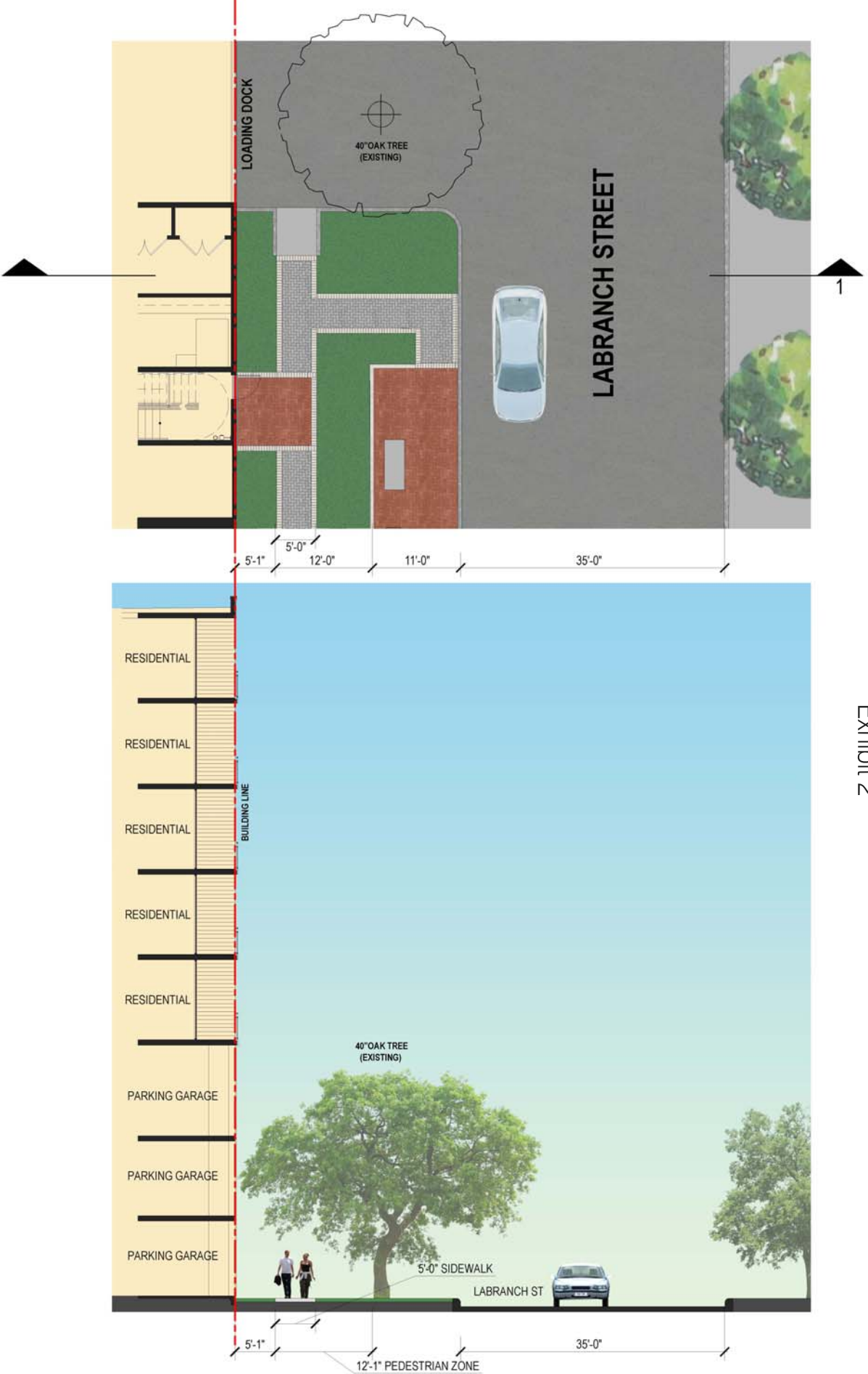
Subdivision Name: McGowen Project (DEF)

Applicant: Knudson, LP

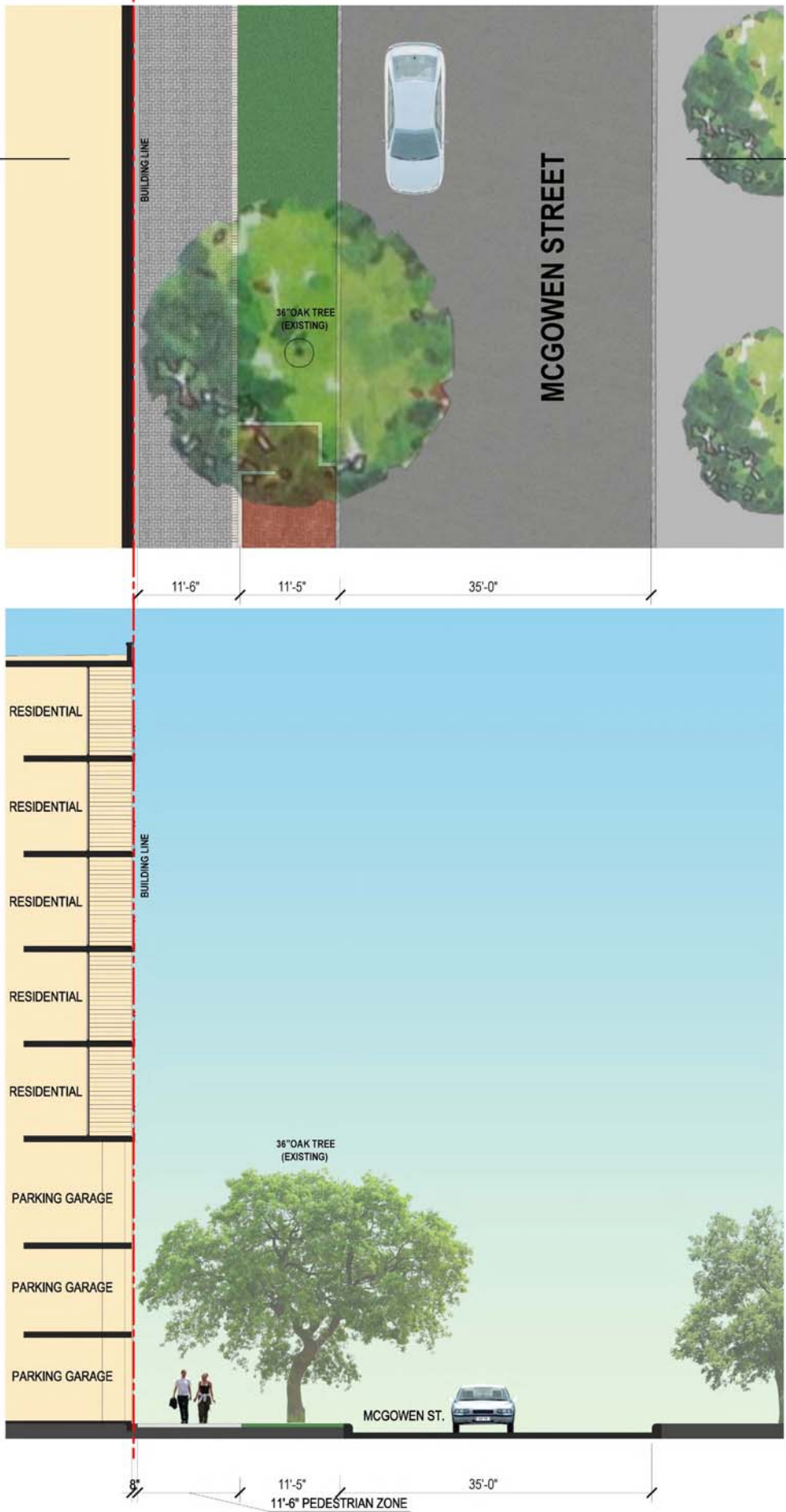


D – Variances

Aerial

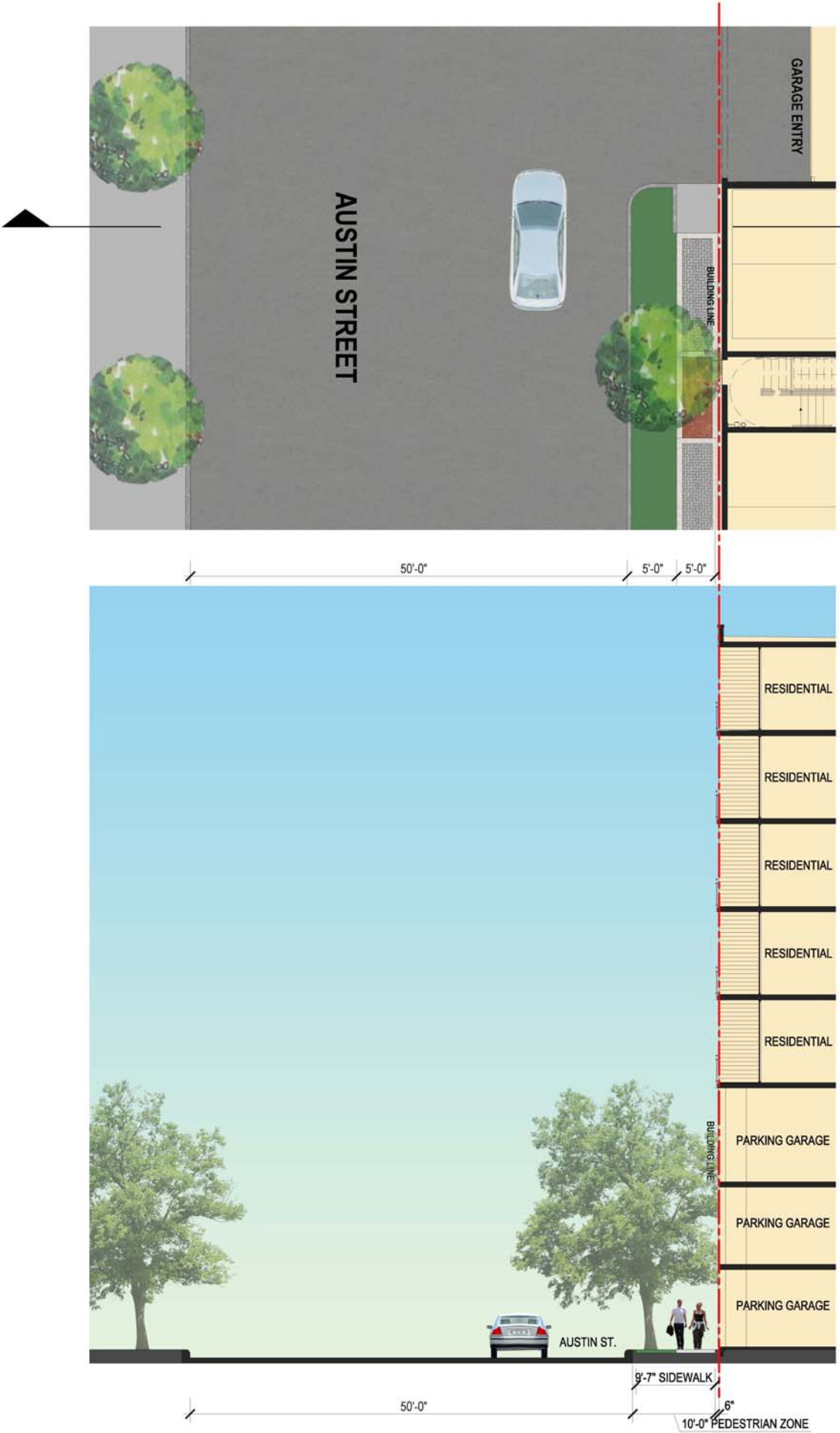


1 LABRANCH ST. SECTION
SCALE: 3/16" = 1'-0"



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

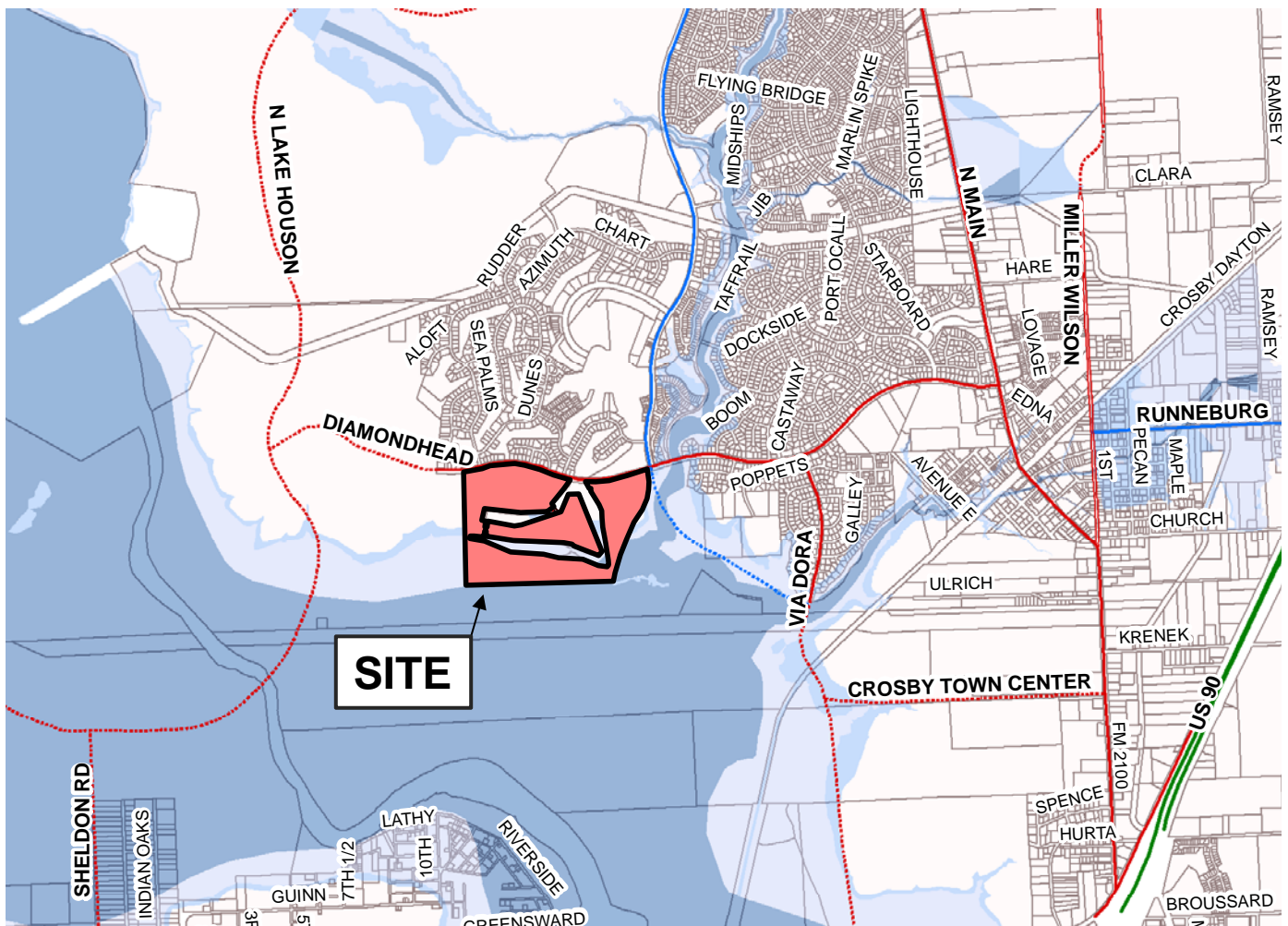
ITEM:109

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Newport Southwest GP

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Site Location

Subdivision

Houston Planning Commission

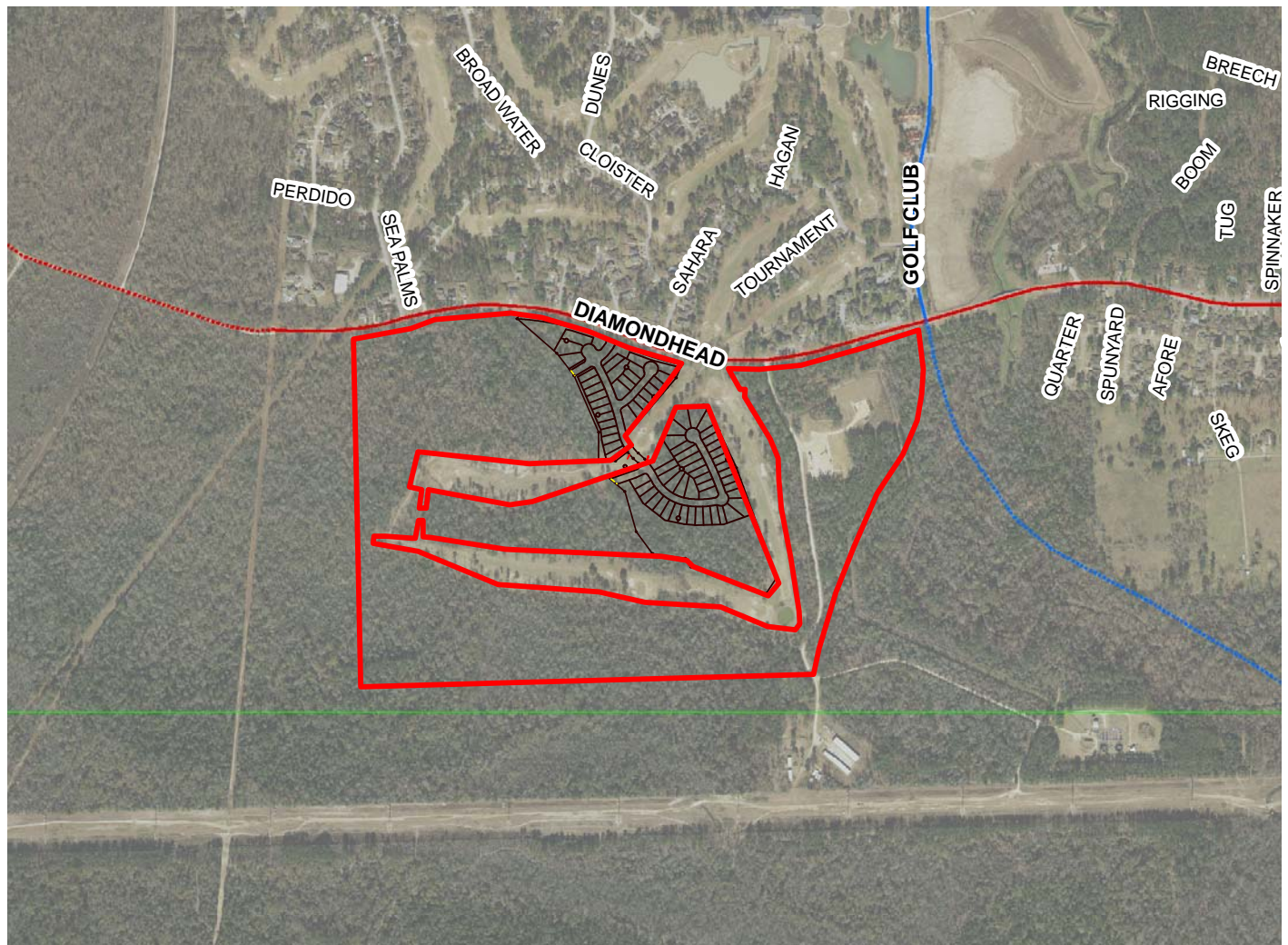
ITEM:109

Planning and Development Department

Meeting Date: 09/01/2016

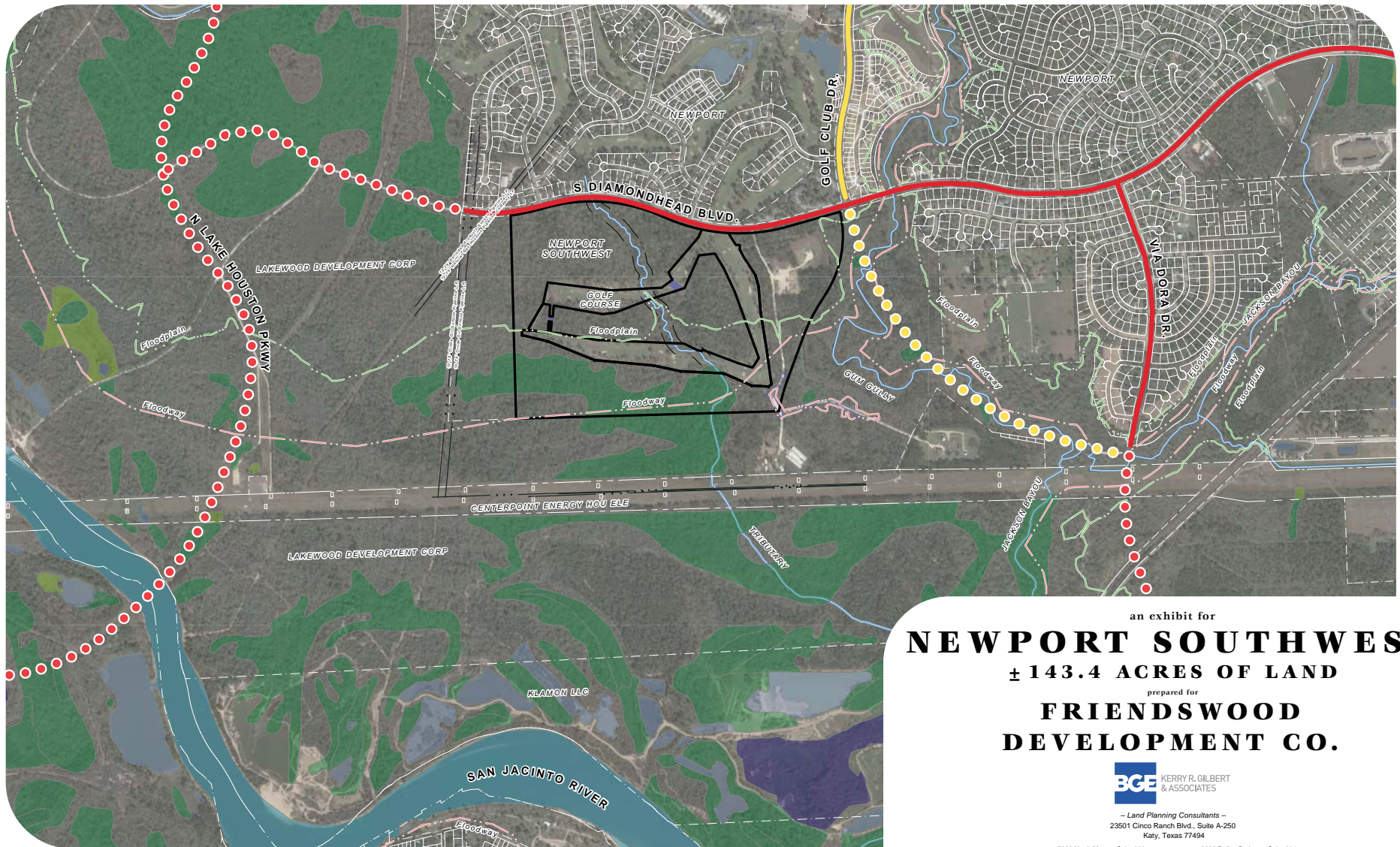
Subdivision Name: Newport Southwest GP

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Aerial



LEGEND

- MAJOR THOROUGHFARE
- PROPOSED THOROUGHFARE
- MAJOR COLLECTOR
- PROPOSED MAJOR COLLECTOR

- FRESHWATER-FORESTED & SHRUB WETLAND
- FRESHWATER EMERGENT WETLAND
- FRESHWATER POND
- RIVERINE
- LAKES

*WETLANDS DATA PER NATIONAL WETLAND INVENTORY

an exhibit for

NEWPORT SOUTHWEST

± 143.4 ACRES OF LAND

prepared for

**FRIENDSWOOD
DEVELOPMENT CO.**



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

7000 North Mopac, Suite 330 Austin, TX 78731 2505 Dallas Parkway, Suite 204 Frisco, TX 75034

Tel: 281-579-0340

AUGUST 18, 2016
KGA #4717

SCALE
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Application Number: 2016-1467

Plat Name: Newport Southwest GP

Applicant: BGE|Kerry R. Gilbert Associates

Date Submitted: 08/22/2016

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

Specific Variance is being sought and extent of variance:

To exceed the maximum intersection spacing by providing no street connections along the southern or eastern project boundaries.

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...

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;

Newport Southwest is a ±143-acre residential development located on South Diamondhead Blvd, southeast of Lake Houston and north of the San Jacinto River. The site is bounded on the north by S. Diamondhead Blvd, and on the west, south, and east by a single large acreage tract. The established community of Newport is immediately north and east of the site. The subject tract is fragmented by an existing golf course under separate ownership that cuts through the middle of the site, creating an irregular boundary on the interior. The site is also greatly encumbered by several unusual environmental characteristics: particularly the extensive floodway and floodplain of the San Jacinto River, as well as one of the river's tributaries, which is located within a recorded drainage easement that crosses the site at a diagonal, and lastly, several large wetland areas that cannot be developed. Gum Gully runs just east of the subject site and imposes some additional floodway and floodplain impacts on the eastern side of the tract. Nearly the entire southern half of the subject site is encompassed by the floodway and floodplain of the San Jacinto River and the associated wetlands areas, which makes that area largely undevelopable. The land to the south of the subject site is completely encompassed by the floodway and is therefore also highly unlikely to be developed in a traditional manner. Since no development can occur in this area, requiring stub streets for future development is impractical and unneeded. Additionally, south of the subject site there is a power transmission corridor which is owned in fee by CenterPoint and ranges from ±340'-±400' in width. This fee strip is exempt from intersection spacing requirements per Chapter 42-130(b)(4), which cuts off the possibility of north-south local street circulation extending south of the subject site. At the southeast corner of the subject site, the floodway of the San Jacinto River joins with the floodway of Gum Gully, which travels north-to-south and approximately parallel to the project boundary. The adjacent land to the east is almost entirely encumbered by floodway and floodplain and is highly unlikely to develop in a traditional fashion, much like the area south of the subject site. Only a small portion of the eastern area of the subject site is outside the floodplain and floodway, and this developable area is located just off the corner of S. Diamondhead Blvd and the proposed extension of the designated north-south major collector street Golf Club Drive, which falls just outside the subject site. Local street traffic cannot travel west through the existing golf course, nor south as there will be no reasonable development in the floodway area. Therefore, local through traffic is not possible, and providing stub streets would be impractical and unnecessary. Additionally, any stub streets along the eastern project boundary would have to be extended to Golf Club Drive by the developer of the adjacent tract. Since Gum Gully falls in approximately the same alignment as Golf Club Drive, most of Golf Club Drive would have to be constructed as a bridge to keep it out of the floodway, and any connections from stub streets from the subject site would also have to be constructed as bridges. This is an undue burden on the development of the adjacent tract.

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

The extensive environmental encumbrances of the site are the circumstances supporting the granting of the variance and not a hardship created or imposed by the applicant.

