

HOUSTON PLANNING COMMISSION

AGENDA

FEBRUARY 14, 2019



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

PLANNING COMMISSION MEMBERS



Martha L. Stein, *Chair*
M. Sonny Garza, *Vice Chair*
David Abraham
Susan Alleman
Bill Baldwin
Antoine Bryant
Lisa Clark
Randall L. Jones
Isabel Longoria
Lydia Mares
Christina Morales
Paul R. Nelson
Linda Porras-Pirtle
Ileanna Rodriguez
Ian Rosenberg
Megan R. Sigler
Zafar Tahir
Meera D. Victor

The Honorable KP George
Fort Bend County
The Honorable Lina Hidalgo
Harris County
Commissioner James Noack
Montgomery County

ALTERNATE MEMBERS

Richard W. Stolleis, P.E.
Maggie Dalton
Fort Bend County
Loyd Smith, P.E.
Harris County
Mark J. Mooney, P.E.
Montgomery County

EX- OFFICIO MEMBERS

Carol Lewis, Ph.D.
Carol Haddock, P.E.
Yuhayna H. McCoy, AICP

SECRETARY

Margaret Wallace Brown

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
Anna.Sedillo@houstontx.gov

Plat Tracker Home Page:
www.HoustonPlatTracker.org



PLANNING & DEVELOPMENT DEPARTMENT

www.HoustonPlanning.com or (832) 393-6600

SPEAKER GUIDELINES

WELCOME to a meeting of the City's Planning and Development Department. Your input is valued. Commissioners take action according to established standards; see rules or policies for details. Staff is available to help orient you on meeting procedures. **For the City's I SPEAK language line, including traducción en Español, call (832) 393-3000.**

Submit a **SPEAKER FORM** to be recognized as a speaker. Turn in the completed, legible form to the staff near the front desk, normally before the item is called for consideration. Organized groups may submit forms in a desired speaker sequence to staff. However, the Chair may take items out of order.

One recognized speaker at the podium at a time. As your name is called, move to the podium to speak, or announce from your seat if you wish to decline. Any handouts can be provided to staff near the podium, for distribution while you begin speaking. Speakers may speak only one time per item, including if the item is deferred. Speaker's time cannot be allocated to another person. Speaker's times are normally 1-2 minutes or as otherwise identified.

At the podium, state your name for the record. Ideally, also state your position on the item, and then deliver your comments. A bell is rung if the allowed speaking time is exceeded. There may also be questions for you, from the Chair or recognized Commissioners, before you return to your seat. No audible expressions from the audience, including no applause, boos, or verbal outbursts.

Speakers with general comments can sign up to speak during the public comment section of the agenda. Turn in visitor badges at the building's check stations at departure. **THANK YOU.**

...

Commission or Group:

SPEAKER SIGN IN FORM

DATE: _____

AGENDA ITEM NUMBER _____

AGENDA ITEM NAME _____

YOUR NAME (Speaker) _____

Telephone or email (Optional) _____

Do you have handouts or items to be distributed during your comments? _____ (Check if Yes)

Your position or comments: ____ **Applicant** ____ **Supportive** ____ **Opposed** ____ **Undecided**

Houston Planning Commission

AGENDA

February 14, 2019

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

Call to Order

Director's Report

Approval of the January 31st, 2019 Planning Commission Meeting Minutes

I. Platting Activity (Subdivision and Development plats)

- a. Consent Subdivision Plats (John Cedillo)
- b. Replats (John Cedillo)
- c. Replats requiring Public Hearings with Notification (Dorianne Powe-Phlegm, Devin Crittle, John Cedillo)
- d. Subdivision Plats with Variance Requests (Aracely Rodriguez, Chad Miller, Suvidha Bandi, Homero Guajardo Alegria, and Lyndy Morris)
- e. Subdivision Plats with Special Exception Requests (Suvidha Bandi)
- f. Reconsiderations of Requirement (Aracely Rodriguez)
- g. Extension of Approvals (Tammi Williamson)
- h. Name Changes (Tammi Williamson)
- i. Certificates of Compliance (Tammi Williamson)
- j. Administrative
- k. Development Plats with Variance Requests (Eric Pietch, Jose Mendoza)

II. Establish a public hearing date of March 14, 2019

- a. Crawford Addition partial replat no 2
- b. Gleannloch Farms Office Enclave
- c. Magnolia Park partial replat no 6
- d. Memorial Green Sec 2 replat and extension partial replat no 1
- e. Windermere partial replat no 1
- f. Steeplechase Sec 1 partial replat no 1 and extension
- g. Traces Sec 1 partial replat no 5
- h. Westgrove Court partial replat no 1
- i. Wildwood Glen Sec 1 partial replat no 1

III. Consideration of a Hotel/Motel for Hotel Blue at 166 Esplanade Blvd. (Devin Crittle)

IV. Excuse the absence of Commissioner Bryant

V. Public Comment

VI. Adjournment

Minutes of the Houston Planning Commission

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

January 31, 2019

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 2:31 p.m. with a quorum present.

Martha L. Stein, Chair

M. Sonny Garza, Vice Chair

David Abraham

Absent

Susan Alleman

Arrived at 2:32 p.m. during the Director's Report

Bill Baldwin

Antoine Bryant

Absent

Lisa Clark

Randall L. Jones

Isabel Longoria

Lydia Mares

Christina Morales

Absent

Paul R. Nelson

Absent

Linda Porras-Pirtle

Absent

Ileana Rodriguez

Ian Rosenberg

Megan R. Sigler

Left at 4:48 p.m. after 111 & 112

Zafar Tahir

Arrived at 2:39 p.m. during II

Meera D. Victor

Mark Mooney for

Absent

Commissioner James Noack

Maggie Dalton for

Left at 3:56 p.m. during item 97

The Honorable KP George

Loyd Smith for

Arrived at 2:36 p.m. during I

The Honorable Lina Hidalgo

EXOFFICIO MEMBERS

Carol A. Lewis

Carol Haddock

Yuhayna H. McCoy

Executive Secretary

Margaret Wallace Brown, Interim Director, Planning and Development

CHAIR'S REPORT

NONE

DIRECTOR'S REPORT

The Director's Report was given by Michael Kramer, Assistant Director, Planning and Development Department.

Chair Martha L. Stein introduced Luis Villasana representing the Houston Public Works, Building Code Division.

APPROVAL OF THE JANUARY 17, 2019 PLANNING COMMISSION MEETING MINUTES

Commission action: Approved the January 17, 2019 Planning Commission meeting minutes.

Motion: **Clark**

Second: **Baldwin**

Vote: **Carries**

Abstaining: **Mares**

I. PRESENTATION AND CONSIDERATION OF THE JANUARY 2019 SEMI-ANNUAL WATER/WASTEWATER IMPACT FEES REPORT

Presentation was given by Deidre VanLangen, Division Manager, Houston Public Works Department. Staff recommendation: Accept recommendation per staff report of the January 2019 Semi Annual Water/Wastewater Impact Fees and forward to City Council.

Commission action: Accepted recommendation per staff report of the January 2019 Semi Annual Water/Wastewater Impact Fees and forwarded to City Council.

Motion: **Garza**

Second: **Baldwin**

Vote: **Unanimous**

Abstaining: **None**

II. PRESENTATION AND CONSIDERATION OF THE JANUARY 2019 SEMI-ANNUAL DRAINAGE IMPACT FEES REPORT

Presentation was given by Deidre VanLangen, Division Manager, Houston Public Works Department. Staff recommendation: Accept recommendation per staff report of the January 2019 Semi-Annual Drainage Impact Fees and forward to City Council.

Commission action: Accepted recommendation per staff report of the January 2019 Semi-Annual Drainage Impact Fees and forwarded to City Council.

Motion: **Garza**

Second: **Alleman**

Vote: **Unanimous**

Abstaining: **None**

III. PLATTING ACTIVITY (Consent and Replat items A and B, 1 – 86)

Items removed for separate consideration **12, 29, 30, 53, 54 and 55.**

Staff recommendation: Approve staff's recommendations for items **1 – 86**, subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendations for items **1 – 86**, subject to the CPC 101 form conditions.

Motion: **Garza**

Second: **Rosenberg**

Vote: **Unanimous**

Abstaining: **None**

Commissioner(s) Alleman, Dalton, Mares and Sigler recused themselves.

Staff recommendation: Approve staff's recommendations for item(s) **12, 29, 30, 53, 54 and 55**, subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendations for item(s) **12, 29, 30, 53, 54 and 55**, subject to the CPC 101 form conditions.

Motion: **Jones**

Second: **Clark**

Vote: **Unanimous**

Abstaining: **None**

Commissioner(s) Alleman, Dalton, Mares and Sigler returned.

C PUBLIC HEARINGS

87 Ashley Pointe Sec 11 partial replat no 1 C3N Approve
Staff recommendation: Grant the variance(s) and approve the plat subject to the CPC 101 form conditions.
Commission action: Grant the variance(s) and approve the plat subject to the CPC 101 form conditions.
Motion: **Jones** Second: **Clark** Vote: **Unanimous** Abstaining: **None**
Speaker(s): Andrew Allemand, applicant – supportive.

88 Craig Woods partial replat no 25 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: **Mares** Vote: **Unanimous** Abstaining: **None**

89 Devonshire Place partial replat no 1 C3N Defer
Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
Commission action: Defer the application for two weeks for legal review.
Motion: **Garza** Second: **Baldwin** Vote: **Carries** Abstaining: **Alleman, Clark, Dalton, Sigler, Rosenberg**
Speaker(s): Jane Janecek, James Lober, Richard Rodriguez, Jeanne Bauer, Walter Hittelman, Emma Fauss, Jeff Frey, Jeffrey Cully, Tyler Smith and Gail Peter Borgen – opposed; Omar Izfar and Mary Villareal – supportive; Arva Howard, Legal Department.

90 Fullerton 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: **Jones** Second: **Clark** Vote: **Unanimous** Abstaining: **None**

91 Lakeside Estates Sec 2 partial replat no 2 C3N Disapprove
Staff recommendation: Disapprove the plat.
Commission action: Disapproved the plat.
Motion: **Baldwin** Second: **Longoria** Vote: **Unanimous** Abstaining: **None**
Speaker(s): Tom Kennedy – opposed.

92 Long Point Woods Sec 1 C3N Disapprove
partial replat no 2
Staff recommendation: Disapprove the plat.
Commission action: Disapproved the plat.
Motion: **Garza** Second: **Mares** Vote: **Unanimous** Abstaining: **None**
Speaker(s): Jonathan St Romain – opposed.

93 McCrary Meadows Sec 2 partial replat C3N Approve
no 1 and extension
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: **Jones** Second: **Dalton** Vote: **Unanimous** Abstaining: **None**
Speaker(s): Janice Elias – undecided.

94 Newer Heights Village 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: **Sigler** Second: **Alleman** Vote: **Unanimous** Abstaining: **None**

95 Newport Sec 6 partial replat no and extension C3N Approve
Staff recommendation: Grant the special exception(s) and approve the plat subject to the CPC 101 form conditions listed.
Commission action: Granted the special exception(s) and approved the plat subject to the CPC 101 form conditions listed.
Motion: **Sigler** Second: **Alleman** Vote: **Unanimous** Abstaining: **None**
Speaker(s): Arthur Katen and Alejandro Munoz – opposed.

96 Pine Terrace partial replat no 1 C3N Disapprove
Staff recommendation: Disapprove the plat.
Commission action: Disapproved the plat.
Motion: **Baldwin** Second: **Mares** Vote: **Unanimous** Abstaining: **None**

D VARIANCES

97 Boulevard Place Sec 3 partial replat no 2 C2R Approve
Staff recommendation: Grant the variance(s) and approve the plat subject to the CPC 101 form conditions listed.
Commission action: Granted the variance(s) and approved the plat subject to the CPC 101 form conditions listed.
Motion: **Baldwin** Second: **Garza** Vote: **Unanimous** Abstaining: **None**

98 Buffalo Bayou Park C3R Approve
Staff recommendation: Grant the variance(s) and approve the plat subject to the CPC 101 form conditions listed.
Commission action: Granted the variance(s) and approved the plat subject to the CPC 101 form conditions listed.
Motion: **Baldwin** Second: **Clark** Vote: **Unanimous** Abstaining: **None**
Speaker(s): George Greene and Bridget Jenson – undecided: David Ott, applicant – supportive; Yuhayna Mahmud, Metro.

99 Cypress Oaks North GP GP 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: **Mares** Vote: **Unanimous** Abstaining: **None**

100 Fairview Addition partial replat no 1 C2R Approve
Staff recommendation: Grant the variance(s) and approve the plat subject to the CPC 101 form conditions.
Commission action: Granted the variance(s) and approved the plat subject to the CPC 101 form conditions.
Motion: **Garza** Second: **Rosenberg** Vote: **Unanimous** Abstaining: **None**

101 Garden Oaks Multifamily C2R Defer
Staff recommendation: Defer the application for two weeks per the applicant's request.
Commission action: Deferred the application for two weeks per the applicant's request.
Motion: **Sigler** Second: **Rosenberg** Vote: **Unanimous** Abstaining: **None**

102 Gulf Business Park C2 Approve
Staff recommendation: Grant the variance(s) and approve the plat subject to the CPC 101 form conditions.
Commission action: Grant the variance(s) and approve the plat subject to the CPC 101 form conditions.
Motion: **Jones** Second: **Clark** Vote: **Unanimous** Abstaining: **None**

103 Houston Tradeport C3R Approve
Staff recommendation: Grant the variance(s) and approve the plat subject to the CPC 101 form conditions.
Commission action: Granted the variance(s) and approved the plat subject to the CPC 101 form conditions.
Motion: **Longoria** Second: **Victor** Vote: **Unanimous** Abstaining: **None**
Speaker(s): Mary Fontenot – supportive.

104 Houston Ventures Homes at Houston Avenue C2R Approve
Staff recommendation: Grant the variance(s) and approve the plat subject to the CPC 101 form conditions.
Commission action: Granted the variance(s) and approved the plat subject to the CPC 101 form conditions.
Motion: **Clark** Second: **Jones** Vote: **Unanimous** Abstaining: **None**
Speaker(s): Darren Upp – opposed; Craig Weinstock, applicant – supportive.

105 Katy Lakes GP Defer
Staff recommendation: Defer the application(s) for two weeks per Harris County's request.
Commission action: Deferred the application(s) for two weeks per Harris County's request.
Motion: **Mares** Second: **Smith** Vote: **Unanimous** Abstaining: **None**
Speaker(s): Shawn Zimmerman – opposed; Clayton Weishuhn, representing applicant – supportive.

Item(s) 106 and 107 were taken together at this time.

106 Marketplace 249 GP Approve
107 Marketplace 249 Reserve Sec 1 C2 Approve
Staff recommendation: Approve the plat(s) subject to the CPC 101 form conditions.
Commission action: Approved the plat(s) subject to the CPC 101 form conditions.
Motion: **Alleman** Second: **Mares** Vote: **Unanimous** Abstaining: **None**

Item(s) 108 and 109 were taken together at this time.

108 Ranch at Dos Brisas GP Defer
109 Ranch at Dos Brisas Sec 1 C2 Defer
Staff recommendation: Defer the application(s) for two weeks per the applicant's request.
Commission action: Deferred the application(s) for two weeks per the applicant's request.
Motion: **Mares** Second: **Alleman** Vote: **Unanimous** Abstaining: **None**

110 Spring Creek RV Park C3P Approve
Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
Commission action: Approved the plat subject to the CPC 101 form conditions.
Motion: **Clark** Second: **Mares** Vote: **Unanimous** Abstaining: **None**

Item(s) 111 and 112 were taken together at this time.

111	Spring Cypress Estates GP	GP	Approve
112	Spring Cypress Estates Sec 1	C2	Approve

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

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

Motion: **Jones** Second: **Mares** Vote: **Unanimous** Abstaining: **None**

Commissioner Sigler recused herself.

Item(s) 116 and 117 were taken out of order and taken together at this time.

116	Amira Sec 6	C3P	Approve
117	Cypress Heights Drive Street Dedication Sec 1 and Reserves	C3P	Approve

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

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

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

Item(s) 113 and 114 were taken together at this time.

Commissioner Alleman recused herself.

113	Tomball ISD at Cypress Rose Hill GP	GP	Defer
114	Tomball ISD Educational Campus	C3P	Defer

Staff recommendation: Defer the application(s) for two weeks per the applicant's request.

Commission action: Deferred the application(s) for two weeks per the applicant's request.

Motion: **Jones** Second: **Mares** Vote: **Unanimous** Abstaining: **None**

Commissioner Alleman returned.

115	Upper Kirby Senior Living	C2R	Defer
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Staff recommendation: Defer the application for two weeks per the applicant's request.

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

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

E SPECIAL EXCEPTIONS

Item(s) 116 and 117 were taken and acted on earlier in the meeting.

F RECONSIDERATION OF REQUIREMENTS

118	Balmoral Park Lakes East Sec 7	C3F	Defer
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Staff recommendation: Defer the application for two weeks per Harris County's request.

Commission action: Deferred the application for two weeks per Harris County's request.

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

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

G EXTENSIONS OF APPROVAL

119	Beltway Park SH 249	EOA	Approve
120	Enclave at Lone Oak Sec 1	EOA	Approve
121	Enclave at Lone Oak Sec 2	EOA	Approve
122	Hidden Meadow Sec 14	EOA	Approve
123	Magnolia Park Plaza	EOA	Approve
124	Starwood Farms	EOA	Approve
125	Teal Gardens	EOA	Approve
126	Views at Abernathy	EOA	Approve
127	Windsong Business Plaza	EOA	Approve

**H NAME CHANGES
NONE**

I CERTIFICATES OF COMPLIANCE

128	21675 Dogwood Drive	COC	Approve
129	21726 Dogwood Drive	COC	Approve
130	14106 Dartwood Drive	COC	Approve
131	24015 Briar Thicket Drive	COC	Approve
132	23350 Clifwood Drive	COC	Approve
133	19947 South Plantation Estates	COC	Approve

Staff recommendation: Approve staff's recommendation for items 119-133.

Commission action: Approved staff's recommendation for items 119-133.

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

**J ADMINISTRATIVE
NONE**

K DEVELOPMENT PLATS WITH VARIANCE REQUESTS

134	1026 Blackhaw Street	DPV	Withdrawn
135	2512 Southmore Blvd.	DPV	Defer

Staff recommendation: Defer the application for two weeks to allow applicant time to submit additional information.

Commission action: Deferred the application for two weeks to allow applicant time to submit additional information.

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

136	1303 Westheimer Road	DPV	Approve
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Staff recommendation: Grant the development plat variance(s) to allow a 4' building line for a new pergola, and a 18.5' building line for an enclosed addition in lieu of the ordinance-required 25' building line along a major thoroughfare, Westheimer Road.

Commission action: Granted the development plat variance(s) to allow a 4' building line for a new pergola, and a 18.5' building line for an enclosed addition in lieu of the ordinance-required 25' building line along a major thoroughfare, Westheimer Road.

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

IV. ESTABLISH A PUBLIC HEARING DATE OF FEBRUARY 28, 2019 FOR:

- a. Pine Briar Addition replat no 1
- b. Pine Hollow Sec 2 partial replat no 2
- c. West Oaks no 2 partial replat no 3

- d. Westheimer Gardens Extension partial replat no 6
- e. Westheimer Gardens Extension partial replat no 8
- f. Willow Meadows Sec 17 partial replat no 1

Staff recommendation: Establish a public hearing date of February 28, 2019 for item IV a-f.

Commission action: Established a public hearing date of February 28, 2019 for item IV a-f.

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

V. CONSIDERATION OF A HOTEL/MOTEL FOR EXPRESS INN LOCATED AT 8585 EASTEX FREEWAY

Staff recommendation: Grant the Hotel/Motel variance(s) to allow a Hotel to be located adjacent to residential property with less than 51 rooms.

Commission action: Granted the Hotel/Motel variance(s) to allow a Hotel to be located adjacent to residential property with less than 51 rooms.

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

VI. CONSIDERATION OF A HOTEL/MOTEL FOR EQUINOX LOCATED AT 2500 WESTCREEK LANE

Staff recommendation: Grant the Hotel/Motel variance(s) to allow a hotel to take primary access off of Westcreek Lane, rather than adjacent Westheimer Road; and to allow a hotel to take primary access from a residential street, Westcreek Lane.

Commission action: Grant the Hotel/Motel variance(s) to allow a hotel to take primary access off of Westcreek Lane, rather than adjacent Westheimer Road; and to allow a hotel to take primary access from a residential street, Westcreek Lane; with the condition to provide a 6' sidewalk along Westcreek Lane.

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

VII. PUBLIC COMMENT NONE

VIII. ADJOURNMENT

There being no further business brought before the Commission, Chair Martha L. Stein adjourned the meeting at 5:11 p.m.

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

Martha L. Stein, Chair

Michael Kramer, Secretary

Item No.	Subdivision Plat Name	App Type	Deferral
A-Consent			
1	Adelaide Sec 1 partial replat no 1	C3F	
2	Azul Homes	C3F	
3	Balmoral Sec 23	C3P	
4	Balmoral Sec 24	C3P	
5	Berry Villas	C3F	
6	Braeswood Stella GP	GP	
7	Brookwood Forest Sec 7	C3F	
8	BT Max2 Holdings LLC	C2	
9	Champion Falls Hat Creek Burger Klein	C2	
10	Champion Heavens replat no 1	C3F	DEF1
11	Craig Woods partial replat no 25	C3F	
12	Cypress Fellowship Church	C2	
13	Dellrose Sec 7	C3P	
14	Eado Development	C2	
15	Enchanted Oaks Sec 2 partial replat no 1 and extension	C3F	DEF1
16	Estates of Muoneke	C2	DEF1
17	Even	C2	
18	Forestwood Sec 8	C3P	
19	Fullerton Place partial replat no 2	C3F	
20	General Warehouse Systems	C3F	
21	Global Eagle Reserve	C2	
22	Harvest Green Sec 28	C3P	DEF1
23	Kirby Landing	C3F	
24	Lakeview RV Resort	C2	
25	McCrary Meadows Sec 2 partial replat no 1 and extension	C3F	
26	Newer Heights Village replat no 1	C3F	
27	Newport Sec 7 partial replat no 3	C3F	
28	Pine Grove GP	GP	DEF1
29	Pine Grove Sec 1	C3P	DEF1
30	Pinecrest Sec 4	C3F	
31	Plaza 290 Boulevard Estates	C3P	
32	Porter Ranch Sec 2	C3F	
33	Roland Road Katy	C2	
34	Shops at Meadows	C2	DEF1
35	Silver Springs GP	GP	
36	Silver Springs Sec 3	C3P	
37	Storage Solutions Plus on Tower Oaks Boulevard	C2	
38	Take Five Humble	C2	
39	TKM Estates	C3F	
40	Town Center at New Forest Sec 1	C2	DEF1
41	Towne Lake Sec 49	C3F	
42	Treviso Gardens Sec 3	C3F	

Item No.	Subdivision Plat Name	App	
		Type	Deferral
43	Treviso Gardens Sec 4	C3F	
44	Vaahli at Fall Creek	C2	
45	Ventana Lakes East GP	GP	
46	Waggaman Garden	C2	
47	Whitney Enclave	C3F	
48	Willow Creek Retail	C3P	

B-Replats

49	Anzaldua Castillo Plaza	C2R	
50	Bell Street Estate	C2R	
51	Cettiview Heights	C2R	
52	Dunlavy Plaza	C2R	DEF1
53	Ferguson Estates	C2R	
54	Forbes Crossing Sec 3	C3R	DEF1
55	Greenhouse Road West Apartments	C2R	
56	Hyde Park Views	C2R	DEF1
57	Hyde Park Vista	C2R	
58	Jersey Acres Addition partial replat no 1	C2R	DEF2
59	Kemp Court	C2R	
60	Lakeview Retreat Detention Reserve	C2R	
61	Longenbaugh Retail Center	C2R	
62	Mansfield Heights	C2R	
63	Mayad Estates	C2R	
64	Oak Lawn Addition partial replat no 3	C2R	
65	Premium Business Park	C2R	
66	Price Development Group Heights	C2R	
67	Rainbow Unicorn Funland	C2R	DEF1
68	Rosemont Estates	C2R	DEF1
69	Saint Elizabeth Place	C2R	DEF2
70	Sam Houston Distribution Center	C3R	
71	Sam Houston Distribution Center Detention Pond	C2R	DEF1
72	San Jacinto College Generation Park replat no 1	C2R	
73	Shadyvilla Convent	C2R	
74	South Court partial replat no 1	C2R	
75	Terry Place Villas	C2R	
76	Tyne Street Terraces	C2R	
77	Valley Bend replat no 1 and extension	C2R	
78	Vicks Park Addition partial replat no 2	C2R	
79	Wind River Park partial replat no 1	C2R	
80	Windrow Sec 2	C3R	
81	Woodlands Sportsplex	C2R	

Item No.	Subdivision Plat Name	App	
		Type	Deferral

C-Public Hearings Requiring Notification

82	Bassey Woods partial replat no 1	C3N	
83	Devonshire Place partial replat no 1	C3N	DEF1
84	Freeway Manor partial replat no 1	C3N	
85	Merrylands Sec 1 partial replat no 1	C3N	
86	Quinn Way partial replat no 1	C3N	
87	Talia Court Village replat no 1 and extension	C3N	
88	Temple Terrace partial replat no 3	C3N	

D-Variances

89	Avex Tract GP	GP	
90	Bays FM 1960	C2	
91	Calumet Contempo Living	C2	
92	City Gate GP	GP	
93	Coatimundi	C2	
94	Eado Navigation	C2R	
95	Garden Oaks Multifamily	C2R	DEF1
96	Katy Gaston Tract	C3P	
97	Katy Lakes GP	GP	DEF1
98	Makenzie Highlands	C2R	
99	Ranch at Dos Brisas GP	GP	DEF2
100	Ranch at Dos Brisas Sec 1	C2	DEF2
101	Spurling Estates	C2	
102	Tomball ISD at Cypress Rose Hill GP	GP	DEF2
103	Tomball ISD Educational Campus	C3P	DEF2
104	Trinity Lutheran Church North Annex	C2	
105	Upper Kirby Senior Living	C2R	DEF1

E-Special Exceptions

106	Bridgeland Tuckerton Road and Summer Camp Drive Street Dedication and Reserve	C3P	
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F-Reconsideration of Requirements

107	Balmoral Park Lakes East Sec 7	C3F	DEF1
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G-Extensions of Approval

108	Balmoral Park Lakes East Sec 7	EOA	
109	Carlsway Property partial replat no 1	EOA	
110	Garza Mount Houston	EOA	
111	Khin Residence	EOA	

Platting Summary**Houston Planning Commission****PC Date: February 14, 2019**

Item		App	
No.	Subdivision Plat Name	Type	Deferral
112	Renmar Terrace	EOA	
113	Silverdale Heights	EOA	

H-Name Changes

114	GPT Wallisville Road Tract (prev. GBT Wallisville Road Tract)	NC
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I-Certification of Compliance

115	7013 De Priest Street	COC
116	23624 Park Drive	COC
117	24889 Lynn Lane	COC

J-Administrative

None

K-Development Plats with Variance Requests

118	3202 Glen Haven Boulevard	DPV
119	2512 Southmore Boulevard	DPV
120	1918 Wheeler Street	DPV

Hotel/Motel with Variance Requests

III	Hotel Blue locted at 166 Esplanade Blvd	HMV
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Platting Summary**Houston Planning Commission****PC Date: February 14, 2019**

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	Adelaide Sec 1 partial replat no 1	2019-0214	C3F	Harris	ETJ	447A	0.15	0.15	0	Adelaide Interests, LTD, A Texas Limited Corporation	EHRA
2	Azul Homes	2019-0106	C3F	Harris	City	455B	9.26	3.29	44	ZULFIQAR KARADIA	ICMC GROUP INC
3	Balmoral Sec 23	2019-0215	C3P	Harris	ETJ	376V	28.56	0.97	141	Balmoral LT, LLC	Jones Carter - Woodlands Office
4	Balmoral Sec 24	2019-0208	C3P	Harris	ETJ	376R	20.94	2.01	163	Balcara Group	Jones Carter - Woodlands Office
5	Berry Villas	2019-0239	C3F	Harris	City	453G	4.10	0.11	67	Stoneworks, LLC	Total Surveyors, Inc.
6	Braeswood Stella GP	2019-0221	GP	Harris	City	532N	4.06	0.00	0	Yellowstone Braeswood LTD	Vernon G. Henry & Associates, Inc.
7	Brookwood Forest Sec 7	2019-0226	C3F	Montgomery	ETJ	295R	11.87	0.00	63	KB Home Lone Star Inc.	Pape-Dawson Engineers
8	BT Max2 Holdings LLC	2019-0250	C2	Harris	ETJ	289V	1.60	1.60	0	BT Max2 Holdings LLC	Hovis Surveying Company Inc.
9	Champion Falls Hat Creek Burger Klein	2019-0198	C2	Harris	ETJ	330P	1.37	1.37	0	Kimley-Horn, Inc	Terra Surveying Company, Inc.
10	Champion Heavens replat no 1 (DEF1)	2019-0087	C3F	Harris	ETJ	329R	11.78	2.00	54	Champion Heavens Property Investors LLC	Building and Infrastructure Solutions
11	Craig Woods partial replat no 25	2019-0193	C3F	Harris	City	451X	0.91	0.91	0	Individual	Bowden Land Services
12	Cypress Fellowship Church	2019-0228	C2	Harris	ETJ	327N	10.80	10.80	0	Cypress Fellowship	Morales Engineering Associates, LLC
13	Dellrose Sec 7	2019-0195	C3P	Harris	ETJ	325K	25.20	10.02	82	Cypress 600 Development Partners LP	META Planning + Design, LLC
14	Eado Development	2019-0180	C2	Harris	City	493V	1.29	1.29	0	RAKHI VENTURES, LLC	MOMENTUM ENGINEERING
15	Enchanted Oaks Sec 2 partial replat no 1 and extension (DEF1)	2019-0102	C3F	Harris	ETJ	332B	14.16	14.16	0	Poteet Design	Bowden Land Services
16	Estates of Muoneke (DEF1)	2019-0058	C2	Harris	ETJ	327U	3.04	0.00	1	Action Surveying	Action Surveying
17	Even	2019-0204	C2	Montgomery	ETJ	252S	0.56	0.56	0	EVEN HOLDINGS LLC	Melissa's platting service
18	Forestwood Sec 8	2019-0179	C3P	Harris	ETJ	411D	11.03	0.44	57	Tejas Engineering Management	Arborleaf Engineering & Surveying, Inc.
19	Fullerton Place partial replat no 2	2019-0253	C3F	Harris	City	494U	0.17	0.00	2	L and L Real Estate	Owens Management Systems, LLC
20	General Warehouse Systems	2019-0182	C3F	Harris	ETJ	325W	40.68	39.25	0	General Storage	South Texas Surveying Associates, Inc.
21	Global Eagle Reserve	2019-0249	C2	Harris	City	374Y	1.98	1.98	0	PRO-SURV	PROSURV
22	Harvest Green Sec 28 (DEF1)	2019-0080	C3P	Fort Bend	ETJ	566E	24.50	7.18	41	Grand Parkway 1358 LP	LJA Engineering, Inc.- (West Houston Office)
23	Kirby Landing	2019-0164	C3F	Harris	City	572H	15.38	2.96	165	H. HOVNANIAN HOUSTON II, LLC	LJA Engineering, Inc.- (West Houston Office)
24	Lakeview RV Resort	2019-0246	C2	Harris	City	572A	8.12	8.12	0	QRV Lakeview Expansion, LLC	GBI Partners, LP