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

Since no development will occur within the floodplain and floodway of the San Jacinto River, no provisions for through-traffic are needed, and therefore the intent and general purposes of this chapter will be preserved and maintained.

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

The granting of the variance will not create any unsafe traffic patterns or remove any through streets that could otherwise be needed, and is therefore not injurious to the public health, safety, or welfare.

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

The environmental characteristics of the San Jacinto River region are the supporting circumstances for this request.



Application Number: 2016-1467

Plat Name: Newport Southwest GP

Applicant: BGE|Kerry R. Gilbert Associates

Date Submitted: 08/22/2016

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

Specific Variance is being sought and extent of variance:

To exceed the maximum intersection spacing by providing no stub streets into the existing golf course in the middle of the site.

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... ~ AND ~ Sec 42-130. Intersection exceptions. (a) Nothing in the intersection standards established by sections 42-127 through 42-129 of this Code shall require: ... (8) The crossing of any portion of a golf course by a local street more than once every 2,800 feet, provided that the golf course provides 60 feet of frontage at the location where each street intersection would otherwise occur.

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;

Newport Southwest is a ±143-acre residential development located on South Diamondhead Blvd, southeast of Lake Houston and north of the San Jacinto River. The site is bounded on the north by S. Diamondhead Blvd, and on the west, south, and east by a single large acreage tract. The established community of Newport is immediately north and east of the site. The subject tract is fragmented by an existing golf course under separate ownership that cuts through the middle of the site, creating an irregular boundary on the interior. The site is also greatly encumbered by several unusual environmental characteristics: particularly the extensive floodway and floodplain of the San Jacinto River, as well as one of the river's tributaries, which is located within a recorded drainage easement that crosses the site at a diagonal, and lastly, several large wetland areas that cannot be developed. Gum Gully runs just east of the subject site and imposes some additional floodway and floodplain impacts on the eastern side of the tract. Internally, the existing golf course divides the subject tract into three oblong pieces which are connected together at the western side of the site. Per Chapter 42-130(a)(8), a golf course is not required to be crossed by a street more than once every 2,800 feet, so long as frontage (a stub street) is provided at 1400' intervals. Since the golf course already exists, any crossings must be worked into the existing gaps between the golf course greens. The developer for the subject site has negotiated one crossing at approximately the midpoint of the northern golf course segment, and frontage will also be available at the choke-point of the golf course to the west; no other current crossings are feasible. Due to the highly specific shape of the golf course tract, redevelopment for other purposes such as single-family residential use is highly unlikely. Therefore, providing additional stub streets to the golf course is unnecessary and an impractical requirement for the developer of the subject site.

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

The existing golf course tract and its unique shape are the circumstances supporting the granting of the variance and not a hardship created or imposed by the applicant.

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

Crossings of the golf course are provided where feasible to provide circulation for the proposed development, and redevelopment of the golf course is unlikely, 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;

The granting of the variance will not create any unsafe traffic patterns or remove any through streets that could otherwise be needed, and is therefore not injurious to the public health, safety, or welfare.

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

The existing golf course tract and its unique shape are the supporting circumstances for this request.

Houston Planning Commission

ITEM:110

Planning and Development Department

Meeting Date : 09/01/2016

Subdivision Name: SER Jobs for Progress Campus

Applicant: Windrose



D – Variances

Site Location

Houston Planning Commission

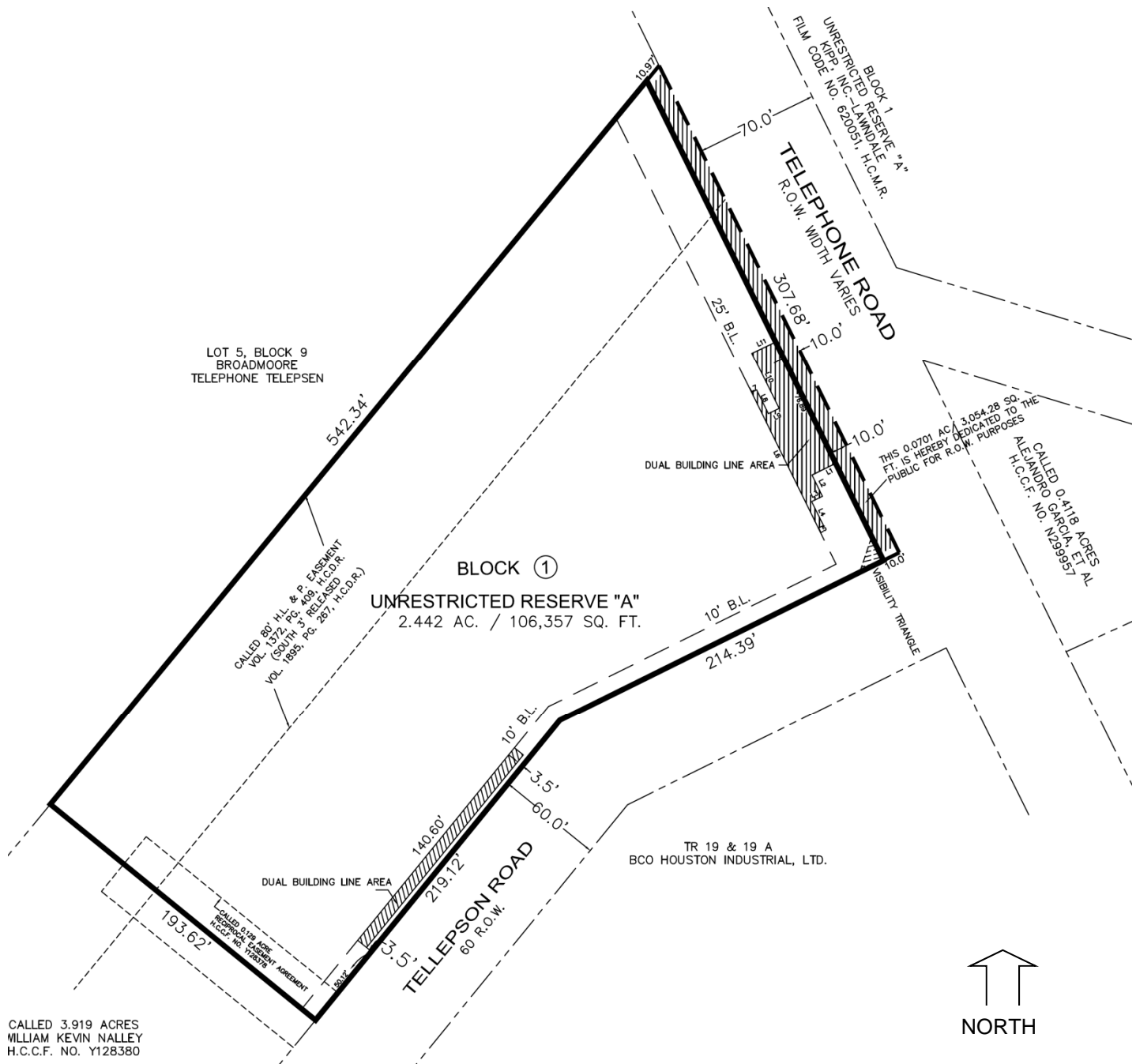
ITEM:110

Planning and Development Department

Meeting Date : 09/01/2016

Subdivision Name: SER Jobs for Progress Campus

Applicant: Windrose



D – Variances

Subdivision

Houston Planning Commission

ITEM:110

Planning and Development Department

Meeting Date : 09/01/2016

Subdivision Name: SER Jobs for Progress Campus

Applicant: Windrose



D – Variances

Aerial

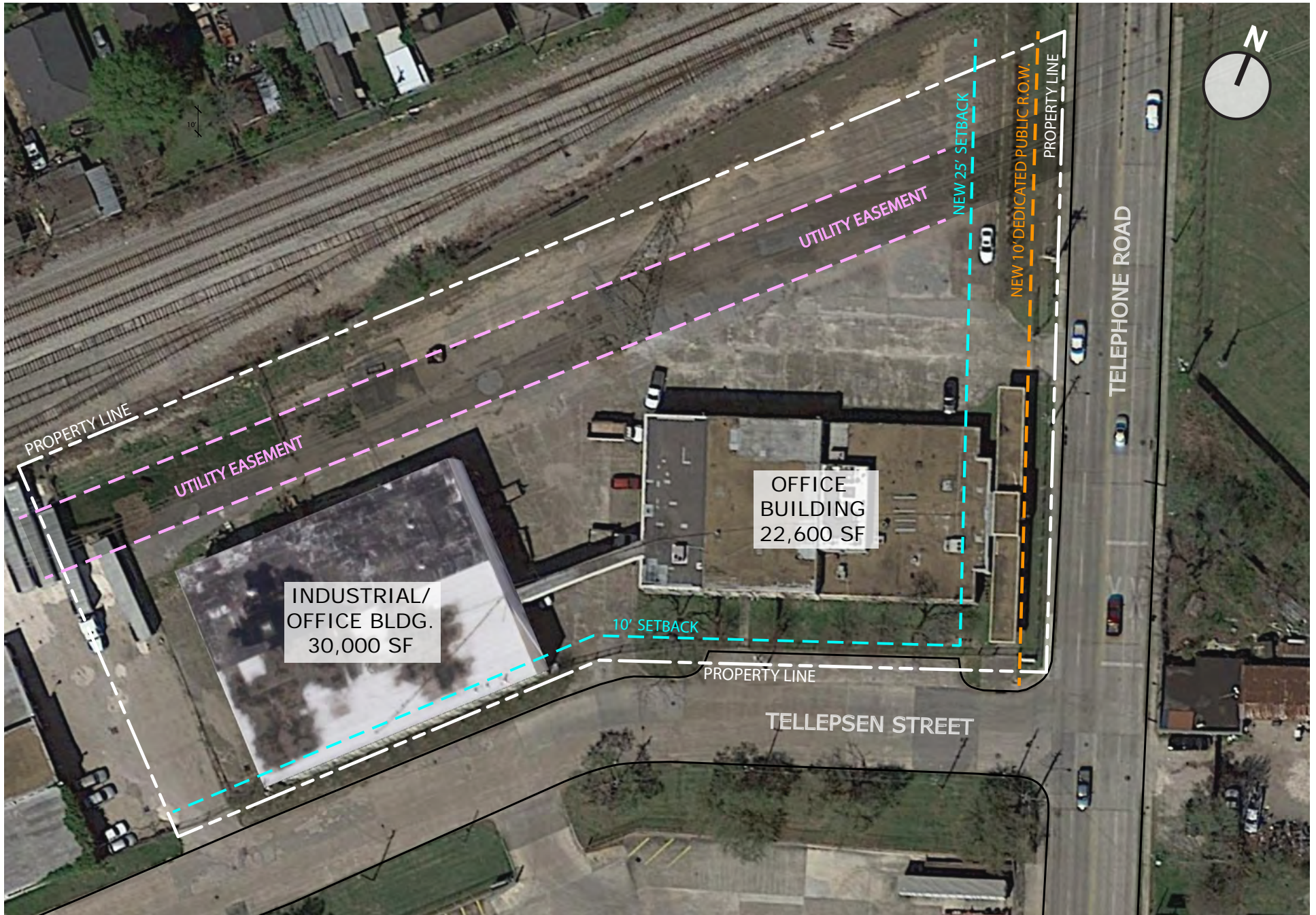


FIG 1 - EXISTING SITE DEVELOPMENT

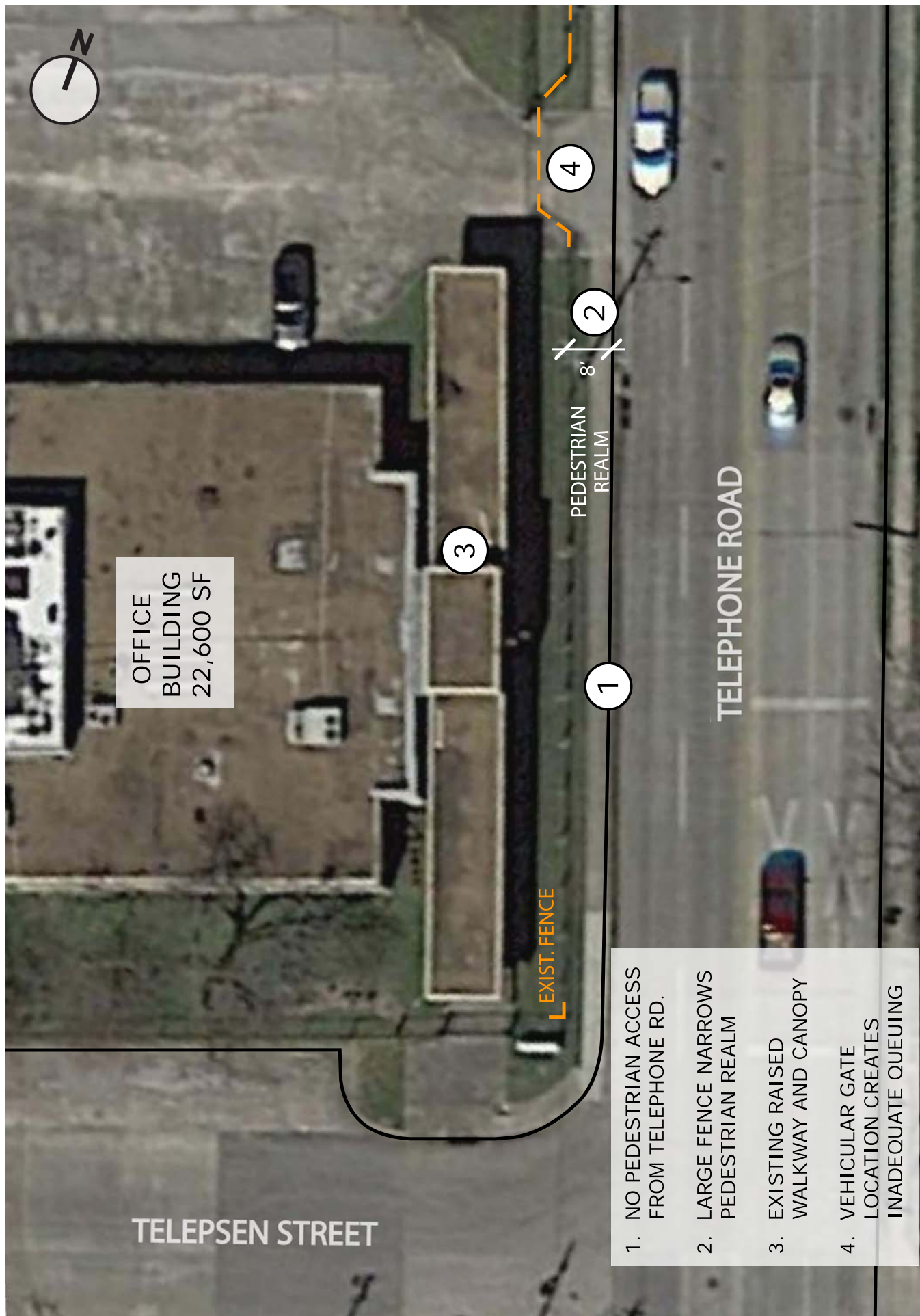


FIG 2 - EXISTING PEDESTRIAN REALM

SITE IMPROVEMENTS INCLUDE:

- ① PATIO WITH SEATING
- ② ENHANCED PEDESTRIAN REALM
- ③ NEW PEDESTRIAN ACCESS AND ACCESSIBLE WALK
- ④ RELOCATED FENCE AND GATE TO PROVIDE VEHICULAR QUEUING

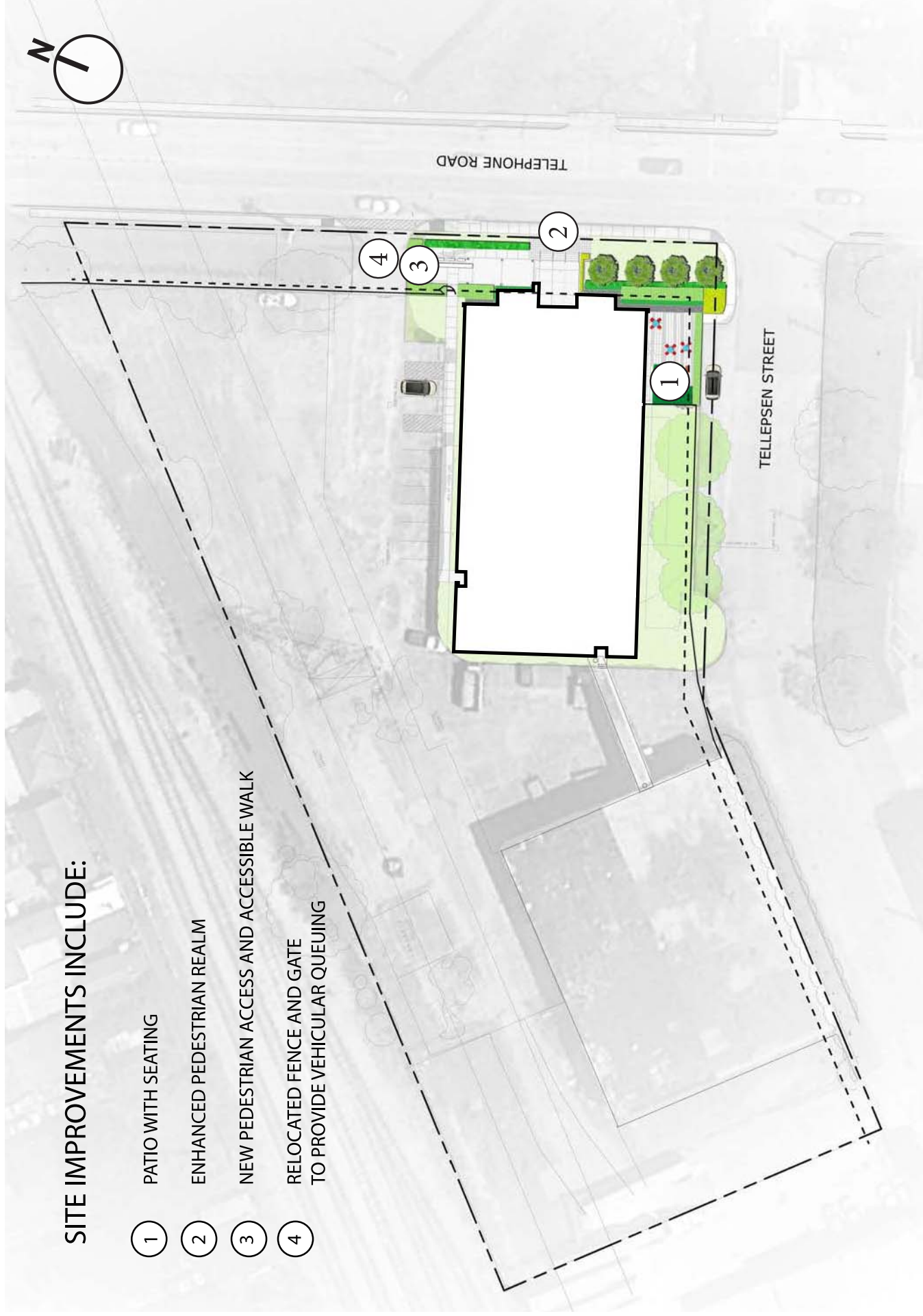


FIG 3 - PROPOSED SITE REDEVELOPMENT

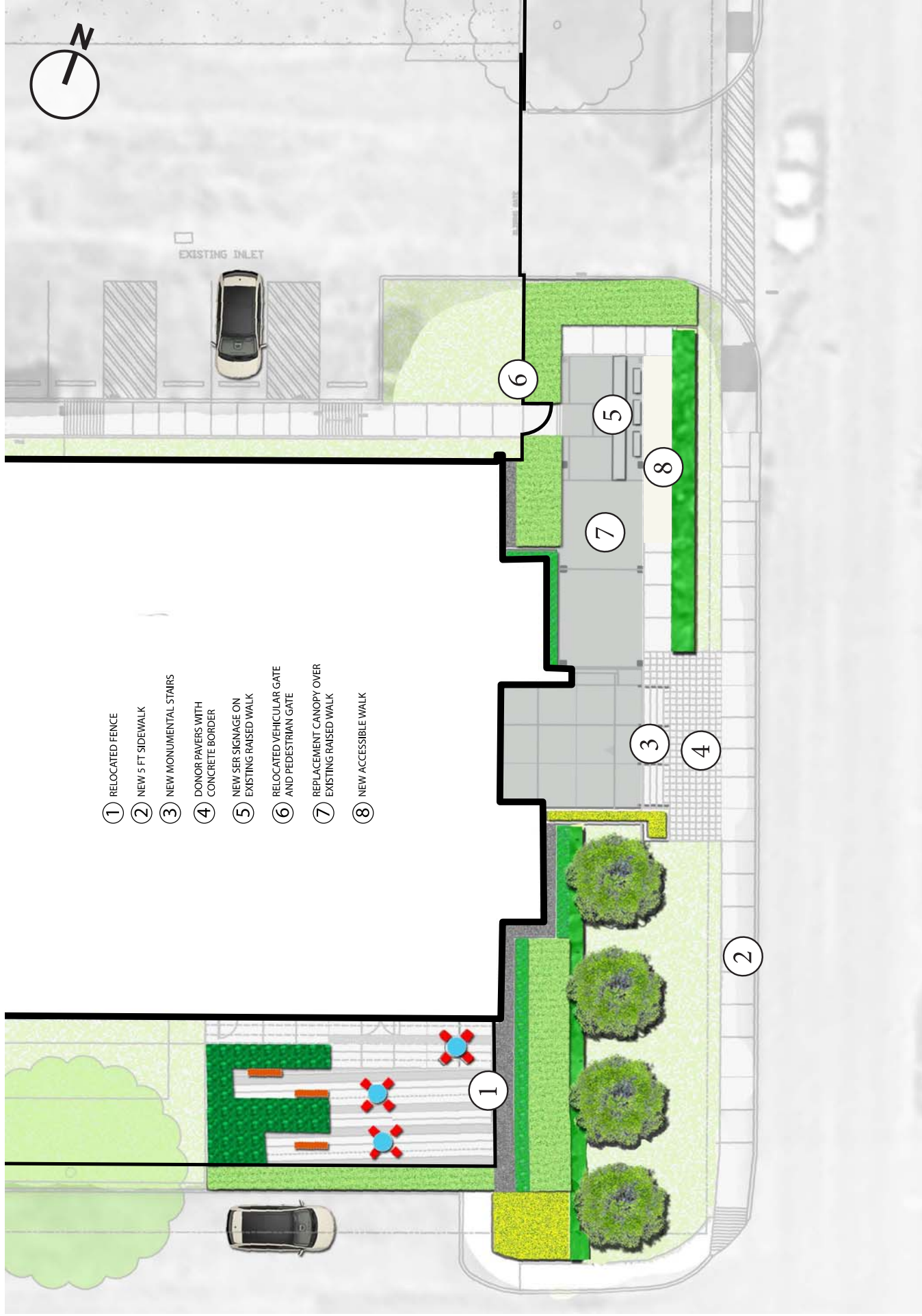


FIG 4 - PROPOSED PEDESTRIAN REALM



FIG 6 - PROPOSED MAIN ENTRY A



FIG 8 - PROPOSED MAIN ENTRY B

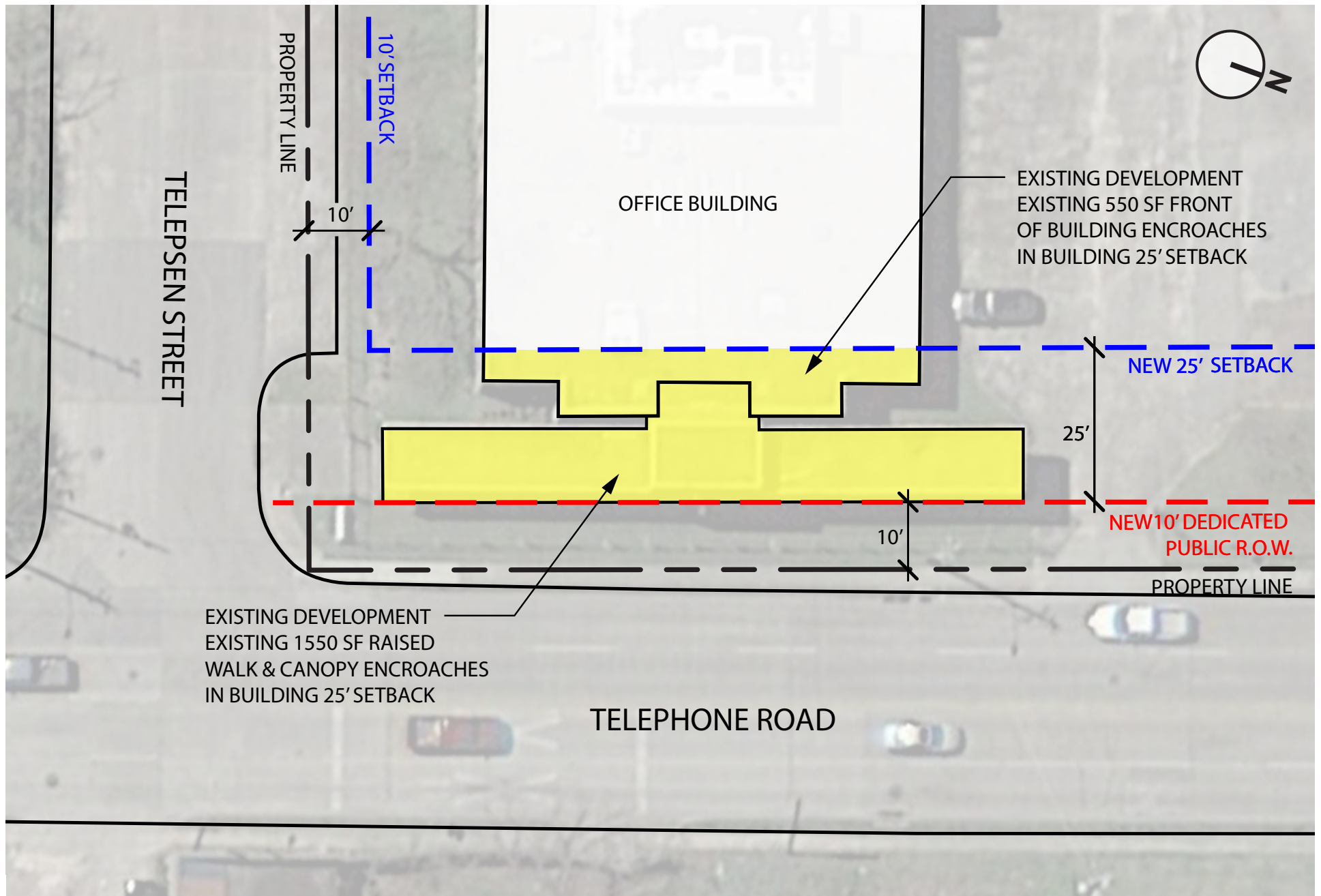


FIG 9 - VARIANCE DIAGRAM EXISTING DEVELOPMENT

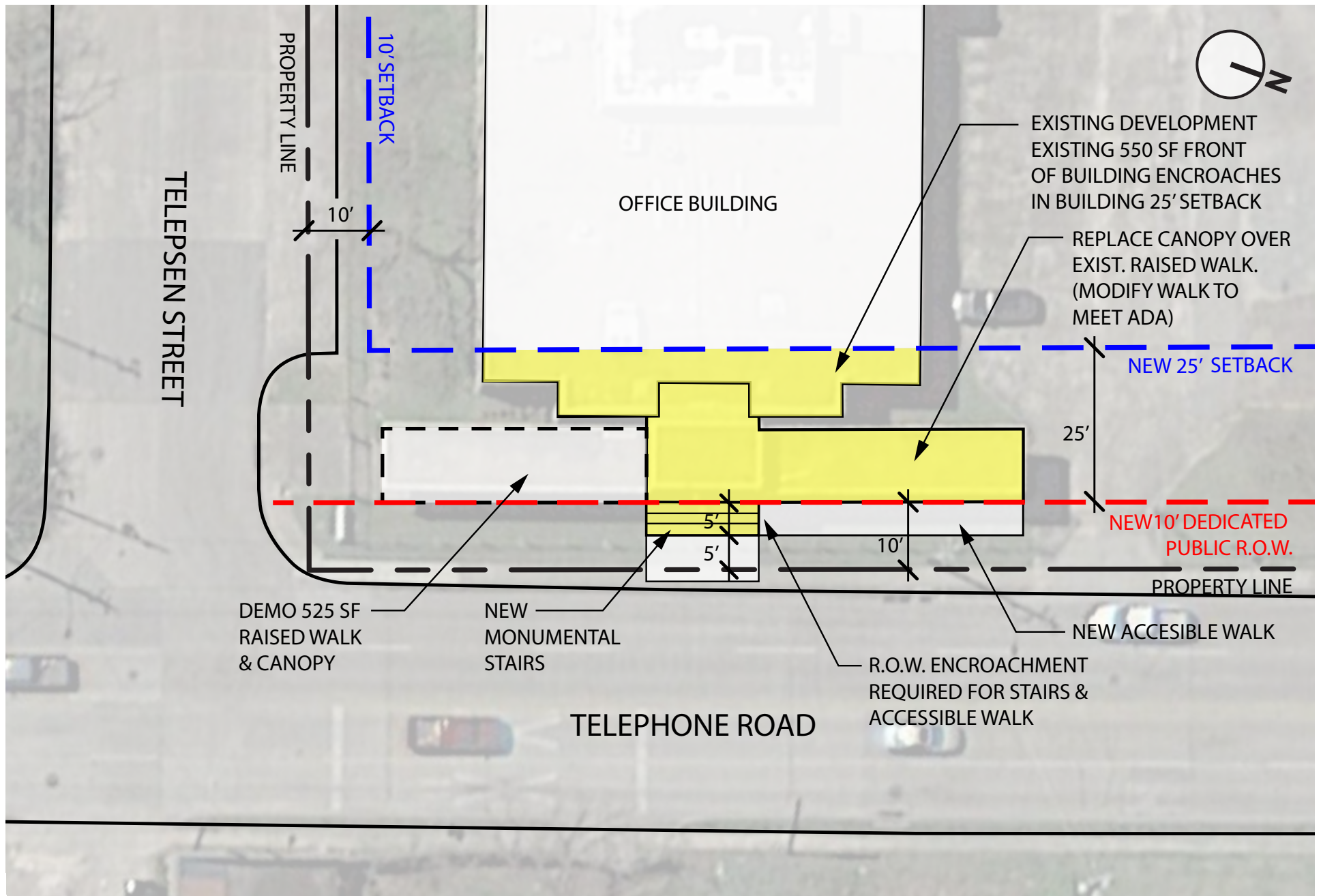


FIG 10 - VARIANCE DIAGRAM PROPOSED REDEVELOPMENT



Application Number: 2016-1473

Plat Name: SER Jobs for Progress Campus

Applicant: Windrose

Date Submitted: 08/22/2016

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

Specific Variance is being sought and extent of variance:

To allow 0' dual building line along Telephone Road and 3.5 dual building line on Tellepsen Street to allow for the reconstruction of a canopy structure and preservation of an existing building.

Chapter 42 Section: 150

Chapter 42 Reference:

Sec. 42-150. - Building line requirement. "(a) An improvement that requires a building permit shall not be constructed within the building line requirement established 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;

SER Jobs for Progress is a nonprofit organization that provides education, training, and support to Houstonians for over 50 years, including diverse populations from low-income communities, including youth and young adults, veterans, ex-offenders, homeless, and seniors. The agency's portfolio of experience, demonstrated perseverance, culture of innovation, and commitment to quality services has delivered consistent results for clients in SER's 6-county service area, including Harris, Fort Bend, Galveston, Liberty, Chambers, and Brazoria Counties. Central to SER's integrated approach to service are the core components of Service Navigation, Career Coaching, Education and Training, Employment Services, and Financial Empowerment. To address current overcrowding of current office and training facilities and to provide opportunity to increase services, SER Corp. has recently acquired a 2.44-acre parcel at 1710 Telephone Road, located at the northwest corner of Telephone Road and Tellepsen Street. There are two independent concrete buildings on the property – a 22,600 SF office building and a 30,000 SF industrial building. The buildings are linked by an overhead enclosed bridge. According to HCAD and historical aerials, the buildings were built sometime in the 1930s or 1940s. However, major renovations to the building in 1980 significantly altered the buildings' exterior and further renovations are allowed because the site is not considered to be architecturally significant. It is SER's intent to renovate the office building in 2017 and renovate the industrial building in the near future as funding becomes available. SER's vision is create a campus that is inviting to clients and the overall community. To achieve this vision, it is imperative that pedestrian access available to the main entrance of the building and that the pedestrian realm be improved. The existing office building fronts Telephone Road and the building entry canopy and raised concrete platform encroach in to the 25-foot building setback. The office building itself will also encroach in to the new 25-foot building setback after the applicant has dedicated 10-feet for right-of-way widening on the subject plat. The canopy is in poor condition and requires replacement. There is also no pedestrian access to the main building entry due to an imposing fence, lack of stairs and inaccessible path. If the City approves this variance request, SER will eliminate over 30-percent of the encroaching canopy and raised walkway and replace the remaining canopy on the remaining raised walk. SER will reconfigure the fence and create a public plaza with monumental stairs and accessible walk to provide public access to the main building entry. The applicant will install new 5-foot wide public sidewalks in place of the existing 4-foot wide sidewalks in front of building and dramatically enhance the pedestrian realm with enhanced landscaping to include planters and street trees. Further, granting the dual-building line along Tellepsen will allow the applicant to renovate the existing office building during phase one of construction and the industrial building during phase two of construction.

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

The hardship faced by the applicant is the result of construction that occurred in the 1930s and 1940s. Along Telephone, the only two options for viable pedestrian access are to replace the existing canopy or to demolish the first 15-feet of the office building outside of the 25-foot building setback. Without the variance, the applicant would also have to demolish a large percentage of the existing office building itself that will be encroaching in to the Telephone Road setback after the plat is filed. Along Tellepsen, the applicant would have to demolish over 6 feet from the existing structure to move forward with the project. Due to the existing conditions and the fact that demolition of viable structures is not in the applicant's or the City's best interests, the only way to retain essential pedestrian access to the front of the office building and overall use of the industrial building would be to grant the requested dual building line variances.

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

The general intent of the City regulations is to preserve the health, safety and general welfare of the public while ensuring that development occurs in an orderly and compatible fashion. Without the requested variance, the applicant could tear down the buildings along Telephone and Tellepsen and rebuild everything from scratch. However, the end result of not granting the variance would be the loss of viable square footage and an overall development that is less compatible with the City's Code of Ordinances. Aside from the health/safety implications, which are discussed below, the redevelopment of the office building with a canopy makes the project more viable and pedestrian-friendly. Since a large percentage of the patrons that utilize SER's services take public transportation to their facilities, having a reception and waiting area near the front of their building will be essential to the success of the facility. Demolition of the structures on Telephone and Tellepsen eliminates viable square footage that was counted on when the feasibility study for the project was completed. The main building facades along both streets will continue to respect the building setbacks and all pedestrian improvements at ground-level will either remain or be enhanced as part of the redevelopment project.

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

The applicant is proposing to reconstruct a portion of an existing, dilapidated canopy that currently encroaches in to the building setback and to provide monumental stairs and an accessible walkway to the building entry. The end-result of the property will be a safer, more accessible, more attractive entryway for the facility. Because SER is non-profit organization that services traditionally vulnerable populations (i.e. youth, disabled veterans, homeless, and seniors), having a safe and accessible entry-point is critical for the project. Not granting the variance would perpetuate a currently dangerous situation that represents a very direct threat to the safety of the SER customers and the elimination of viable square footage that could provide further benefit to the community. Further, there is currently over 17.5 feet of separation from the back-of-curb on Telephone and over 11 feet on Tellepsen. The separation from the active driving lanes and the building improvements along both streets are adequate to ensure safety, pedestrian access and a viable level of public utility service.

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

The justification for the requested variance are the unusual physical characteristics of the existing, built-out environment. Without the variance, the applicant would lose both existing structures and the necessary pedestrian access provided by the canopy on Telephone. By granting the variance, the City will recognize the unique challenges that the applicant faces in redeveloping this currently dilapidated property. SER wants nothing more than to transition this site in to a vibrant and productive campus that will provide necessary education, training, and support for diverse and low-income populations in the Houston-area.

Houston Planning Commission

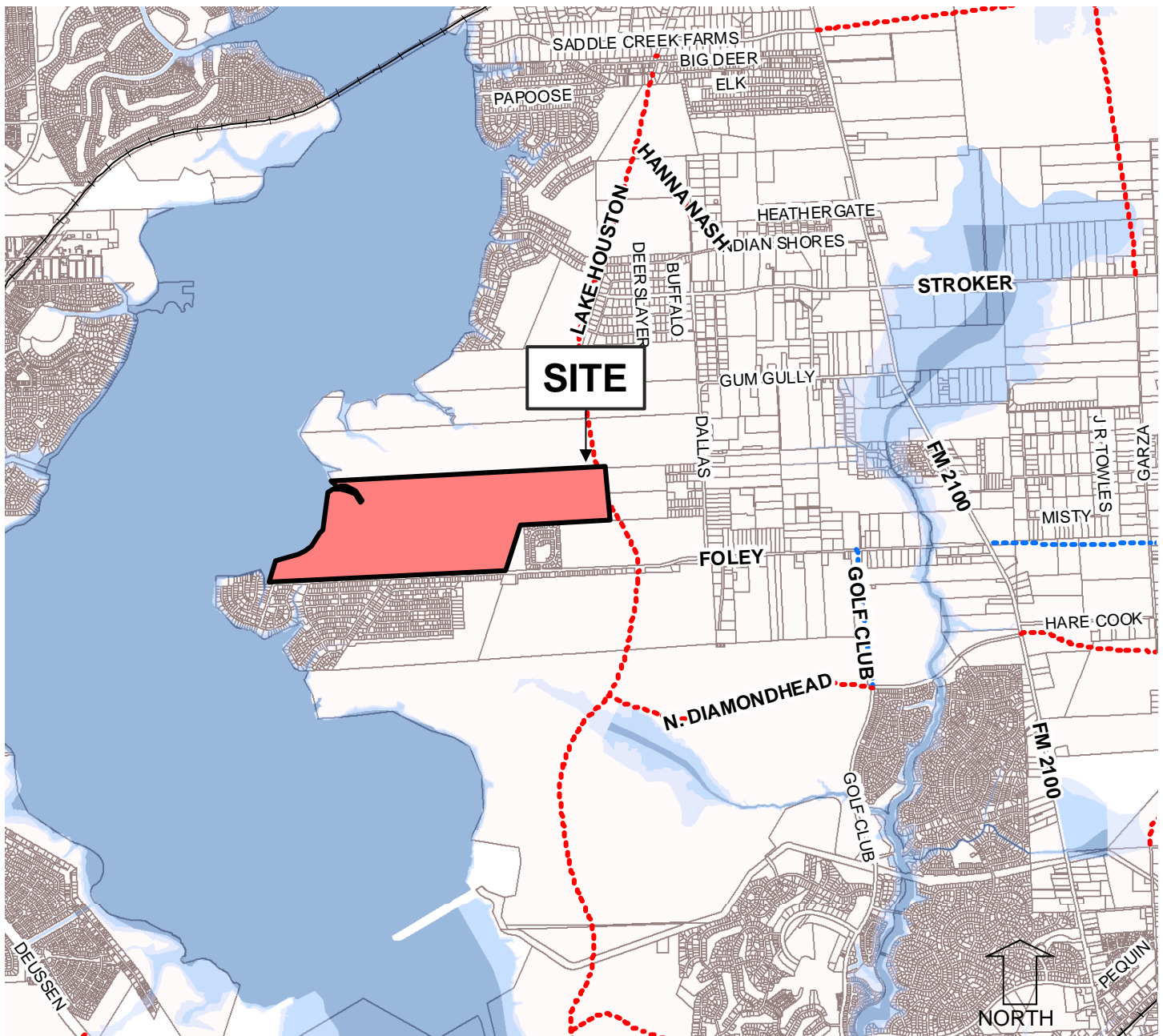
ITEM: 111

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Sundance Cove GP (DEF 1)

Applicant: EHRA



D – Variances

Site Location

Houston Planning Commission

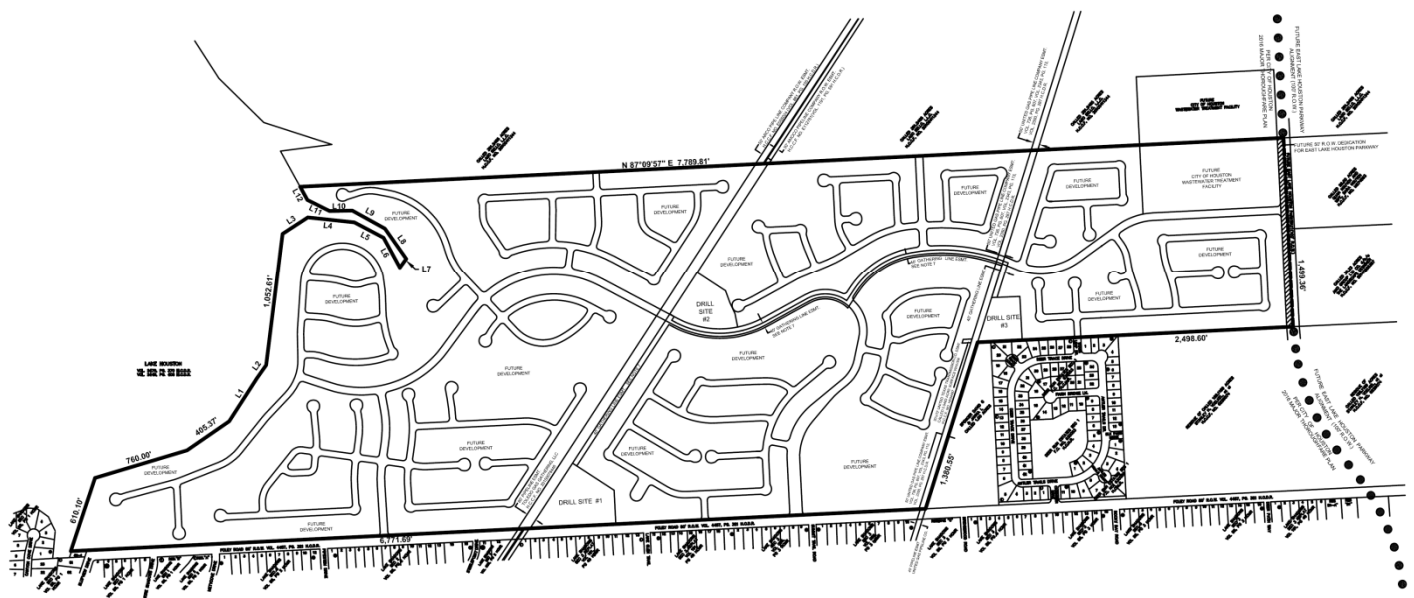
ITEM: 111

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Sundance Cove GP (DEF 1)

Applicant: EHRA



D – Variances

Subdivision

Houston Planning Commission

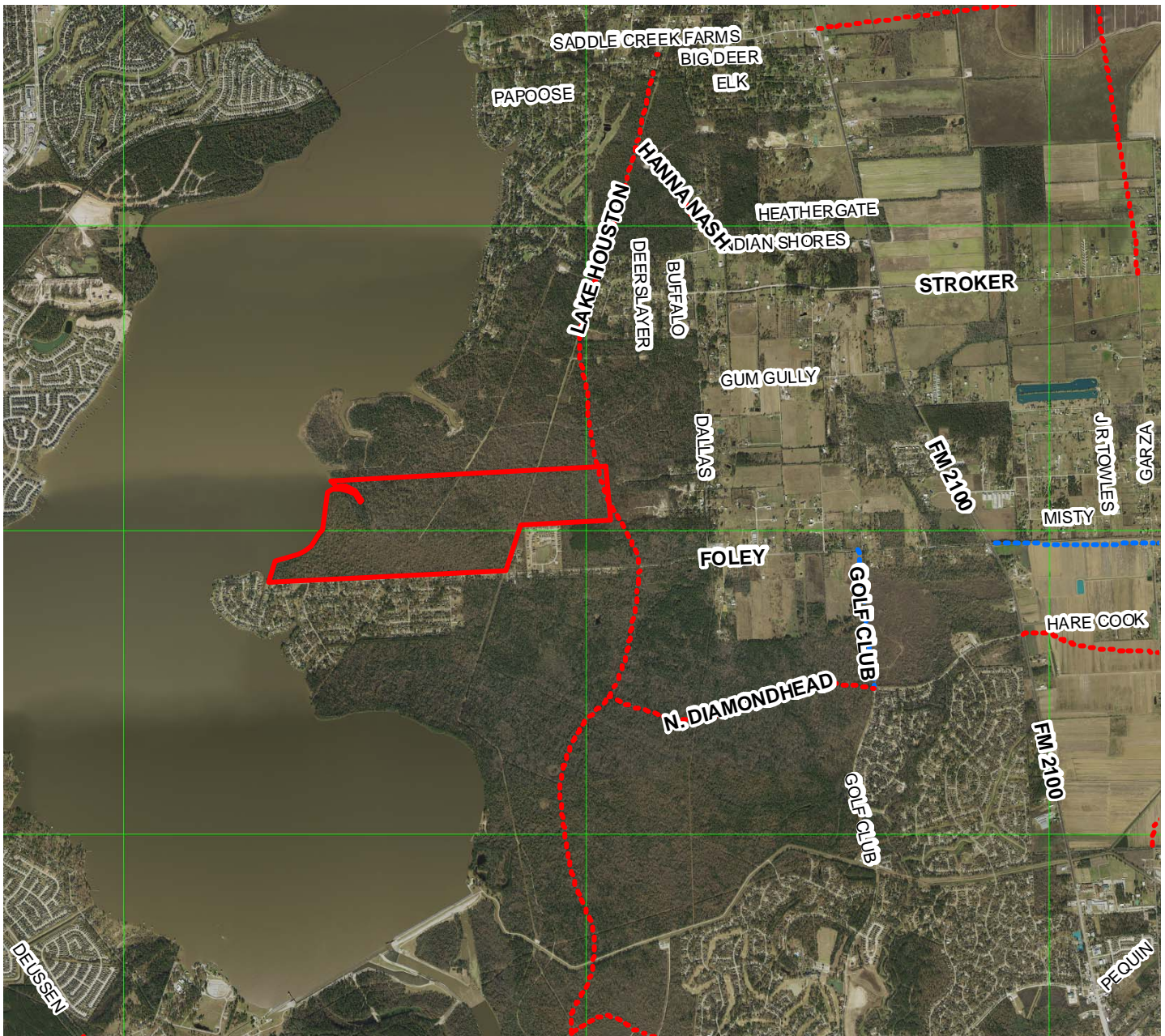
ITEM: 111

Planning and Development Department

Meeting Date: 09/01/2016

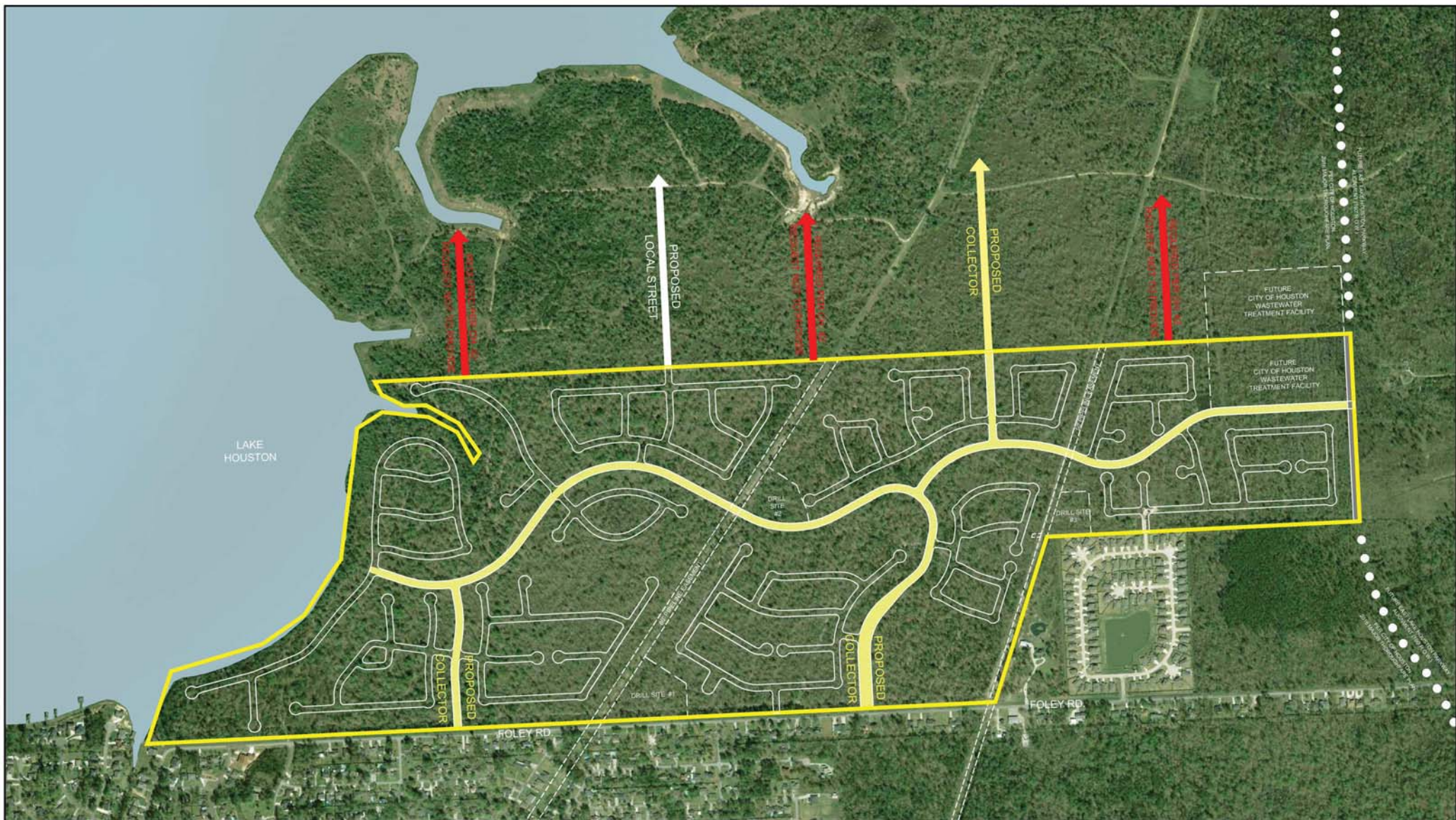
Subdivision Name: Sundance Cove GP (DEF 1)

Applicant: EHRA



D – Variances

Aerial



Sundance Cove Aerial Exhibit

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

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
1998 File: 7-26

EHRA JOB NO.
141-054-00

This is a preliminary representation of information only. It does not constitute a final plan or contract. All dimensions, measurements, and other data shown on this plan 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.



Application No: 2016-1377

Agenda Item: 103

PC Action Date: 08/18/2016

Plat Name: Sundance Cove GP

Applicant: EHRA

Staff Recommendation: [Defer Additional information reqd](#)

Chapter 42 Sections: [128\(a\)\(1\)](#); [42-128\(a\)\(1\)](#); [42-128\(a\)\(1\)](#)

Specific variance is being sought and extent of variance: (Sec. 42-47 and Sec. 42-81)

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.";

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.";

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.";

Basis of Recommendation:

Subject site is located in Harris County north of Foley Rd west of proposed West Lake Houston Parkway. The applicant is requesting a variance to exceed intersection spacing along the northern and southern boundaries and also exceed intersection spacing along the east-west collector street.

Staff's recommendation is to defer the plat for additional information required.