Platting Summary**Houston Planning Commission****PC Date: February 14, 2019**

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
25	McCrary Meadows Sec 2 partial replat no 1 and extension	2019-0247	C3F	Fort Bend	ETJ	565G	49.23	12.55	179	Ventana Development	Jones Carter
26	Newer Heights Village replat no 1	2019-0252	C3F	Harris	City	453T	2.20	0.14	38	Manco Associates, LC	RVi Planning + Landscape Architecture
27	Newport Sec 7 partial replat no 3	2019-0210	C3F	Harris	ETJ	419B	9.10	0.00	39	Lennar Homes of Texas Land and Construction, LTD	LJA Engineering, Inc.- (West Houston Office)
28	Pine Grove GP (DEF1)	2019-0168	GP	Harris	ETJ	294W	59.61	0.00	0	Pulte Group	Van De Wiele & Vogler, Inc.
29	Pine Grove Sec 1 (DEF1)	2019-0161	C3P	Harris	ETJ	293Z	38.72	19.15	122	Pulte	Van De Wiele & Vogler, Inc.
30	Pinecrest Sec 4	2019-0255	C3F	Harris	City	450K	11.07	1.84	132	Meritage Homes of Texas, LLC	Jones Carter - Woodlands Office
31	Plaza 290 Boulevard Estates	2019-0098	C3P	Harris	ETJ	286W	3.00	0.00	2	jesus ortega	Replat Specialists
32	Porter Ranch Sec 2	2019-0227	C3F	Harris	ETJ	445A	10.27	0.44	63	Lennar Homes of Texas Land and Construction, LTD. A Texas Limited Partnership	EHRA
33	Roland Road Katy	2019-0191	C2	Harris	ETJ	444H	4.99	4.77	0	Roland 5, LLC	Texas Engineering And Mapping Company
34	Shops at Meadows (DEF1)	2019-0125	C2	Harris	ETJ	369G	1.22	1.22	0	JJH CONSTRUCTION	MAK Design & Drafting LLC
35	Silver Springs GP	2019-0205	GP	Harris	ETJ	371F	46.30	0.00	0	Silver Springs Interest, Ltd.	Odyssey Engineering Group
36	Silver Springs Sec 3	2019-0206	C3P	Harris	ETJ	371F	14.45	2.43	103	Silver Springs Interest, Ltd.	Odyssey Engineering Group
37	Storage Solutions Plus on Tower Oaks Boulevard	2019-0078	C2	Harris	ETJ	369T	1.00	0.99	0	Texas Cubes inc.	Matkin Hoover Engineering
38	Take Five Humble	2019-0183	C2	Harris	City	335S	0.69	0.69	1	AS&D	K. Chen Engineering
39	TKM Estates	2019-0245	C3F	Harris	ETJ	444F	80.34	78.82	0	TKM Estates LLC	Pape-Dawson Engineers
40	Town Center at New Forest Sec 1 (DEF1)	2019-0079	C2	Harris	ETJ	457K	15.16	15.16	0	City Street Residential	Terra Associates, Inc.
41	Towne Lake Sec 49	2019-0212	C3F	Harris	ETJ	367N	31.18	0.91	30	CW SCOA West, L.P., a Texas Limited Partnership	EHRA
42	Treviso Gardens Sec 3	2019-0223	C3F	Harris	ETJ	445J	26.83	5.07	153	Treviso Gardens, LTD. A Texas Limited Partnership	EHRA
43	Treviso Gardens Sec 4	2019-0225	C3F	Harris	ETJ	445J	41.15	16.86	166	Treviso Gardens, LTD. A Texas Limited Partnership	EHRA
44	Vaahli at Fall Creek	2019-0213	C2	Harris	ETJ	375V	1.42	1.42	0	Sarolia Induben Ramu, LLC	MOMENTUM ENGINEERING
45	Ventana Lakes East GP	2019-0220	GP	Harris	ETJ	445G	460.08	0.00	0	H.L.B. Harris Group	EHRA

Platting Summary**Houston Planning Commission****PC Date: February 14, 2019**

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
46	Waggaman Garden	2019-0176	C2	Harris	City	493U	0.31	0.00	1	Individuals	Karen Rose Engineering and Surveying
47	Whitney Enclave	2019-0175	C3F	Harris	City	453J	1.03	0.05	20	BC INVESTMENTS	Bates Development Consultants
48	Willow Creek Retail	2019-0229	C3P	Harris	ETJ	287Q	8.50	7.76	0	MHW Real Estate	The Pinnell Group, LLC

B-Replats

49	Anzaldua Castillo Plaza	2019-0057	C2R	Harris	ETJ	413D	4.81	0.00	2	HEAR DESIGN	hear design
50	Bell Street Estate	2019-0201	C2R	Harris	City	494S	0.11	0.00	3	Hai Nguyen	Melissa's platting service
51	Cettiview Heights	2019-0243	C2R	Harris	City	453Z	0.12	0.00	2	IF Construction, Inc.	The Interfield Group
52	Dunlavy Plaza (DEF1)	2018-2495	C2R	Harris	City	492V	0.11	0.00	3	FIRST ARIA GROUP	Survey Solutions of Texas
53	Ferguson Estates	2019-0224	C2R	Harris	City	412N	0.72	0.00	8	Rezcom	PLS
54	Forbes Crossing Sec 3 (DEF1)	2019-0113	C3R	Harris	City	574R	52.96	12.92	229	Pulte Homes of Texas, L.P.	Pape-Dawson Engineers
55	Greenhouse Road West Apartments	2019-0145	C2R	Harris	ETJ	446V	13.50	13.50	0	Davis Development	R.G. Miller Engineers
56	Hyde Park Views (DEF1)	2019-0133	C2R	Harris	City	493S	0.36	0.00	8	Highgate Ventures, LLC	Total Surveyors, Inc.
57	Hyde Park Vista	2019-0181	C2R	Harris	City	492V	0.23	0.23	0	MONTROSE DUNLAVY, LLC.	replats.com
58	Jersey Acres Addition partial replat no 1 (DEF2)	2019-0046	C2R	Harris	ETJ	409Y	0.19	0.00	2	Tang Law Firm	Tetra Surveys
59	Kemp Court	2019-0199	C2R	Harris	City	494Y	0.29	0.00	3	PRIME TEXAS SURVEYS LLC	SEM SERVICES
60	Lakeview Retreat Detention Reserve	2019-0222	C2R	Fort Bend	ETJ	526M	20.92	20.92	0	D. R. Horton-Texas, Ltd.,	Jones Carter
61	Longenbaugh Retail Center	2019-0097	C2R	Harris	ETJ	407F	1.50	1.50	0	R.F. HAMADA, LLC	RSG Engineering
62	Mansfield Heights	2019-0188	C2R	Harris	City	452C	0.26	0.00	3	Ejam Home Builders Inc	South Texas Surveying Associates, Inc.
63	Mayad Estates	2019-0217	C2R	Harris	City	453G	0.53	0.00	2	Rezcom	PLS
64	Oak Lawn Addition partial replat no 3	2019-0156	C2R	Harris	City	494T	0.11	0.00	1	None	Tetra Surveys
65	Premium Business Park	2019-0137	C2R	Harris	ETJ	323G	3.45	3.45	0	Venturi Engineers	Gruller Surveying
66	Price Development Group Heights	2019-0207	C2R	Harris	City	452U	1.71	1.71	0	Price Development Group	Civil-Surv Land Surveying, L.C.
67	Rainbow Unicorn Funland (DEF1)	2019-0107	C2R	Harris	City	453U	0.27	0.00	2	Rainbow Unicorn	ICMC GROUP INC
68	Rosemont Estates (DEF1)	2018-2466	C2R	Harris	City	533U	0.41	0.01	7	Interwest Group, LLC	Paksima Group1
69	Saint Elizabeth Place (DEF2)	2019-0062	C2R	Harris	City	494F	2.63	2.63	0	Fifth Ward Community Redevelopment Corp	Windrose
70	Sam Houston Distribution Center	2019-0159	C3R	Harris	ETJ	410B	51.80	48.62	0	Ward, Getz & Associates, LP	Windrose

Platting Summary**Houston Planning Commission****PC Date: February 14, 2019**

Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
				Co	City/ ETJ	Key Map	Plat Ac	Rsv Ac	Lots	Developer	Applicant's Company
71	Sam Houston Distribution Center Detention Pond (DEF1)	2019-0160	C2R	Harris	ETJ	410B	8.09	8.09	0	Ward, Getz & Associates, LP	Windrose
72	San Jacinto College Generation Park replat no 1	2019-0237	C2R	Harris	ETJ	416C	56.91	56.91	0	West Belt Surveying, Inc.	West Belt Surveying, Inc.
73	Shadyvilla Convent	2019-0256	C2R	Harris	City	451X	0.66	0.66	0	Ward and Getz	Texas Engineering And Mapping Company
74	South Court partial replat no 1	2019-0074	C2R	Harris	City	533R	1.84	1.84	0	J. MORALES, INC.	J.Morales, Inc.
75	Terry Place Villas	2019-0095	C2R	Harris	City	493D	0.38	0.38	8	UMRAN NORTHSIDE DEVELOPMENT, INC	MOMENTUM ENGINEERING
76	Tyne Street Terraces	2019-0211	C2R	Harris	City	492F	0.12	0.00	3	Build Vestors On Spencer	The Interfield Group
77	Valley Bend replat no 1 and extension	2019-0196	C2R	Harris	City	491K	2.53	2.53	0	Kimley-Horn, Inc	Terra Surveying Company, Inc.
78	Vicks Park Addition partial replat no 2	2019-0248	C2R	Harris	City	493E	0.25	0.25	0	SG INTERESTS	Tetra Surveys
79	Wind River Park partial replat no 1	2019-0234	C2R	Harris	City	530A	1.75	1.75	0	City of Houston	EHRA
80	Windrow Sec 2	2019-0241	C3R	Harris	ETJ	325E	24.42	1.57	130	Pulte Homes of Texas L.P.	7gen Planning
81	Woodlands Sportsplex	2019-0108	C2R	Harris	ETJ	250V	1.79	1.79	0	R S Investment Group, LLC	GBI Partners, LP

C-Public Hearings Requiring Notification

82	Bassey Woods partial replat no 1	2019-0028	C3N	Harris	City	454B	0.30	0.30	0	Rezcom	PLS
83	Devonshire Place partial replat no 1 (DEF1)	2018-2513	C3N	Harris	City	533E	0.27	0.01	4	N/A	The Interfield Group
84	Freeway Manor partial replat no 1	2018-2458	C3N	Harris	City	576E	1.17	0.00	7	Action Surveying	Action Surveying
85	Merrylands Sec 1 partial replat no 1	2019-0069	C3N	Harris	ETJ	377G	8.02	8.02	0	Merrylands Interests LTD., A Texas Limited Partnership	Windrose
86	Quinn Way partial replat no 1	2018-2488	C3N	Harris	City	452C	0.12	0.00	1	ABC Building Design	PLS
87	Talia Court Village replat no 1 and extension	2018-2396	C3N	Harris	City	452U	1.90	1.90	0	Hines	Windrose
88	Temple Terrace partial replat no 3	2019-0013	C3N	Harris	City	493J	0.11	0.00	2	Lance & Yanqiu Cumberland	Probstfeld & Associates, Inc.

D-Variances

89	Avex Tract GP	2019-0235	GP	Harris	ETJ	404P	320.78	0.00	0	Friendswood Development Company	RVi Planning + Landscape Architecture
90	Bays FM 1960	2019-0233	C2	Harris	City	335T	15.78	15.35	0	Bays Timber, LLC	Windrose
91	Calumet Contempo Living	2019-0155	C2	Harris	City	533B	0.53	0.53	0	Matrix Commercial Inc.	The Interfield Group

Platting Summary**Houston Planning Commission****PC Date: February 14, 2019**

Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
				Co	City/ ETJ	Key Map	Plat Ac	Rsv Ac	Lots	Developer	Applicant's Company
92	City Gate GP	2019-0135	GP	Harris	City	573P	159.10	0.00	0	DR Horton	META Planning + Design, LLC
93	Coatimundi	2019-0186	C2	Harris	City	492Q	0.85	0.80	0	Coatimundi, LLC, a Delaware Limited Liability Company	Marsh Darcy Partners, Inc.
94	Eado Navigation	2019-0232	C2R	Harris	City	494J	1.86	1.86	0	KBRN, LP	Vernon G. Henry & Associates, Inc.
95	Garden Oaks Multifamily (DEF1)	2019-0167	C2R	Harris	City	452Q	5.07	4.71	0	Hines	Windrose
96	Katy Gaston Tract	2019-0194	C3P	Fort Bend	ETJ	525E	37.90	15.26	137	Trendmaker Homes	META Planning + Design, LLC
97	Katy Lakes GP (DEF1)	2019-0150	GP	Harris	City/ ETJ	405S	540.31	0.00	0	Mini-B, Inc.	LJA Engineering, Inc.- (West Houston Office)
98	Makenzie Highlands	2019-0257	C2R	Harris	City	452C	0.50	0.01	9	IH Development, LLC	The Interfield Group
99	Ranch at Dos Brisas GP (DEF2)	2018-2426	GP	Harris	ETJ	379E	33.02	0.00	0	Ryan Rogers	Owens Management Systems, LLC
100	Ranch at Dos Brisas Sec 1 (DEF2)	2018-2417	C2	Harris	ETJ	379A	7.31	0.00	3	Ryan Rogers	Owens Management Systems, LLC
101	Spurling Estates	2019-0124	C2	Harris	ETJ	334B	3.61	0.00	1	Survuel Surveying	SEM SERVICES
102	Tomball ISD at Cypress Rose Hill GP (DEF2)	2019-0056	GP	Harris	ETJ	287S	223.59	0.00	0	West Belt Surveying, Inc.	West Belt Surveying, Inc.
103	Tomball ISD Educational Campus (DEF2)	2018-2326	C3P	Harris	ETJ	287W	140.81	138.61	0	West Belt Surveying, Inc.	West Belt Surveying, Inc.
104	Trinity Lutheran Church North Annex	2019-0230	C2	Harris	ETJ	331A	19.80	18.96	0	Trinity Lutheran Church and School	Bretco LLC
105	Upper Kirby Senior Living (DEF1)	2019-0141	C2R	Harris	City	492Y	0.65	0.61	0	Hines	Windrose

E-Special Exceptions

106	Bridgeland Tuckerton Road and Summer Camp Drive Street Dedication and Reserve	2019-0178	C3P	Harris	ETJ	366W	8.97	1.03	0	Bridgeland Development, LP, a Maryland limited partnership	BGE, Inc.
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F-Reconsideration of Requirements

107	Balmoral Park Lakes East Sec 7 (DEF1)	2019-0120	C3F	Harris	ETJ	376T	24.73	7.04	104	Land Tejas Park Lakes 1023, L.P.	Pape-Dawson Engineers
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G-Extensions of Approval

108	Balmoral Park Lakes East Sec 7	2018-0159	EOA	Harris	ETJ	376T	20.73	3.04	104	Land Tejas Park Lakes 1023, L.P.	Pape-Dawson Engineers
109	Carlsway Property partial replat no 1	2018-0252	EOA	Harris	ETJ	332L	0.42	0.42	0	Inverness Road Industrial Park, LLC	Hovis Surveying Company Inc.
110	Garza Mount Houston	2018-0206	EOA	Harris	ETJ	415K	6.72	6.72	0	Albany Studio LLC	Albany Studio LLC
111	Khin Residence	2018-0207	EOA	Harris	ETJ	445C	2.82	0.00	1	Dany Khin	Hovis Surveying Company Inc.

Platting Summary**Houston Planning Commission****PC Date: February 14, 2019**

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
112	Renmar Terrace	2018-0400	EOA	Harris	ETJ	287Y	19.93	19.71	0	Renmar Investments LLC	Hovis Surveying Company Inc.
113	Silverdale Heights	2018-0209	EOA	Harris	City	453Y	0.11	0.00	2	Four Brother Builders	Bowden Land Services

H-Name Changes

114	GPT Wallisville Road Tract (prev. GBT Wallisville Road Tract)	2018-0657	NC	Harris	City	495D	21.97	21.97	0	GBT Wallisville Road Owner LLC	E.I.C. Surveying Company
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I-Certification of Compliance

115	1918 Wheeler Street	18139723	DPV	Harris	City	493X				Adolfo Esquivel	Adolfo Esquivel
116	2512 Southmore Boulevard	18114993	DPV	Harris	City	533B				The Interfield Group	Mary Villarreal
117	3202 Glen Haven Boulevard	18143231	DPV	Harris	City	532K				Terence Johnson	JGJ Architects

J-Administrative

None

K-Development Plats with Variance Requests

118	3202 Glen Haven Boulevard	18143231	DPV	Harris	City	532K				Terence Johnson	JGJ Architects
119	2512 Southmore Boulevard	18114993	DPV	Harris	City	533B				The Interfield Group	Mary Villarreal
120	1918 Wheeler Street	18139723	DPV	Harris	City	493X				Adolfo Esquivel	Adolfo Esquivel

Hotel/Motel with Variance Requests

III	Hotel Blue located at 166 Esplanade Blvd		HMV	Harris	City	373S				Jose A Rodriguez	Dr Design Group
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Houston Planning Commission

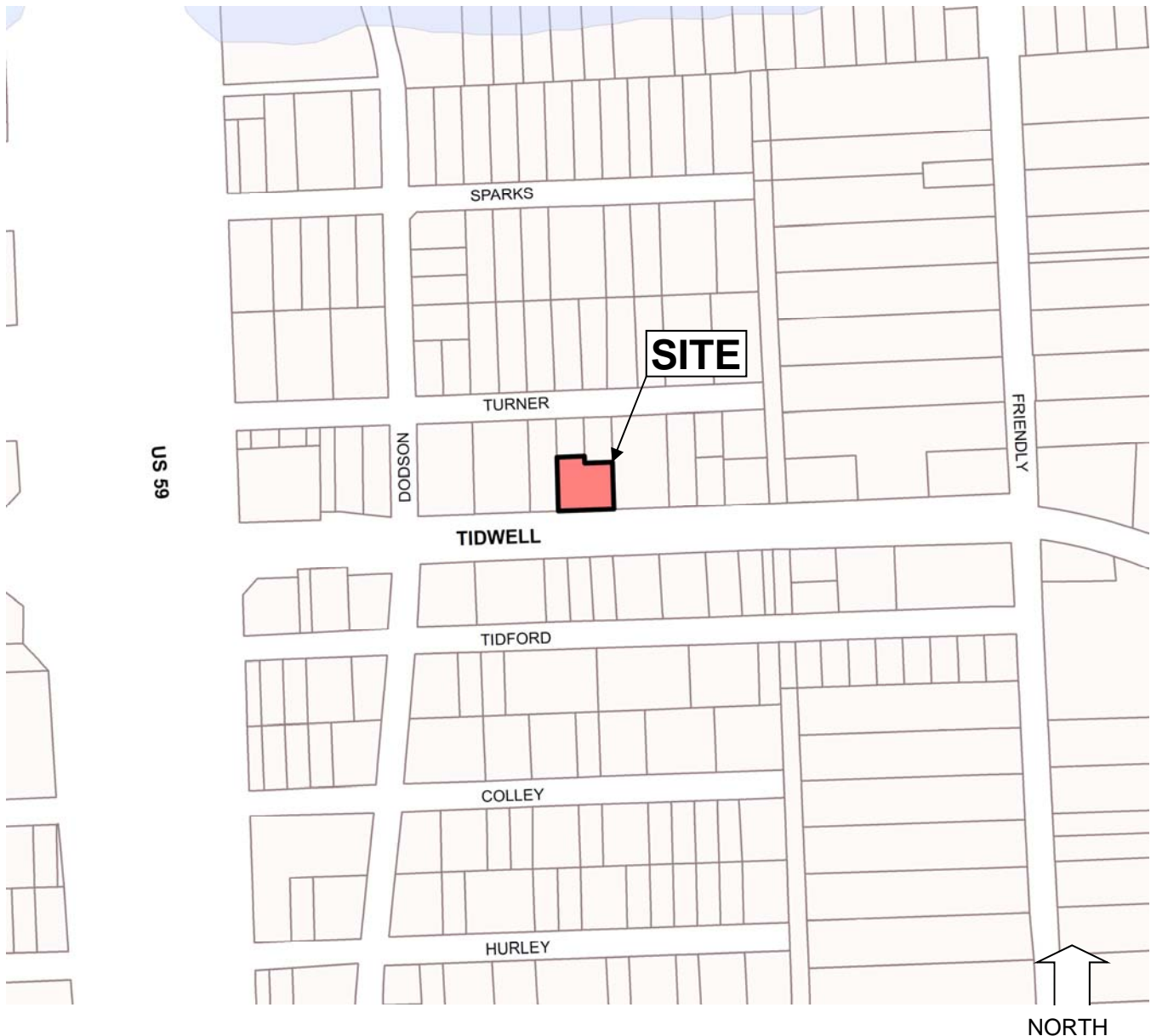
ITEM: 82

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Bassey Woods partial replat no 1

Applicant: PLS



C – Public Hearings

Site Location

Houston Planning Commission

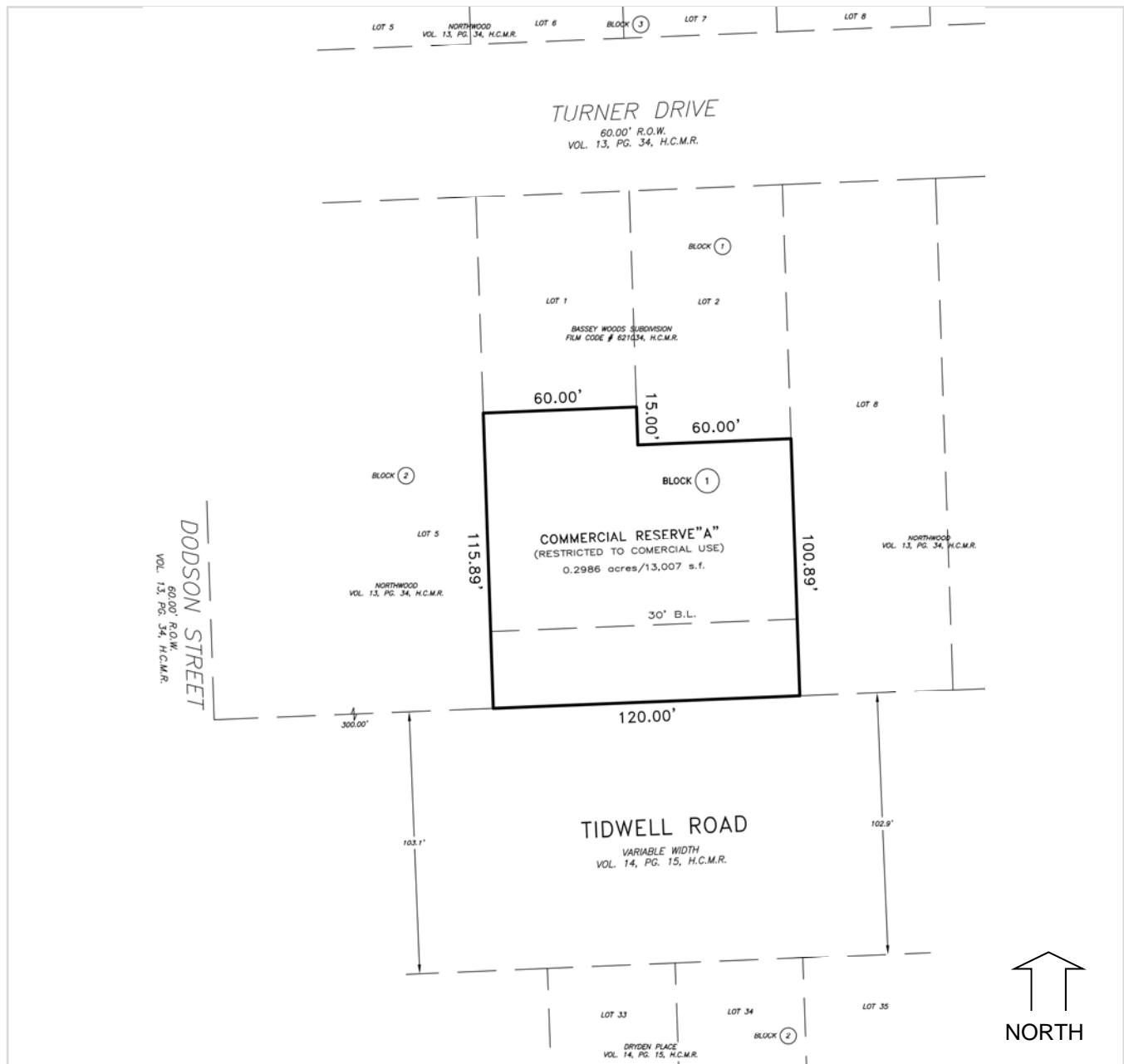
ITEM: 82

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Bassey Woods partial replat no 1

Applicant: PLS



C – Public Hearings

Subdivision

Houston Planning Commission

ITEM: 82

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Bassey Woods partial replat no 1

Applicant: PLS



C – Public Hearings

Aerial

Houston Planning Commission

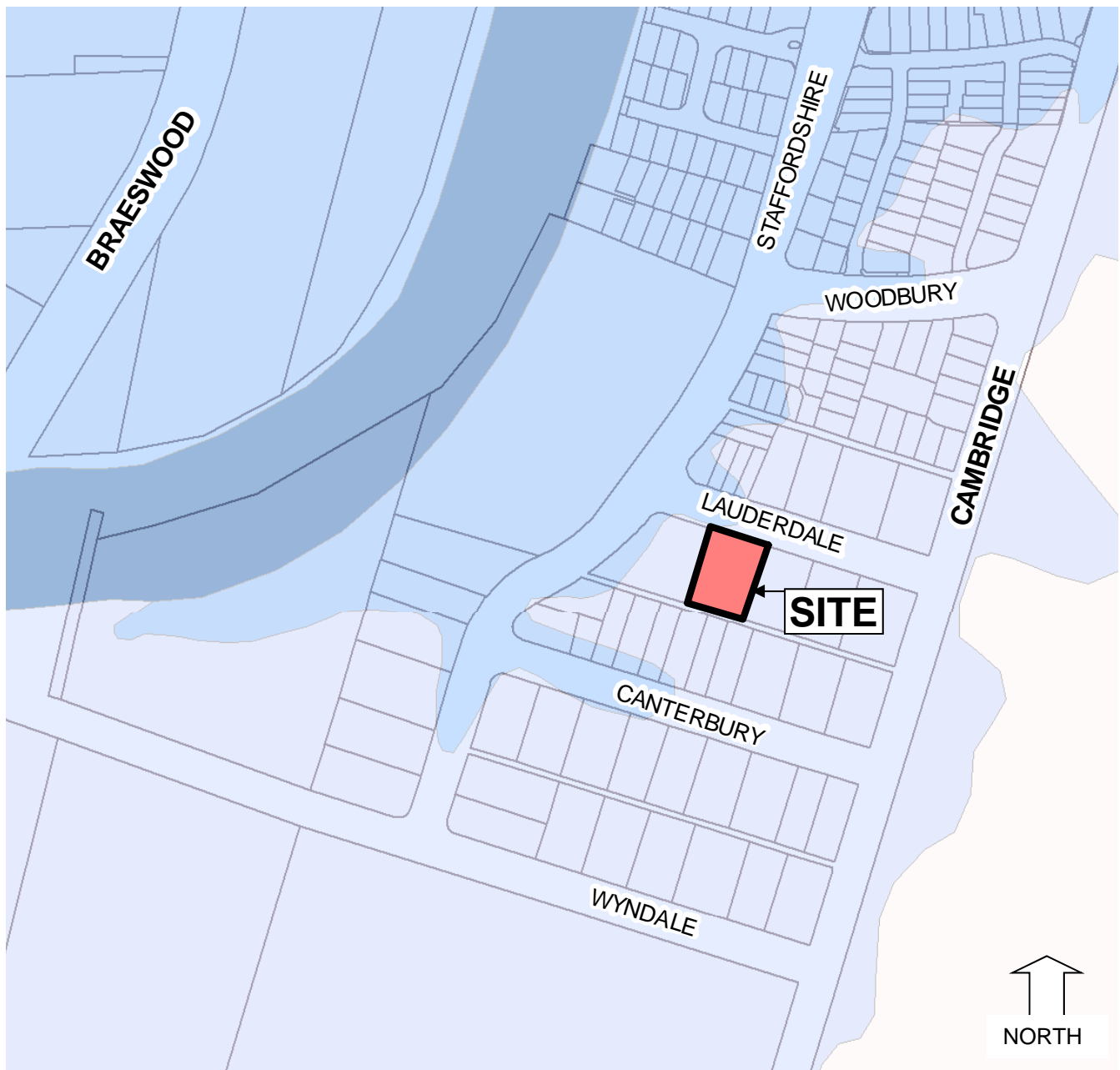
ITEM: 83

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Devonshire Place partial replat no 1 (DEF 1)