Statement of Facts

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

[N/A](#)

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

[N/A](#)

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

[N/A](#)

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

[N/A](#)

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

[N/A](#)

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

[N/A](#)

Houston Planning Commission

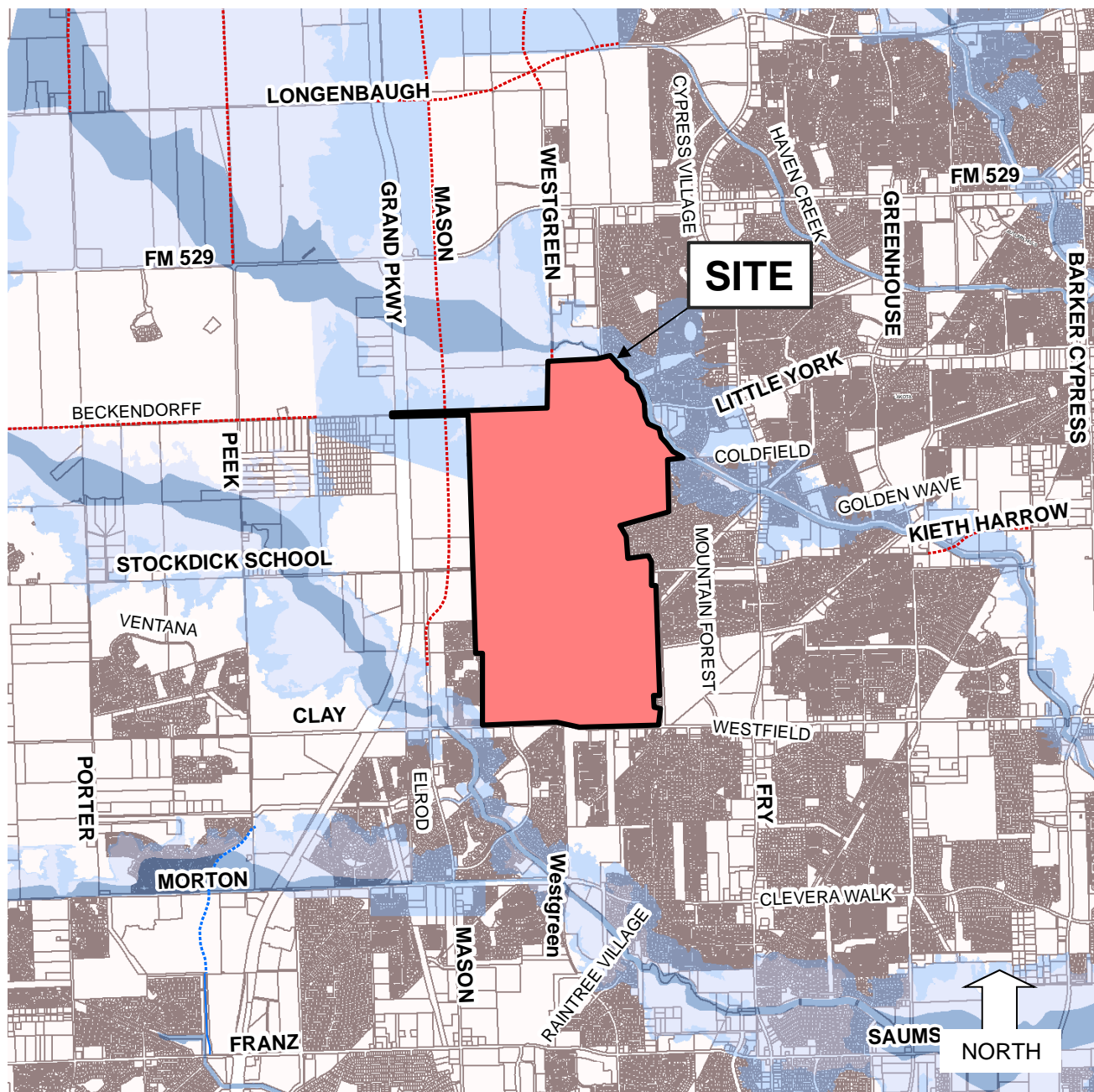
ITEM: 112

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Westfield Village GP (DEF 1)

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Exceptions

Site Location

Houston Planning Commission

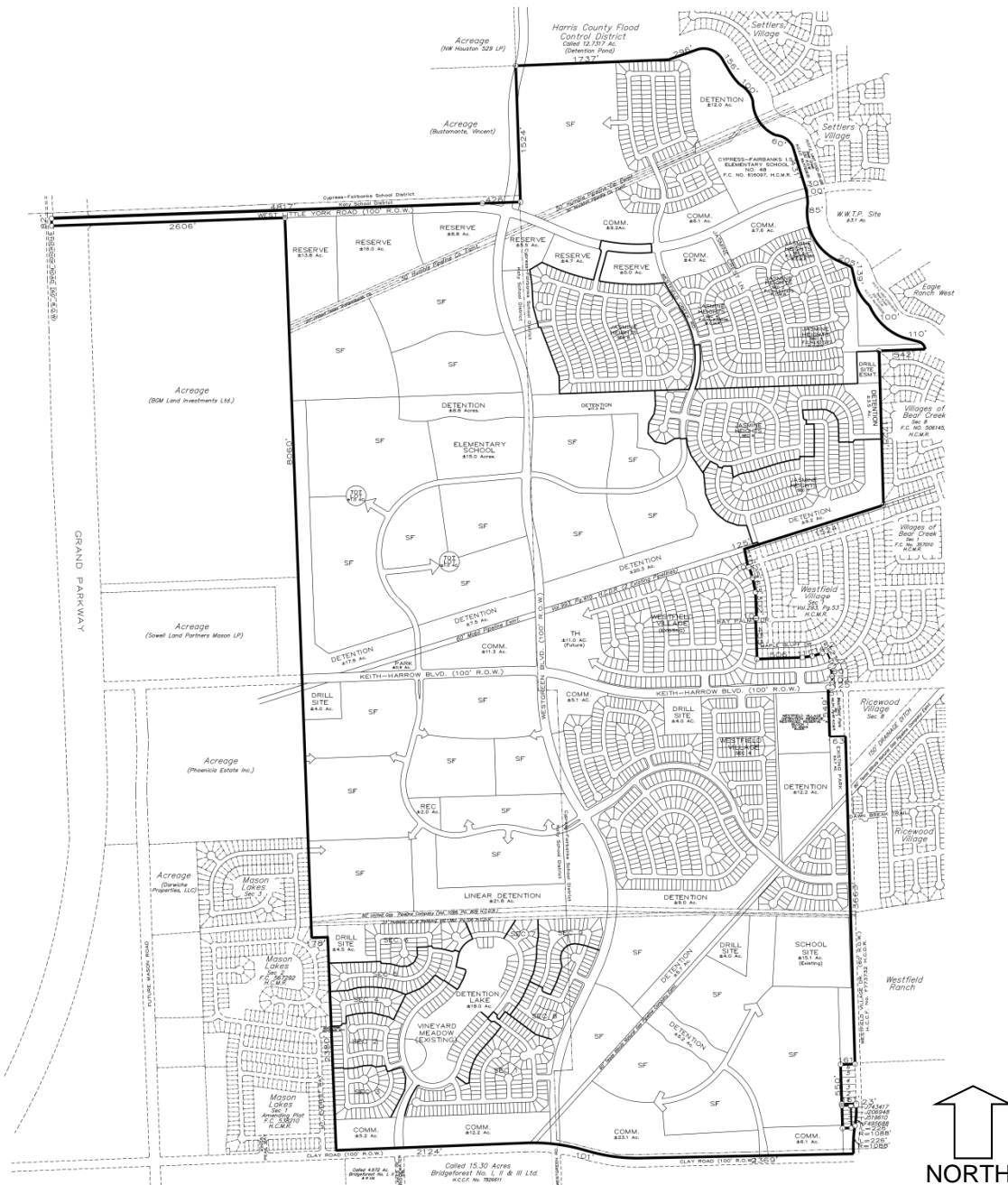
ITEM: 112

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Westfield Village GP (DEF 1)

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Exceptions

Subdivision

Houston Planning Commission

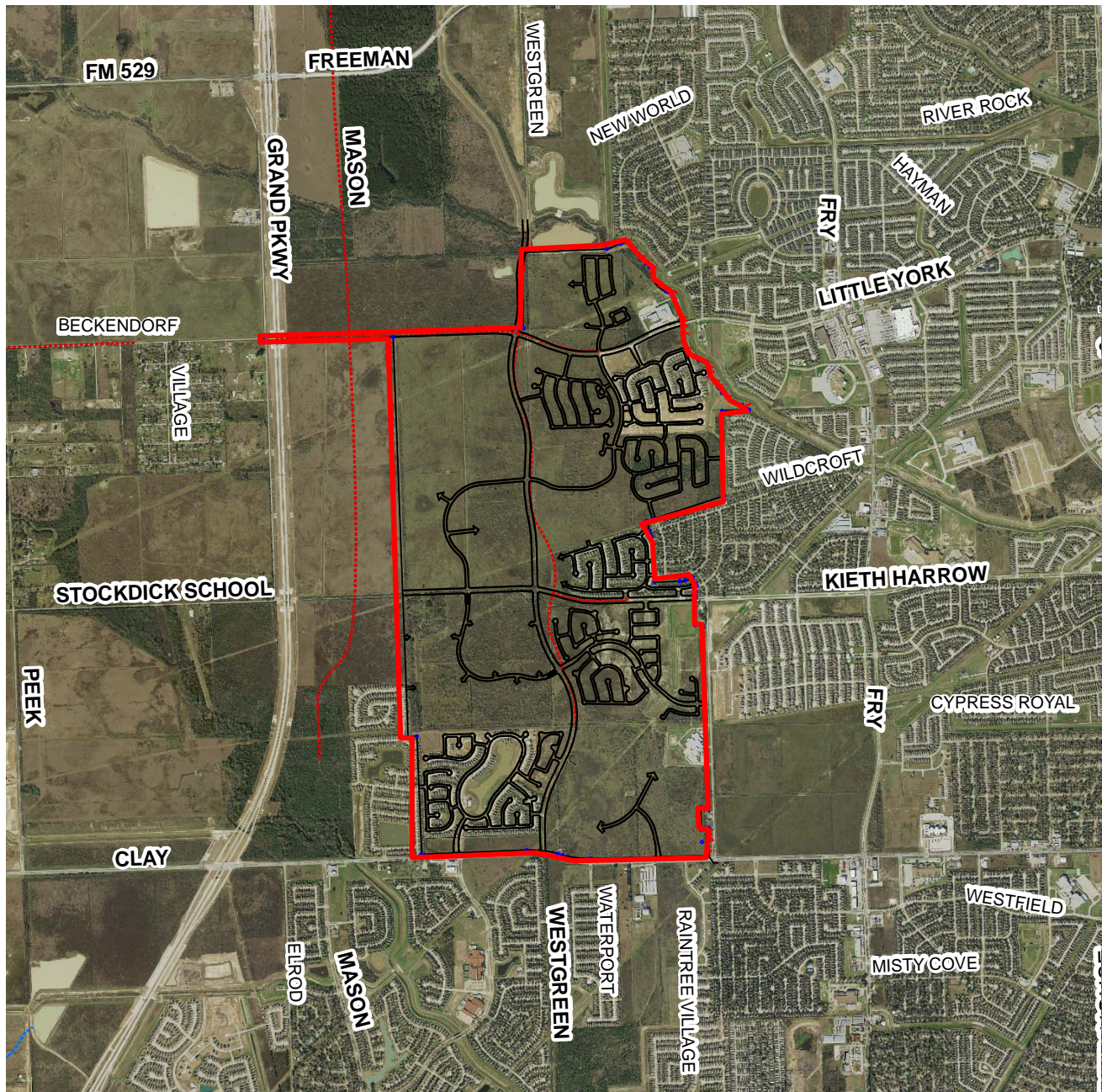
ITEM: 112

Planning and Development Department

Meeting Date: 09/01/2016

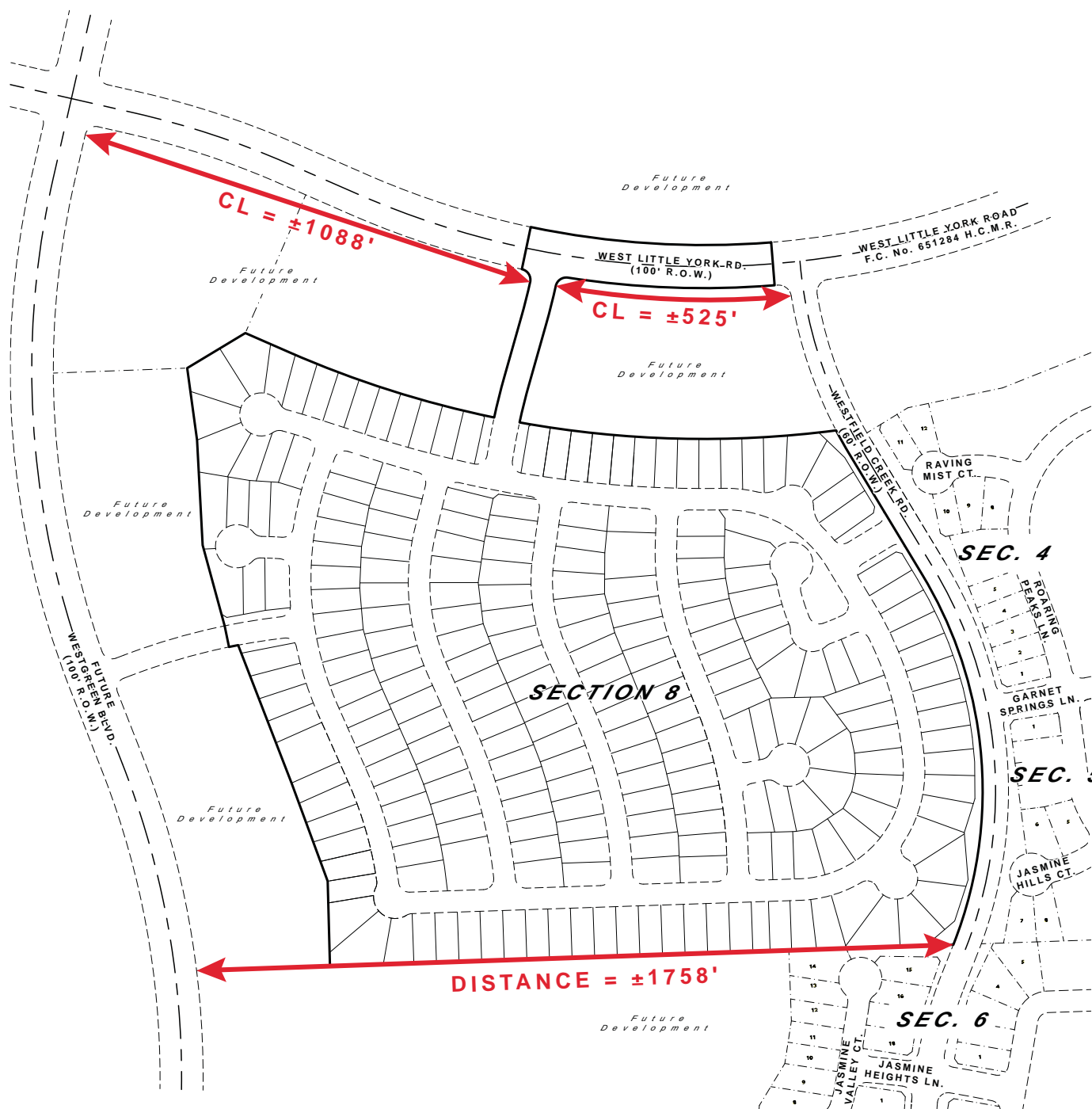
Subdivision Name: Westfield Village GP (DEF 1)

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

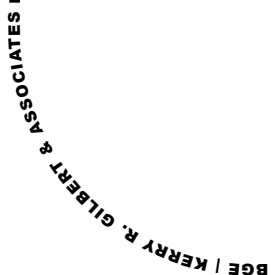
Tel: 281-579-0340

SCALE
 0 10 20

AUGUST 06, 2016
 KGA 903806B

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



BGE KERRY R. GILBERT
& ASSOCIATES

7000 North Mopac, Suite 330
Austin, TX 78731

2595 Dallas Parkway, Suite 204
Frisco, TX 75034

SCALE

0 150 300 600

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.



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 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.



PLANNING & DEVELOPMENT DEPARTMENT

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

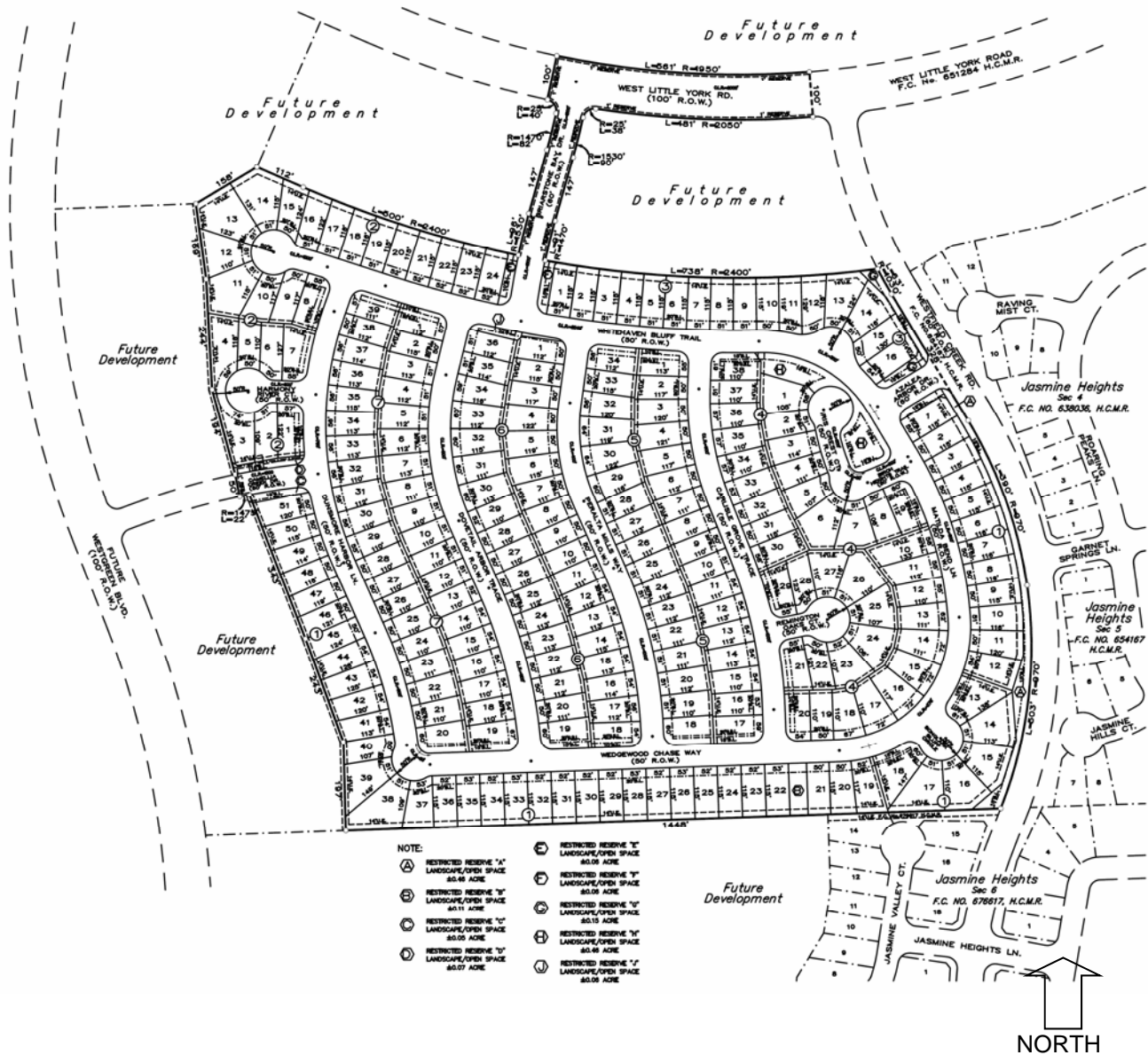
ITEM: 113

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Jasmine Heights Sec 8 (DEF 1)

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Exceptions

Subdivision

Houston Planning Commission

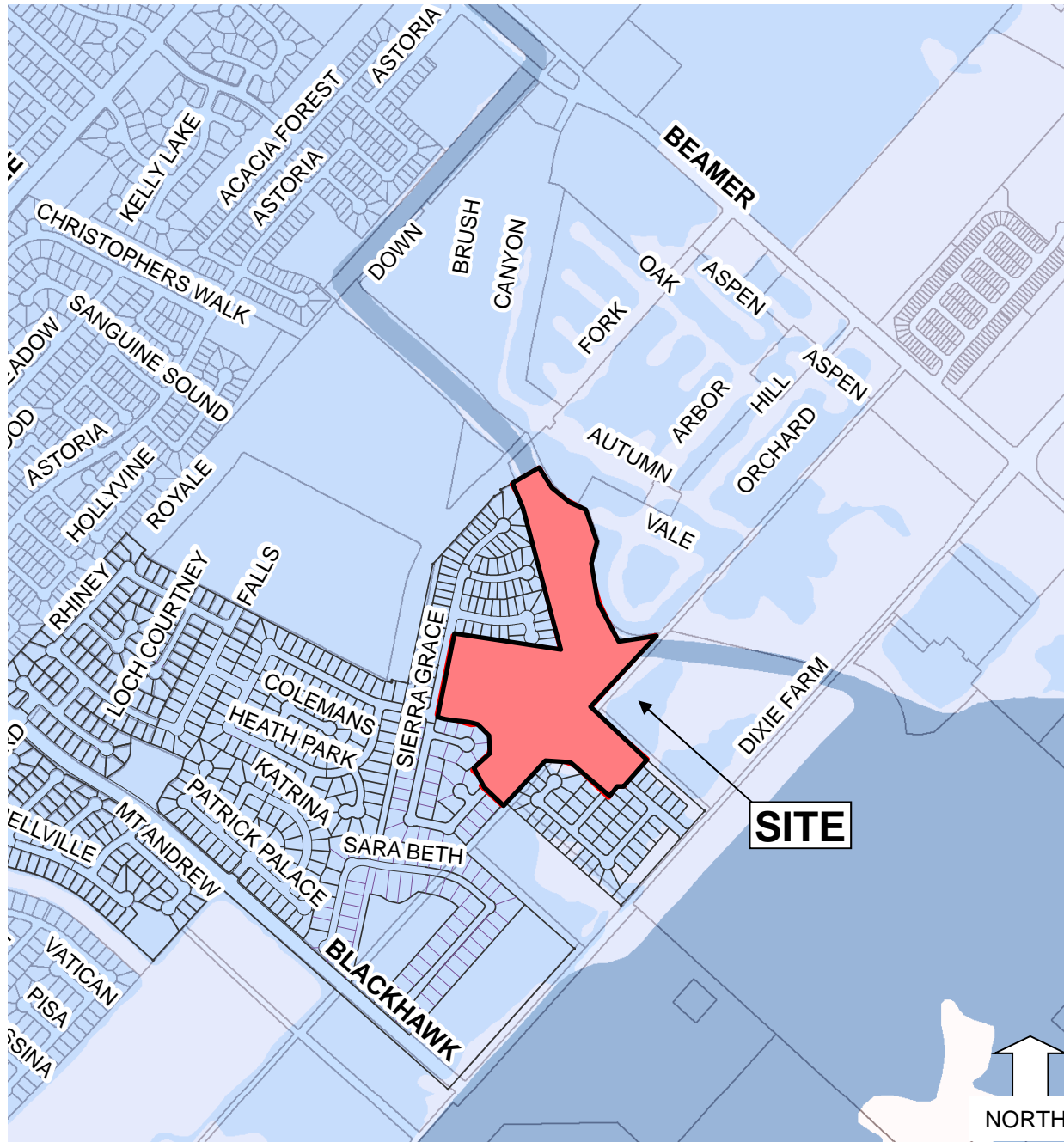
ITEM:114

Planning and Development Department

Meeting Date : 09/01/2016

Subdivision Name: Ashley Pointe Sec 14

Applicant: Windrose



F- Reconsideration of Requirements

Site Location

Houston Planning Commission

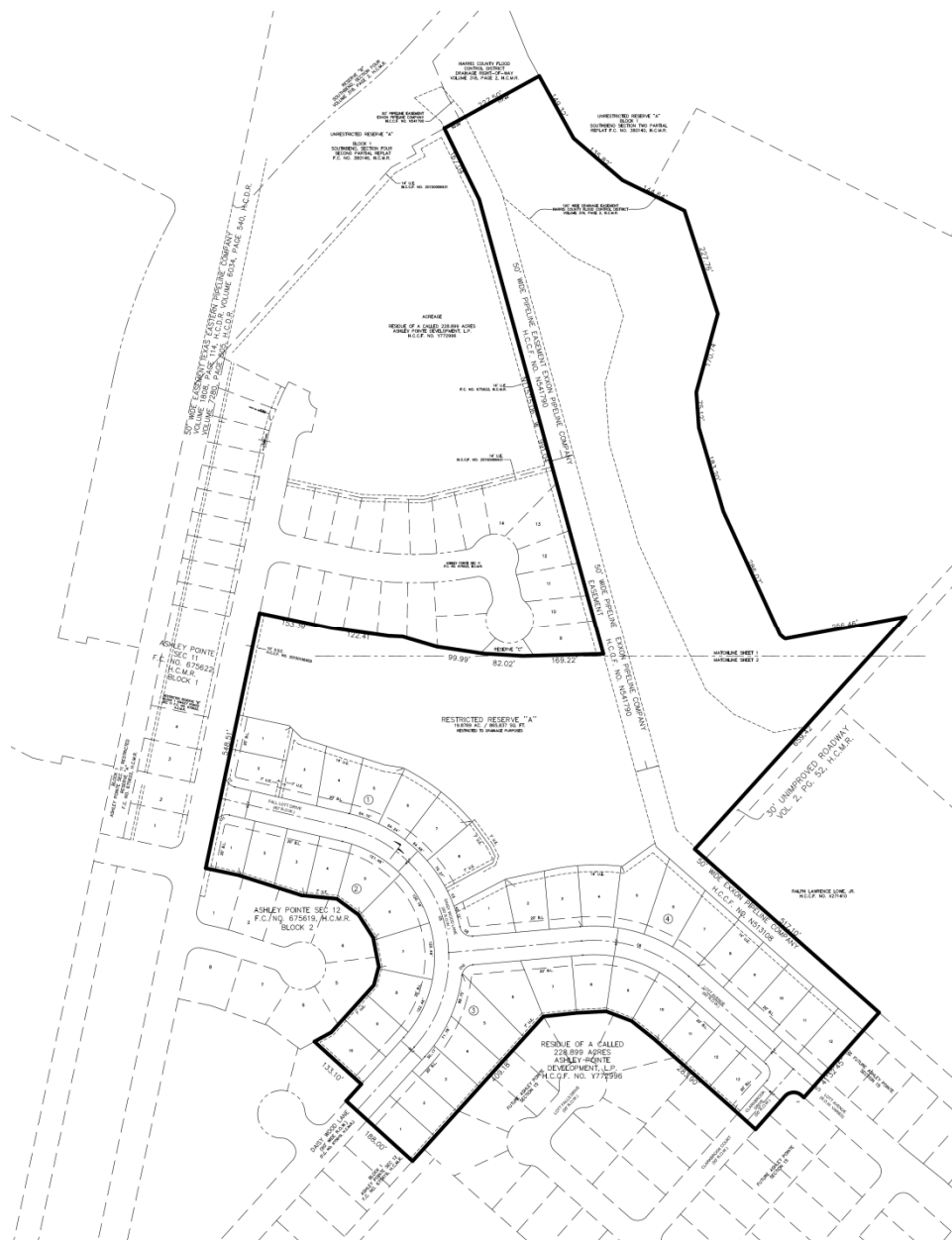
ITEM:114

Planning and Development Department

Meeting Date : 09/01/2016

Subdivision Name: Ashley Pointe Sec 14

Applicant: Windrose



F- Reconsideration of Requirements

Subdivision

Houston Planning Commission

ITEM:114

Planning and Development Department

Meeting Date : 09/01/2016

Subdivision Name: Ashley Pointe Sec 14

Applicant: Windrose



F- Reconsideration of Requirements

Subdivision



Application Number: 2016-1429

Plat Name: Ashley Pointe Sec 14

Applicant: Windrose

Date Submitted: 08/22/2016

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

Specific Variance is being sought and extent of variance:

To not widen the 30' unimproved unnamed local street per the Action CPC comment "139. Provide for widening of 15' for unnamed local street. (122)" that affects the Ashley Pointe Sec 14 plat.

Chapter 42 Section: 122

Chapter 42 Reference:

"Right-of-Way widths" states "The minimum right-of-way required for each of the following types of streets or public alleys shall be as follows, subject only to the street width exception areas established pursuant to section 42-123 of this code."

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 Section 14. This variance is critical as the subject roadway would negatively affect the entire planned development, not just Section 14. 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. Dedicating 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.

(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 widen 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 HCFC 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 and widening 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/widening 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 widening 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 widen this 30' right-of-way 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, the 30' unimproved right-of-way 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 this variance.



Application Number: 2016-1429

Plat Name: Ashley Pointe Sec 14

Applicant: Windrose

Date Submitted: 08/22/2016

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

Specific Variance is being sought and extent of variance:

To not widen the 30' unimproved unnamed local street per the Action CPC comment "139. Provide for widening of 15' for unnamed local street. (122)" that affects the Ashley Pointe Sec 14 plat.

Chapter 42 Section: 122

Chapter 42 Reference:

"Right-of-Way widths" states "The minimum right-of-way required for each of the following types of streets or public alleys shall be as follows, subject only to the street width exception areas established pursuant to section 42-123 of this code."

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 Section 14. This variance is critical as the subject roadway would negatively affect the entire planned development, not just Section 14. 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. Dedicating 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.

(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 widen 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 HCFC 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 and widening 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/widening 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 widening 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 widen this 30' right-of-way 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, the 30' unimproved right-of-way 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 this variance.

Houston Planning Commission

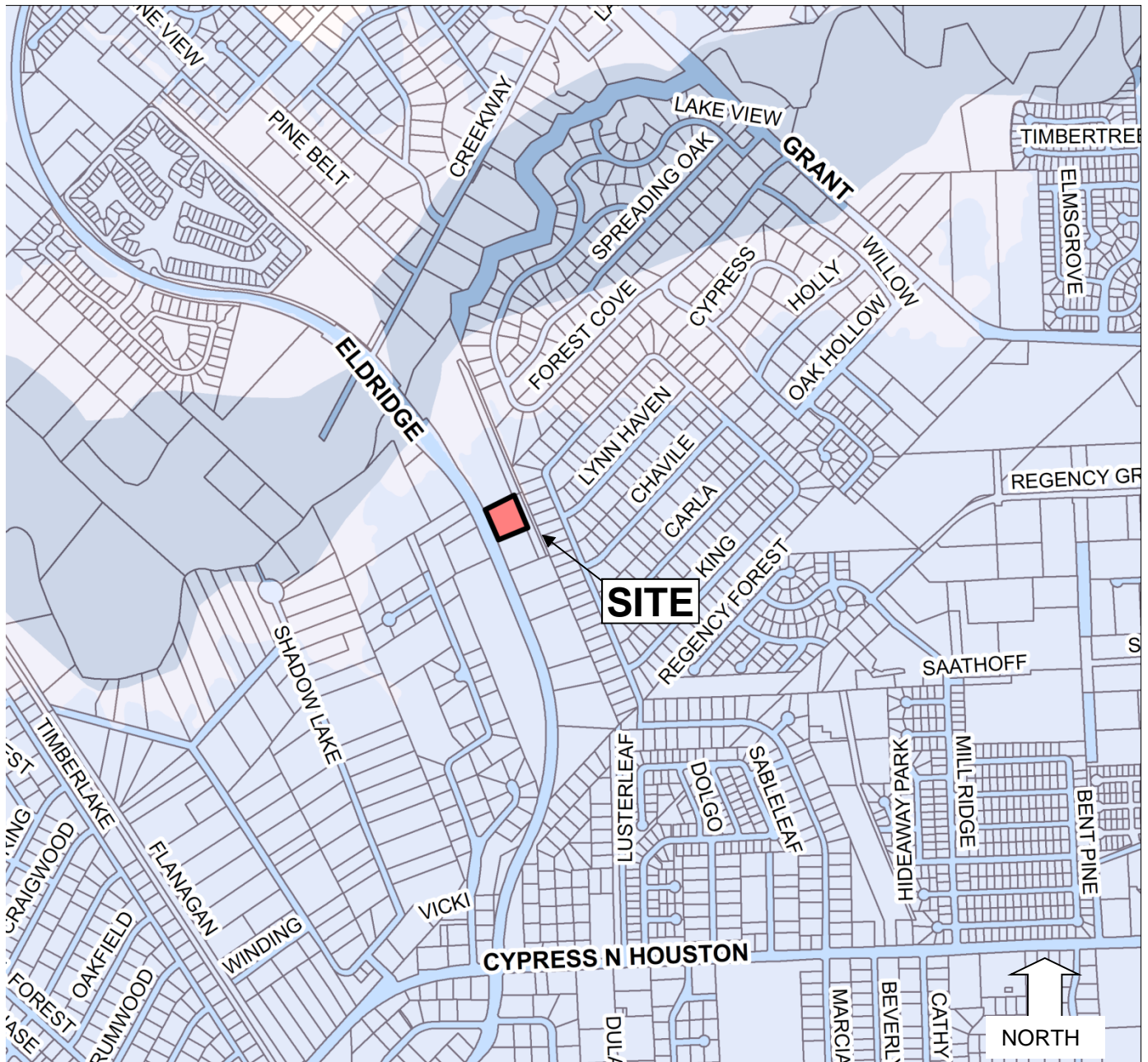
ITEM:115

Planning and Development Department

Meeting Date : 09/01/2016

Subdivision Name: Camillo North Eldridge Tract

Applicant: Miller Survey Group



F- Reconsideration of Requirements

Site Location

Subdivision

Houston Planning Commission

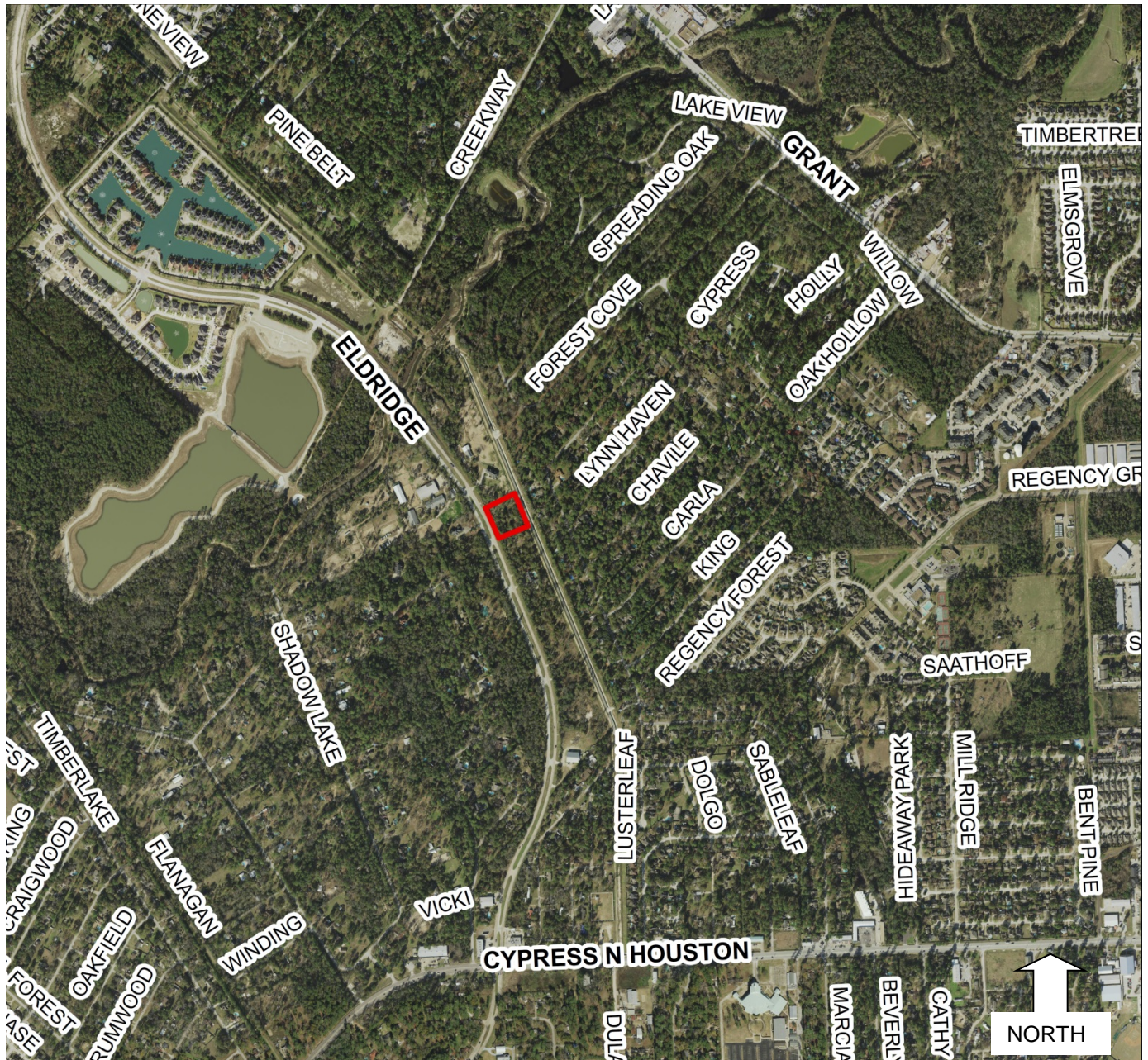
ITEM:115

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Camillo North Eldridge Tract

Applicant: Miller Survey Group



F- Reconsideration of Requirements

Subdivision



Application Number: 2016-1460

Plat Name: Camillo North Eldridge Tract

Applicant: Miller Survey Group

Date Submitted: 08/22/2016

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

Specific Variance is being sought and extent of variance:

To allow intersection spacing exceeding 2600 feet along existing major thoroughfare by not dedicating a public street.

Chapter 42 Section: 127

Chapter 42 Reference:

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

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 is located on North Eldridge Parkway (a 120-foot publicly dedicated road). The property is bounded on the easterly side by an existing Harris County Flood Control Ditch (120-foot total width) and single-family lots (Tower Oaks Plaza, Section 3, an unrecorded plat). The single-family lots have access to Oak Plaza Drive. The property is bounded to the north and south by acreage tracts which are restricted to single-family development of not less than 1 acre per lot. Any street dedicated through the property would have nowhere to connect to the east (existing lot configuration does not allow for a through street) and neither of the acreage tracts on either side need a street dedication for access.

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

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

Strict application of the ordinance would require the land owner to dedicate a public street that would not be able to extend beyond the 280-foot depth of the property due to physical constraints beyond the land owners' control. The existing single-family development to the east does not allow a street dedication in this location. And the surrounding properties do not need to take access from an additional street as both have access via existing North Eldridge Parkway.

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

The intent of the chapter is to provide safe and effective traffic circulation. A street dedication on the property would not improve traffic circulation since the street would dead-end into an existing development.

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

Allowing the land owner to develop a single-family home without a through street will not be injurious to public health, safety or welfare. The street would serve no purpose to the public.

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

Justification for granting the variance is based solely on the existing conditions of the property and surrounding development. The existing Harris County Flood Control ditch, the existing single-family development, along with the intended development of the adjacent tracts (as single-family residential minimum one-acre lots per separately filed deed restrictions) all negate the need for a street dedication through the property.



RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2016-1460
Plat Name: Camillo North Eldridge Tract
Applicant: Miller Survey Group
Date Submitted: 08/22/2016

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

Specific requirement or condition being sought:

To allow intersection spacing exceeding 2600 feet along existing major thoroughfare by not dedicating a public street.

Chapter 42 Section: 127

Chapter 42 Reference:

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

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:

We ask for a reconsideration of the requirement to dedicate a public street through the property. A variance application is being filed with this reconsideration form. Strict application of the ordinance would require the land owner to dedicate a public street that would not be able to extend beyond the 280-foot depth of the property due to physical constraints beyond the land owners' control. The existing single-family development to the east does not allow a street dedication in this location. And the surrounding properties do not need to take access from an additional street as both have access via existing North Eldridge Parkway.

Houston Planning Commission

ITEM: 116

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Master Mark Plaza

Applicant: HRS and Associates, LLC



F- Reconsideration of Requirements

Site Location

Houston Planning Commission

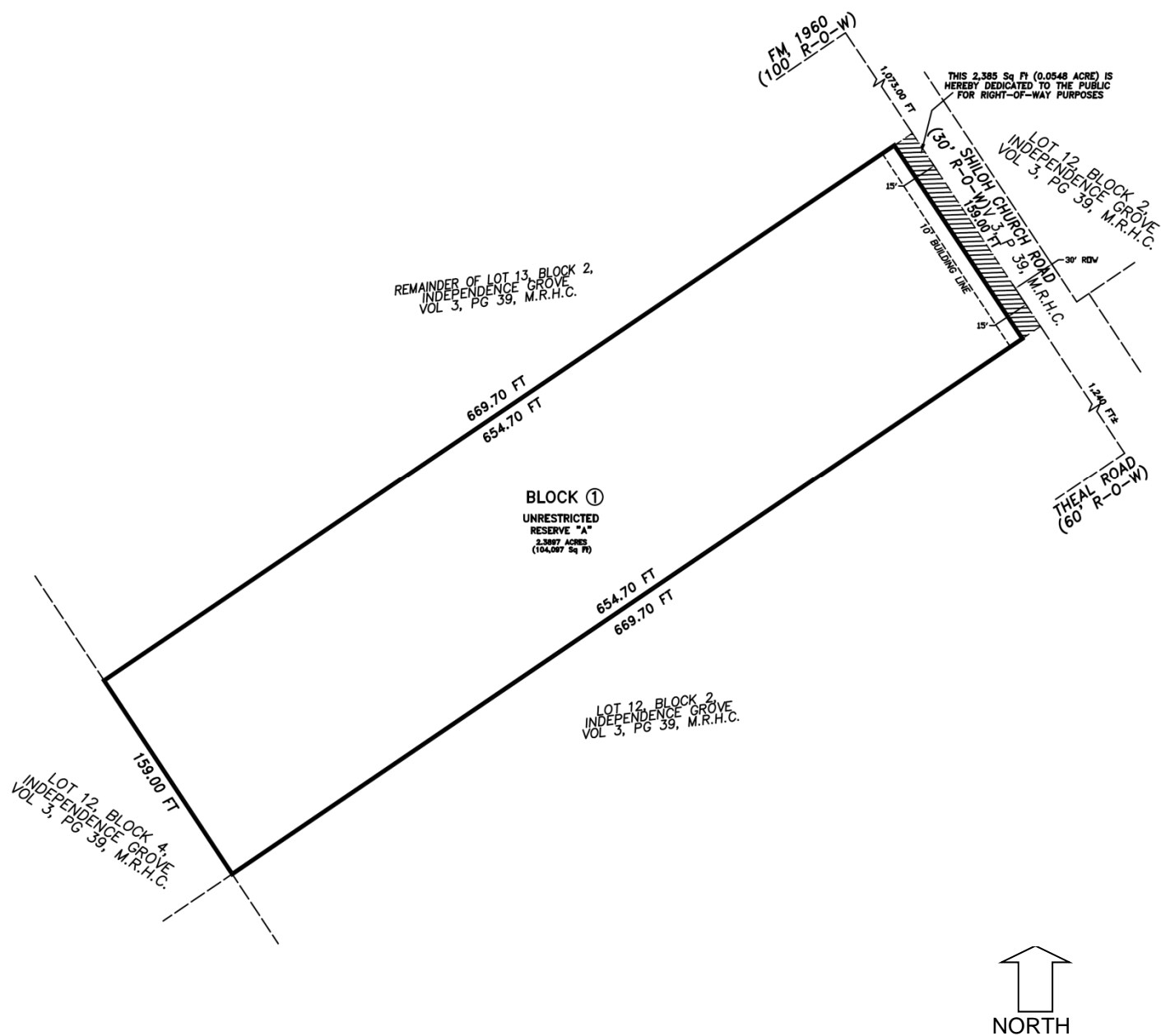
ITEM: 116

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Master Mark Plaza

Applicant: HRS and Associates, LLC



F- Reconsideration of Requirements

Subdivision

Houston Planning Commission

ITEM: 116

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Master Mark Plaza

Applicant: HRS and Associates, LLC



F- Reconsideration of Requirements

Aerial



RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2016-1418
Plat Name: Master Mark Plaza
Applicant: HRS and Associates, LLC
Date Submitted: 08/21/2016

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

Specific requirement or condition being sought:

1400 Ft block length along a local street.

Chapter 42 Section: 42-128

Chapter 42 Reference:

1400 Ft Block Length

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:

Master Mark Plaza is a 2.44-acre unrestricted reserve that has 159 Ft of frontage along Shiloh Church Road. Shiloh Church Road is a local street that connects FM 1960 on the north to Theall Road to the south. The distance between FM 1960 to Theall along Shiloh Church Road is 2472 Ft. The proposed Master Mark Plaza falls within the "window" of the 1400-Ft block length when measured from both FM 1960 and Theall Road. A reconsideration of the requirement to dedicate a public street is being requested. A variance is needed to support this request.



Application Number: 2016-1418

Plat Name: Master Mark Plaza

Applicant: HRS and Associates, LLC

Date Submitted: 08/21/2016

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

Specific Variance is being sought and extent of variance:

A variance to exceed block length of 1400 Ft is being requested.

Chapter 42 Section: 42-128

Chapter 42 Reference:

Sec. 42-128. - Intersections of local streets. (a) Each class III plat and each general plan 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

(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;

Master Mark Plaza is a 2.44-acre unrestricted reserve that has 159 Ft of frontage along Shiloh Church Road. Shiloh Church Road is a local street that connects FM 1960 on the north to Theall Road to the south. Total distance between FM 1960 and Theall Road along Shiloh Church Road is 2472 Ft. The proposed Master Mark Plaza plat falls within the "window" of the 1400-Ft block length when measured from both FM 1960 and Theall Road. The location of Master Mark Plaza, measuring from Theall Road along Shiloh Church Road 1399 Ft. The distance of the proposed plat from FM 1960 is 1073 Ft with this proposed unrestricted reserve having 159 Ft of right-of-way frontage, resulting in 1232 Ft overall distance from FM 1960. There is a "window" of about 328 Ft where a street right-of-way would be required. The proposed plat is 159 Ft wide and about 669 Ft in length. If the City were to require a 60-Ft right-of-way on the proposed property, the developer would have to dedicate about 40,000 square feet of right-of-way. The street right-of-way dedication along with the 10-Ft building line would give the property owner less than 90 Ft width of developable area, building line, and side setbacks needed for buildings. The strict application of the requirement of a 60-Ft right-of-way would make this proposed development infeasible. FM 1960 and Theall Road already provide adequate east/west circulation for the area.

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

The proposed plat is in a commercial area that is less than 1100 Ft south of FM 1960. There is a Ballet Studio on one side of the proposed plat and a Hair Studio on the other. The distance between FM 1960 and Theall Road is 2472 Ft. The distance between the two east/west streets exists, and the City of Houston, as well as Harris County has not required either owner to the north or the south of the proposed plat to dedicate any rights-of-way in the past. The circumstance supporting the variance is existing and is not a result of a hardship created or imposed by the developer.

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

Chapter 42 subdivision ordinance discusses overall vehicle circulation. The proposed plat is out of the Independence Grove Subdivision. The street pattern that was established by this plat is about 2450 Ft on the streets that are east-west (FM 1960 and Theall Road) and about 1380 Ft for streets that run more of a north-south route. Cutten Road, Haynes Road, Shiloh Church Road, and Hollister Road are all under 1400 Ft in distance from each other. The intent and general purposes of Chapter 42 is that overall circulation be preserved. The granting of the variance would allow for the

circulation that was established from the original plat to continue. The City of Houston has not required other applicants along Shiloh Church Road to dedicate street right-of-way.

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

Adequate vehicle circulation has been established with the original plat. Granting of the variance will not be injurious to public health or safety because it will allow the street pattern that has already been established by previous plat. Independence Grove Subdivision is a plat that established a grid pattern of streets along with 5 acre tracts that have become commercial developments in nature. Due to the grid pattern and commercial nature of the area, the 2450 Ft distance between Theall Road and FM 1960 is adequate. The requirement to dedicate a 60-Ft right-of-way and the subsequent building line would make the project impractical by only allowing about 85 Ft of width which is not wide enough for a commercial site that sits on an almost 2.50 acres of land.

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

Economic hardship is not the sole justification for the variance. The nature of the existing grid pattern established by the Independence Grove Subdivision and the existing distance between FM 1960 and Theall Road are the justifications for the variance. The proposed property is in close proximity to FM 1960 and the justification for the hardship is that the area is somewhat established and the distances between public streets are existing.

Houston Planning Commission

ITEM: 117

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Reserve at Clear Lake City Sec 10 (DEF 2)

Applicant: BGE|Kerry R. Gilbert Associates



F- Reconsideration of Requirements

Site Location

Houston Planning Commission ITEM: 117

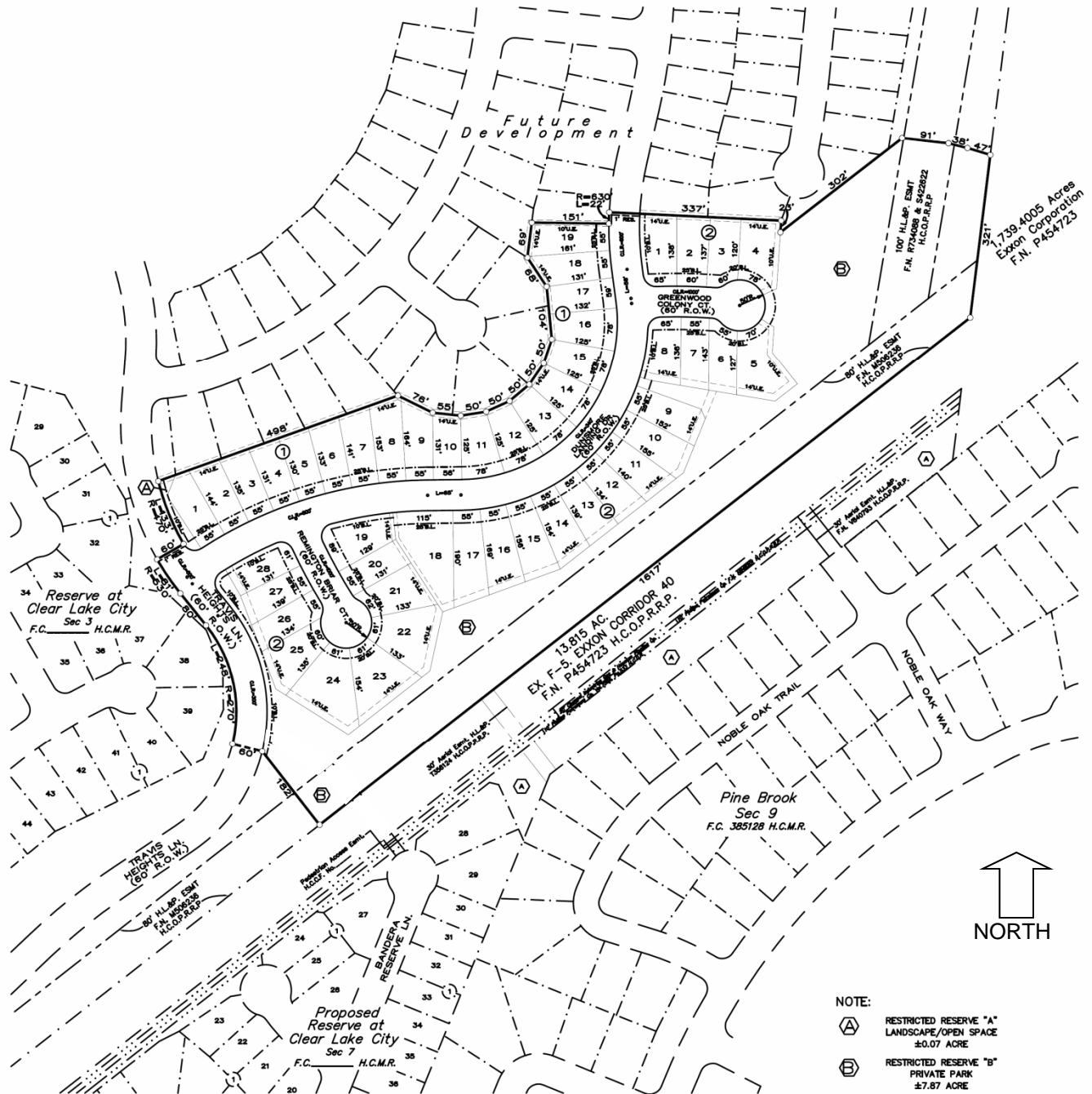
ITEM: 117

Planning and Development Department

Meeting Date: 09/01/2016

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: 117

Planning and Development Department

Meeting Date: 09/01/2016

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

Applicant: BGE|Kerry R. Gilbert Associates



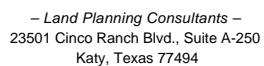
F- Reconsideration of Requirements

Aerial



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prepared for



2595 Dallas Parkway, Suite 204
Frisco, TX 75034

AUGUST 08, 2016
KGA #I-211A



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

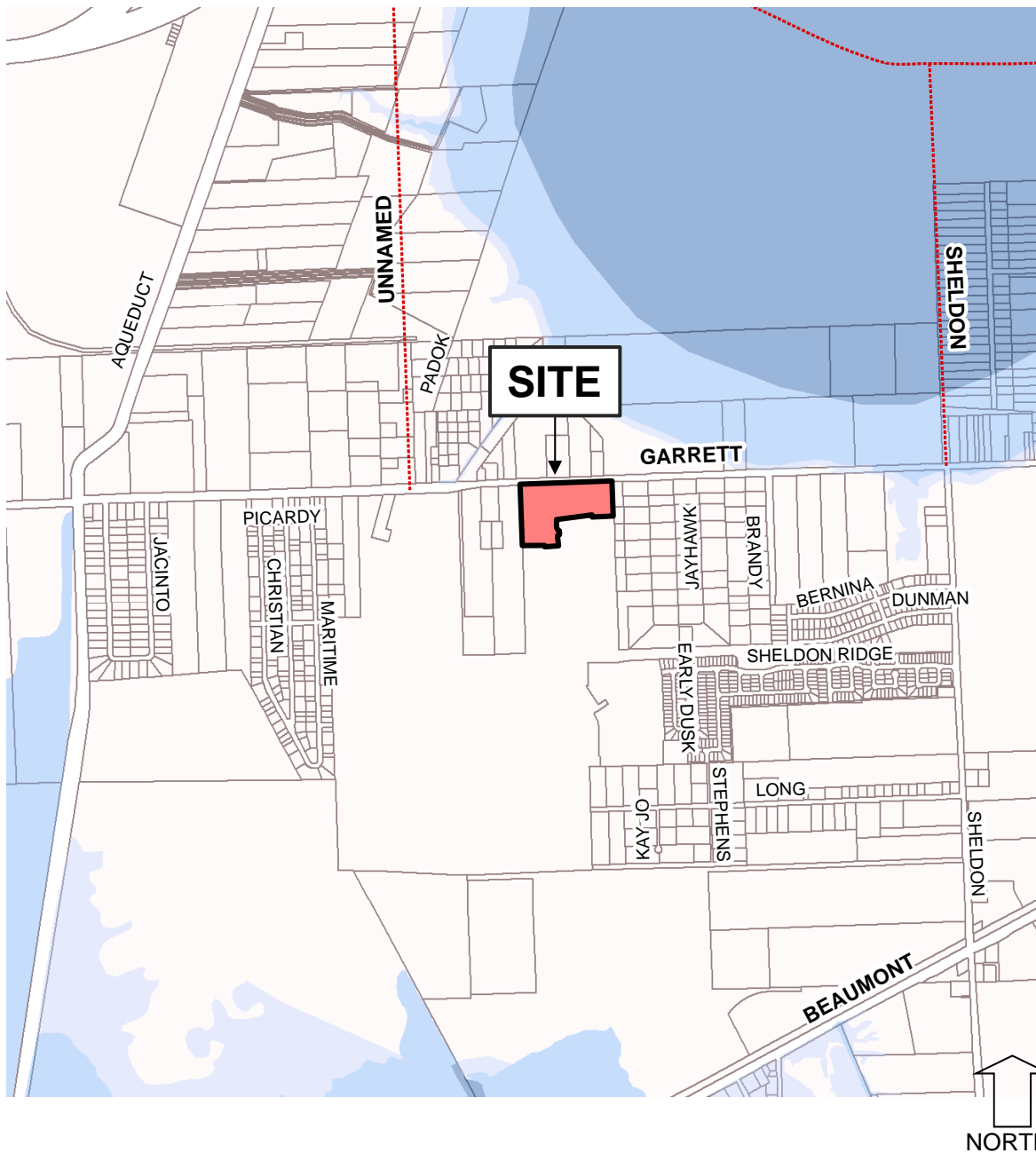
ITEM: 118

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Sheldon Ridge Sec 8 (DEF1)