Applicant: The Interfield Group



C – Public Hearings

Site Location

Subdivision

Houston Planning Commission

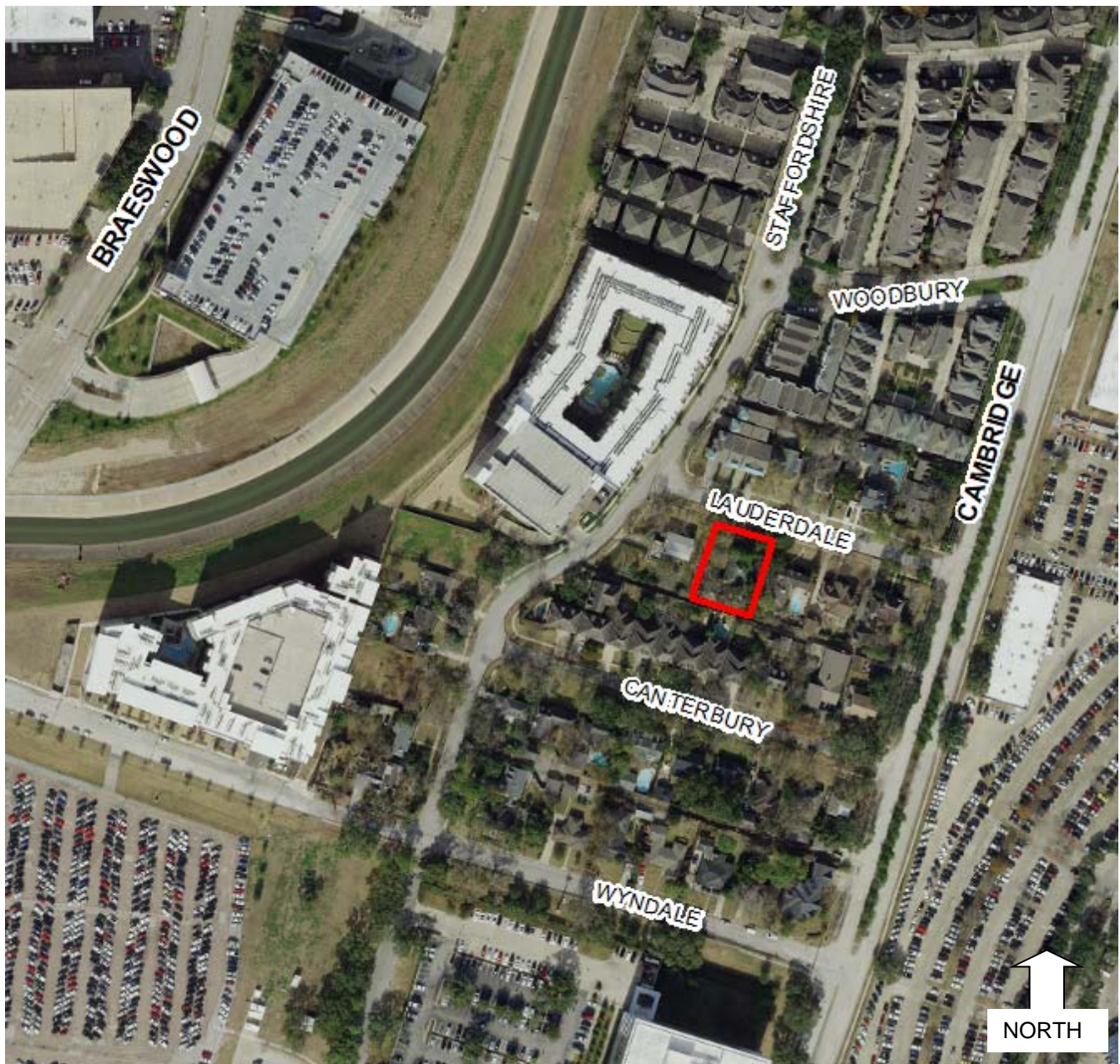
ITEM: 83

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Devonshire Place partial replat no 1 (DEF 1)

Applicant: The Interfield Group



C – Public Hearings

Aerial

Houston Planning Commission

ITEM: 84

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Freeway Manor partial replat no 1

Applicant: Action Surveying



C – Public Hearings

Site Location

Houston Planning Commission

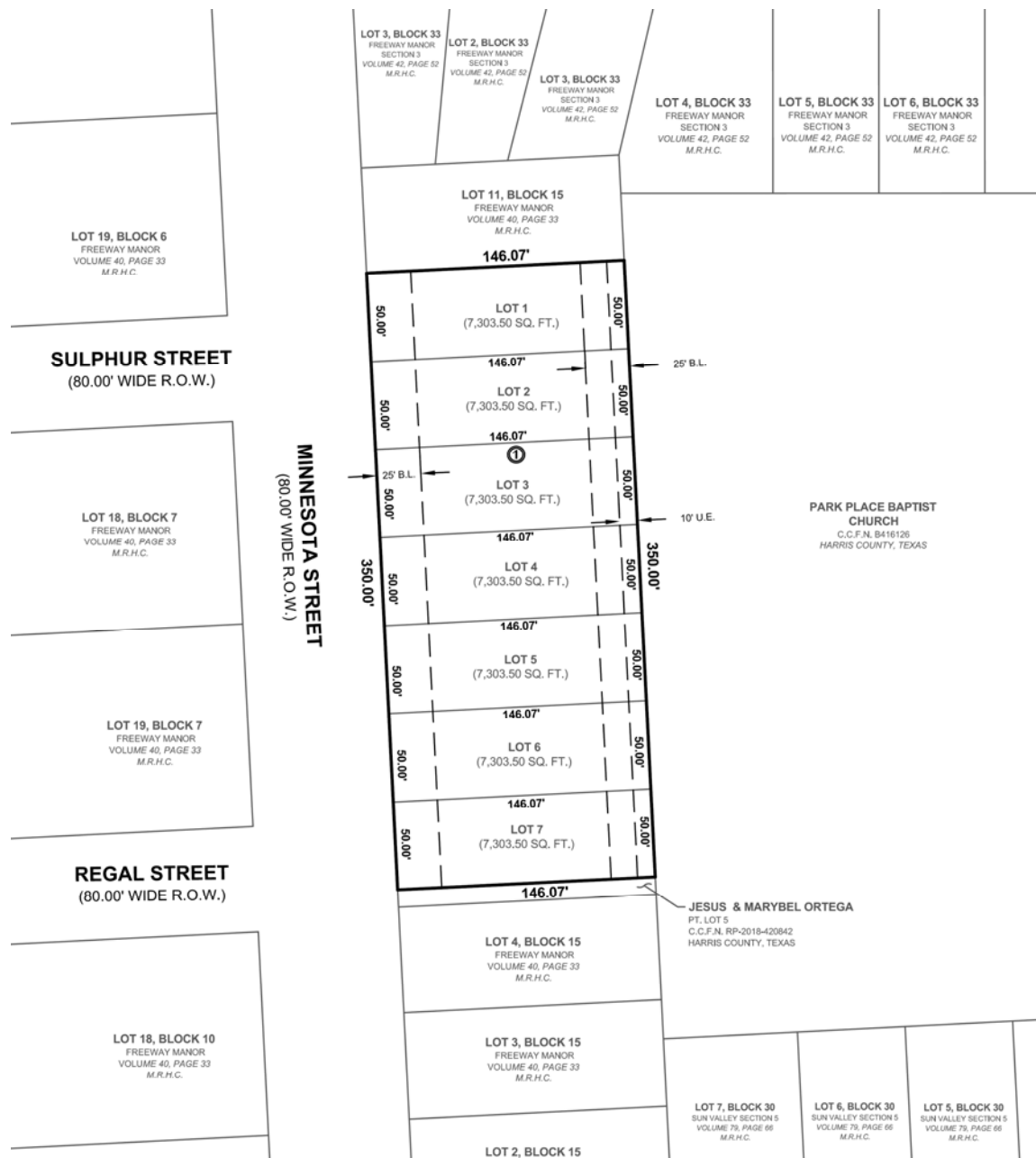
ITEM: 84

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Freeway Manor partial replat no 1

Applicant: Action Surveying



C – Public Hearings

Subdivision

Houston Planning Commission

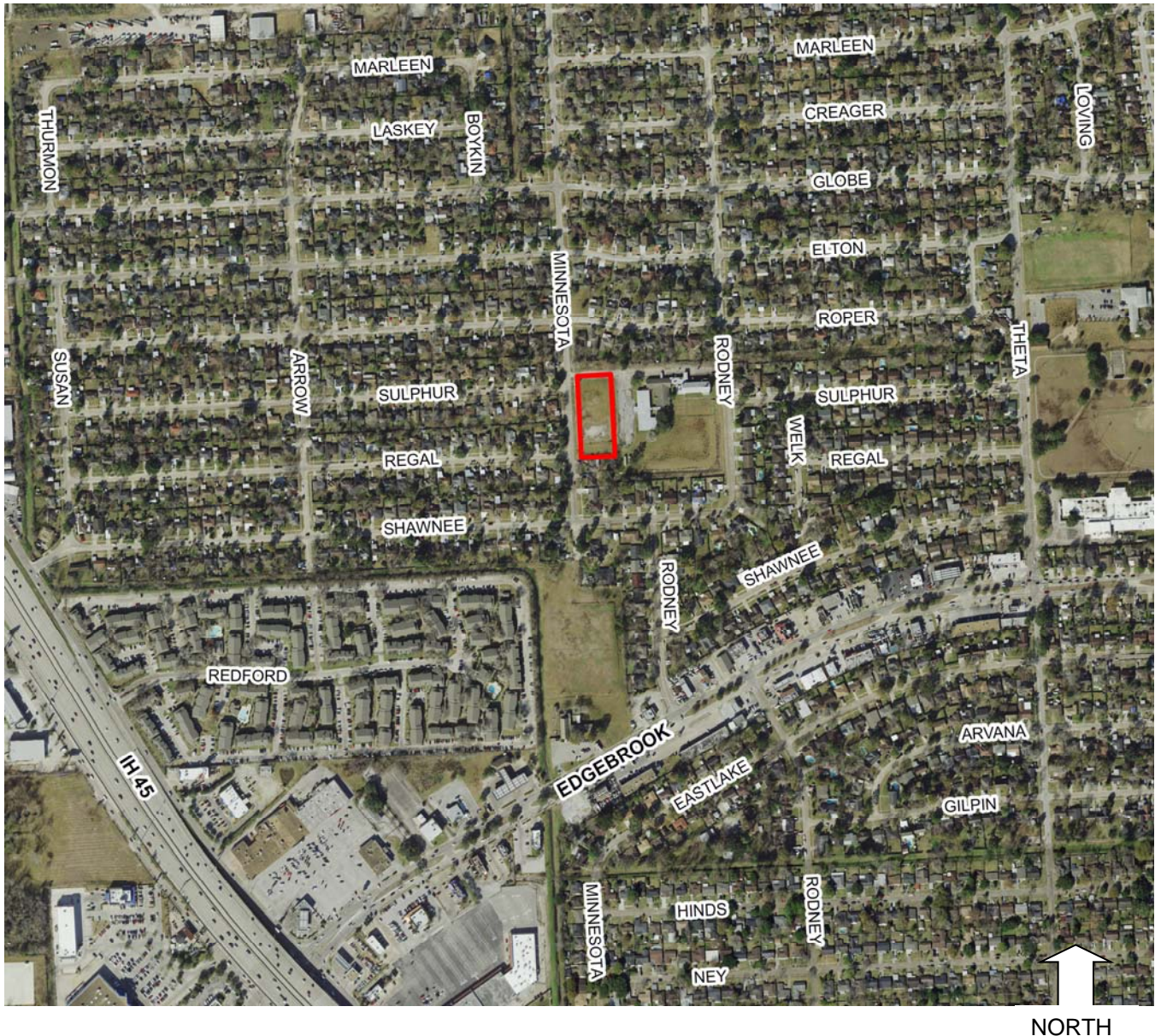
ITEM: 84

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Freeway Manor partial replat no 1

Applicant: Action Surveying



C – Public Hearings

Aerial

Houston Planning Commission

ITEM: 85

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Merrylands Sec 1 partial replat no 1

Applicant: Windrose



C – Public Hearings

Site Location

Houston Planning Commission

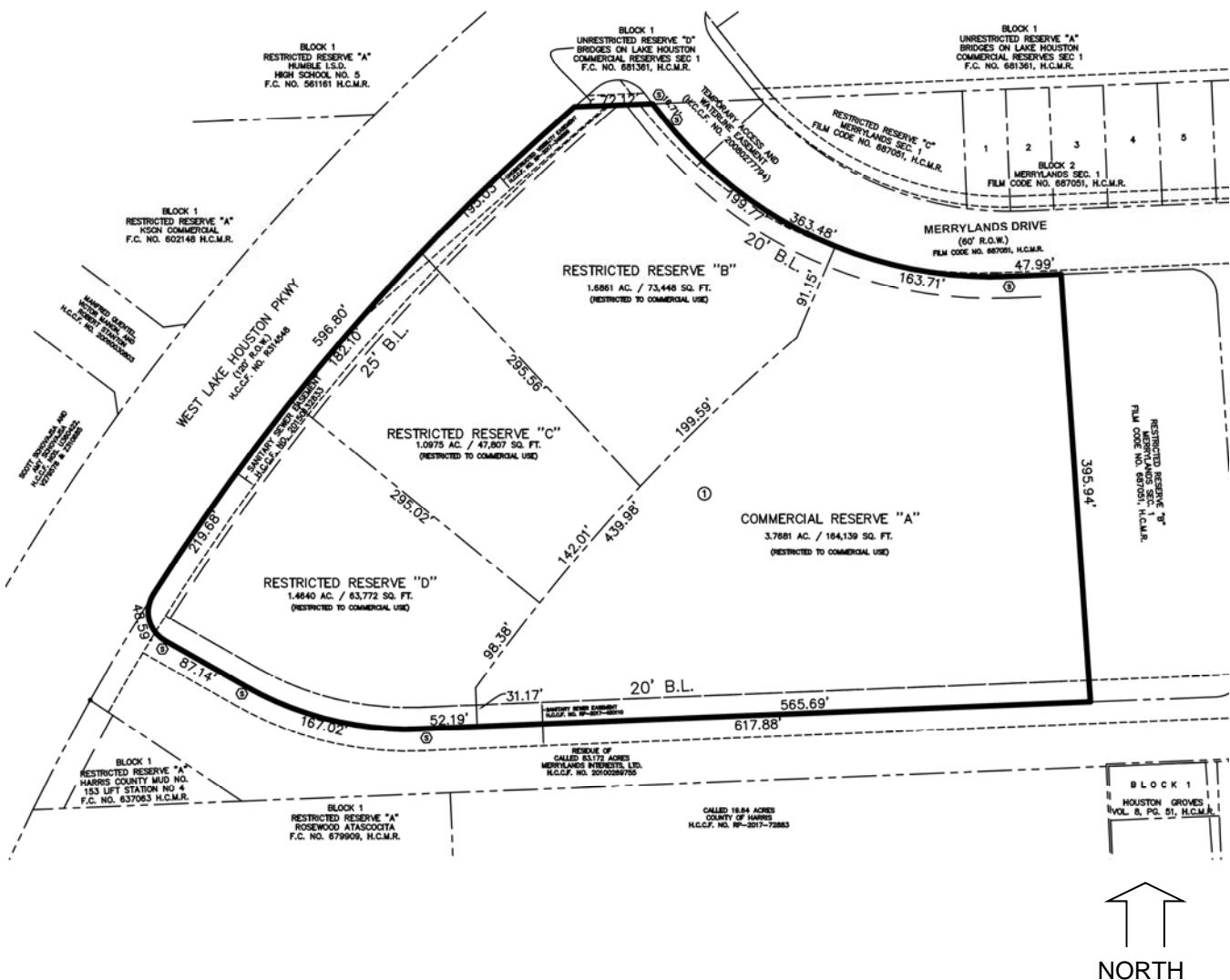
ITEM: 85

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Merrylands Sec 1 partial replat no 1

Applicant: Windrose



C – Public Hearings

Subdivision

Houston Planning Commission

ITEM: 85

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Merrylands Sec 1 partial replat no 1

Applicant: Windrose



C – Public Hearings

Aerial

Houston Planning Commission

ITEM: 86

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Quinn Way partial replat no 1

Applicant: PLS



C – Public Hearings with Variance Site Location

Houston Planning Commission

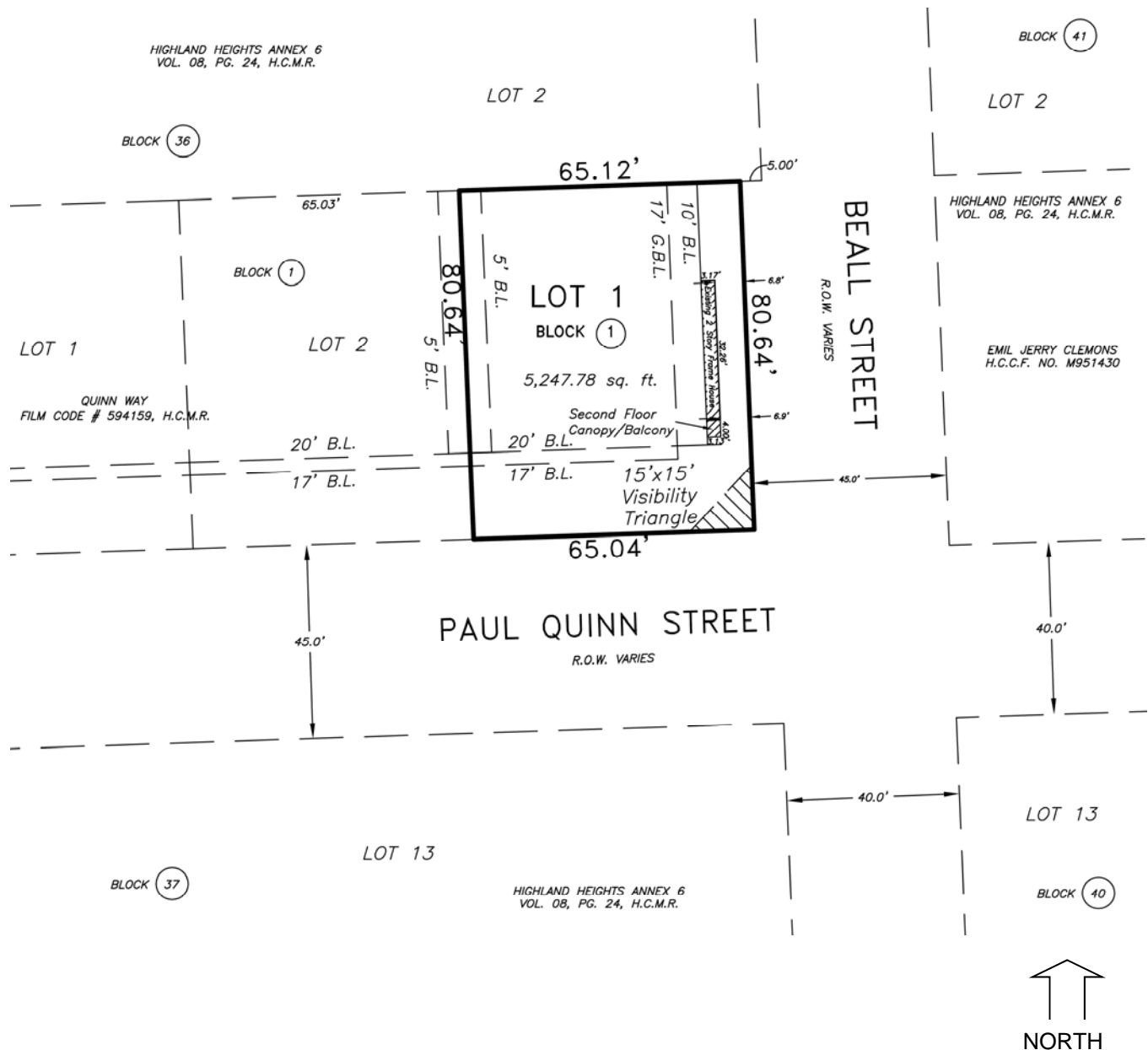
ITEM: 86

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Quinn Way partial replat no 1

Applicant: PLS



C – Public Hearings with Variance

Subdivision

Houston Planning Commission

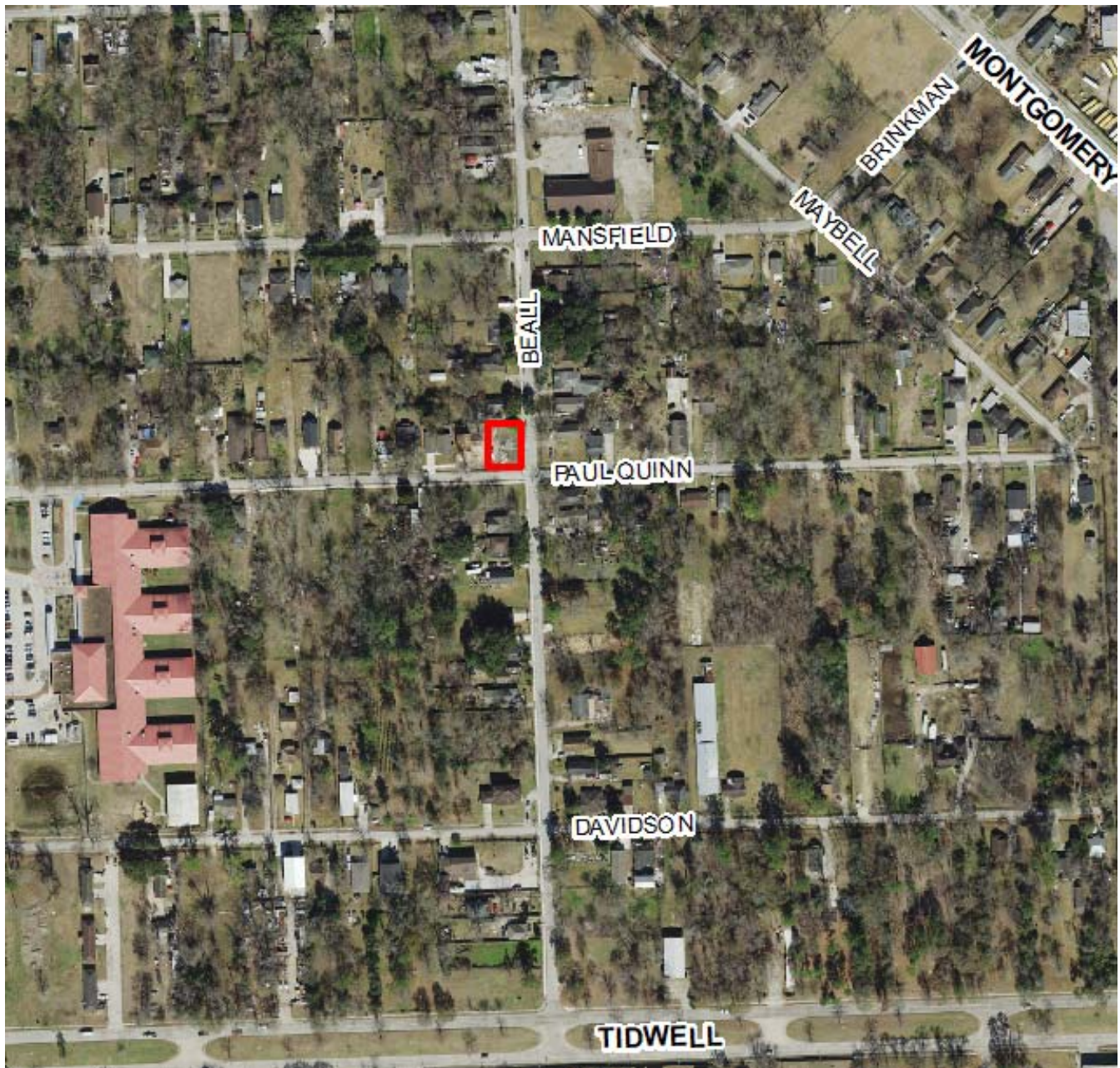
ITEM: 86

Planning and Development Department

Meeting Date: 02/14/2019

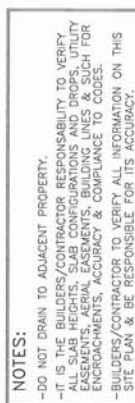
Subdivision Name: Quinn Way partial replat no 1

Applicant: PLS



C – Public Hearings with Variance

Aerial



ANALYSIS OF IMPREVIOUS COVER					
IMPROVEMENT TYPE	AREA OF EXIST. IMPREVIOUS COVER	AREA OF FINAL IMPREVIOUS COVER	SQUARE FEET OF AREAS		
BUILDING (S)		1,278	50 FT.		
PARKING LOT/DRENNAGE		459	50 FT.		
SOCCER FIELDS/PATIO		55	50 FT.		
DETENTION PONDS/POOLS					
A: TOTAL AREA	1,792		50 FT.		
-LOT AREA:					
B: SIZE OF LOT		5,247	50 FT.		
C: PERCENTAGE IMPREVIOUS COVER (A/B) x 100=		34.11 %			

Note: IF > 40% DETENTION VOLUME BAIT OF 0.20 C.F. PER S.F. PREVIOUS COVER IS REQUIRED.



SITE DRAINAGE PLAN

INITIAL SITE GRADING SHALL BE COMPLETED PRIOR TO SETTING FORMS. FINAL GRADE SHALL SLOPE AWAY FROM THE FOUNDATION, 1 INCH PER FOOT FOR THE FIRST 5 FEET SUCH THAT POSITIVE DRAINAGE AWAY FROM SLAB IS ASSURED.



APPROVED
FOR BUILDING PERMIT ONLY
CITY OF HOUSTON
CODE ENFORCEMENT DIVISION

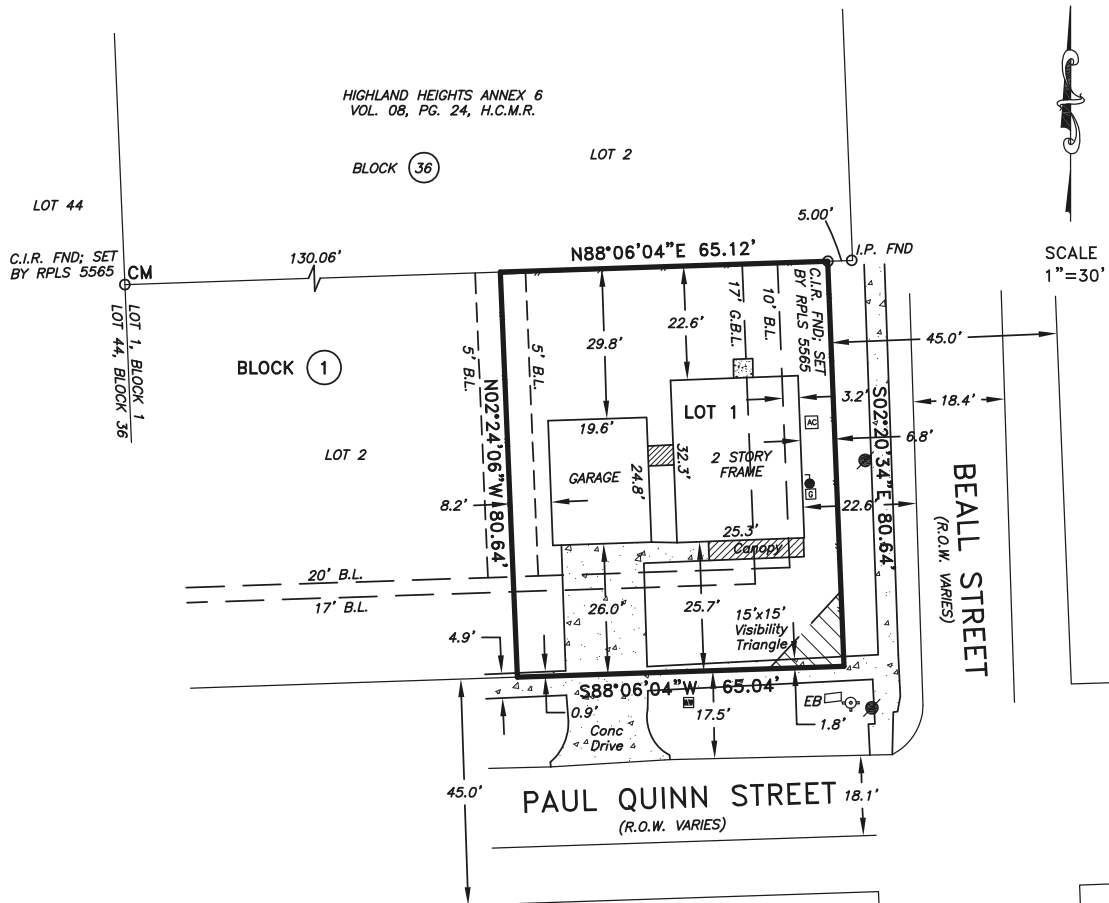
The owner is responsible for compliance with the Building Code. Such approved plans and specifications shall not be changed, modified or altered without authorization from the building official, and as work shall be done in accordance with the approved plans.