Applicant: IDS Engineering Group



F- Reconsideration of Requirements

Site Location

Houston Planning Commission

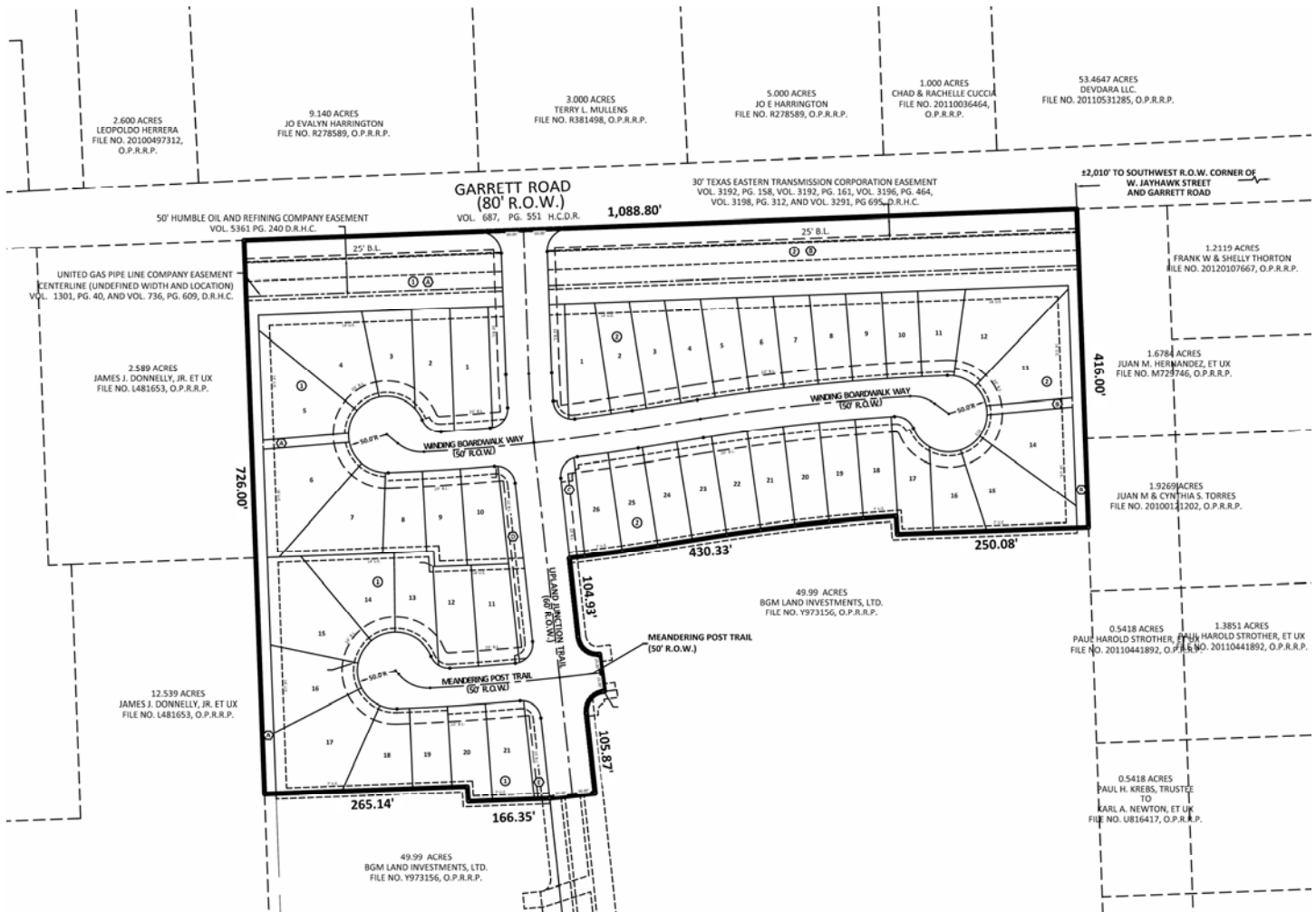
ITEM: 118

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Sheldon Ridge Sec 8 (DEF1)

Applicant: IDS Engineering Group



Houston Planning Commission

ITEM:118

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Sheldon Ridge Sec 8 (DEF1)

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

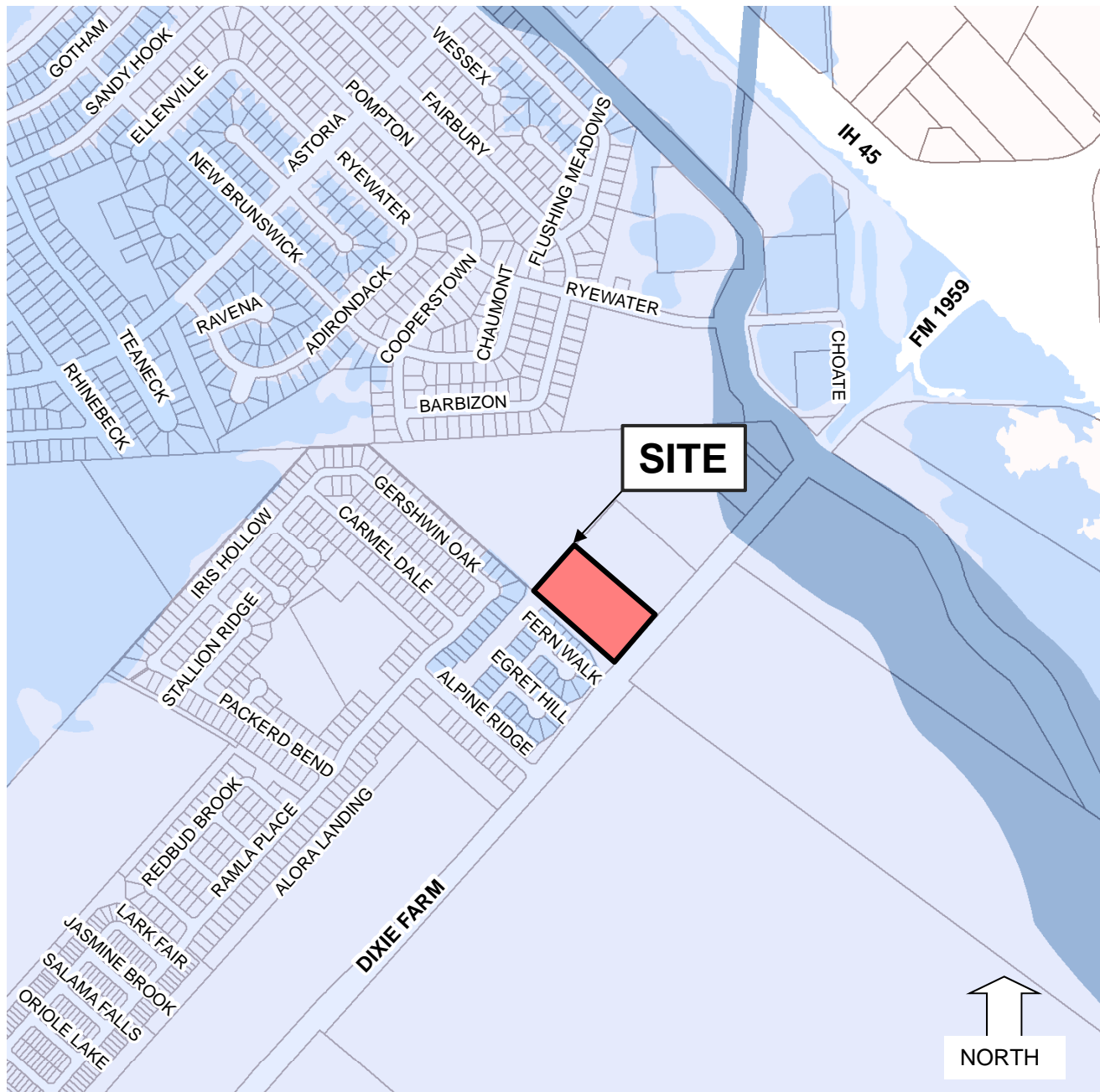
ITEM:119

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Stone Henge

Applicant: South Texas Surveying Associates, Inc.



F- Reconsideration of Requirements

Site Location

Subdivision

Houston Planning Commission

ITEM: 119

Planning and Development Department

Meeting Date: 09/01/2016

Subdivision Name: Stone Henge

Applicant: South Texas Surveying Associates, Inc.



F- Reconsideration of Requirements

Aerial



RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2016-1410
Plat Name: Stone Henge
Applicant: South Texas Surveying Associates, Inc.
Date Submitted: 08/19/2016

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

Specific requirement or condition being sought:

To exceed 2600' block length along Dixie Farm Road and not to dedicate north/south street through the subject tract.

Chapter 42 Section: 127

Chapter 42 Reference:

Chapter 42-127 intersections of major thoroughfares (a) A major thoroughfare shall intersect with a public local street a collector street or another major thoroughfare at least every 2600 feet.

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

STATEMENT OF FACTS:

The applicant is requesting a variance not to dedicate a 60' right of way within the boundary of the subdivision plat. It would be contrary to sound public policy to require a street through a piece of property that would never be extended to provide traffic circulation due to the large ownership by Lutheran Church South Academy of the north adjoiner. This is there existing school campus on part of the adjoiner. The street would be a stub street to nowhere. The attached aerial and vicinity maps illustrate the amount of land that is owned by Lutheran Church South Academy adjacent to the tract (highlighted in yellow). Property to the west is a platted subdivision College Place, Section 1 with its own 60 foot street entrance. The Lutheran Church South Academy property to the north is shown as parcel A & B. This is the Lutheran Church South Academy main facility, the schools classrooms for PreK-12th grade. Also their football field, track field, baseball field, and parking lots are located on the site. The Lutheran Church South Academy also owns the parcel shown as Parcel C which has 330 foot frontage on Dixie Farm Road. The portion of the Lutheran Church South Academy immediately to the north of the subject tract and Parcel C have not yet been developed by the Lutheran Church South Academy. The Lutheran School will most likely never install a street through there property for the use of the public especially since it would be very dangerous to a have such a street through there school campus and outside student athletics area. For all of the above statement of facts and by applying strict City of Houston ordinance standards the property owner loses 18.3 % of his property to the right of way. This creates an impractical development and one otherwise contrary to sound public policy. Please approve this request not to dedicate a 60 foot right of way at this location.



Application Number: 2016-1410

Plat Name: Stone Henge

Applicant: South Texas Surveying Associates, Inc.

Date Submitted: 08/19/2016

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

Specific Variance is being sought and extent of variance:

To exceed 2600' block length along Dixie Farm Road and not to dedicate north/south street through the subject tract.

Chapter 42 Section: 127

Chapter 42 Reference:

Chapter 42-127 intersections of major thoroughfares (a) A major thoroughfare shall intersect with a public local street a collector street or another major thoroughfare at least every 2600 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 applicant is requesting a variance not to dedicate a 60' right of way within the boundary of the subdivision plat. It would be contrary to sound public policy to require a street through a piece of property that would never be extended to provide traffic circulation due to the large ownership by Lutheran Church South Academy of the north adjoiner. This is their existing school campus on part of the adjoiner. The street would be a stub street to nowhere. The attached aerial and vicinity maps illustrate the amount of land that is owned by Lutheran Church South Academy adjacent to the tract (highlighted in yellow). Property to the west is a platted subdivision College Place, Section 1 with its own 60 foot street entrance. The Lutheran Church South Academy property to the north is shown as parcel A & B. This is the Lutheran Church South Academy main facility, the school's classrooms for PreK-12th grade. Also their football field, track field, baseball field, and parking lots are located on the site. The Lutheran Church South Academy also owns the parcel shown as Parcel C which has 330 foot frontage on Dixie Farm Road. The portion of the Lutheran Church South Academy immediately to the north of the subject tract and Parcel C have not yet been developed by the Lutheran Church South Academy. The Lutheran School will most likely never install a street through their property for the use of the public especially since it would be very dangerous to have such a street through their school campus and outside student athletics area. For all of the above statement of facts and by applying strict City of Houston ordinance standards the property owner loses 18.3 % of his property to the right of way. This creates an impractical development and one otherwise contrary to sound public policy. Please approve this request not to dedicate a 60 foot right of way at this location.

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

The applicant has not created or imposed the hardship. The hardship is the result of requiring the dedication of a road that will not go anywhere due to the large Lutheran Church South Academy tract to the north of the applicant's property.

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

The intent and general purpose will be preserved and maintained by granting this variance because Alpine Ridgeway is a public right of way approximately 681.09 feet west of the subject site into the adjoining subdivision.

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

Granting this variance will not be injurious to the public health, safety or welfare of the community. The subdivision to the west has its own existing entrance, the tract to the east has its own entrance and the Lutheran Church South Academy



RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2016-1410
Plat Name: Stone Henge
Applicant: South Texas Surveying Associates, Inc.
Date Submitted: 08/19/2016

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

Specific requirement or condition being sought:

To exceed 2600' block length along Dixie Farm Road and not to dedicate north/south street through the subject tract.

Chapter 42 Section: 127

Chapter 42 Reference:

Chapter 42-127 intersections of major thoroughfares (a) A major thoroughfare shall intersect with a public local street a collector street or another major thoroughfare at least every 2600 feet.

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

STATEMENT OF FACTS:

The applicant is requesting a variance not to dedicate a 60' right of way within the boundary of the subdivision plat. It would be contrary to sound public policy to require a street through a piece of property that would never be extended to provide traffic circulation due to the large ownership by Lutheran Church South Academy of the north adjoiner. This is there existing school campus on part of the adjoiner. The street would be a stub street to nowhere. The attached aerial and vicinity maps illustrate the amount of land that is owned by Lutheran Church South Academy adjacent to the tract (highlighted in yellow). Property to the west is a platted subdivision College Place, Section 1 with its own 60 foot street entrance. The Lutheran Church South Academy property to the north is shown as parcel A & B. This is the Lutheran Church South Academy main facility, the schools classrooms for PreK-12th grade. Also their football field, track field, baseball field, and parking lots are located on the site. The Lutheran Church South Academy also owns the parcel shown as Parcel C which has 330 foot frontage on Dixie Farm Road. The portion of the Lutheran Church South Academy immediately to the north of the subject tract and Parcel C have not yet been developed by the Lutheran Church South Academy. The Lutheran School will most likely never install a street through there property for the use of the public especially since it would be very dangerous to a have such a street through there school campus and outside student athletics area. For all of the above statement of facts and by applying strict City of Houston ordinance standards the property owner loses 18.3 % of his property to the right of way. This creates an impractical development and one otherwise contrary to sound public policy. Please approve this request not to dedicate a 60 foot right of way at this location.



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		
Bryan Whipple	Bryan Whipple	281-513-9435	bwhipp@yahoo.com		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
10603 Longmont Drive	16080296	77042	4956A	489Q	G

HCAD ACCOUNT NUMBER(S):	0963590000016
PROPERTY LEGAL DESCRIPTION:	Lot 16 Block 18 Walnut Bend Section 6
PROPERTY OWNER OF RECORD:	Bryan and Teresa Whipple
ACREAGE (SQUARE FEET):	9,225 square feet
WIDTH OF RIGHTS-OF-WAY:	Blue Willow Drive (60 feet); Longmont Drive (60 feet)
EXISTING PAVING SECTION(S):	Blue Willow Drive (17 feet); Longmont Drive (17 feet)
OFF-STREET PARKING REQUIREMENT:	Two Spaces
OFF-STREET PARKING PROVIDED:	Two Spaces
LANDSCAPING REQUIREMENTS:	None
LANDSCAPING PROVIDED:	Meets Requirement

EXISTING STRUCTURE(S) [TYPE; SQ. FT.]:	Single-Family Residence (2,626 Sq. Ft.)
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]:	Single-Family Residence (3,064 Sq. Ft.)

PURPOSE OF VARIANCE REQUEST: To allow a proposed garage to be constructed at the platted 10' building line in lieu of the ordinance-required 20' building line along Blue Willow Drive.

CHAPTER 42 REFERENCE(S): 42-156(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.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

APPLICANT'S STATEMENT OF FACTS

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

42-156 requires a building line for garages that open onto a street to be 20', compared with the 10 foot platted building line that is typical of the construction of this Walnut Bend Neighborhood. In addition, section 42-157 states the building line as 17 feet under the optional performance standards. The reason for the 17 foot requirement is to prevent cars from obstructing the side walk. As proposed, the new dimensions from the edge of the street (Blue Willow Drive) to the proposed face of garage, is 26 feet. Also, the current location of the existing sidewalk and the proposed garage location allows for 19 feet. Thus, the 10 foot building line for a garage opening to the street meets the intent of 42-157 and is in line with existing homes in the neighborhood and consistent with the HOA deed restrictions. Building a street-facing garage on the 10 foot building line will meet the intent of 42-156 since garage face is 26 feet from the street. Walnut Bend HOA has reviewed and approved the street-facing garage which is compliant with the neighborhood's deed restrictions.

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

Conforming to 42-156 would result in the homeowner being disadvantaged compared to other neighbors. The build line on the subject property is already 10 feet compared with the typical 5 feet of interior lots. Any additional setback for the garage would encroach on the back yard even more, which is already smaller than typical. In addition, setting the garage back further does not improve parking as there is already sufficient space to park even the largest SUVs. No other homes along Blue Willow Drive have this setback and requiring it would not be in line with the existing style of the neighborhood. Finally, setting the garage back further increases impermeable coverage, which leads to more rain water runoff into the city storm water system.

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

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

The applicant has not imposed this hardship himself. This is a newly purchased house with the intent of modifying the interior space and constructing a new garage similar in style to other homes immediately nearby.

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

The intent of the requirement is met. Research indicates that even the largest of SUVs are less than the 19 feet that will be provided with the existing build line of 10 feet. Adhering to the ordinance may actually

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

create a problem with people trying to get two cars in tandem in the driveway, which will not look pleasing and would cross and block the sidewalk.

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

Granting this variance will not be injurious to the public. Having parked cars to avoid overlapping the sidewalk is a good requirement but this is achieved without the required 20 feet ordinance building line in this neighborhood.

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

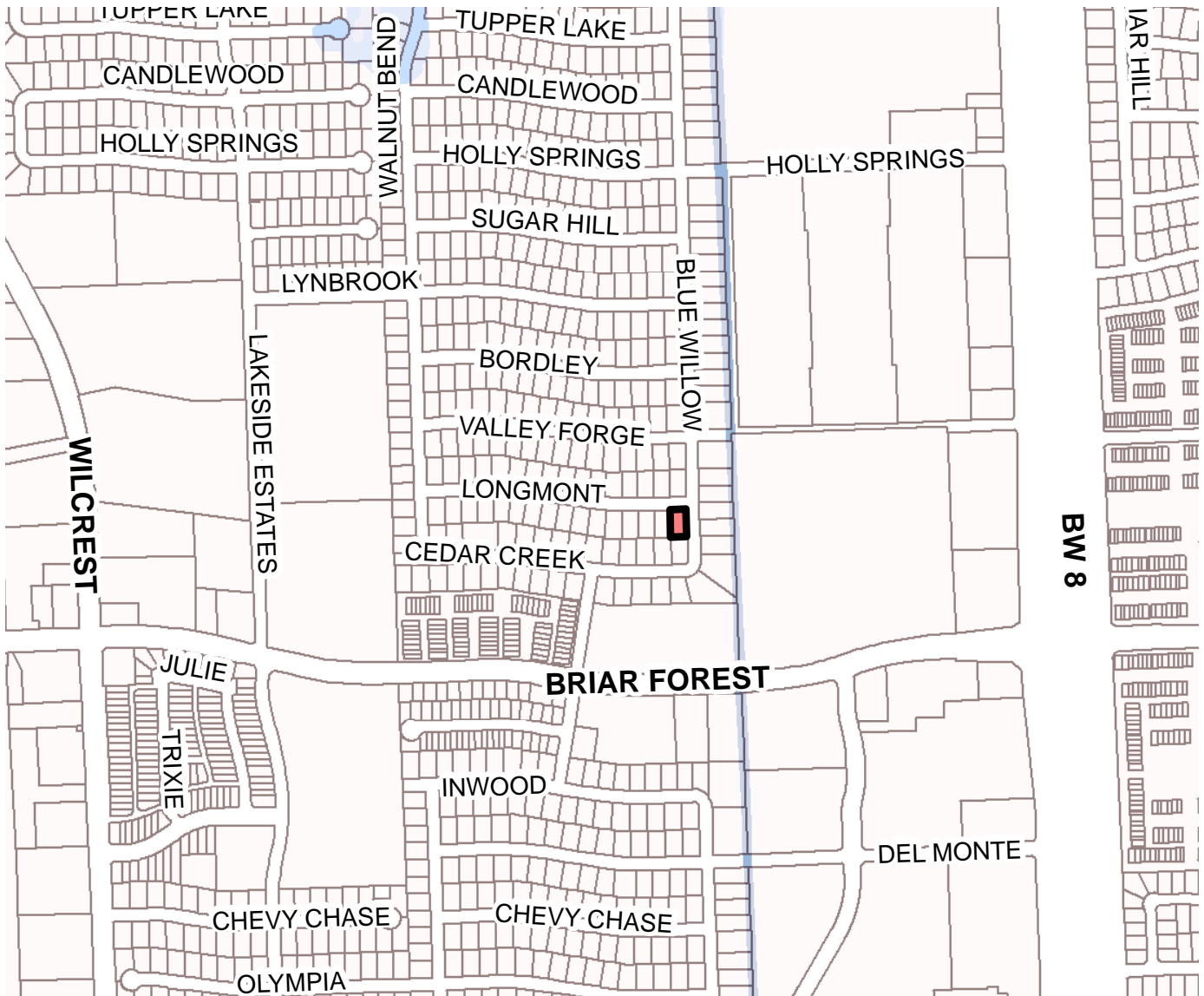
Economic hardship is not a reason for the variance. The reason is that the intent is achieved with a 10 foot building line which is in line with the neighborhood. Economics is not a consideration.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Site Map



DEVELOPMENT PLAT VARIANCE



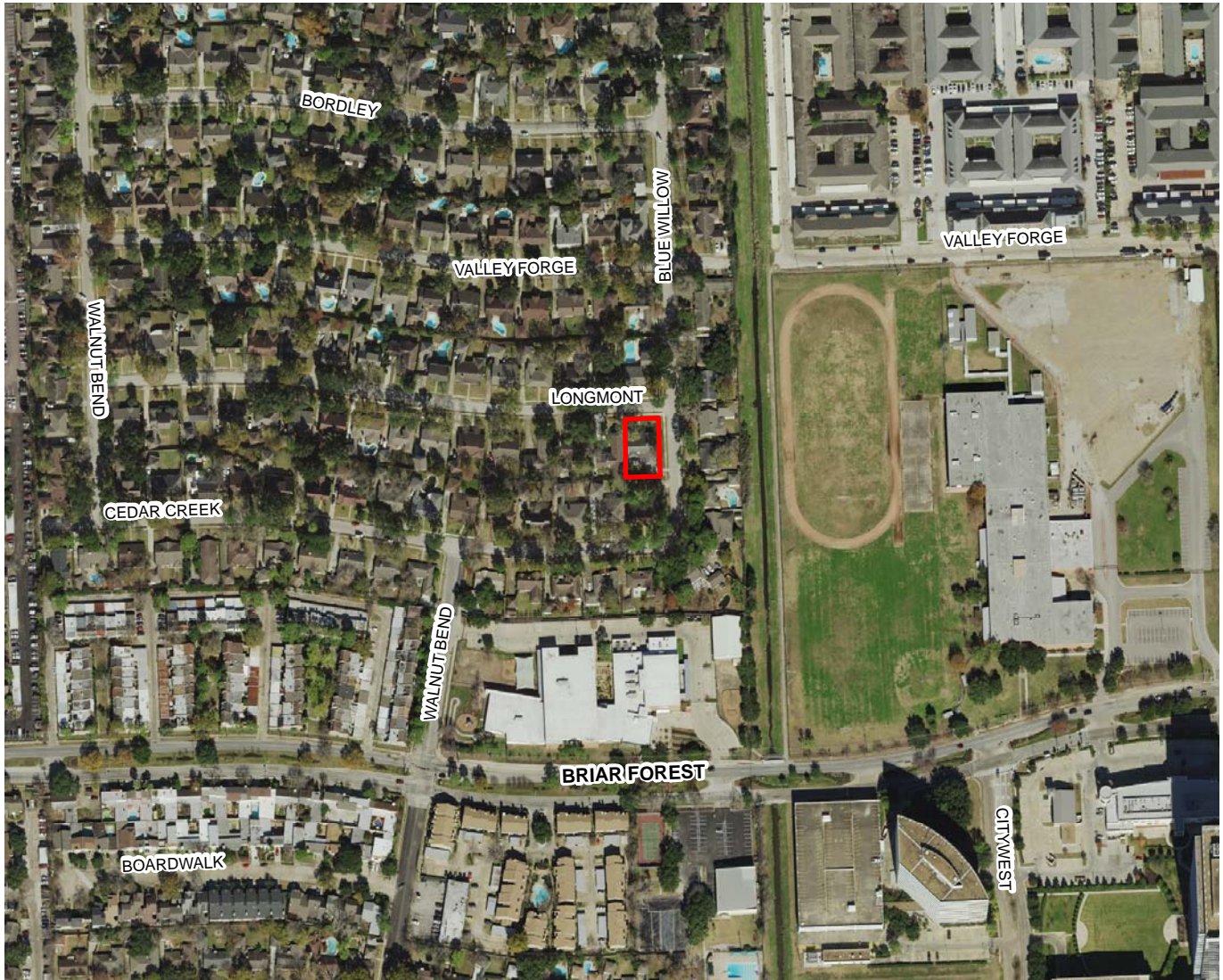
PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: 137