NO. 363

NO. 363

[illegible]

THIS SURVEY IS BEING PROVIDED SOLELY FOR THE USE OF THE CURRENT PARTIES AND THAT NO LICENSE HAS BEEN CREATED, EXPRESS OR IMPLIED, TO COPY THE SURVEY EXCEPT AS IS NECESSARY IN CONJUNCTION WITH THE ORIGINAL TRANSACTION.



Sec. 42-56. Application requirements - existing conditions survey.

Each class II and class III preliminary plat providing for single-family residential use on a tract within the city shall provide an existing conditions survey that illustrates the location of any of the following:

- ✓ (1) Curbs, driveways, utility poles, meters, fire hydrants, storm sewer inlets, and other physical features on the tract or in the public right-of-way within 10 feet of the tract;
- ✓ (2) Recorded easements on the tract;
- ✓ (3) Trees located within the public right-of-way within 10 feet of the tract or N/A within the building setback area as that term is defined by article V of Chapter 33 of this Code;
- ✓ (4) Roadways and sidewalks including the paving section width on the tract and in the public right-of-way within 10 feet of the tract; and
- ✓ (5) Public rights-of-way including the width on or adjacent to the tract.

SYMBOLS

- WATER METER
- ⊙ FIRE HYDRANT
- POWER POLE
- AIR CONDITIONER
- GAS METER
- CLEAN OUT

ABBREVIATIONS

- CBL=CONTROLLING BEARING LINE
- CM=CONTROLLING MONUMENT
- I.R.=IRON ROD
- I.P.=IRON PIPE
- H.C.M.R.=HARRIS COUNTY MAP RECORDS
- CIR=CAPPED IRON ROD
- EB=ELECTRIC BOX
- ROW=RIGHT OF WAY

LOT(S): 1	BLOCK: 1	SUBDIVISION: QUINN WAY
RECORDATION: FILM CODE # 594161, H.C.M.R.	COUNTY: HARRIS	STATE: TEXAS
SURVEY: EXISTING CONDITION SURVEY		
ADDRESS: 808 PAUL QUINN STREET		CITY: HOUSTON, 77091
EFFECTIVE DATE: DECEMBER 12, 2018		
PURCHASER: N/A	TITLE COMPANY: N/A	GF. No. N/A

I DO HEREBY CERTIFY THAT THIS SURVEY WAS MADE ON THE GROUND FOR THE PROPERTY LEGALLY DESCRIBED HEREON (OR ON ATTACHED SHEET) REPRESENTS THE FACTS FOUND AT THIS TIME.

THIS PROPERTY IS NOT IN THE 100 YEAR FLOOD ZONE, IS IN ZONE X PER F.I.R.M. MAP No. 48201C 0660 M
DATED: 06-09-2014

FIELD WORK	BA	11-28-2018
DRAFTED BY	AF	12-12-2018
JOB No.	18-506	
KEY MAP No.	452C	



Bowden Survey
PROFESSIONAL SURVEYING SERVICES
2225 PASO BELLO
HOUSTON, TEXAS 77077
PHONE: (281) 531-1900 FAX: (281) 531-4900
TBPLS Registration No. 10127400



Application Number: 2018-2488

Plat Name: Quinn Way partial replat no 1

Applicant: PLS

Date Submitted: 12/17/2018

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

Specific Variance is being sought and extent of variance:

To allow permission for one (1) single family residential lot to provide a dual side building line setback along Beall St., which the plat illustrates as 6.8' for the life of the structure and 10' after that point in time. Included in this request is a variance to allow a portion of a second story patio/balcony to extend beyond the 10' building line within the area included within the requested 6.8' building line. The dimensions of this portion of the balcony are 3.1' x 4.0'.

Chapter 42 Section: 156

Chapter 42 Reference:

42-156 (b) Except as otherwise required or authorized by this chapter, the building line requirement for a lot restricted to single-family residential use along a local street that is not an alley shall be: (1) 20 feet along the front of a lot and ten feet along the back and side of a lot adjacent to a local street;

Statement of Facts

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

The subject tract is located at the northwest corner of the intersection of Paul Quinn St. and Beall St, both of which right-of-ways are classified as local streets on the City of Houston Major Thoroughfare and Freeway Plan. The application is before the planning commission and seeks a variance to allow permission to provide a dual building line setback along the Beall St., which the plat illustrates as 6.8' for the life of the structure and 10' after that point in time. Should the Planning Commission approve this request, the side building line would be 6.8' for the life of the structure and would automatically revert back to the 10' side building line setback after that time. The application proposes to adhere to the 20' front building line setback as required in the ordinance. In 2005 the City of Houston Planning Commission approved Quinn Way subdivision, which was a replat that provided for a 20'-17' front building line and a 10'-17' side building line. Since that time, due to errors during the construction process the existing structure was built a way that includes a 3.2' encroachment into the 10' side building line that otherwise would apply along Beall St., as the garage is located along Paul Quinn St. As depicted in the existing conditions survey, the entire structure was built at a 3.2' offset from the original plans. The error during construction was a result of miscommunication among subcontractors at the time. The previous plat did not set new corners after the 5' ROW dedication, and the City did not require form surveys prior to construction. When the construction contractors began their work, they misapplied the building line setbacks as taken from the original ROW along Beall, instead of accounting for the 5' dedication. The error was not caught until after the building was constructed. The owners immediately sought to rectify the error, leading to the application which is before the Planning Commission at this time. The applicant requests this variance request of the Planning Commission because the ordinance provides no other remedy to rectify this situation that was created in error during the construction process. The imposition of the standards of this chapter would create an undue hardship, as they would otherwise require the building to be demolished, be relocated back 3.2', or sit indefinitely as a vacant building in this location. The applicant humbly requests approval of this variance application.

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

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

The hardship was created as the result of an error in the construction process. In 2005 the City of Houston Planning Commission approved Quinn Way subdivision, which was a replat that provided for a 20'-17' front building line and a 10'-17' side building line. Since that time, due to errors during the construction process the existing structure was built a way

that includes a 3.2' encroachment into the 10' side building line that otherwise would apply along Beall St., as the garage is located along Paul Quinn St. As depicted in the existing conditions survey, the entire structure was built at a 3.2' offset from the original plans. The error during construction was a result of miscommunication among subcontractors at the time. The previous plat did not set new corners after the 5' ROW dedication, and the City did not require form surveys prior to construction. When the construction contractors began their work, they misapplied the building line setbacks as taken from the original ROW along Beall Street, instead of accounting for the 5' dedication. The error was not caught until after the building was constructed. The owners immediately sought to rectify the error, leading to the application which is before the Planning Commission at this time.

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

Area traffic circulation for the surrounding properties will not be affected and has been adequate for many years. Granting this variance request will have no measurable additional impact to the area traffic circulation, as it only proposes to correct an error made in the construction process.

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

The granting of this variance does not alter the existing traffic conditions of the surrounding areas, nor is it injurious to the public health, safety or welfare of this area. The variance sought only affects the side building line of one single family residential home. There are no driveways proposed in this location, and the visibility triangle will be maintained leading to the intersection.

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

Economic hardship is not the sole justification of the variance. Other factors apply, including those outlined above in this variance request.

Houston Planning Commission

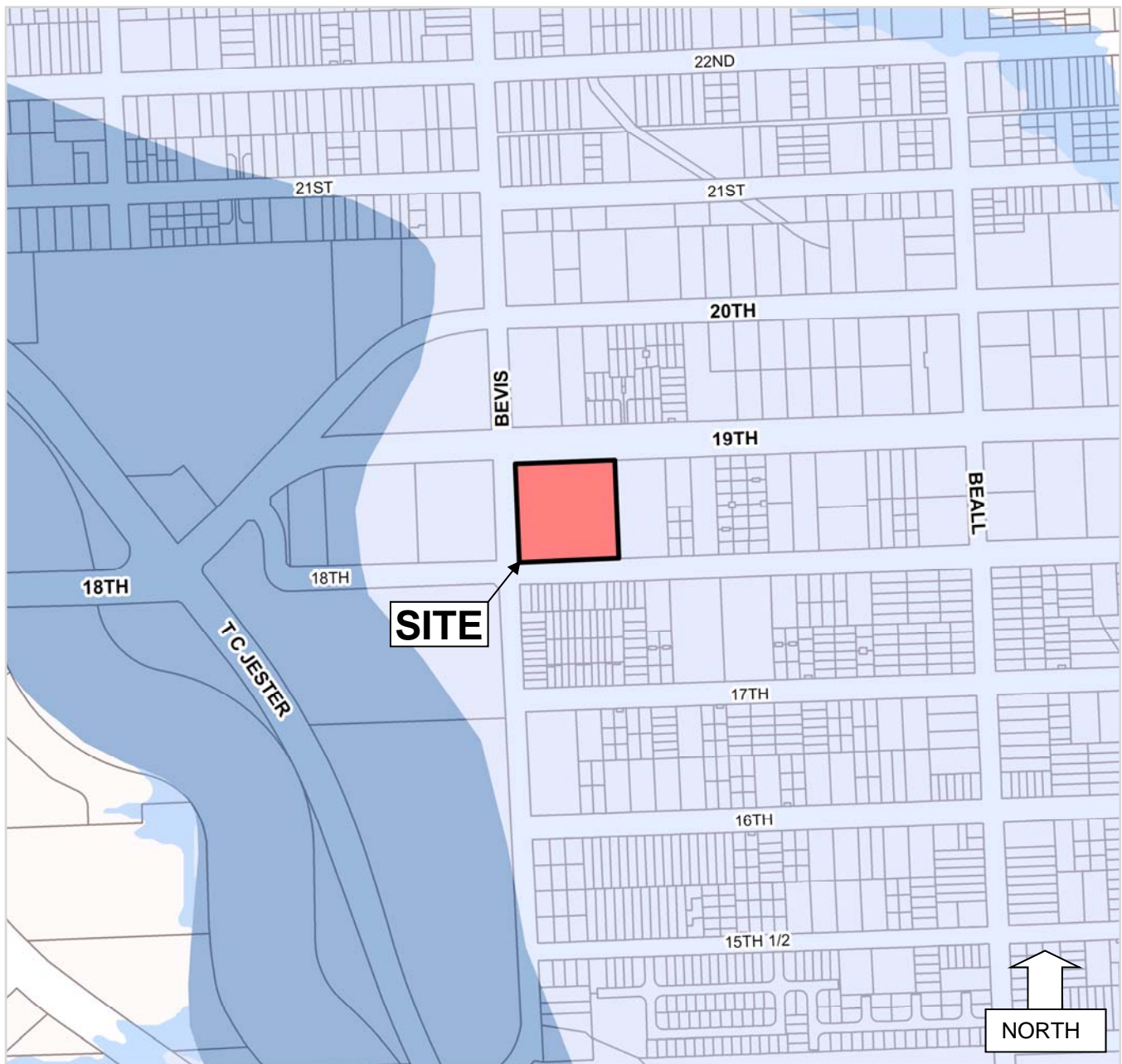
ITEM: 87

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Talia Court Village replat no 1 and extension

Applicant: Windrose



C – Public Hearings with Variance Site Location

Houston Planning Commission

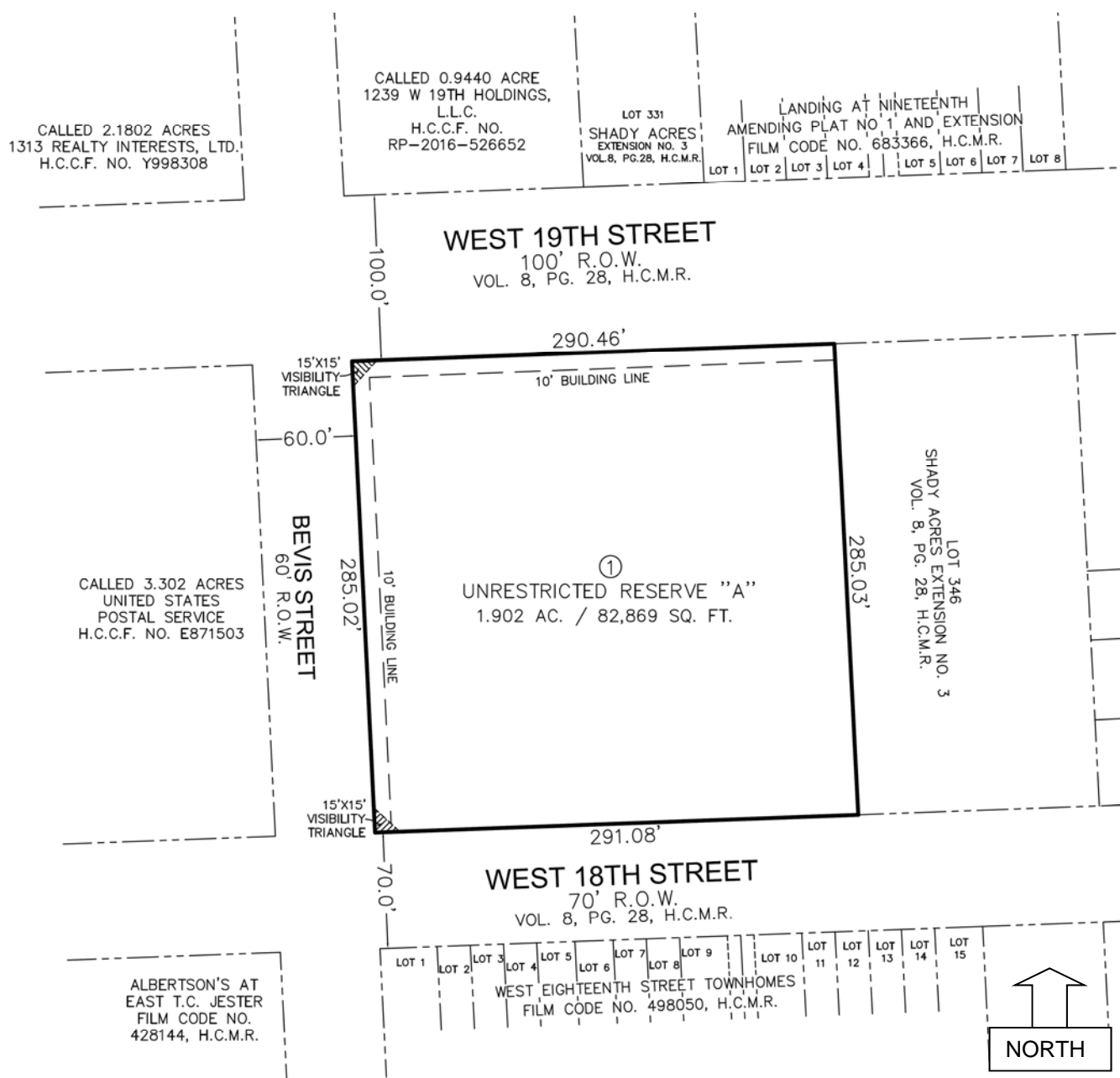
ITEM: 87

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Talia Court Village replat no 1 and extension

Applicant: Windrose



C – Public Hearings with Variance

Subdivision

Houston Planning Commission

ITEM: 87

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Talia Court Village replat no 1 and extension

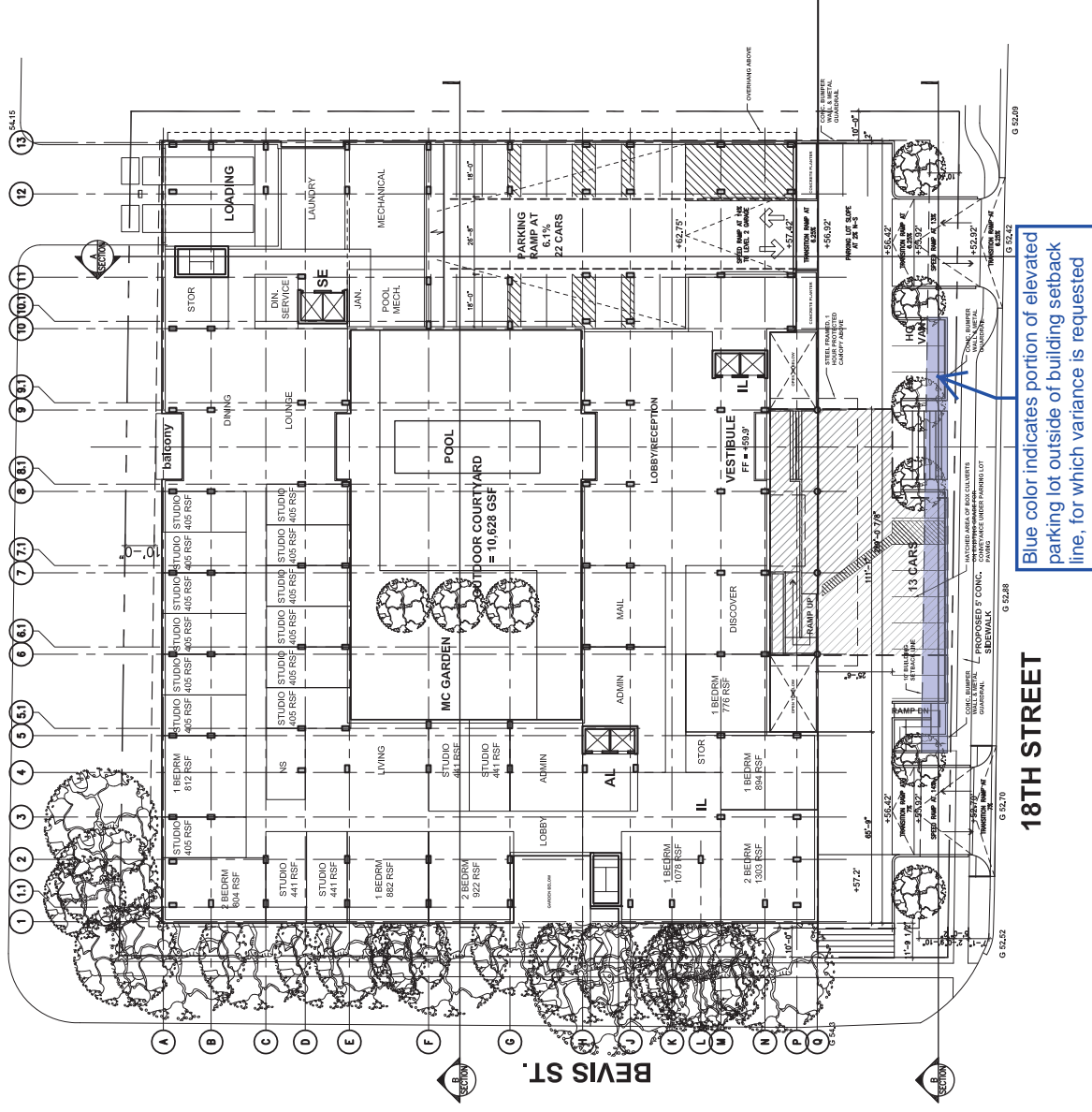
Applicant: Windrose



C – Public Hearings with Variance

Aerial

19TH STREET



18TH STREET

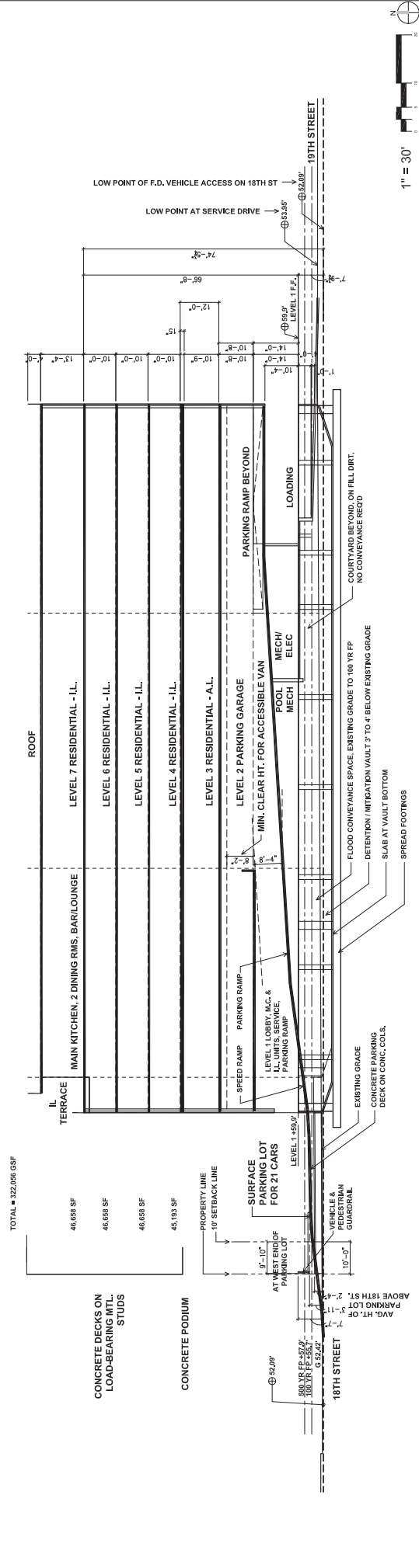
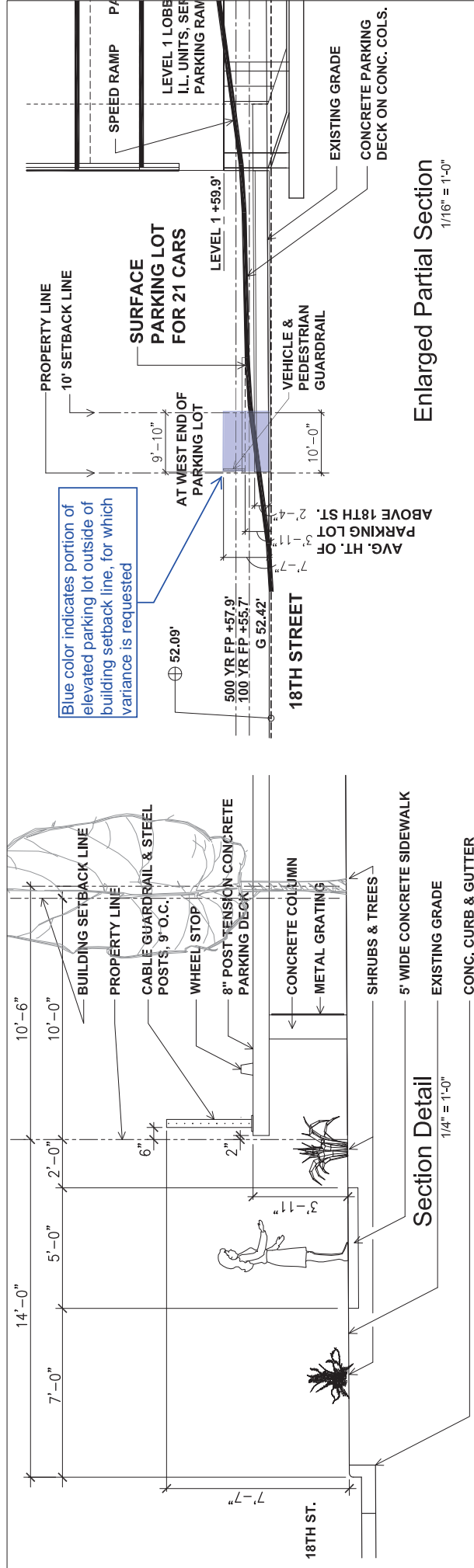
Hines Senior Living - Heights Site - Houston, TX

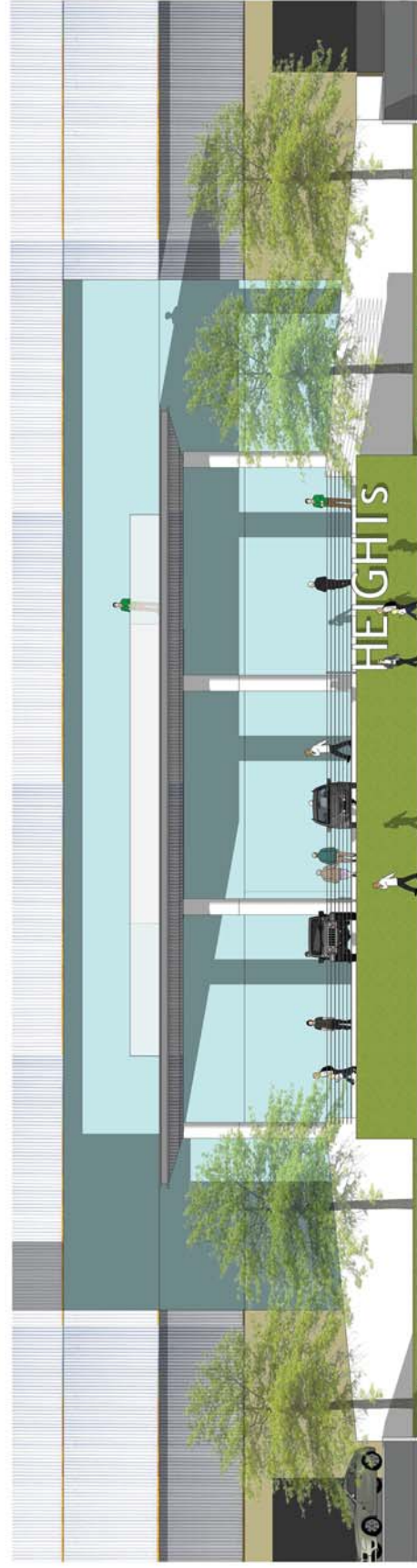
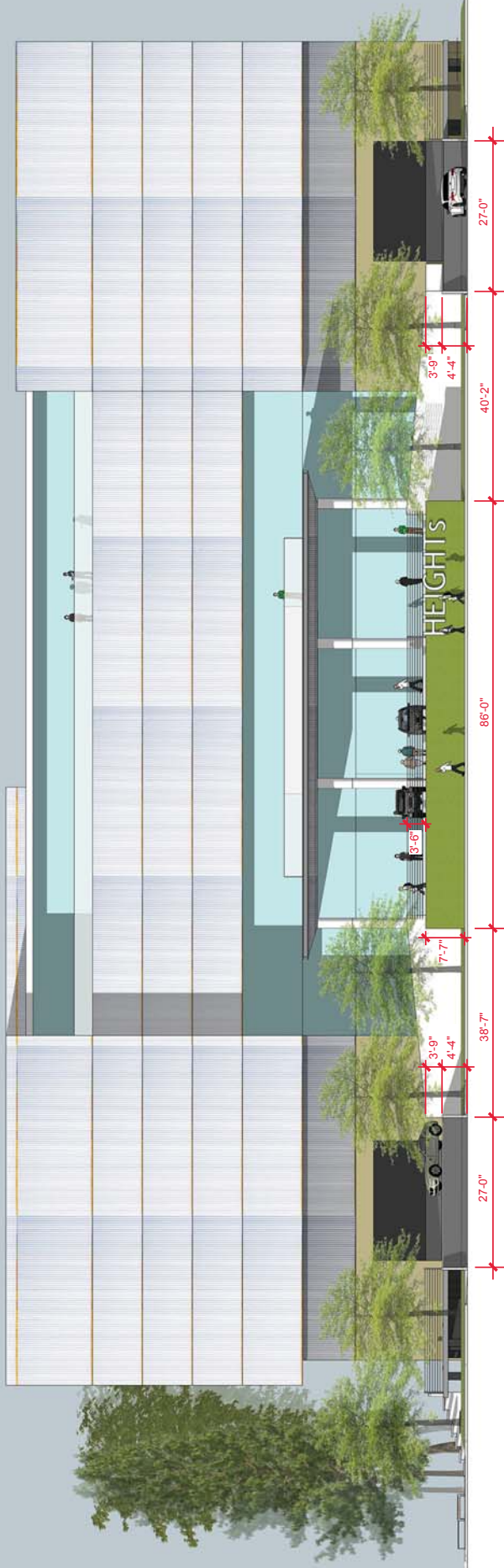
Munoz Albin Architecture & Planning / HOUSE + Partners Architecture & Planning

Site Plan

1" = 40' 01/03/2019









Hines

WATERMARK
RETIREMENT COMMUNITIES

HOUSE
partners

munoz
albin





Application Number: 2018-2396

Plat Name: Talia Court Village replat no 1 and extension

Applicant: Windrose

Date Submitted: 12/03/2018

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

Specific Variance is being sought and extent of variance:

To allow a proposed parking structure to encroach in to the 10-foot building line along 18th Street.

Chapter 42 Section: 150

Chapter 42 Reference:

Section 42-150 "Building Line Requirement", paragraph (d) states, "The following chart is a summary of certain building line requirements of this chapter and is intended for illustrative purposes only. In case of any conflict between the chart and the text of this chapter, the text shall control; Local Street, All others – 10 feet."

Statement of Facts

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

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

The subject property is 1.9 acres located at the northeast corner of Bevis Street and West 18th Street. The unusual physical characteristics of the proposed use in combination with the impact of new City storm water regulations create a hardship that prevents the applicant from realizing the highest and best use of the land. The site is located within the Greater Heights Super Neighborhood, a dense and highly diverse mixed-use region bordered by Interstate 10, North Loop 610, East T C Jester Boulevard, and Interstate 45. The applicant desires to replat the entire 1.9 acres in to one unrestricted reserve for the construction of a new senior living/multifamily project. The Commission granted the applicant a variance on November 8, 2018, to allow single-family lots from Talia Court Village to be replatted in to an unrestricted reserve. Since this site is within the 500-year flood plain, the City of Houston's Ordinances mandate that the first finished floor be 2 feet above the associated flood plain elevation, or 59.9 feet. This is 6 to 7.5 feet above the adjacent streets. The developer's program for this proposed senior living facility led the architects to a conceptual solution including a surface parking lot for 21 cars near the building entrance, necessary to meet the facility's parking requirements, by supplementing the Level 2 garage parking in the building. To create a practical transition from the passenger drop off zone in the surface lot to the building entry, it was necessary to raise the parking lot elevation about 4 feet above 18th street. This allowed for a manageable, accessible pedestrian ramp and steps for residents and visitors to get up the additional 3.5 feet to the building entrance. A pedestrian ramp and steps to ascend the full 7.5 feet of elevation change would not be desirable or practical for senior living residents. Doubling the ramp length and number of steps would also not work with the available space, which is a function of the building program requirements. The parking lot in question was located on the site with its southwest corner just inside the property line, which is a typical layout. This allowed for a workable distance between the building footprint and parking lot for the passenger drop off, ramp and steps. Because of the 4-foot elevation of the lot above grade, we were made aware that the City could consider this a structure and require it to be behind the 10-foot building setback line. We seek a variance to allow the stated encroachment of the parking lot.

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

The circumstances supporting the variance were created by a combination of the new storm water management regulations and the proposed use of the site. Without the variance and due consideration given for the impacts of the land use, the facility's design and resulting level of service will be substandard.

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

Setting the parking lot elevation as noted does work with acceptable vehicle ramp slopes from the street, and from the parking lot to the Level 2 garage. This parking lot elevation also allows for the required flood conveyance under the building and parking lot, and for the screening of culvert openings with reasonable landscaping for an attractive presentation of the building front to 18th Street.

(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's health, safety or welfare. The proposed redevelopment will lead to several positive outcomes for the community to include the removal of an aging, vacant, sheet-metal warehouse building as well as finding a viable use for long-unimproved single-family lots.

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

The justifications for the variance are the unique physical characteristics that affect the property and the limitations on design caused by the intended land use. Because of the City's storm water management regulations and the particular off-street parking and loading requirements for senior living centers, the only way to move forward with a viable project is for the Commission to grant the requested variance. If the Commission does grant the request, it will allow the applicant to deliver highly-compatible and much-needed senior housing.

Houston Planning Commission

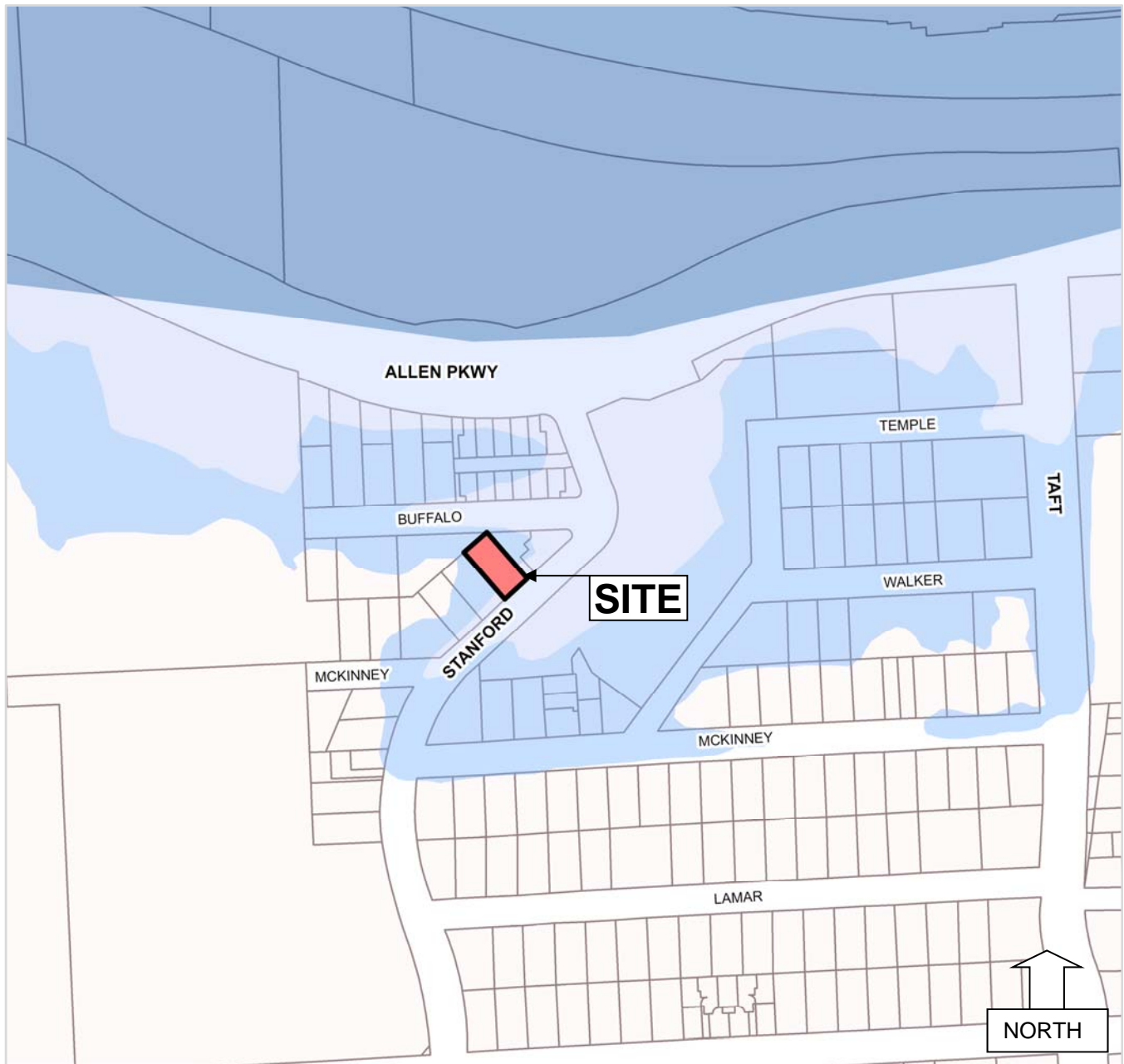
ITEM: 88

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Temple Terrace partial replat no 3

Applicant: Probstfeld & Associates, Inc.



C – Public Hearings

Site Location

Houston Planning Commission

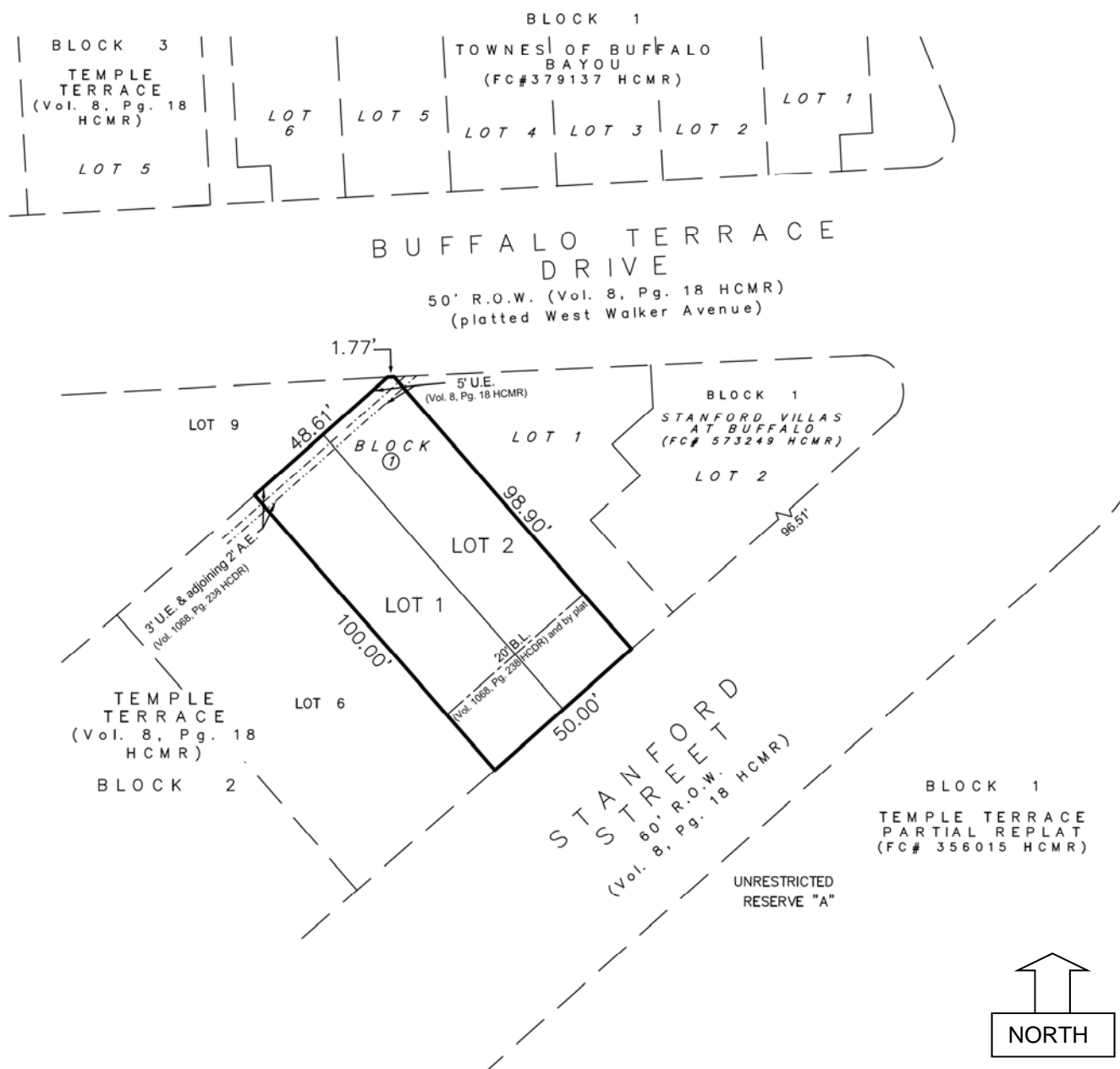
ITEM: 88

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Temple Terrace partial replat no 3

Applicant: Probstfeld & Associates, Inc.



C – Public Hearings

Subdivision

Houston Planning Commission

ITEM: 88

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Temple Terrace partial replat no 3

Applicant: Probstfeld & Associates, Inc.



C – Public Hearings

Aerial

Houston Planning Commission

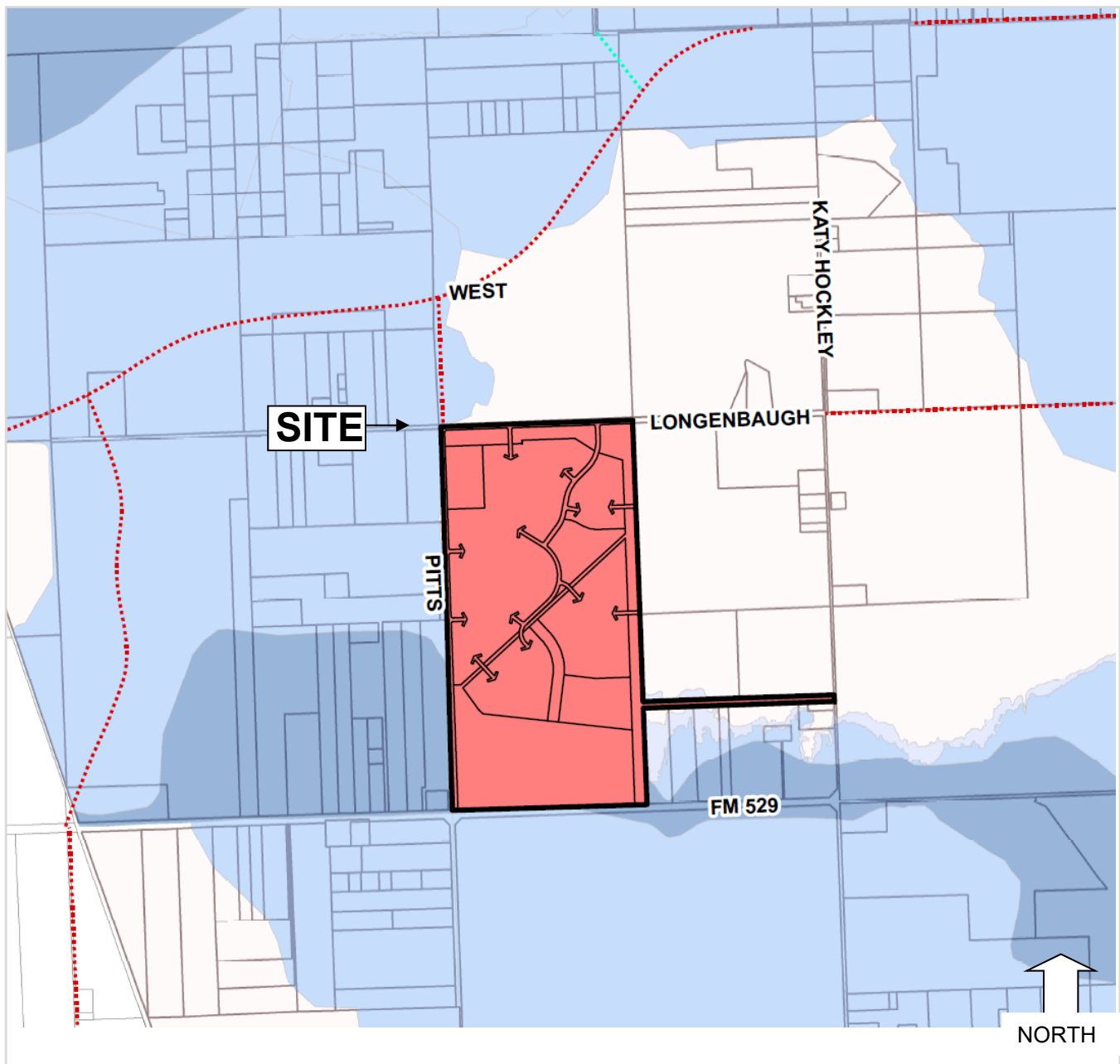
ITEM: 89

Planning and Development Department

Meeting Date: 2/14/2019

Subdivision Name: Avex Tract GP

Applicant: RVi Planning + Landscape Architecture



D – Variances

Site Location

Houston Planning Commission

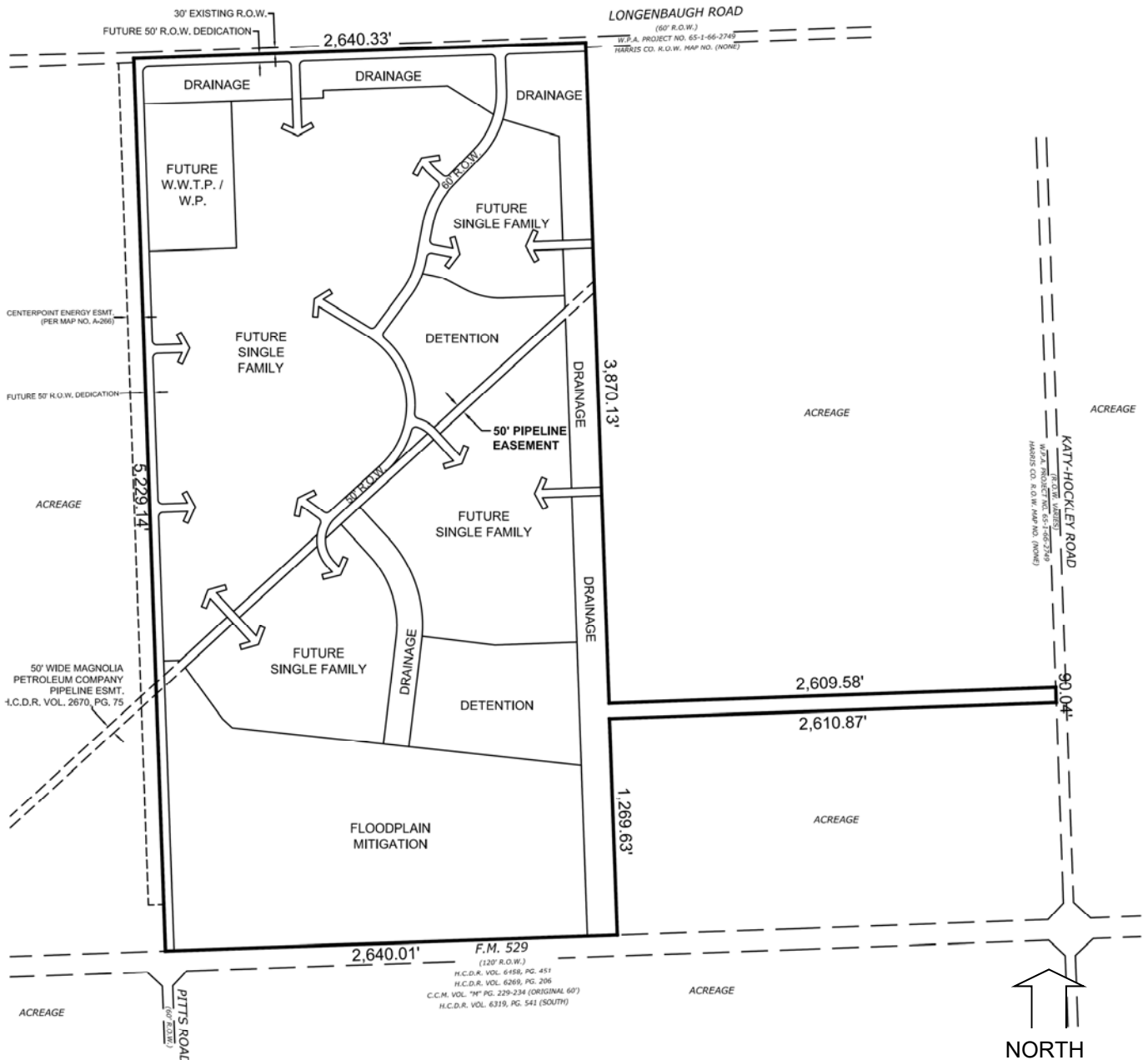
ITEM: 89

Planning and Development Department

Meeting Date: 2/14/2019

Subdivision Name: Avex Tract GP

Applicant: RVi Planning + Landscape Architecture



D – Variances

Subdivision

Houston Planning Commission

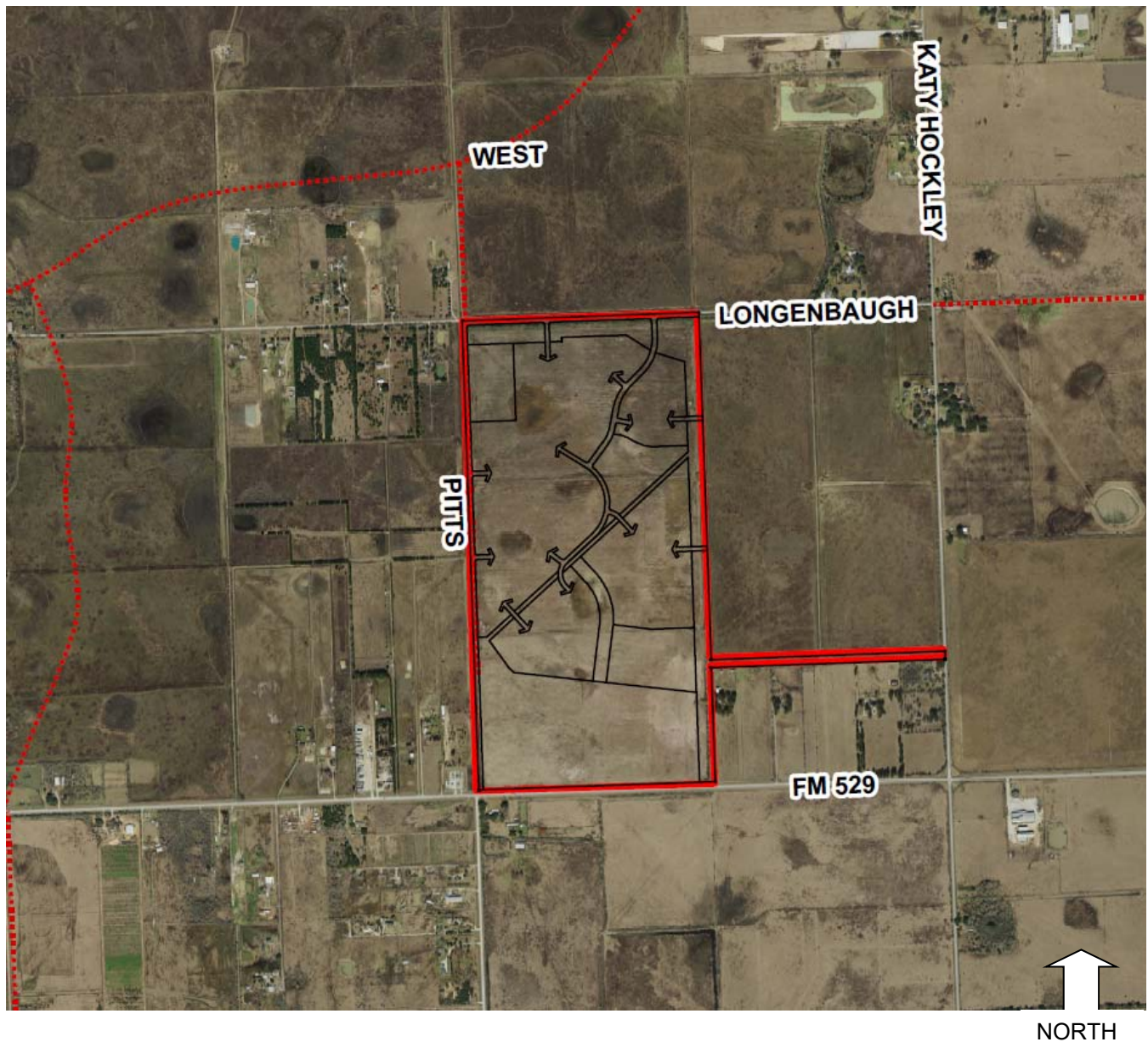
ITEM: 89

Planning and Development Department

Meeting Date: 2/14/2019

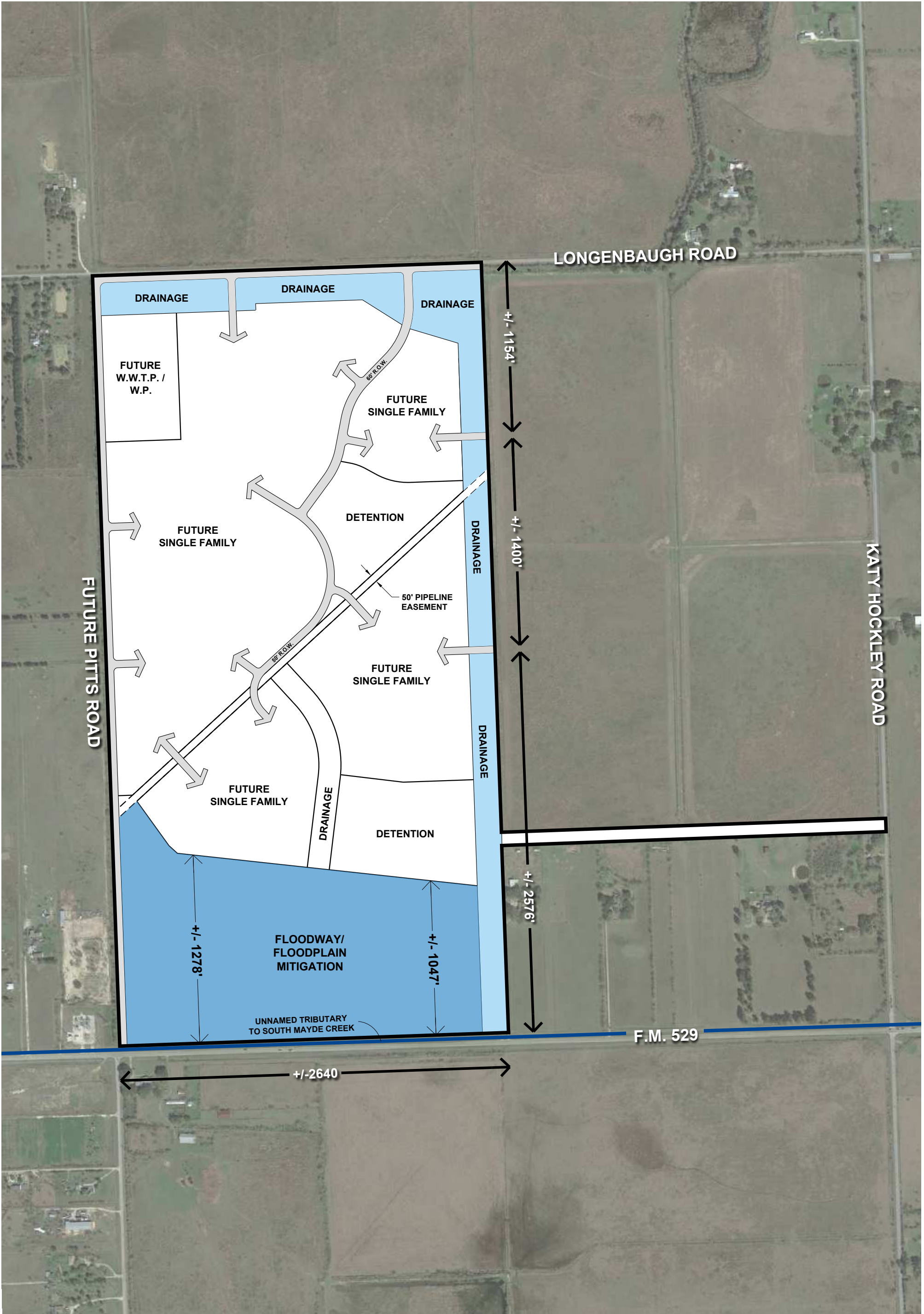
Subdivision Name: Avex Tract GP

Applicant: RVi Planning + Landscape Architecture



D – Variances

Aerial





Application Number: 2019-0235

Plat Name: Avex Tract GP

Applicant: RVi Planning + Landscape Architecture

Date Submitted: 02/04/2019

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

Specific Variance is being sought and extent of variance:

Not to provide a north/south street along the southern boundary of the property and to not provide an intersection along the southeastern boundary of the property for a distance of approximately 2,600 feet.

Chapter 42 Section: 127-128

Chapter 42 Reference:

1) 42-127 Intersections of Major Thoroughfares: A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2,600 feet. 2) 42-128 Intersections of Local Streets: Each local street shall intersect with a street... at least every 1,400 feet.

Statement of Facts

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

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

The subject property is located at the northeast corner of F.M. 529 and future Pitts Road within northwest Harris County. Along the northern edge of F.M. 529 there is an existing roadside ditch which serves as the primary drainage conveyance for the upper reaches of the South Mayde Creek watershed system. The ditch is included in the FEMA Flood Insurance Study as a studied stream, mapped with a floodway that extends approximately 1,000 to 1,300 feet north into the subject property. Chapter 42 does not require local streets to cross major creeks or bayous provided that they are in a recorded easement with a width of greater than 300 feet. Although this area is not permanently inundated or in a recorded easement, it significantly exceeds the 300 feet width mentioned in Chapter 42. A crossing is provided at Katy Hockley Road, a major thoroughfare located approximately 2,640 east of the subject property. Right-of-way will also be dedicated for Pitts Road by this project (a future major thoroughfare that bounds the western property line). Requiring an additional north/south street along F.M. 529 is both impractical and inconsistent with the intent of Chapter 42. Along the eastern boundary of the property, strict application of Chapter 42-128 would require three "stub" streets. However, in addition to the floodway that impacts the southern portion of the property, this tract is located in a zone that collects shallow overland flows from the Cypress Creek floodplain which flow toward South Mayde Creek. In order to accommodate this natural drainage pattern, a 170 foot wide conveyance channel is required along the northern and eastern boundaries of the site. Two street stubs are being proposed along the northern two thirds of the property, but the existence of the floodway, conveyance channel and necessary detention ponds make a third street stub impractical.

(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 based on the unique physical characteristics that affect the subject property.

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

The proposed street pattern provides for adequate circulation in the area while respecting significant natural features. Therefore, the granting of the variance is consistent with the intent and general purposes of the Chapter.

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

The proposed street pattern provides for adequate circulation in the area for residents as well as police, fire and emergency vehicles, and therefore will not be injurious to the public health, safety or general welfare.

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

The circumstances supporting the granting of the variances are based on the unique physical characteristics that affect the subject property.