Meeting Date: 9.1.16

Houston Planning Commission

Aerial Map

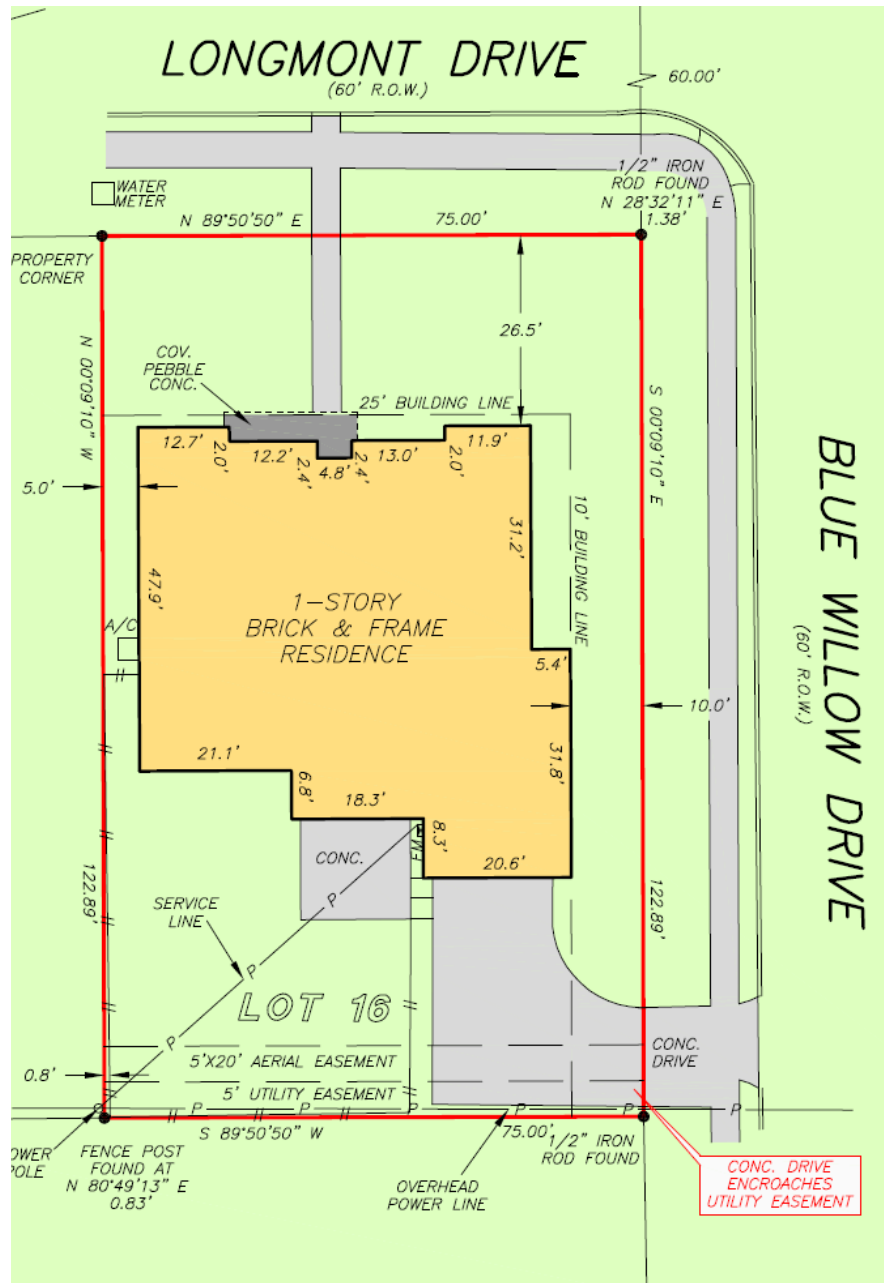


DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Survey

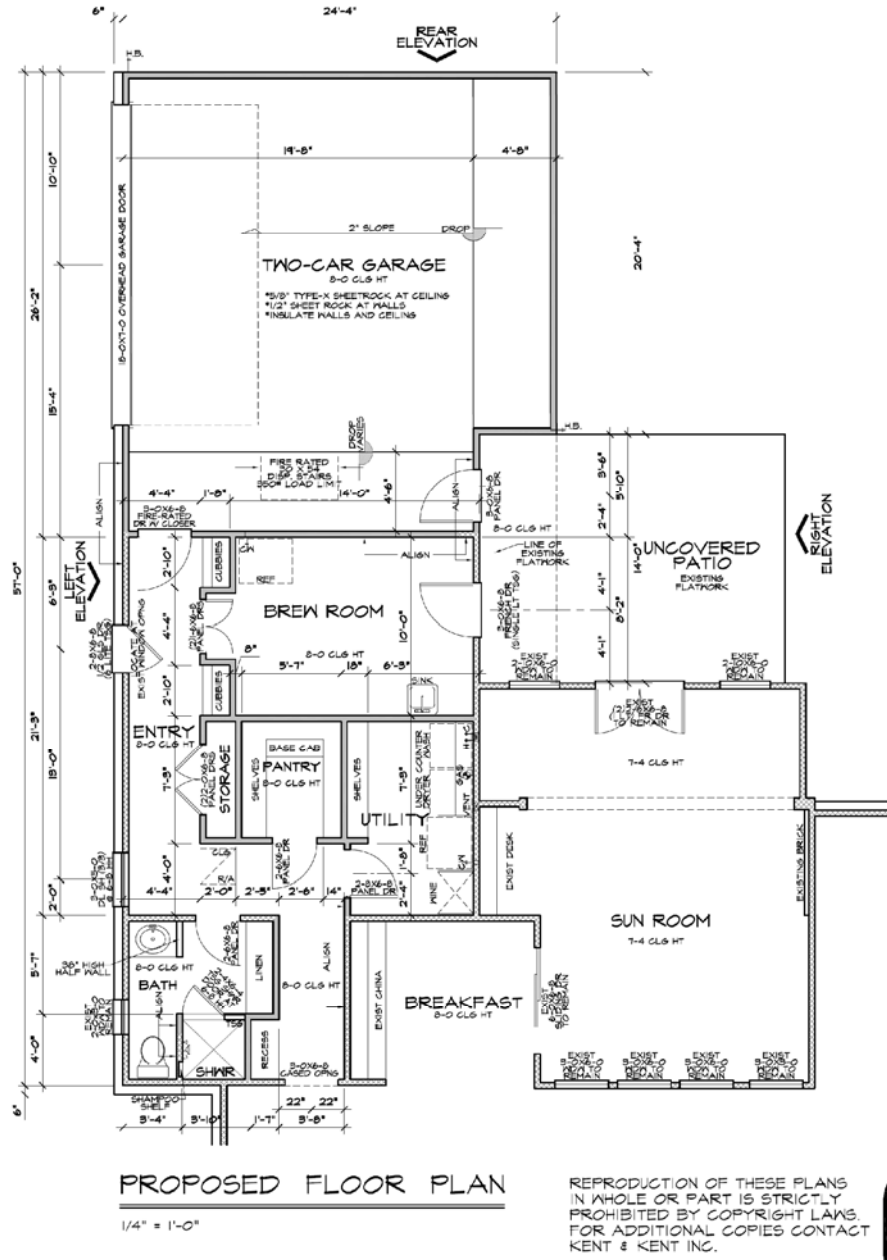


DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Floor Plan

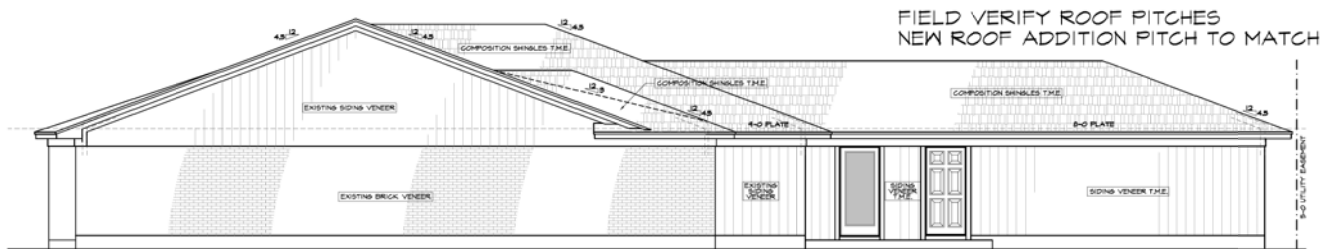


DEVELOPMENT PLAT VARIANCE



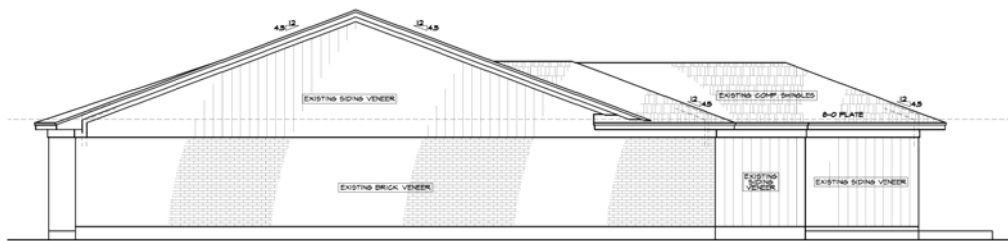
Houston Planning Commission

Elevations



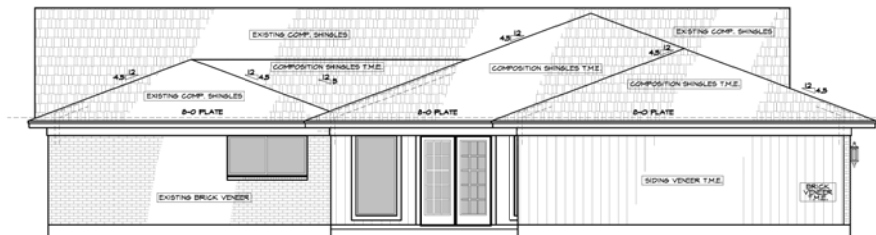
REMODELED RIGHT ELEVATION

1/4" = 1'-0"



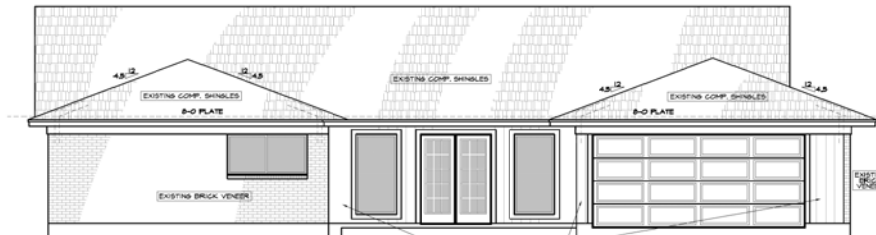
EXISTING RIGHT ELEVATION

1/4" = 1'-0"



REMODELED REAR ELEVATION

1/4" = 1'-0"



EXISTING REAR ELEVATION

1/4" = 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



PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: V

Meeting Date: 09-01-2016

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.

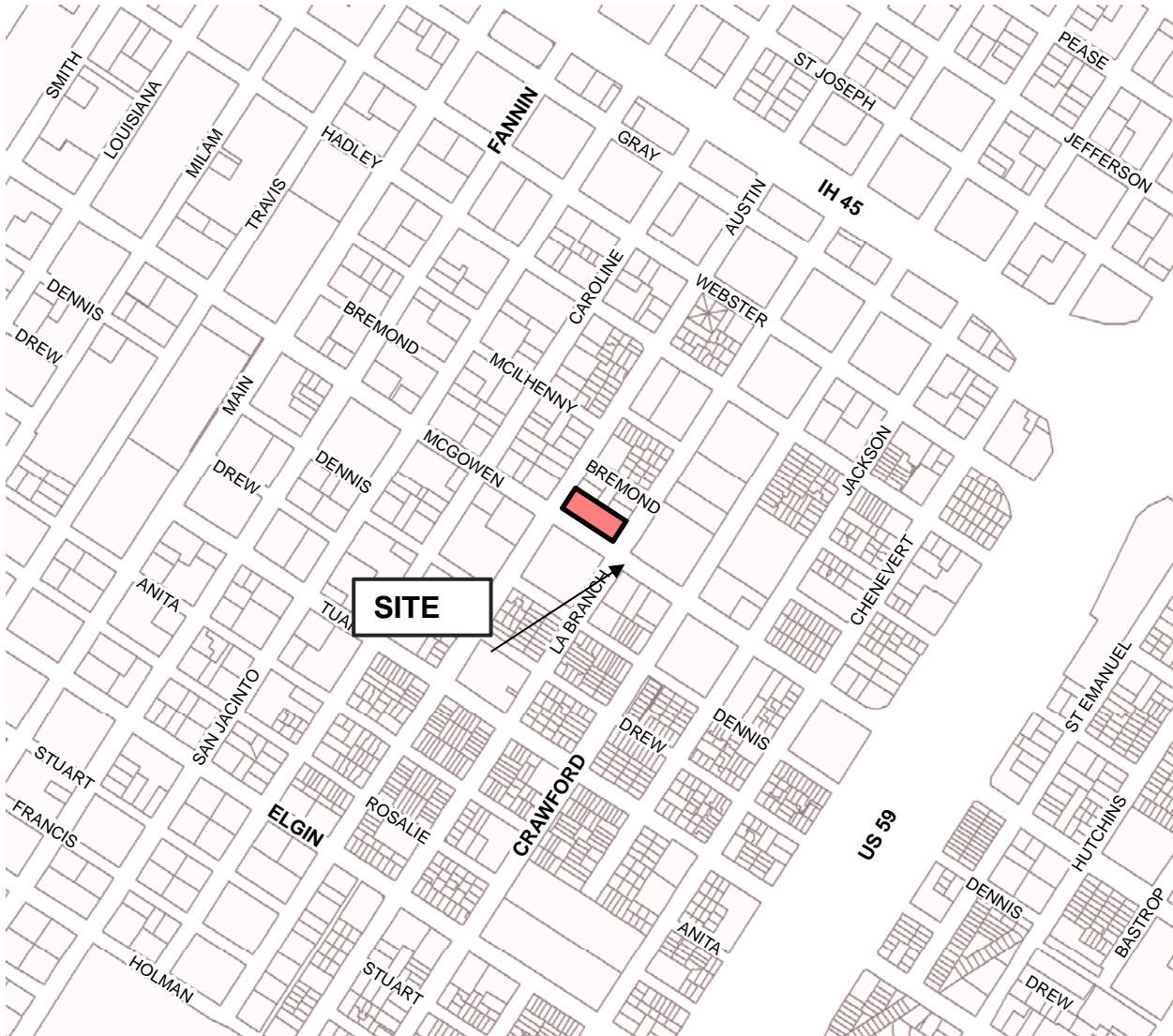
Any variance granted under the provisions of this section will apply only to the specific property and use upon which the commission was requested to grant a variance by the applicant and shall not constitute a change of this article or any part hereof. All variances as granted shall be in writing shall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

OFF-STREET PARKING VARIANCE



Houston Planning Commission

LOCATION MAP



AERIAL MAP

OFF-STREET PARKING VARIANCE



PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: V

Meeting Date: 09-01-2016

Houston Planning Commission

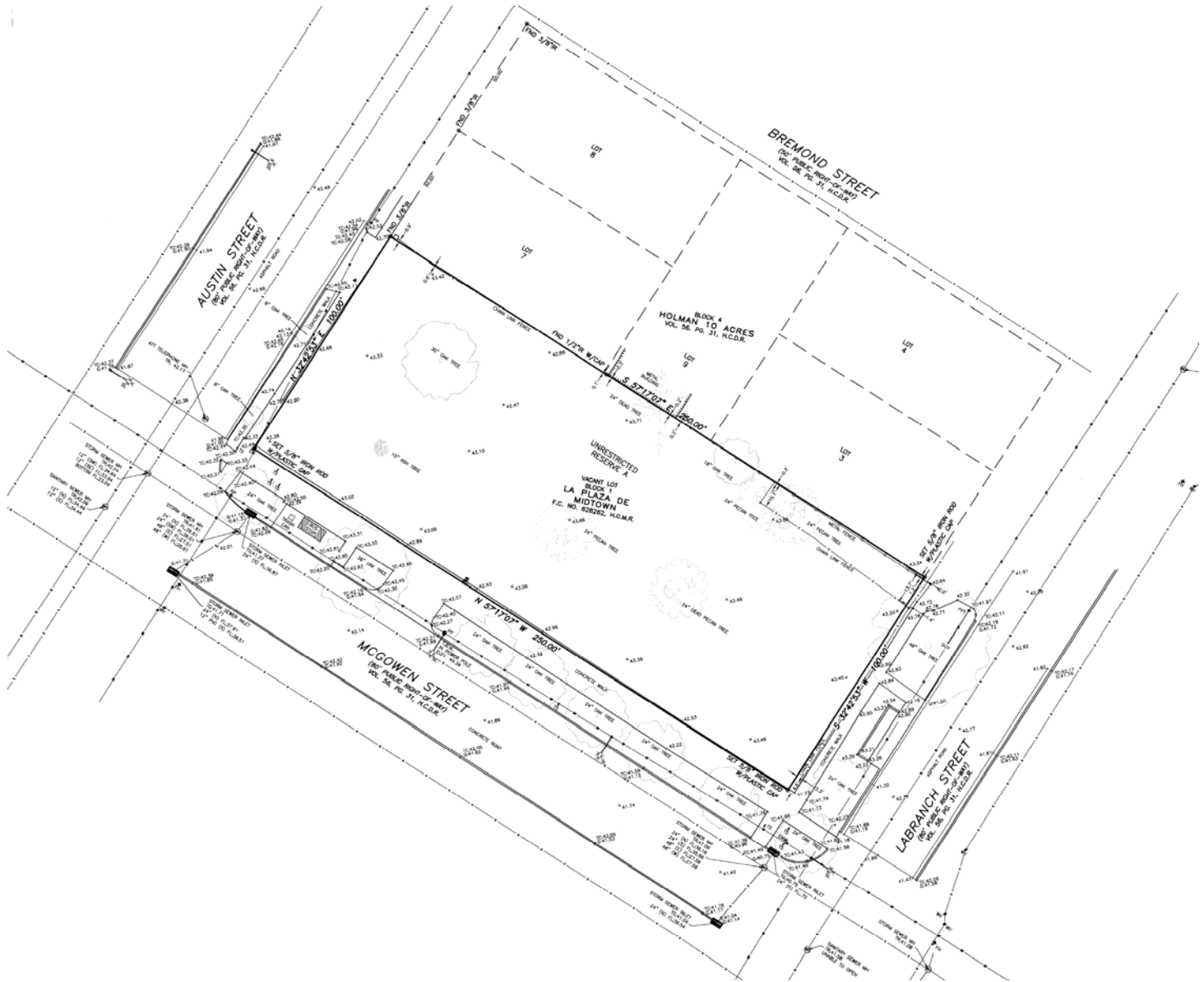


EXISTING SURVEY

OFF-STREET PARKING VARIANCE



Houston Planning Commission



LANDSCAPING PLAN

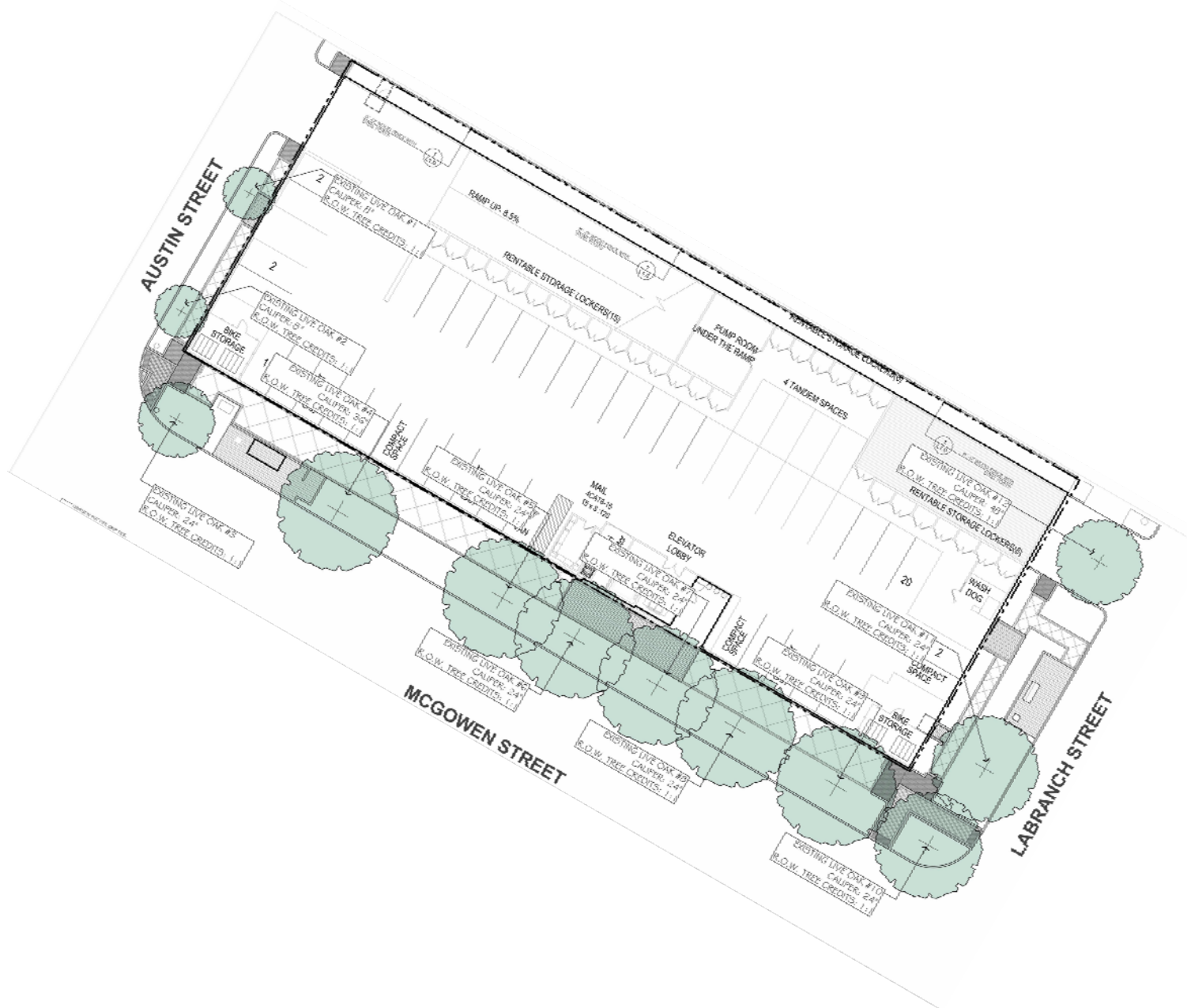
OFF-STREET PARKING VARIANCE



Houston Planning Commission

ITEM: V

Meeting Date: 09-01-2016



OFF-STREET PARKING VARIANCE

HOUSTON PLANNING COMMISSION

HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: VI

MEETING DATE: 09-01-2016

LOCATION	FILE NO.	ZIP	LAMB. NO.	KEY MAP	CITY/ ETJ
----------	-------------	-----	--------------	------------	--------------

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: Disapprove

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: DEFER

PLANNING COMMISSION ACTION



DECISION: ____ VARIANCE GRANTED ____ VARIANCE DENIED APPLICATION DEFERRED X

DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION

HOTEL VARIANCE REQUEST - STAFF REPORT

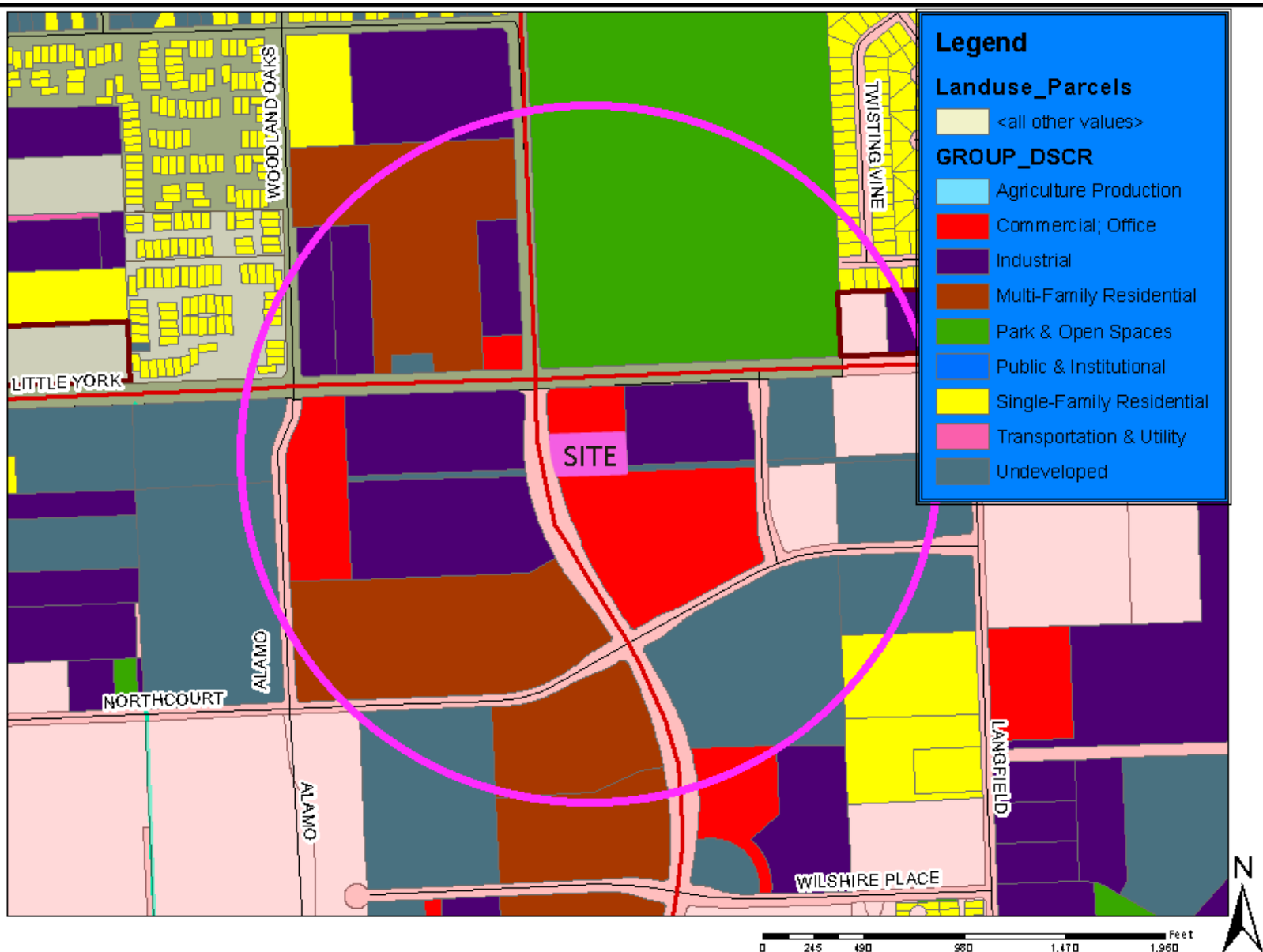


PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: VI

BASIS OF RECOMMENDATION:

MEETING DATE: 09-01-2016



DECISION: ☐ VARIANCE GRANTED ☐ VARIANCE DENIED APPLICATION DEFERRED ☒ X
DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION
HOTEL VARIANCE REQUEST - STAFF REPORT



**PLANNING &
DEVELOPMENT
DEPARTMENT**

AGENDA ITEM: VI

MEETING DATE: 09-01-2016

**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 _____



DECISION: VARIANCE GRANTED VARIANCE DENIED APPLICATION DEFERRED X
DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION

HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
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MEETING DATE: 09-01-2016

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.