Houston Planning Commission

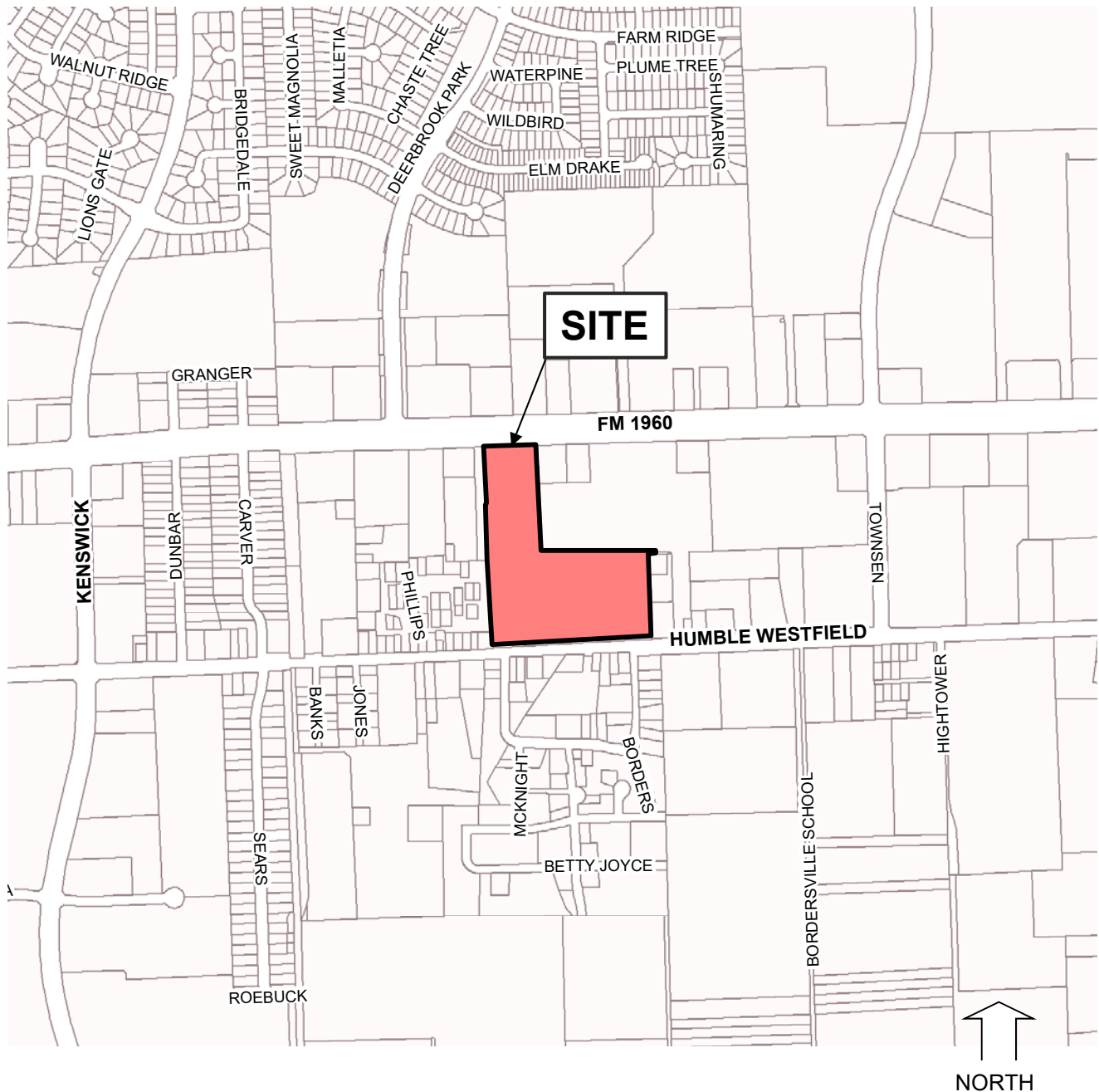
ITEM: 90

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Bays FM 1960

Applicant: Windrose



D – Variances

Site Location

Houston Planning Commission

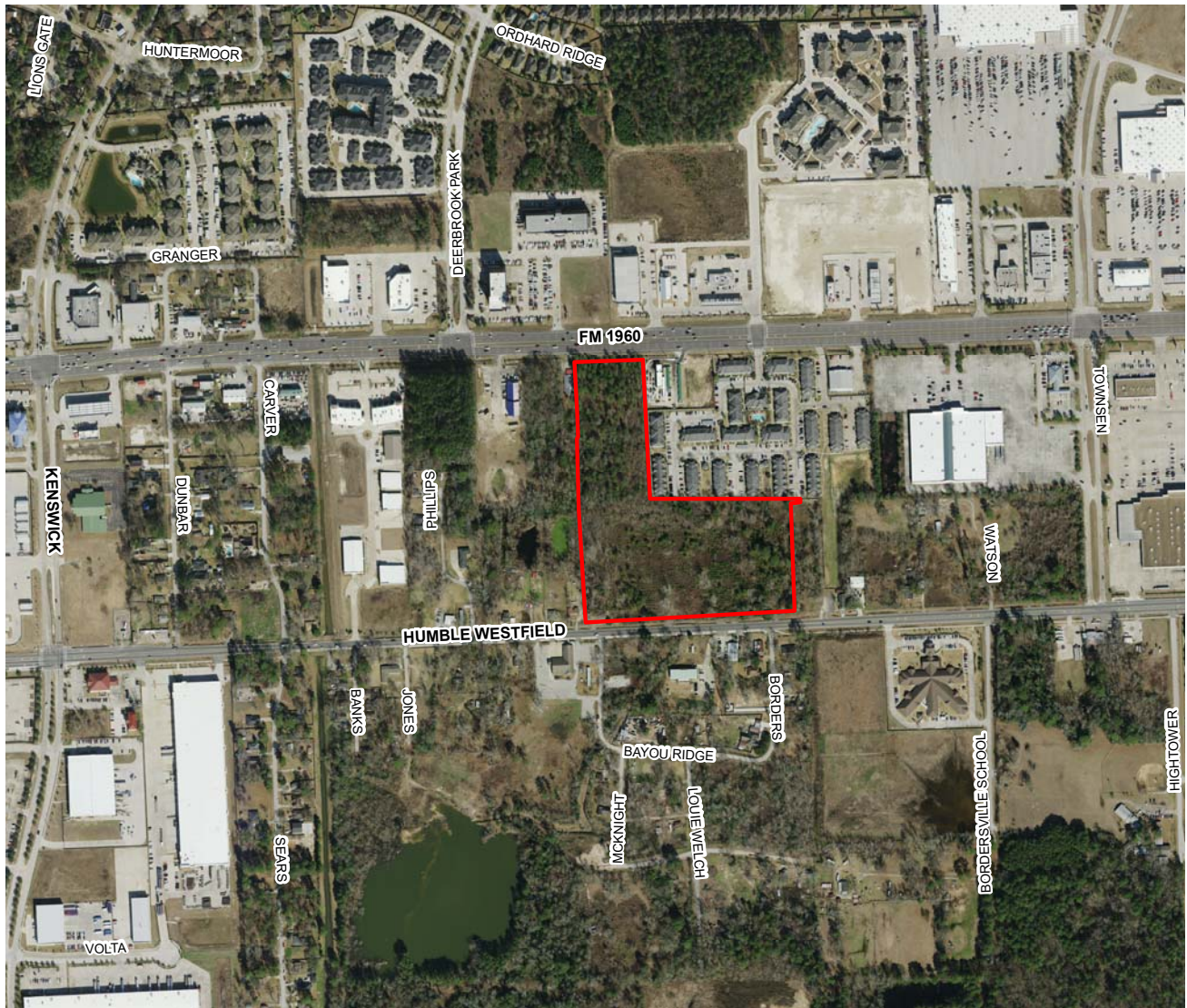
ITEM: 90

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Bays FM 1960

Applicant: Windrose



D – Variances

Aerial



Application Number: 2019-0233

Plat Name: Bays FM 1960

Applicant: Windrose

Date Submitted: 02/04/2019

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

Specific Variance is being sought and extent of variance:

To exceed intersection spacing along FM 1960 & Humble Westfield Road by not providing a north south street

Chapter 42 Section: 42-127

Chapter 42 Reference:

A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2,600 feet.

Statement of Facts

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

(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 15.777 acres located between FM 1960 and Humble Westfield Road approximately 2,300-feet east of Kensington Drive. The applicant is requesting to not provide a public street to meet major thoroughfare and local street intersection spacing along FM 1960 and Humble Westfield Road. The justification for the variance are the unusual physical characteristics that affect the land, particularly the limitations caused by existing land uses, the development of the local street pattern, and the natural features to the south. The site is bounded by a residential development to the west and northeast, FM 1960 to the north, Humble Westfield Road to the south, and vacant land to the east. Extending McKnight Lane to the north through the site from Humble Westfield Road to FM 1960 is problematic for two reasons: 1) the subject property necks down as it approaches FM 1960 which means any intersection with the major thoroughfare FM 1960 will be in close proximity to numerous curb cuts, and 2) there is no logical extension of McKnight Road beyond FM 1960. Deerbrook Park Blvd. currently serves as the primary north-south local street for the area, extending nearly one mile to the north to Stagewood Drive. Townsen Blvd., which is 1,200 feet to the east of the subject property, is a major thoroughfare planned to continue south through the Garner's Bayou floodplain. The dedication of a major thoroughfare on the subject site is not logical as it would be too close to Townsen Blvd. to continue south, and any local streets would not continue south into the Garner's bayou floodplain. Having two major thoroughfares cross the floodplain would not make sense for the City from a financial or transportation planning standpoint.

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

The development of the local street pattern and the natural features to the south are not the result of actions of the applicant. The Major Thoroughfare Plan has provided for major north-south connections to the east and west of the subject property, and the local street pattern has developed in such a way that alternative connections between FM 1960 and Humble Westfield Road should be considered. For example, the logical extension of Deerbrook Park Blvd. is south to Phillips Lane.

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

Significant physical features limit the ability to extend any roadways to the north or south and the residential areas surrounding the subject site have more than adequate east/west and north/south access to major thoroughfares and nearby highways.

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

The granting of the variances will not be injurious to the public's health, safety, or welfare as the street network in the area provides adequate vehicular and emergency access for residents and businesses. If the City requires a north-south connection between FM 1960 and Humble Westfield it would actually be detrimental to the local circulation system by adding intersection along the already congested FM 1960.

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

The conditions supporting the variance are the unique physical characteristics of the site, particularly the limitations imposed by existing floodplain to south, the existing development to the north, and the need to limit additional intersection along FM 1960.

Houston Planning Commission

Planning and Development Department

ITEM: 91

Meeting Date: 2/14/2019

Subdivision Name: Calumet Contempo Living

Applicant: The Interfield Group



D – Variances

Site Location

Houston Planning Commission

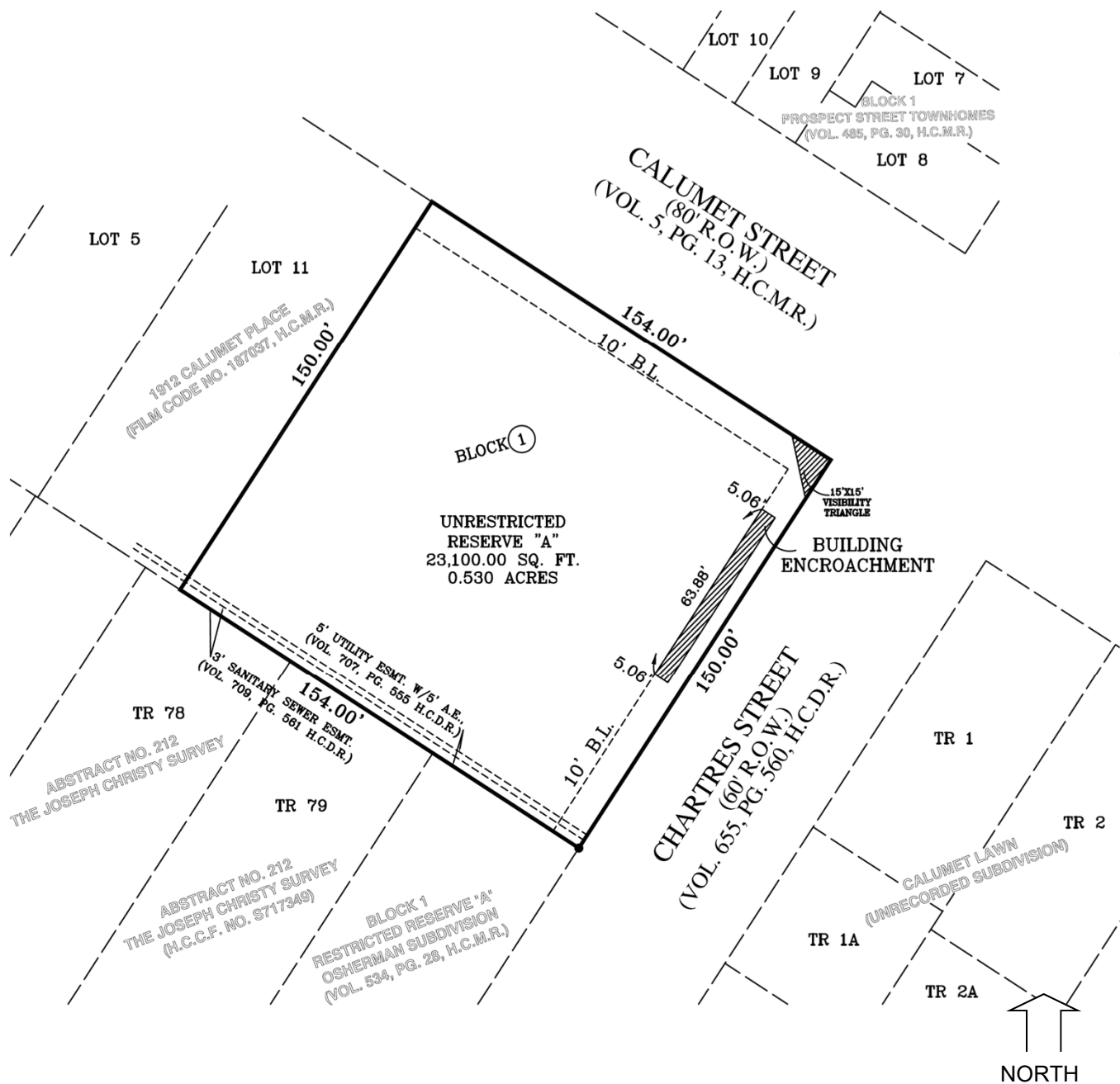
ITEM: 91

Planning and Development Department

Meeting Date: 2/14/2019

Subdivision Name: Calumet Contempo Living

Applicant: The Interfield Group



D – Variances

Subdivision

Houston Planning Commission

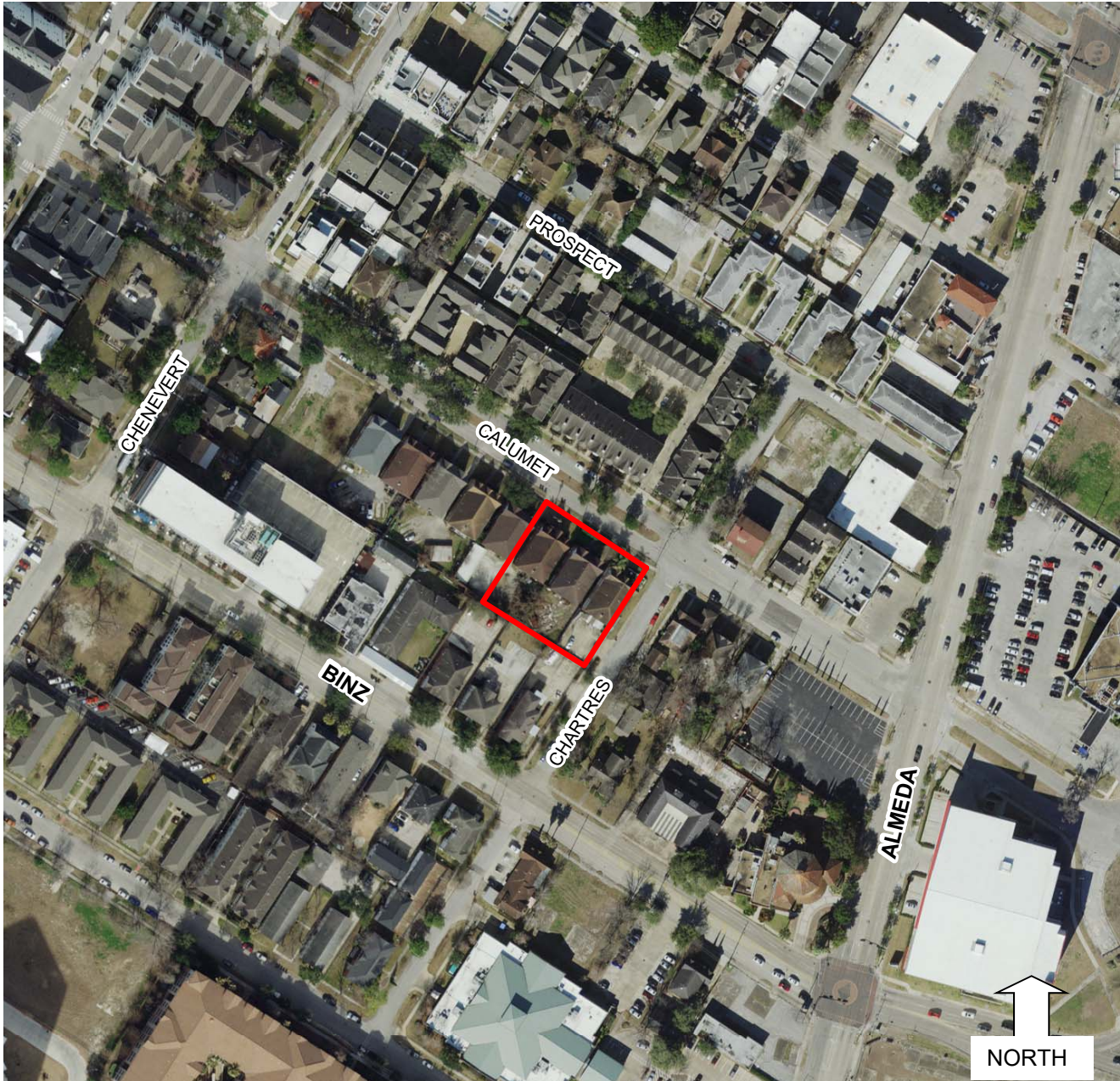
ITEM: 91

Planning and Development Department

Meeting Date: 2/14/2019

Subdivision Name: Calumet Contempo Living

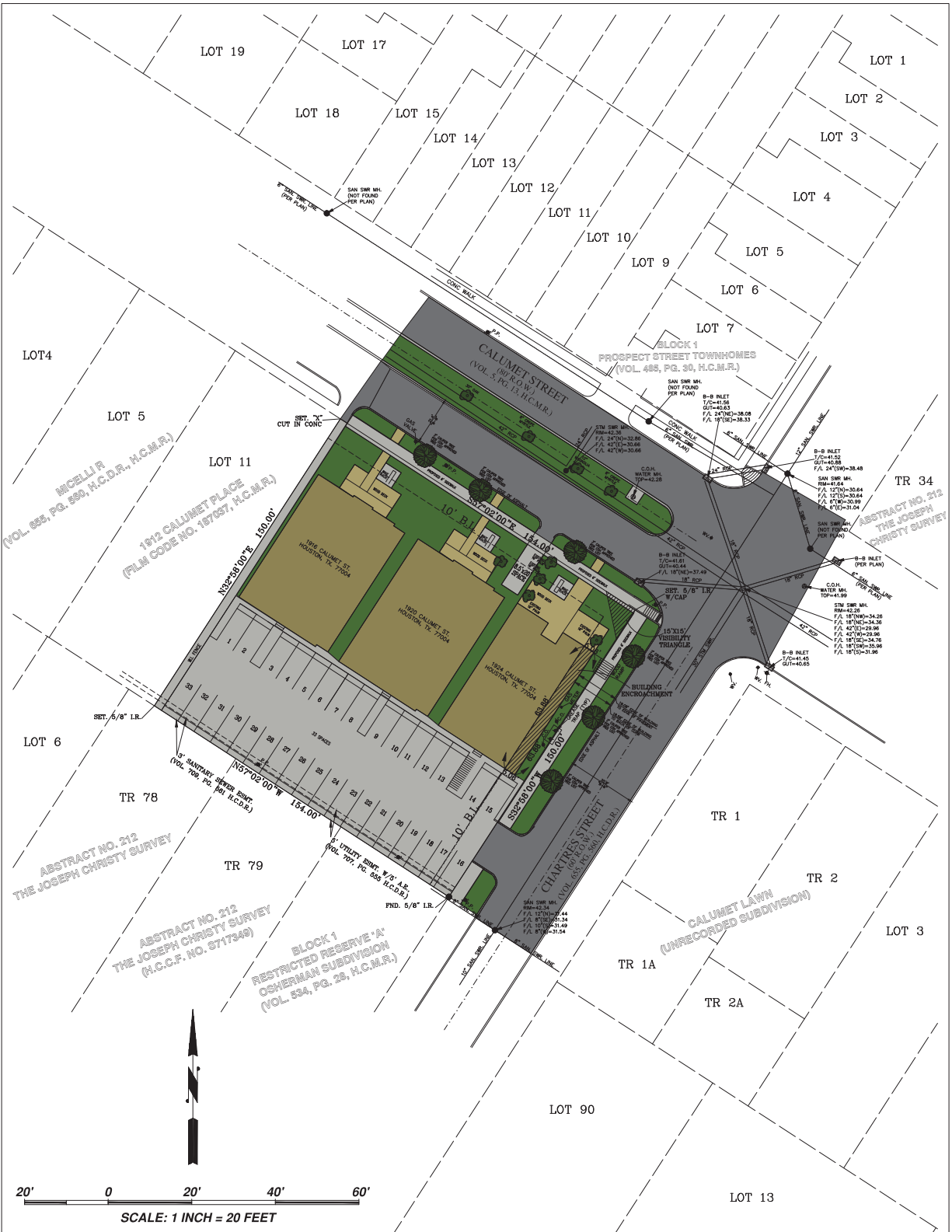
Applicant: The Interfield Group



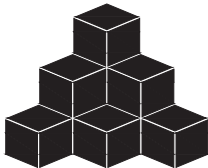
D – Variances

Aerial





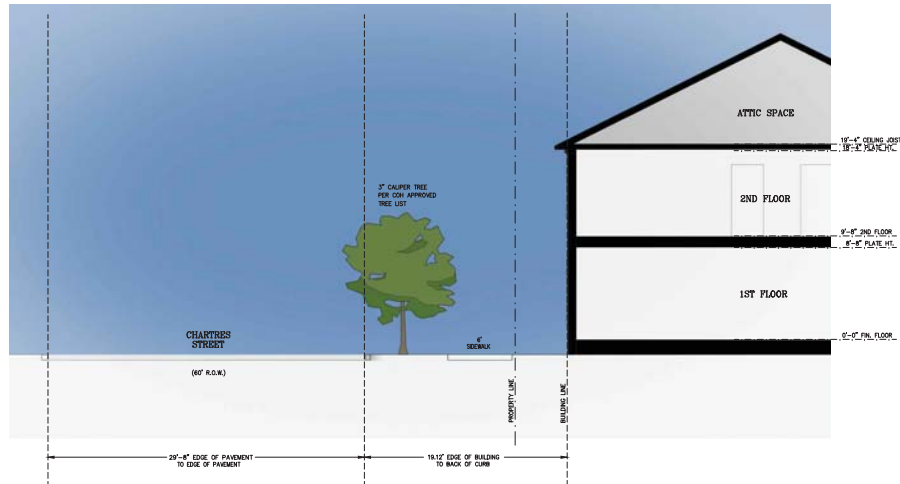
The
INTERFIELD GROUP
 engineering | architecture
 401 STUDEWOOD, SUITE 300 TEL. (713) 780-0909
 HOUSTON, TEXAS 77007 TX. REG. NO. F-5611
 WWW.INTERFIELD.NET



TITLE
 SITE PLAN & PAVEMENT SECTION

PROJECT
 1924 CALUMET

DATE: 01.21.19	JOB #: 18143.00	SHEET NO.
DRAWN BY: AC		1
CHECKED BY: MLV		



1916, 1920, 1924 CALUMET STREET
 A N D E R S O N C A N Y O N , L L C



1924 CALUMET
HOUSTON, TX 77004

DEMO PLAN-FIRST
FLOOR

S101

Scale	$1/4" = 1'-0"$
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1924 CALUMET
HOUSTON, TX 77004

Scale	1/4" = 1'-0"
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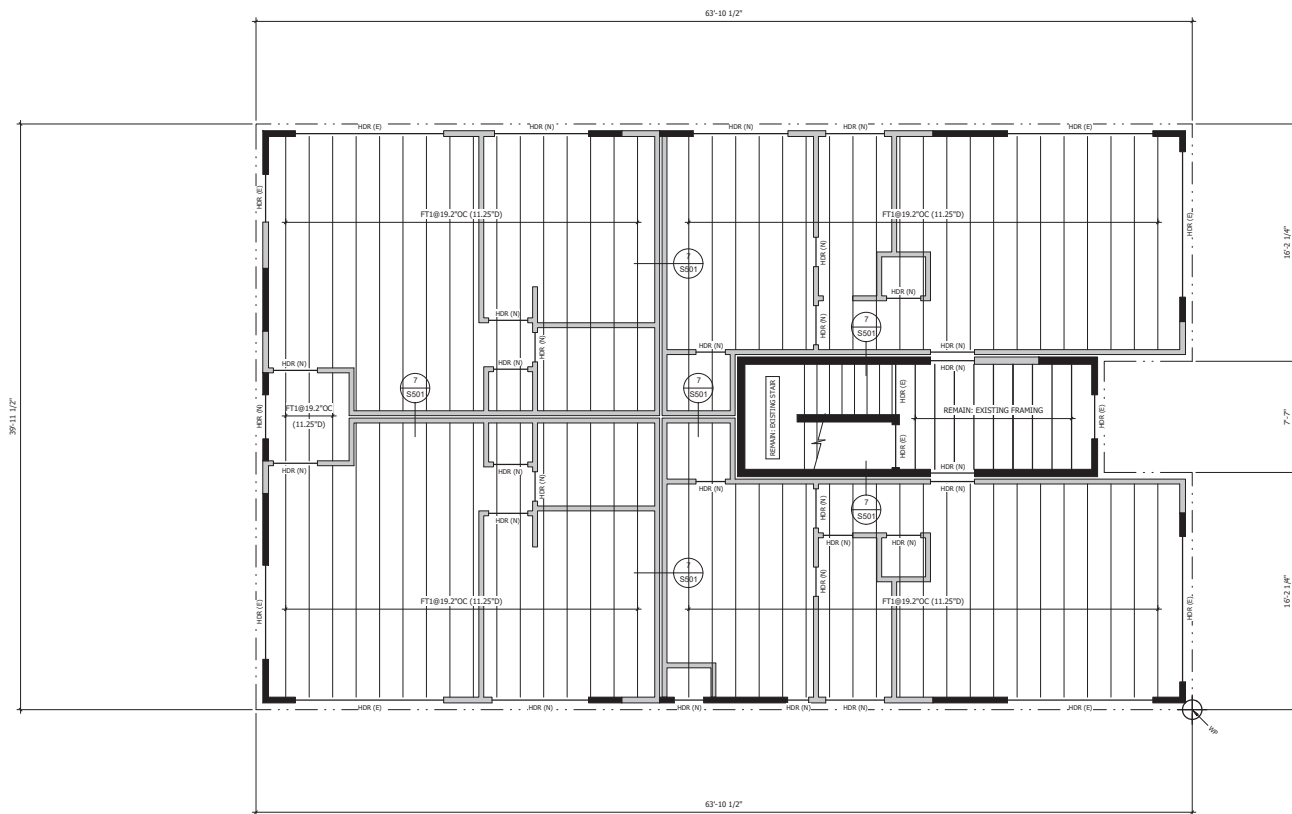


1924 CALUMET
HOUSTON, TX 77004

SECOND
FLOOR/FIRST
CEILING PLAN

Project number	...
Date	020419
Drawn by	KM
Checked by	KM
S103	
Scale	As indicated

REVIEWS



① SECOND FLOOR/FIRST CEILING PLAN
1/4" = 1'-0"



1113 STRUCTURAL ENGINEERS
1700 INDEPENDENCE ST
HOUSTON, TX 77057
C. 713.533.4227
E. info@1113se.com
P. 1113 SEVEN ELEVEN



227 PORTLAND, LLC: RENOVATION

1924 CALUMET
HOUSTON, TX 77004

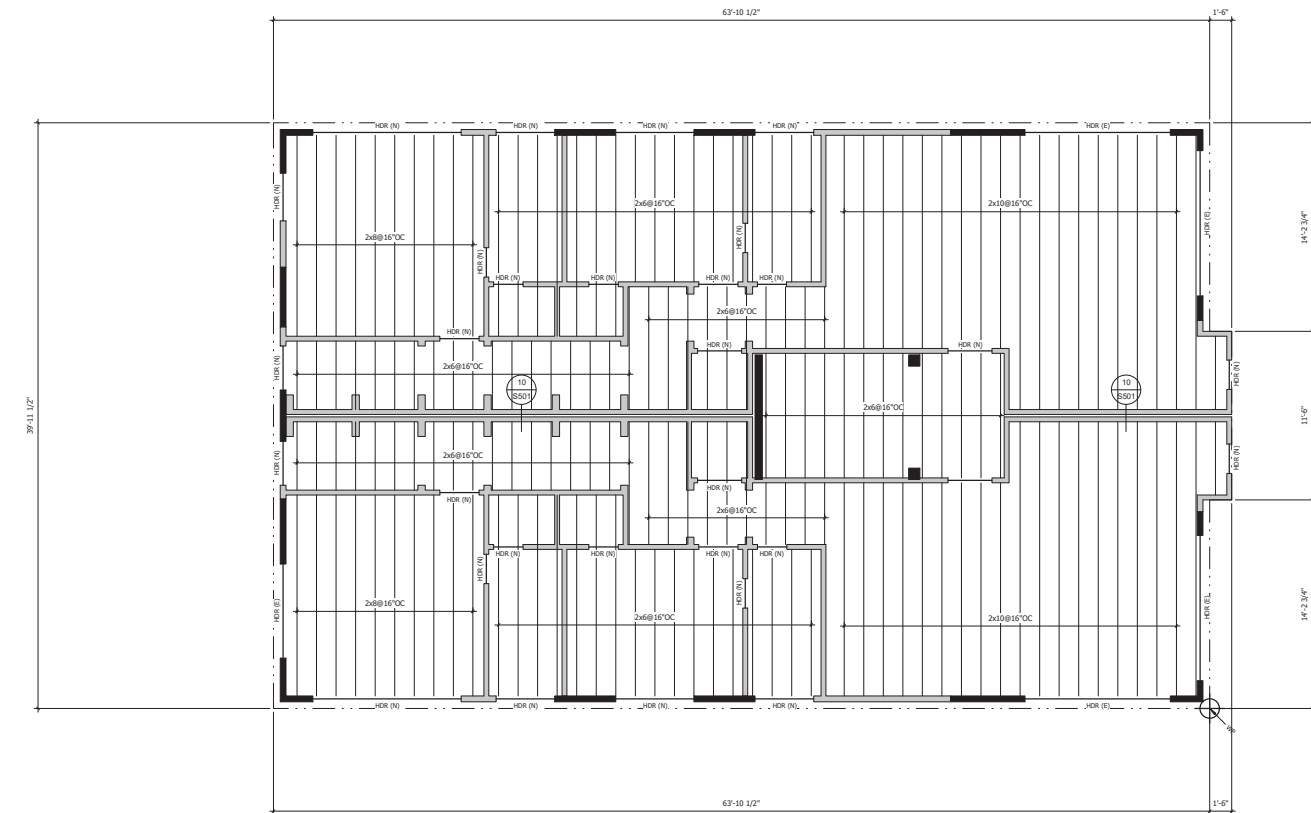
No.	Description	Date
	ISSUE FOR PERMIT	02/04/19

ATTIC/SECOND CEILING PLAN

Project number	
Date	02/04/19
Drawn by	KM
Checked by	KM

S104

Scale	As indicated
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① ATTIC/SECOND CEILING PLAN
1/4" = 1'-0"

PLAN NOTES:

FOUNDATION:
*8" SLAB ON GRADE REINFORCED W/ #3@12" OC EACH WAY (IF REQUIRED)
*SLAB INF LLEXISTING: 1/S501
*NEW PLUMBING TRENCH EXISTING: 2/S501

FRAMING:
*ANTHONY POWER BEAM (APB): 3'-5" & 5'-5"
F#-5000 F#-300 E#-2.1
*ANTHONY POWER BEAM (APB): 7"
F#-2800 F#-3000 E#-2.1
*WALLS: 2x4@16"OC MIN
*WALLS: 2x6@16"OC MIN
*FLOOR TRUSS (FT): 4/S501
*RAFTERS: 2x6@16"OC
*PIPE/DIE/VALVE: 2x8 MIN
*FRAMING REPAIR: 3/S501
*FRAMING SPLICE: 4/S501
*BEAM SPLICE: 6/S501
*EXT OPENING STRAPPING ELEVATION: 8/S501
*TOP PLATE SPLICE: 9/S501

SCHEDULES:
*BEAM/HEADER SCHEDULE: 1/S501
*SEE BEAM/HEADER SCHEDULE FOR ALL HANGERS
*NAILING SCHEDULE: 2/S501
*RAFTER SCHEDULE: 3/S501
*SHEAR WALL SCHEDULE: 4/S501



Application Number: 2019-0155

Plat Name: Calumet Contempo Living

Applicant: The Interfield Group

Date Submitted: 01/22/2019

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

Specific Variance is being sought and extent of variance:

Specific variance is being sought and extent of condition is to allow a dual building line of 5.06' along Chartres Street.

Chapter 42 Section: 155

Chapter 42 Reference:

The building line requirement for a tract used or to be used for other than single-family residential purposes adjacent to a street that is a collector street or local street that is not an alley shall be ten feet unless otherwise required or authorized by this chapter.

Statement of Facts

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

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

Calumet Contempo Living is located southwesterly of Calumet Street, east of Jackson Street, west of Chartres Street and northerly of Binz Street. The unrecorded subdivision of R. Miceli Addition appears to have been created in 1927, and map shows no building lines. According to Harris County Appraisal District, current buildings were constructed in 1929. Owner intends to renovate existing buildings to contain a total of twenty-two (22) multi-family dwelling units. The existing building along Chartres Street encroaches into the new platted 10' building line. The building being constructed before Chapter 42 makes it difficult for the Owner to replace windows in the wall that encroaches into said building line. Please note the following: (a) Chartres Street only spans three (3) blocks, between Prospect Street and Ewing Street. The traffic pattern in this area appears to be adequate, so the existing 30.8' pavement section will most likely not require widening in the near future. (b) The renovation work will largely be within the walls of the existing structures, except for cosmetic changes to the exterior of the buildings and landscaping. The only work planned within the building line along Chartres is the replacement of the old windows. (c) Other projects have been allowed lesser distances from the public street, under certain conditions. The existing building will encroach into the new platted 10' building line 5.06'. The location of the existing building is still located approximately 19.08' from the edge of pavement. Strict application of the Ordinance would deny owner the ability to enhance windows of existing building and enhancement of the block face. We would like to thank Staff and Planning Commission for their consideration of the request.

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

No hardship created or imposed by the applicant is used as a basis to support the request for this variance. Variance request is based on existing conditions at subject property.

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

The intent and general purpose of Chapter 42 will be preserved and maintained, due to the following considerations: a. A 6' sidewalk will be provided along both Chartres and Calumet Streets b. Two (2) bike racks will be installed along Calumet Street c. 3" caliper trees along both Chartres and Calumet Streets, between edge of pavement and sidewalk, to create a pedestrian buffer d. Yards between right-of-way line and residences will be landscaped, and will preserve and enhance the general character of the block face

(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. Property does not impede traffic; nor will in any way compromise public health or safety.

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

Economic hardship is not the sole justification of the variance, which is being requested on the basis of a reasonable assessment of existing conditions.

Houston Planning Commission

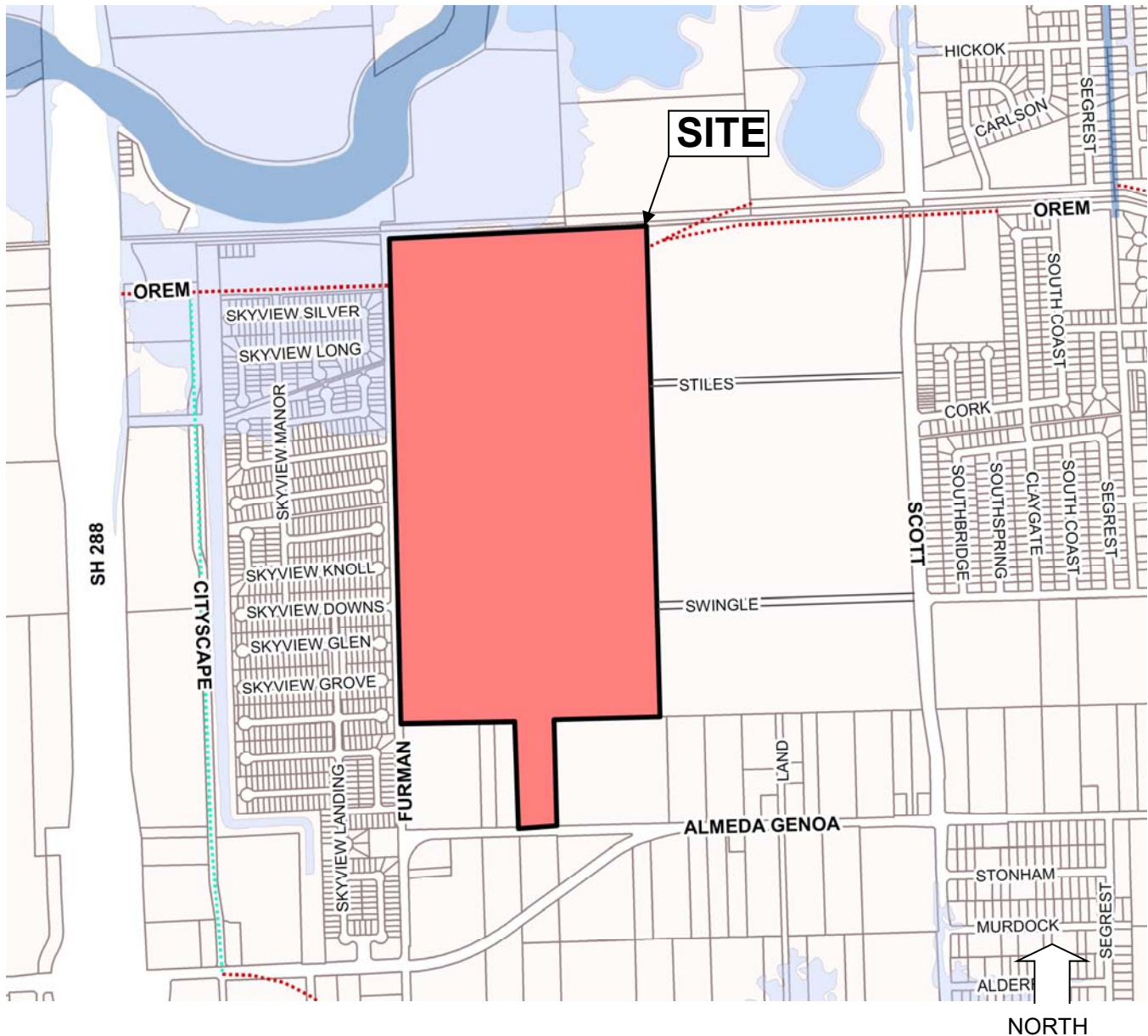
ITEM: 92

Planning and Development Department

Meeting Date: 1/31/2019

Subdivision Name: City Gate GP

Applicant: META Planning + Design, LLC



D – Variances

Site Location

Houston Planning Commission

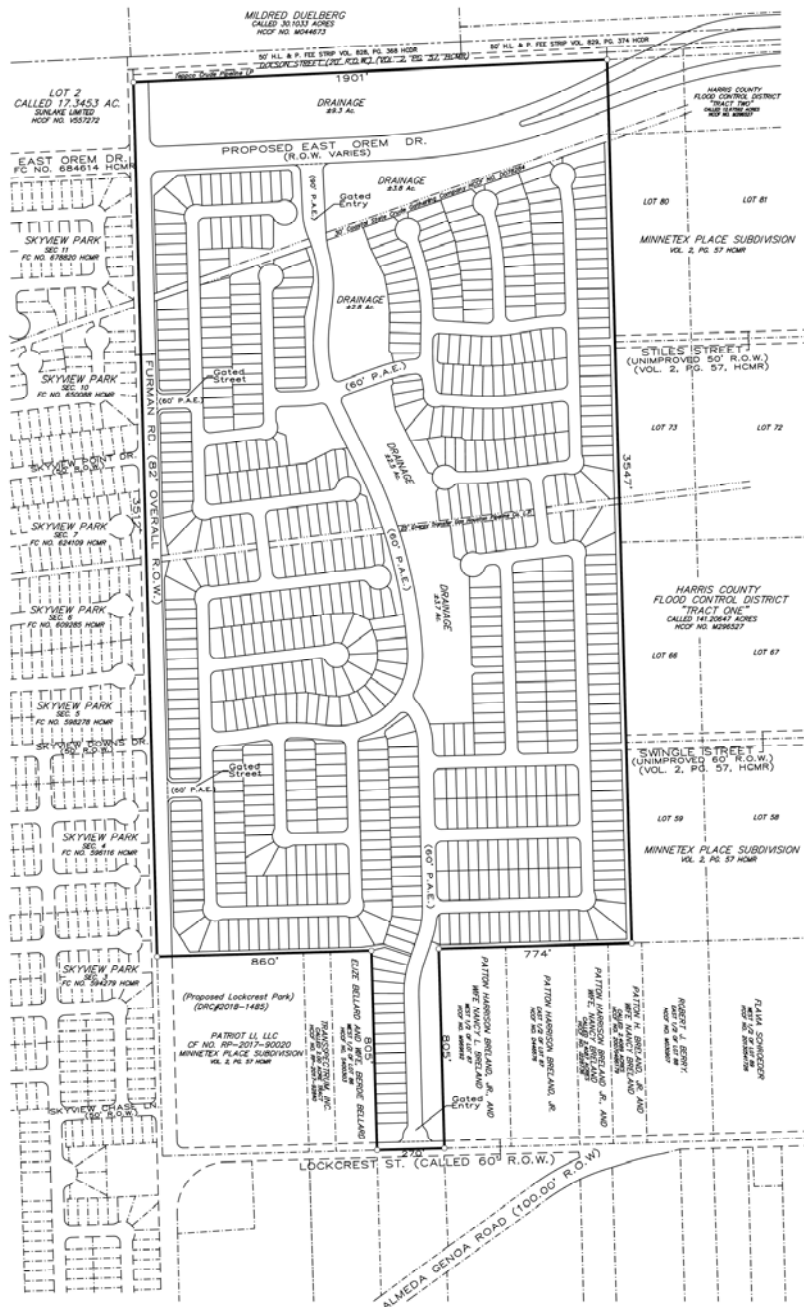
ITEM: 92

Planning and Development Department

Meeting Date: 1/31/2019

Subdivision Name: City Gate GP

Applicant: META Planning + Design, LLC



D – Variances

Subdivision

Houston Planning Commission

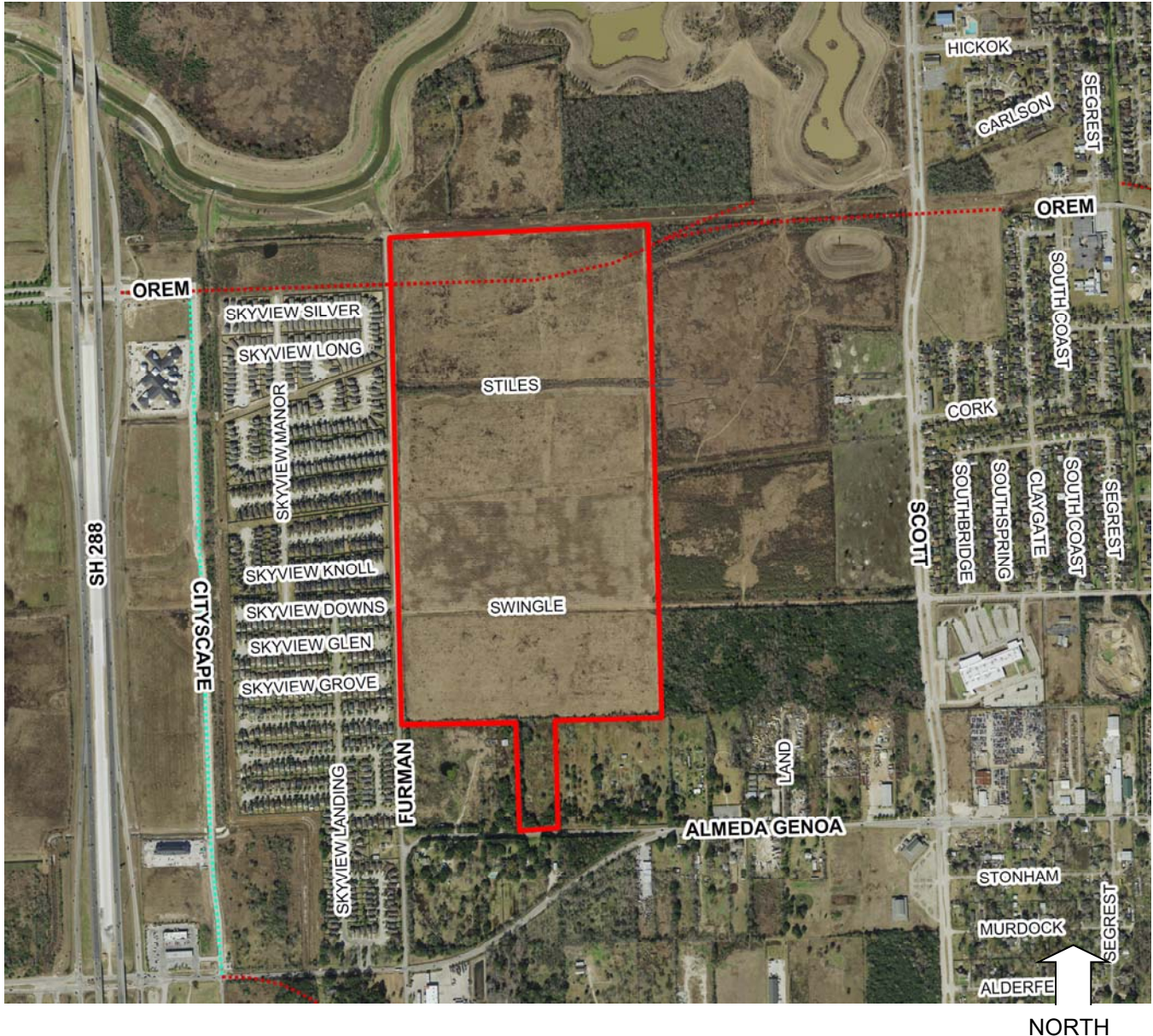
ITEM: 92

Planning and Development Department

Meeting Date: 1/31/2019

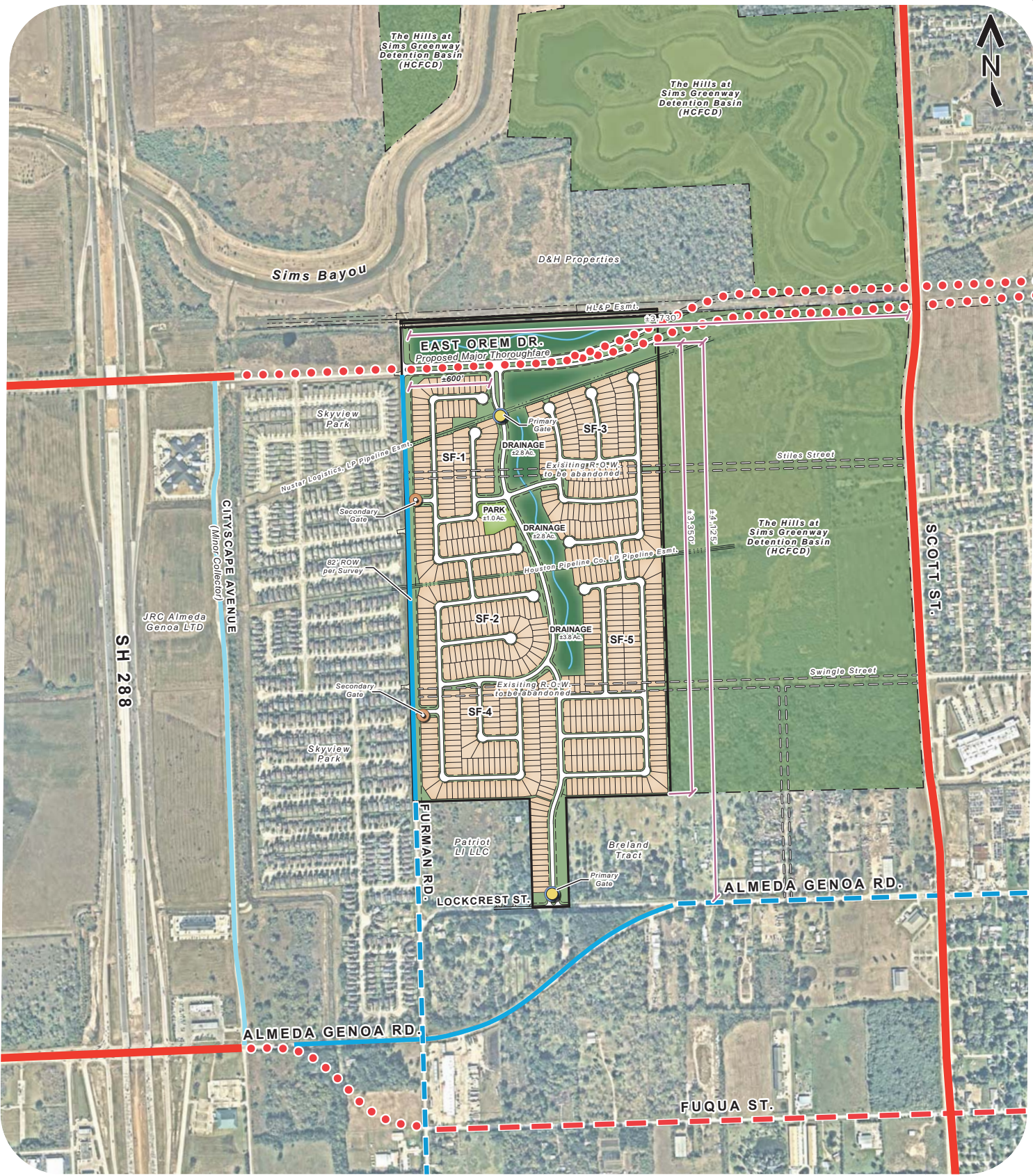
Subdivision Name: City Gate GP

Applicant: META Planning + Design, LLC



D – Variances

Aerial



LEGEND

- MAJOR THOROUGHFARE - SUFFICIENT WIDTH
- - - - MAJOR THOROUGHFARE - TO BE WIDENED
- ● ● ● MAJOR THOROUGHFARE - PROPOSED
- MAJOR COLLECTOR - SUFFICIENT WIDTH
- - - - MAJOR COLLECTOR - TO BE WIDENED
- MINOR COLLECTOR - SUFFICIENT WIDTH

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a regional circulation exhibit for
CITY GATE GP
 ± 159.1 ACRES OF LAND
 prepared for

D-R-HORTON DRI NYSE
America's Builder

META
 PLANNING + DESIGN

24275 Katy Freeway, Ste. 200
 Katy, Texas 77494
 Tel: 281-810-1422

SCALE
 0 150 300 600

MTA-21030
 JANUARY 30, 2019



Application Number: 2019-0135

Plat Name: City Gate GP

Applicant: META Planning + Design, LLC

Date Submitted: 01/22/2019

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

Specific Variance is being sought and extent of variance:

To allow an intersection spacing of approximately $\pm 4,125'$ along the eastern and western project boundaries, and approximately $\pm 3,730'$ along the northern and southern project boundaries, by providing no public streets through the subject site.

Chapter 42 Section: 128,130

Chapter 42 Reference:

Chapter 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. - AND - Chapter 42-130. Intersection Exceptions. (a) Nothing in the intersection standards established by sections 42-127 through 42-129 of this Code shall require: ... (6) The crossing of a stormwater detention facility required by a governmental entity with flood control jurisdiction by a street more than once every 2,000 feet;

Statement of Facts

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

(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;

City Gate is a ± 159 -acre tract located south of central Houston along SH-288, south of Sims Bayou between East Orem Drive and Almeda-Genoa Road / Fuqua Street. The property is located within a grid of designated major thoroughfares and collector streets, as shown in the attached exhibit. Immediately to the east is the Hills at Sims Greenway Detention Basin property owned by Harris County Flood Control. The developer proposes to develop a single-family residential community on the subject tract. Due to the up-and-coming thoroughfare grid, regional access for this area is well-served, and local street access is already established for the residential areas surrounding the site. To the north, major thoroughfare East Orem Road cuts through the subject site just inside the property boundary; on the other side of the boundary lies an HL&P power easement, and then Sims Bayou and the associated detention facilities, which together create a physical development boundary with no opportunities for local street connections. To the west, designated collector Furman Road creates the western property boundary, and the Skyview Park development on the other side of Furman Rd is completely built out and is bounded on all sides by the MTFP network, providing excellent local traffic access. To the south is an assortment of large-lot tracts all fronting on Lockcrest St. where it branches off from Almeda-Genoa Rd.; Lockcrest St. connects to Furman Rd. which connects back to Almeda-Genoa Rd, both major collectors. To the east, no local interconnections are possible. Harris County Flood Control District owns approximately 150 acres along most of the eastern boundary of the subject site, as a part of the Hills at Sims Greenway Detention Basin system. Any local stub street into this HCFCD property would most likely never be extended and would thus provide no practical benefit to local traffic circulation. Additionally, there are already two platted east-west streets, Stiles Street and Swingle Street, which were a part of the Minnetex Place Subdivision recorded in 1908. These rights-of-way would theoretically connect Furman Rd with Scott Street east of the HCFCD property, but the streets have never been constructed. The detention facilities on HCFCD property eliminate any possibility of Stiles Street or Swingle Street ever being constructed to Scott Street. The subject site proposes to plat over the remaining portions of these unbuilt streets as a part of the development, without provision of right-of-way for a turnaround. The portion of the subject site that extends south of the HCFCD property is only 800' deep and is in-line with similar-sized tracts all fronting on Lockcrest St / Almeda-Genoa Rd. A through-street to the east or west in this 800' window would not substantially improve traffic circulation and would be burdensome for the many individual properties to extend. As a result of these conditions, local stub streets provided at

the boundaries of the subject site would not extend inter-local traffic circulation, and through-streets across the subject site would not provide any substantial improvement to regional traffic circulation. This makes the property ideal for a gated single-family residential community. The proposed General Plan provides multiple street connections along the north, west, and south property boundaries; however, all entrances are proposed to be gated, with no public through-traffic allowed. No stub streets are proposed into the HCFCD property or the smaller separate tracts to the south or southeast. North-south traffic will be adequately handled by major thoroughfare Scott Street to the east of the HCFCD property and by major collector Furman Rd on the western boundary of the subject site. East-west traffic will be handled along future E. Orem Dr. on the north and Fuqua St. / Alameda-Genoa Rd on the south. The distance between Furman Rd and Scott St is approximately $\pm 3,730'$. The distance between Alameda-Genoa Rd / Lockcrest St and future E. Orem Dr is approximately $\pm 4,125'$.

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

The existing HCFCD property and surrounding street grid and thoroughfare network are existing conditions not under the control of the applicant.

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

The private street network within the proposed development will provide adequate access and circulation for all lots internally, with multiple means of ingress/egress to the surrounding thoroughfare and collector street network to carry regional traffic. Thus, the proposed plan will preserve and maintain the intent and general purposes of this chapter.

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

The proposed gated community will not frustrate local traffic circulation nor remove any potential benefits to the public street network, nor will it create any unsafe traffic conditions, therefore the granting of the variance will not be injurious to the public health, safety, or welfare.

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

The existing thoroughfare network and property configurations are the primary justifications for the granting of the variance.

Houston Planning Commission

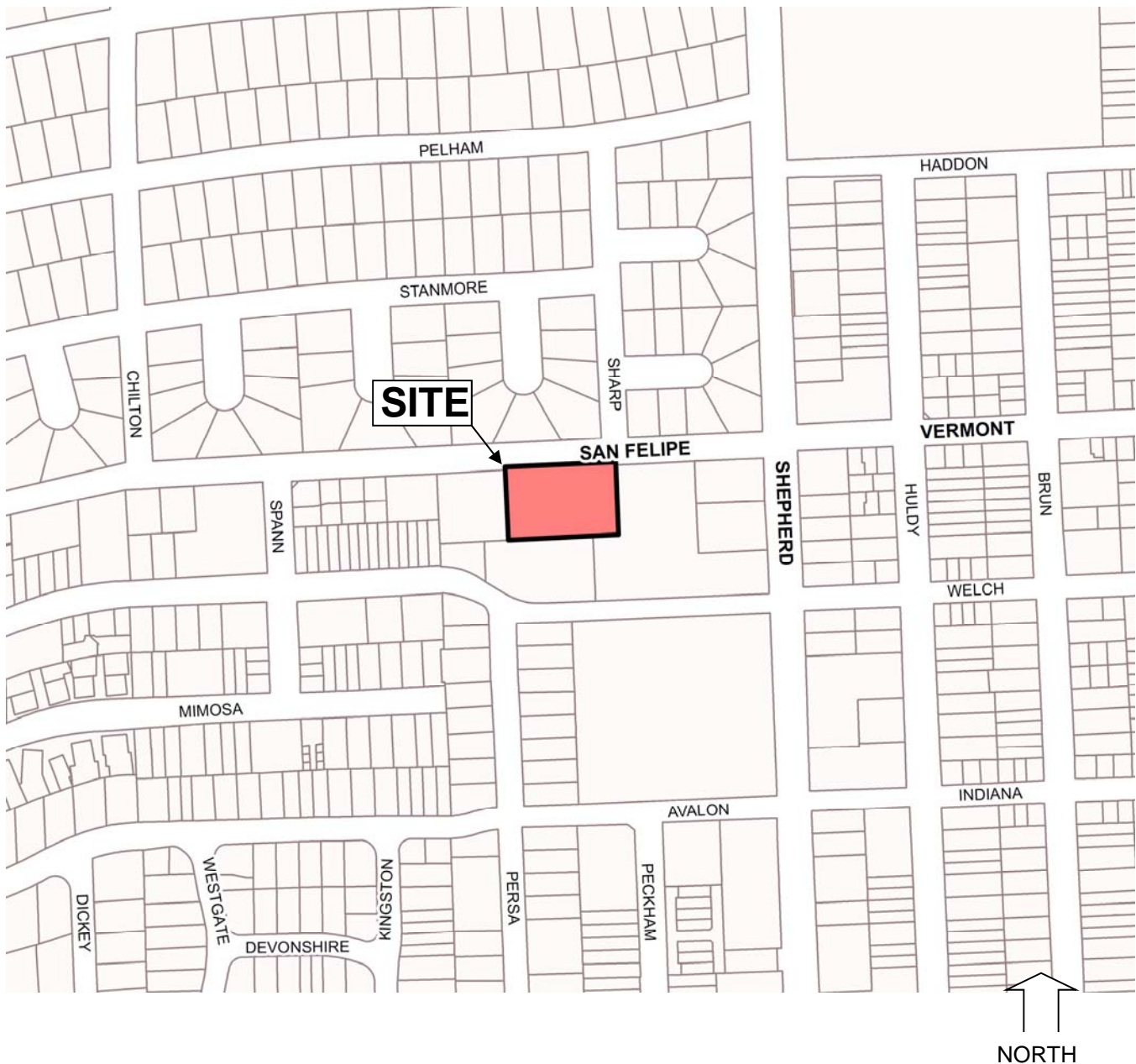
ITEM: 93

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Coatomundi

Applicant: Marsh Darcy Partners, Inc.