DECISION: ☐ VARIANCE GRANTED ☐ VARIANCE DENIED APPLICATION DEFERRED ☒ X
DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION

HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
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- 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 APPLICATION DEFERRED ☒
DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION

HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: VI

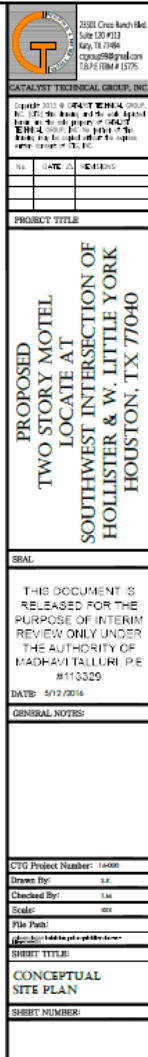
MEETING DATE: 09-01-2016

CITY OF HOUSTON	
HOUSTON PLANNING COMMISSION	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> Staff will complete shaded items.	
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	
	HM
Completed Application form	<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"/>
Applicant Signature: <u>V. S. Patel</u> Date: <u>06/17/16</u>	
Hot_mot 06/02/16	

DECISION: VARIANCE GRANTED VARIANCE DENIED APPLICATION DEFERRED X
DATE: AUGUST 18, 2016

PLANNING &
DEVELOPMENT
DEPARTMENT

MEETING DATE: 09-01-2016



PLANNING COMMISSION ACTION



DECISION: VARIANCE GRANTED VARIANCE DENIED APPLICATION DEFERRED X
DATE: **AUGUST 18, 2016**

HOUSTON PLANNING COMMISSION

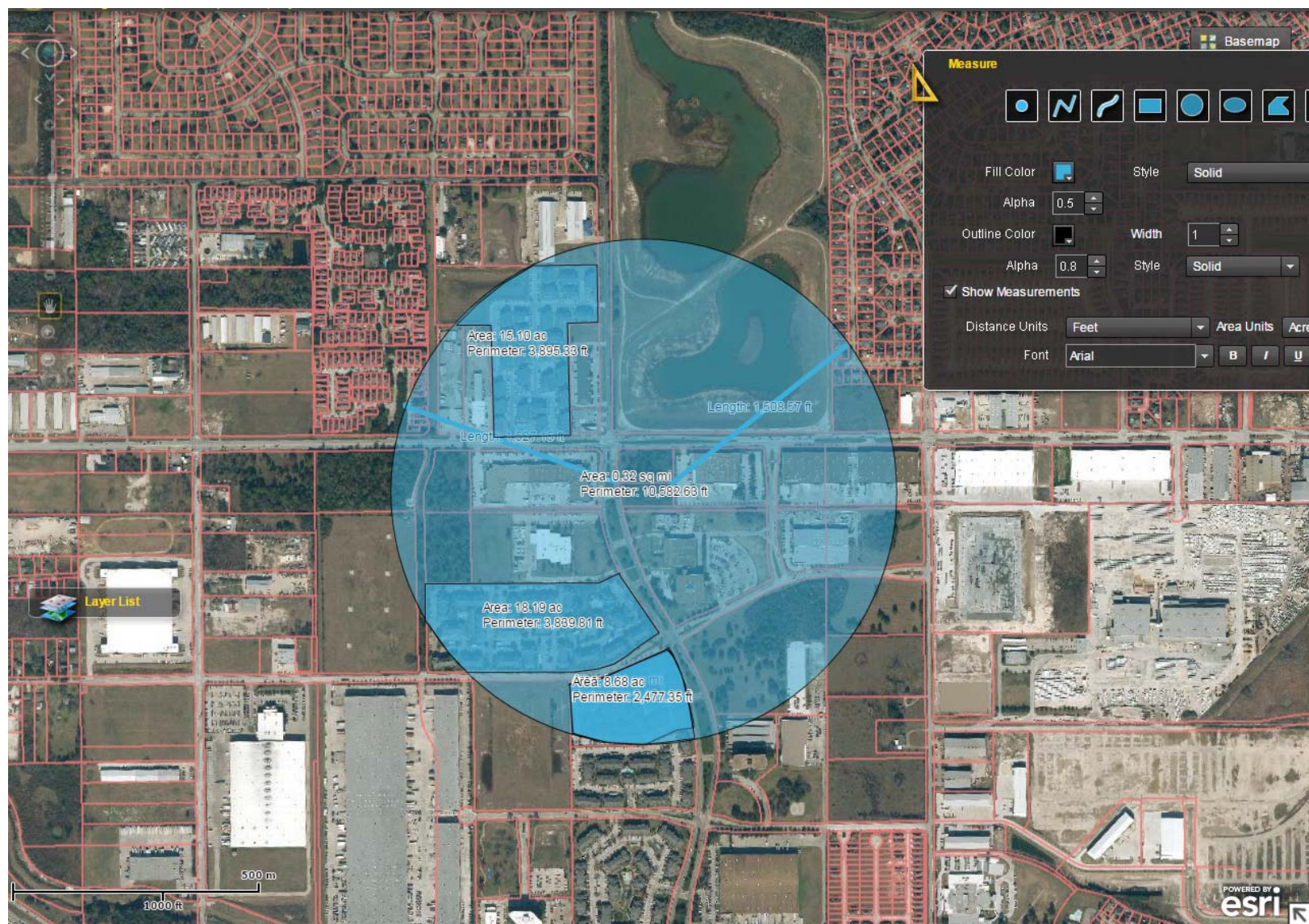
HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: VI

MEETING DATE: 09-01-2016



PLANNING COMMISSION ACTION



DECISION: ___ VARIANCE GRANTED ___ VARIANCE DENIED APPLICATION DEFERRED X
DATE: AUGUST 18, 2016

HOUSTON PLANNING COMMISSION

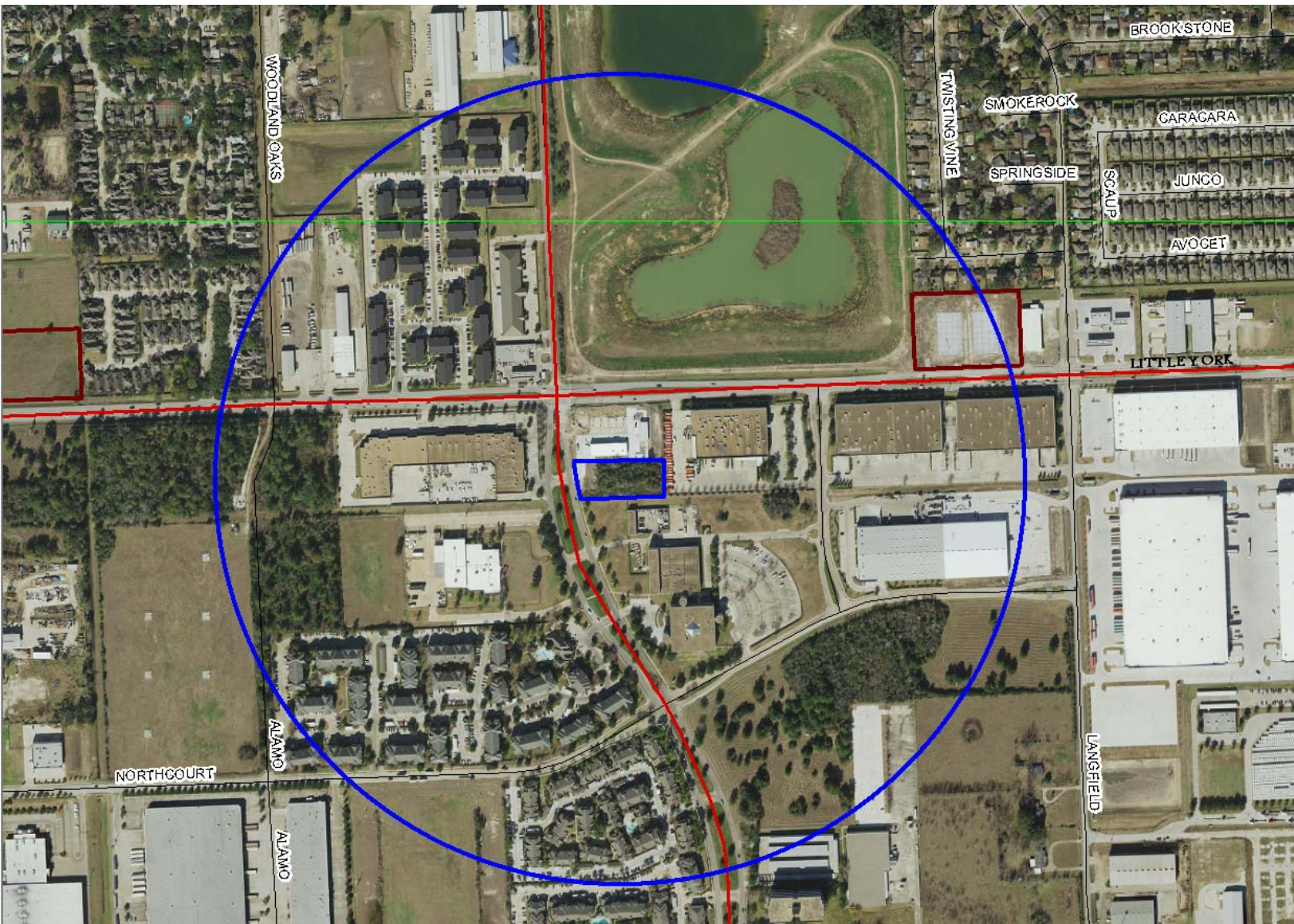
HOTEL VARIANCE REQUEST - STAFF REPORT



PLANNING &
DEVELOPMENT
DEPARTMENT

AGENDA ITEM: VI

MEETING DATE: 09-01-2016



PLANNING COMMISSION ACTION



DECISION: ☐ VARIANCE GRANTED ☐ VARIANCE DENIED APPLICATION DEFERRED ☒ X
DATE: AUGUST 18, 2016

AGENDA: VII

SMLSB Application No. 617: 1400 block of Michigan Street, north side, between Commonwealth Street and Waugh Drive

BACKGROUND:

The Planning and Development Department received an application for the establishment of a Special Minimum Lot Size Block (SMLSB) for the 1400 block of Michigan Street, north side, between Commonwealth Street and Waugh Drive. Analysis shows that a minimum lot size of 6,250 sf exists for the blockface. A petition was signed by the owners of 67% of the property within the proposed Special Minimum Lot Size Block. One protest was filed and the Director has referred the application to the Planning Commission in accordance with the provisions of Chapter 42-197. This report provides the Commission with a synopsis of procedures and appropriate application criteria.

PROCEDURES:

Following acceptance of a completed application, the Planning Director notifies all owners of property within the proposed SMLSB. Any property owner who wishes to protest the creation of the minimum lot size block may file a protest within thirty days of the notice letter. The Director can grant administrative approval upon finding that the application complies with all of the following:

- meets all criteria required for Planning Commission approval (listed in next paragraph);
- shows evidence of support from owners of at least 51% of the property within the proposed SMLSB; and
- receives no timely protest filed by a property owner within the proposed SMLSB.

Upon finding that an application meets the above criteria, the Director forwards the request to City Council for consideration of establishing the SMLSB. Should the application not meet one or more criteria, the application must be forwarded to the Planning Commission for public hearing and consideration.

After close of a public hearing the Planning Commission shall consider the following:

- the boundaries of the proposed SMLSB shall include all properties within at least one block face, and no more than two opposing blockfaces;
- at least 60% of the area to be included within the proposed SMLSB, exclusive of land used for a park, library, place of religious assembly or a public or private elementary, middle, junior high or high school, is developed with or are restricted to not more than two single-family units per lot;
- that the applicant has demonstrated sufficient support for the establishment of the proposed SMLSB;
- that the establishment of the SMLSB will further the goal of preserving the lot size character of the area; and
- that the proposed SMLSB has a lot size character that can be preserved by the establishment of a minimum lot size, taking into account the age of the neighborhood, the age of structures in the neighborhood, existing evidence of a common plan and scheme of development, and such other factors that the director, commission or city council, respectively as appropriate, may determine relevant to the area.

Should the Commission find that the application meets these requirements; the Commission must forward the application to City Council for consideration. City Council approval of the SMLSB is enforceable for forty years from the effective date of the ordinance.

STAFF ANALYSIS:

The application includes six (6) lots along the 1400 block of Michigan Street, north side, between Commonwealth Street and Waugh Drive.

Analysis of the application resulted in the following findings:

- *The boundaries of the proposed SMLSB must include all properties within at least one block face, and no more than two opposing block faces;*
The application comprises one blockface, the north side of Michigan Street.
- *At least 60% of the lots to be included within the proposed SMLSB, exclusive of land used for a park, library, place of religious assembly or a public or private elementary, middle, junior high or high school, must be developed with, or restricted to, not more than two single-family units per lot; For any lot or tract that was not vacant and was in use for other than single family residential purposes, the subdivision plat, development plat, or building permit may provide for any use permitted by law or, if applicable, deed restrictions.*
Land uses of the properties consist of four (4) of six (6) single-family residential properties (representing 67% of the total lots within the boundary area).
- *The applicant has demonstrated sufficient support for the SMLSB;*
The applicant obtained four (4) of six (6) signatures of support from property owners in the proposed SMLSB (owning 67% of the total area). There was one protest.
- *Establishment of the SMLSB will further the goal of preserving the area lot size character;*
A minimum lot size of 6,250 sf exists on four (4) lots in the blockface.
- *The proposed SMLSB has a lot size character that can be preserved by the establishment of a special minimum lot size, taking into account the age of the neighborhood, the age and architectural features of structures in the neighborhood, existing evidence of a common plan or scheme of development, and such other factors that the director, commission or city council, respectively as appropriate, may determine relevant to the area.*
The subdivision was platted in 1905. The houses originate from the 1910s. The establishment of a 6,250 sf minimum lot size will preserve the lot size character of the area.
- *The minimum lot size for this application was determined by finding the current lot size that represents a minimum standard for 70% of the application area.*
Four (4) out of six (6) lots (representing 79% of the application area) are at least 6,250 square feet in size.

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

ATTACHMENTS:

1. Calculation Analysis
2. Map of Support
3. Additional Map(s)
4. Protest Letter
5. Application
6. Boundary Map

SPECIAL MINIMUM LOT SIZE BLOCK

Application No. **617**

Date Received: **6/27/2016**

Date Complete: **6/29/2016**

Street(s) Name: **Michigan Street**

1400 block of Michigan Street

Lot(s)

Cross Streets: **Commonwealth Street** and

Waugh Drive

Side of street: **North**

MINIMUM LOT SIZE:

<u>Address</u>	<u>Land Use</u>	<u>Signed in Support</u>	<u>Lot size (in Sq Feet)</u>
2115 Commonwealth	SFR		4,129
1404	SFR	Y	6,250
1406	SFR	Y	6,250
1408	SFR	Y	6,250
1412	MF	Y	2,369
2100 Waugh	COM		6,250

Special Minimum Lot Size Block

Planning and Development Department

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

Of **31,498** Square Feet in the Proposed Application Area **21,119** Square Feet are Owned by Property Owners Signing in Support of the Petition = **67%**

Single Family Calculation:

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

4	# developed or restricted to no more than two SFR Units	Of	Total number of SFR lots in the Proposed Application Area	Total number of lots in the Proposed Application Area	67%
			4	6	
1	# of Multifamily lots				
1	# of Commercial lots				
0	# of Vacant Lots				
6	Total				

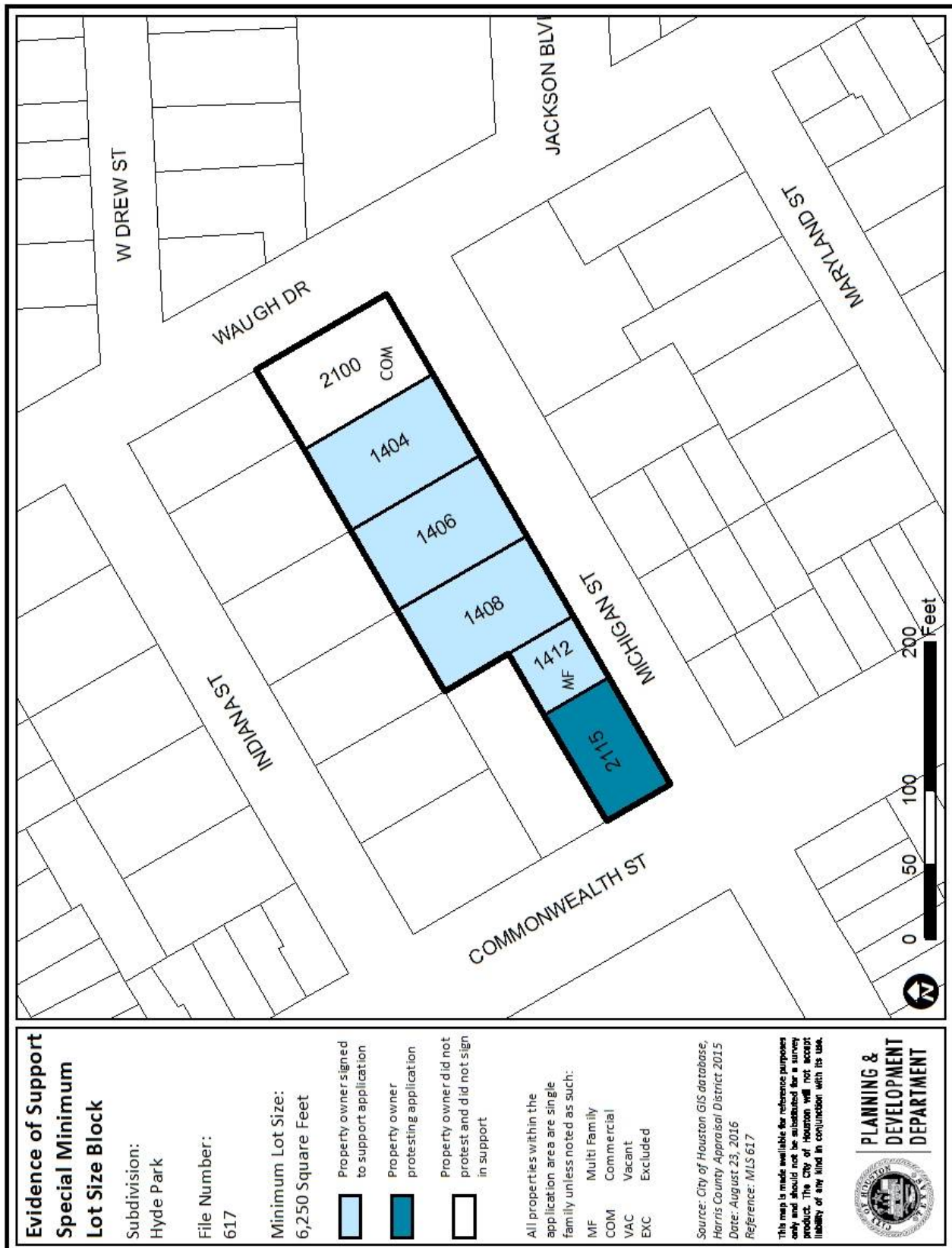
Minimum Lot Size Calculations:

[illegible]

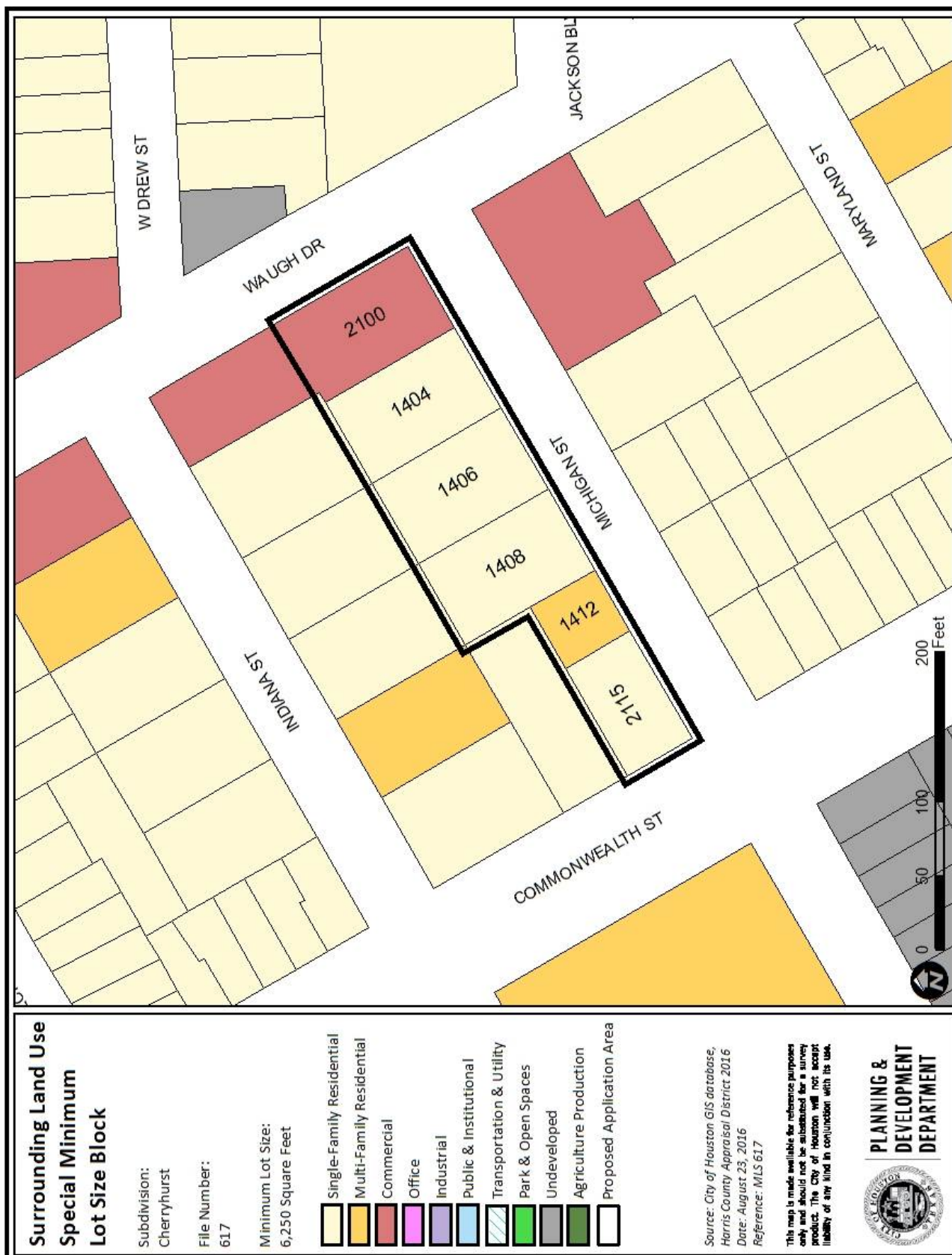
70 %

Lots ranked by size	Size	% by Area	Cumulative % by Area
1	6,250	19.8%	19.8%
2	6,250	19.8%	39.7%
3	6,250	19.8%	59.5%
4	6,250	19.8%	79.4%
5	4,129	13.1%	92.5%
6	2,369	7.5%	100.0%
Total	31,498	100.0%	

This application qualifies for a **6,250** Square Feet Special Minimum Lot Size







Welch, David - PD

From: Mike von Brecht < >
Sent: Friday, August 05, 2016 4:09 PM
To: Welch, David - PD
Subject: Protest of 1400 Block of Michigan St, Special Minimum Lot Size Block Application

David,

I live in 2115 Commonwealth St, which is included in the 1400 Block of Michigan St, Special Minimum Lot Size Block Application, I would like to protest the protest this application.

Thank you,
Mike von Brecht

City of Houston

Special Minimum Lot Size Block

Planning Commission Staff Report
Planning and Development Department

Special Minimum Lot Size Block Application

According to
Section 42-197 of Chapter 42 of the Code of Ordinances



PLANNING &
DEVELOPMENT
DEPARTMENT

Please complete entire application form.

1. Location:

General Location: North block of Michigan St between Commonwealth and Waugh Drive

Specific Legal Description

Hyde Park Subdivision Lots on HCAD Map: 1, 2, 3A, 3, 4A, 4, 5, 5A, 6, 6A, 13A, and 14
(Same Hyde Park Subdivision Lots according to HCAD legal description: TRS 2, 2A, 3, 3A, 4, 4A, 6, 6A, 13A
(Block 23)

2. Contacts:

Primary

Applicant Mary Ellen Whitworth

Phone # _____

Address 1408 Michigan

E-mail _____

City Houston

State TX

Zip 77006

Alternate

Applicant Cynthia A. Greenwood

Phone # _____

Address 1113 Willard Street

E-mail _____

City Houston

State TX

Zip 77006

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

File # 617

Key Map # _____

TIRZ _____

Lambert # _____

Super N'hood _____

Census Tract _____

City Council District C

4. Submittal Requirements:

Please Check

Completed application form (this page)

☒

Petition signed by the applicant (page 4)

☒

Evidence of support from the property owners within the boundary (page 5)

☒

Signed deed restriction statement (page 6)

☒

Copy of deed restrictions, if applicable

☒

Sample of Notification Sign (page 8)

☒

Map or sketch showing the address, land use and size of all lots within boundary area

☒

Data showing the actual size of each lot

☒

City of Houston

Special Minimum Lot Size Block

Planning Commission Staff Report
Planning and Development Department