D – Variances

Site Location

Houston Planning Commission

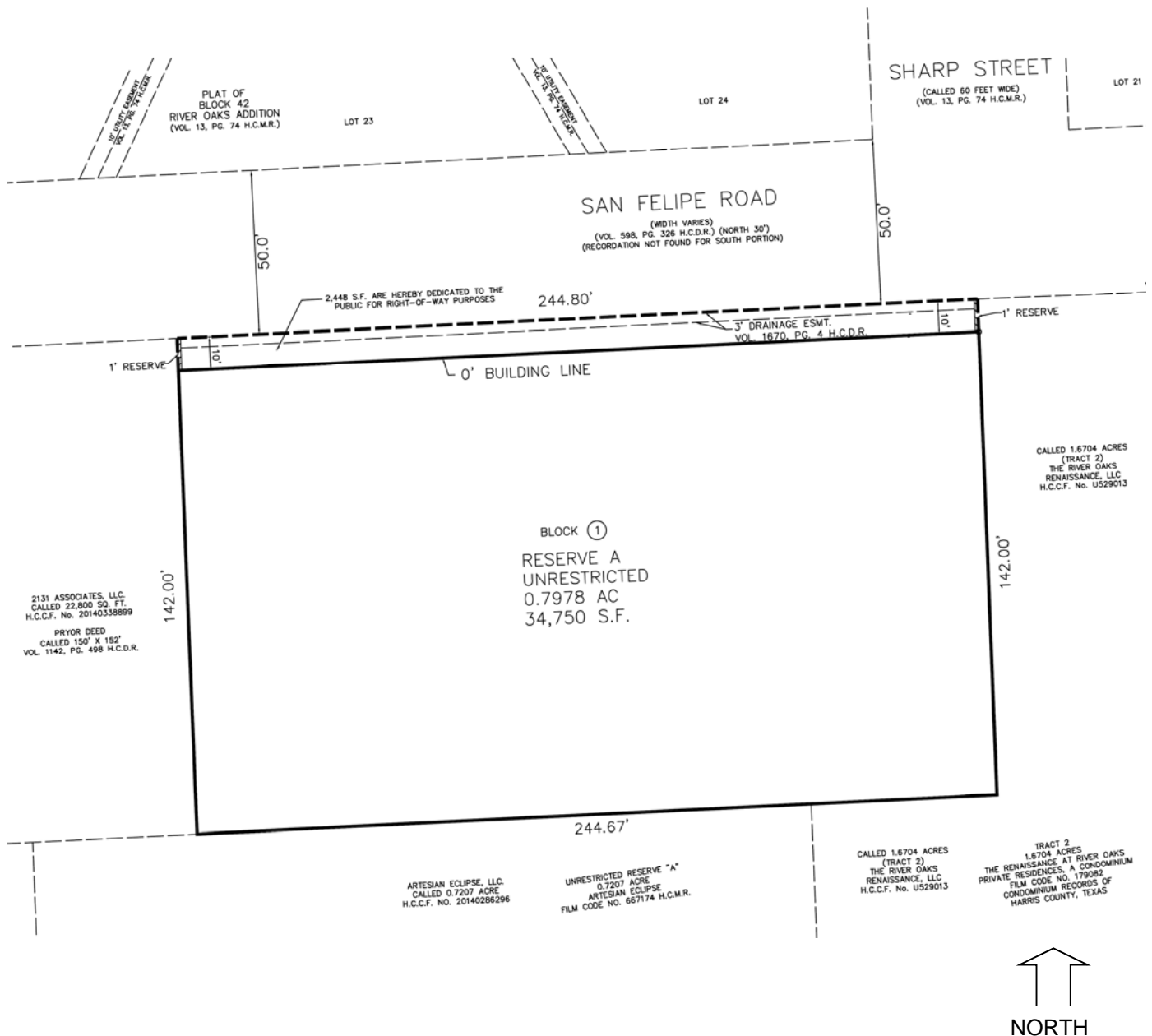
ITEM: 93

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Coatimundi

Applicant: Marsh Darcy Partners, Inc.



D – Variances

Subdivision

Houston Planning Commission

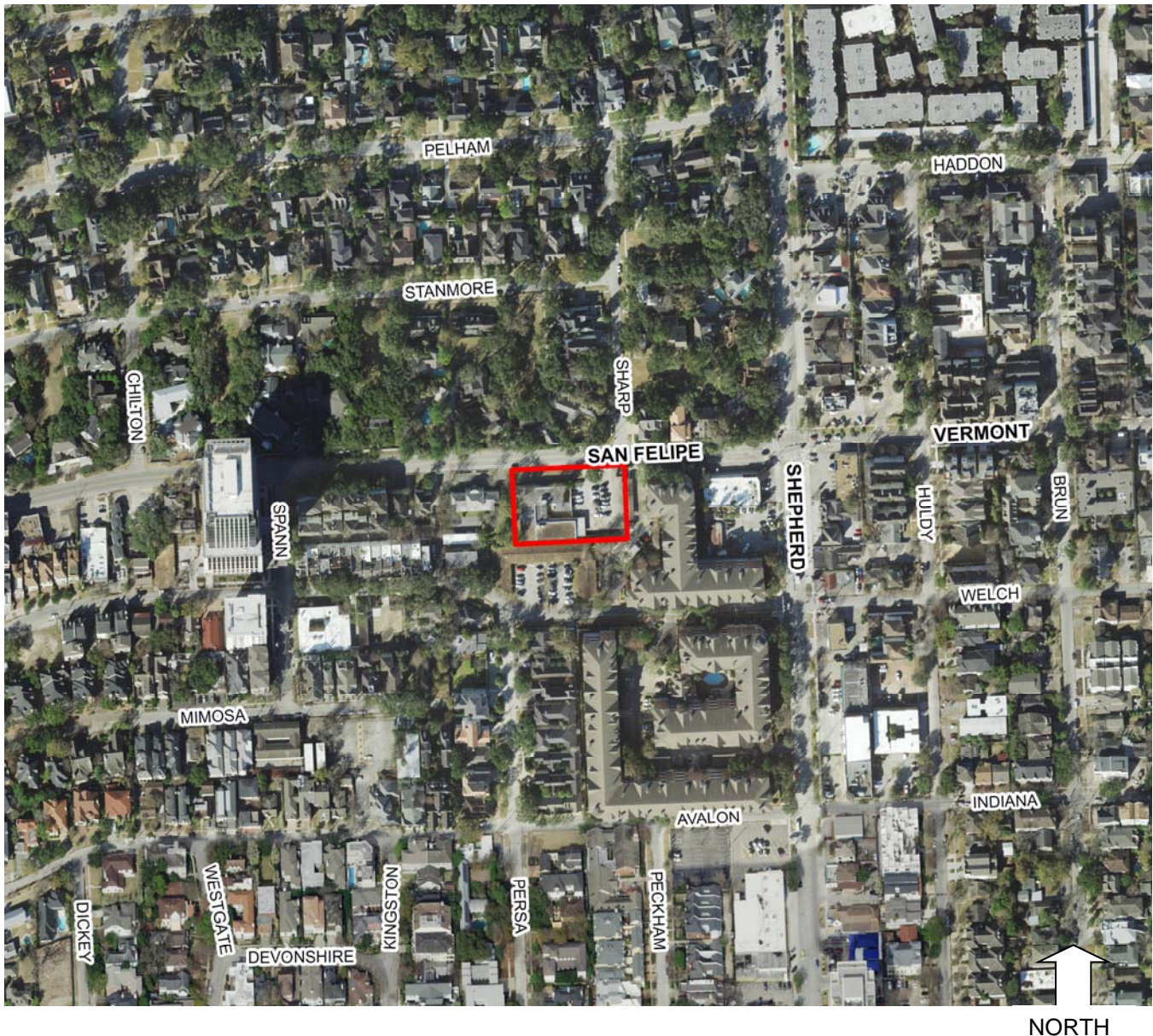
ITEM: 93

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Coatimundi

Applicant: Marsh Darcy Partners, Inc.

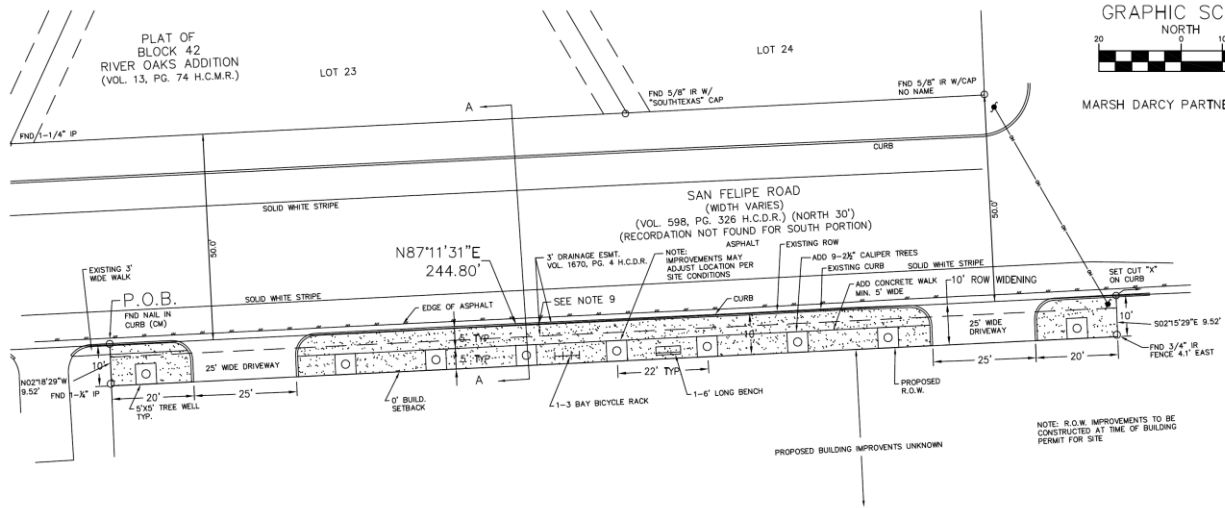
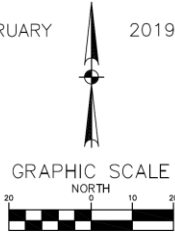


D – Variances

Aerial

EXHIBIT A COATIMUNDI PUBLIC REALM IMPROVEMENTS PLAN

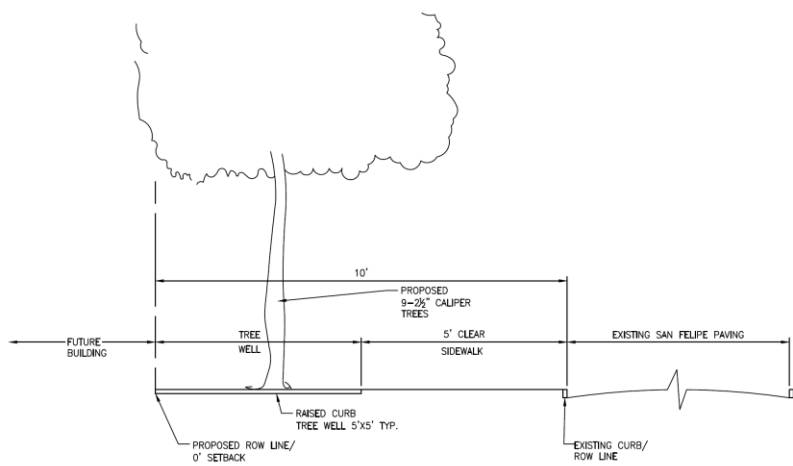
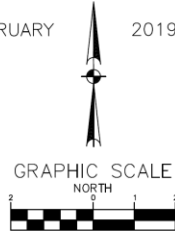
FEBRUARY 2019



MARSH DARCY PARTNERS, INC.

EXHIBIT B COATIMUNDI CROSS SECTION LOOKING WEST

FEBRUARY 2019



MARSH DARCY PARTNERS, INC.



PLANNING & DEVELOPMENT DEPARTMENT

VARIANCE Request Information Form

Application Number: 2019-0186

Plat Name: Coatimundi

Applicant: Marsh Darcy Partners, Inc.

Date Submitted: 02/01/2019

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

Specific Variance is being sought and extent of variance:

To allow a zero (0) feet building line setback along San Felipe Road

Chapter 42 Section: 155 (a)

Chapter 42 Reference:

42-155 (a) - Collector and local streets— Uses other than single-family residential: "The building line requirement for a tract used or to be used for other than single-family residential purposes adjacent to a street that is a collector street or local street that is not an alley shall be ten feet unless otherwise required or authorized by this chapter."

Statement of Facts

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

The property is currently identified as all of Lot No. Thirty-one (31), of Great Lot No. Forty-eight (48), of the Obedience Smith Survey as a portion of an unrecorded subdivision (lot 6 of Melanie Court – unrecorded) and has not been previously subdivided. The dimensions of the 0.8539-acre tract are 152.0 feet deep by approximately 244 feet wide with 244.8 feet of frontage along San Felipe Road. The current MTFP indicates this portion of San Felipe to be a collector (with a history of various other designations) with sufficient right-of-way while the Street Hierarchy Table indicates the desired right-of-way width is 60 feet. This roadway has existed since before 1895 and has an unclear history regarding actual and recorded right-of-way width. The current existing right-of-way width at this location has been in use since at least as far back as 1926 in the City of Houston records and the current paving section, recently re-paved (2006) by the City of Houston as a paving project with as-built drawings indicating the San Felipe ROW as 60 feet wide and paving as 41.7 feet wide at this property location consisting of two travel lanes and two parallel parking lanes, considered to be a full collector paving section. In fact, the existing south side curb of the San Felipe Road paving is adjacent to the current property line. However, our surveyor, after extensive research indicates the San Felipe ROW width along our frontage to be 50 feet. In fact, the San Felipe Road ROW between Spann Street and Shepherd Drive varies in width between 50 feet and 60 feet with approximately 68 percent of the frontage being less than 60 feet wide ROW (715 feet of 1040 feet total). In 2000, the Houston Planning Commission approved a subdivision plat, The Renaissance at River Oaks Private Residences, a Condominium, adjacent to the east boundary of our property with an indicated width of San Felipe ROW as 54.74 feet. The plat reference related to the recorded ROW width has been researched and it has been found that the reference was not valid (it most likely should have been 50 feet). However, the subdivision plat was approved without any additional San Felipe Road ROW widening required (with the indicated ROW width less than 60 feet) and no building setback line was indicated on the plat. The likelihood of this recently developed property being replatted and the opportunity to obtain both 10 feet of additional ROW widening and a building setback line is remote to say the least. This condition will likely persist for decades, if not longer. Who knows what the real needs will be at that time. Additionally, the adjacent tract to the west of our tract is also a part of the same unrecorded subdivision and has no widening or building setback line of record with the remaining 50 feet of San Felipe ROW. The unusual physical characteristics of the Coatimundi property include a tract of land that is wider than deep along San Felipe so that any decrease in the depth of the property has an adverse effect to use. The additional 10 feet of widening to get to a total ROW width of 60 feet will impose a 7 percent penalty on the use of the property. The owner expects only this amount of loss of use as 10 feet was the expected reduction. However, requiring both a granting of 10 feet of ROW widening and an additional building setback line would be an almost 15 percent loss of use of the property which results in an impractical development that is contrary to sound public policy. There are numerous conditions along this side of San Felipe Road at this location where the existing building location is less than 10 feet from the existing ROW and in several cases the property has no building setback line at all. Additionally, the Coatimundi property owner is willing to improve the public realm in exchange for granting a variance to the building line setback. Proposed improvements within the 10 feet of public ROW widening include a minimum 5 feet clear sidewalk as a part of a total 10 feet wide pedestrian walk area (there is currently no sidewalk on the site), larger caliper trees (2 ½ inch caliper instead of the required 1 ½ inch caliper), the addition of a bicycle parking rack and the addition of a 6 foot long bench, all to enhance the pedestrian realm. These improvements will be constructed when the property is developed in the future as a part of the site building permit. With all

things considered, we request that only the 10 feet of ROW widening for San Felipe be required and that a variance for a zero

(0) feet setback be granted to provide an enhanced pedestrian condition and provide for public street ROW if it is needed in the future whenever the adjacent properties provide such widening. We recommend that this variance be granted that, in combination with ROW dedication, the resulting use for the property will be sound public policy.

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

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

This hardship has not been created by the applicant but the strict application of a regulation requiring 60 feet of ROW when clearly the existing conditions of less than 60 feet satisfy the need and the likelihood of pavement widening greater than the sufficient existing paving is remote at best.

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

Visual conditions in the area are similar to that proposed when both the 10 feet of ROW widening and the zero building setback are considered and, therefore, the intent and general purposed 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 this variance with the proposed public realm improvements will result in a better condition for the public health, safety, and welfare.

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

Economic hardship is not the sole justification for the variance. The existing physical conditions of both the property configuration and the history of the ROW dedication of the area are the justification.

Houston Planning Commission

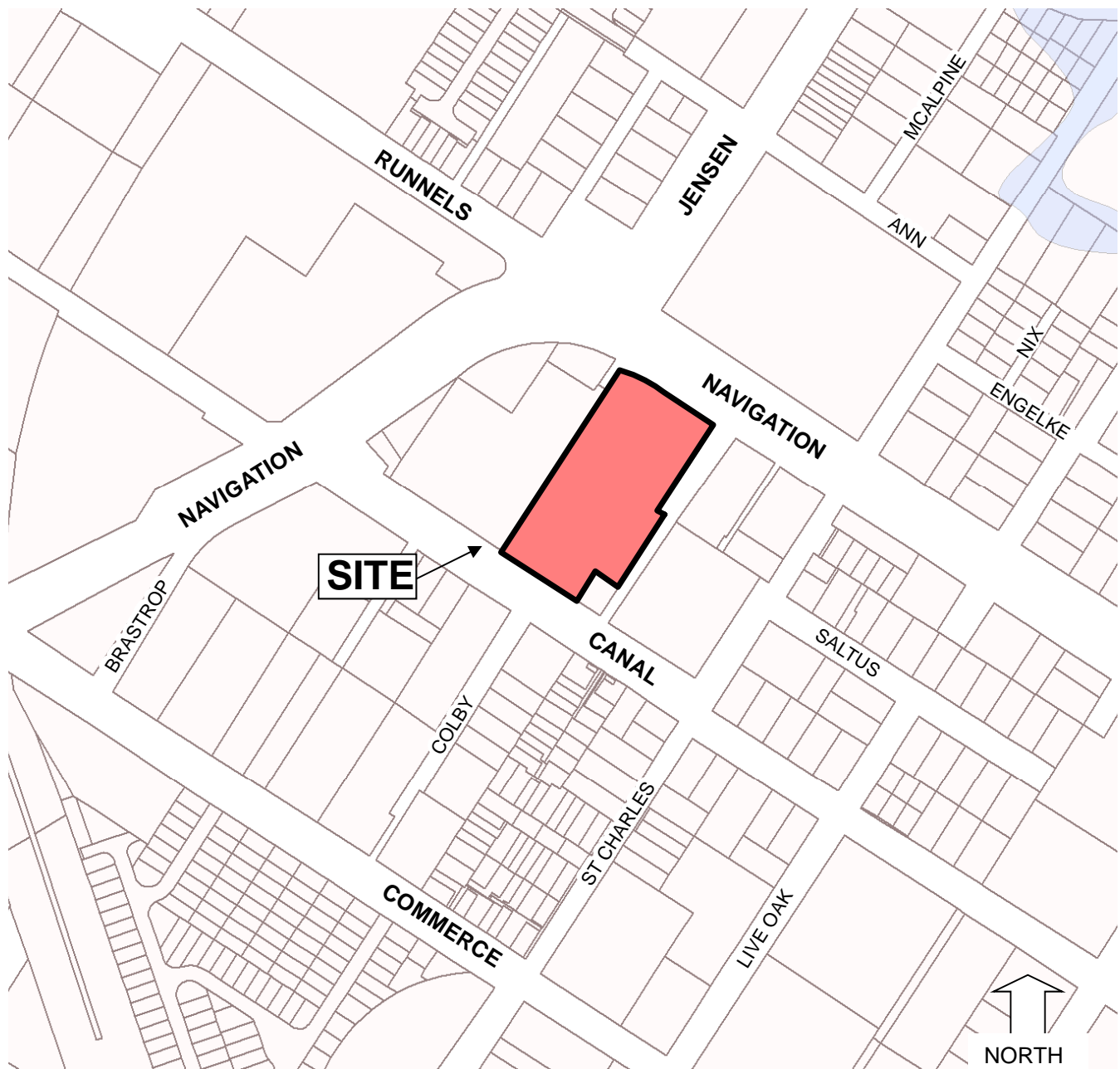
ITEM: 94

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Eado Navigation

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Site Location

Houston Planning Commission

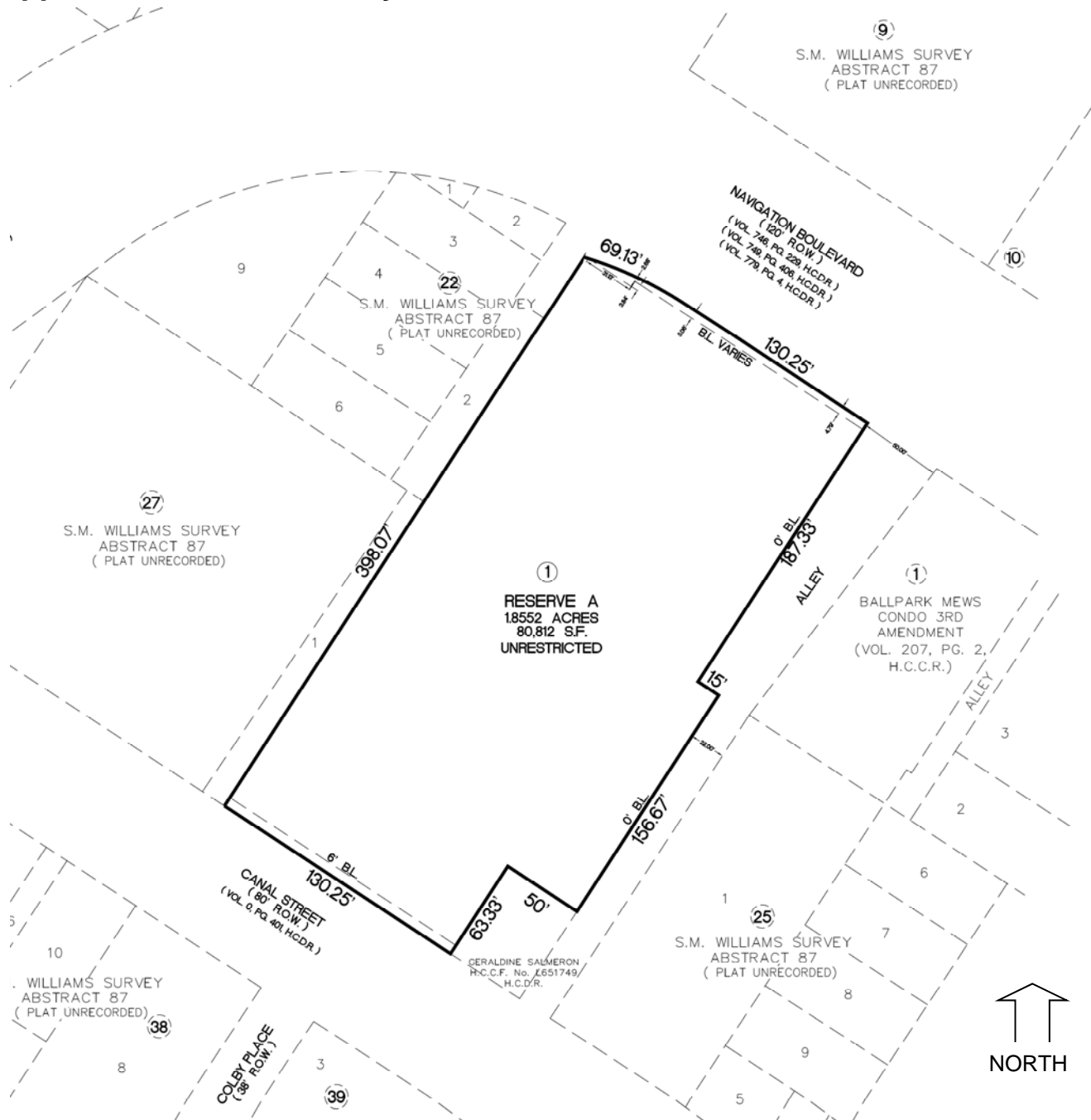
ITEM: 94

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Eado Navigation

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Subdivision

Houston Planning Commission

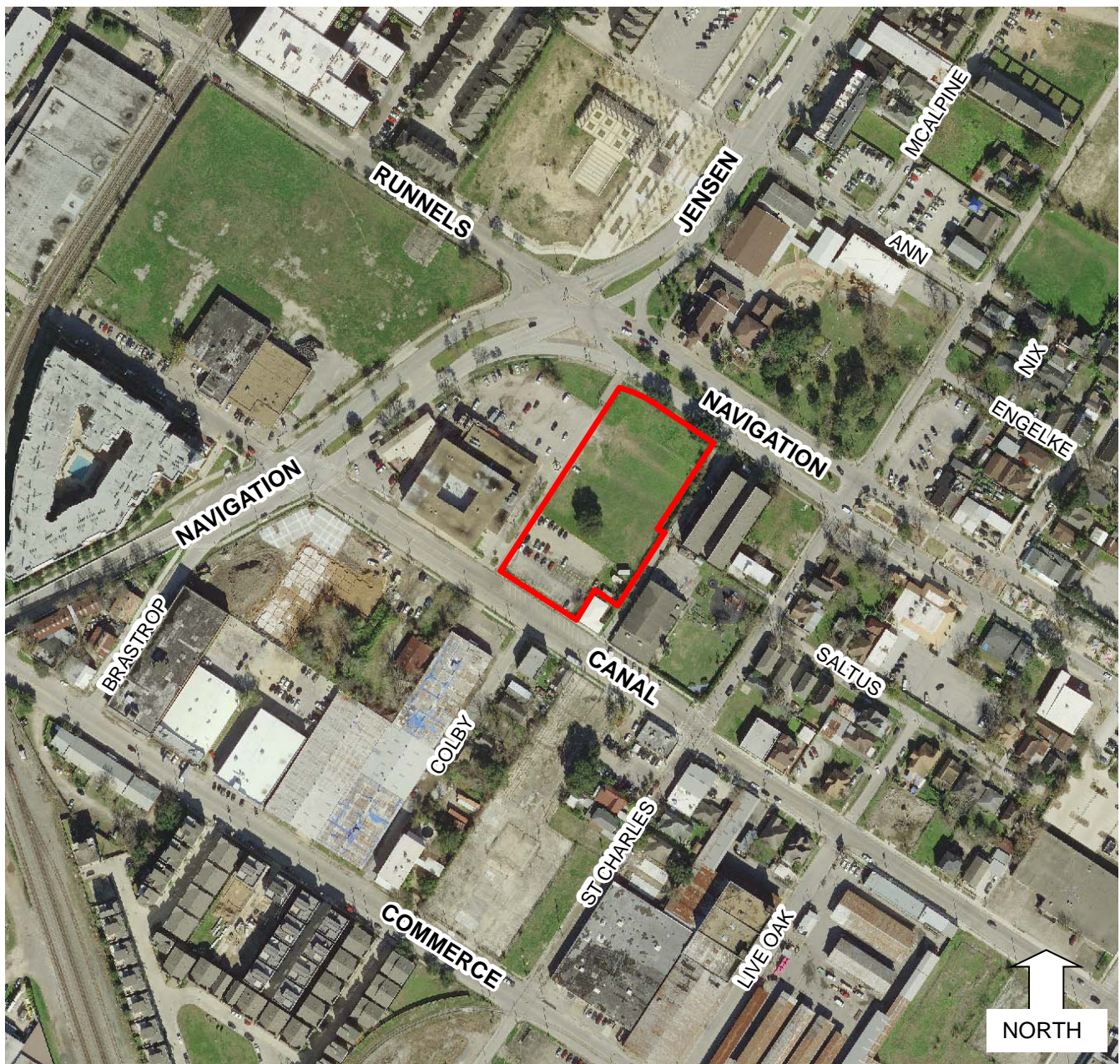
ITEM: 94

Planning and Development Department

Meeting Date: 02/14/2019

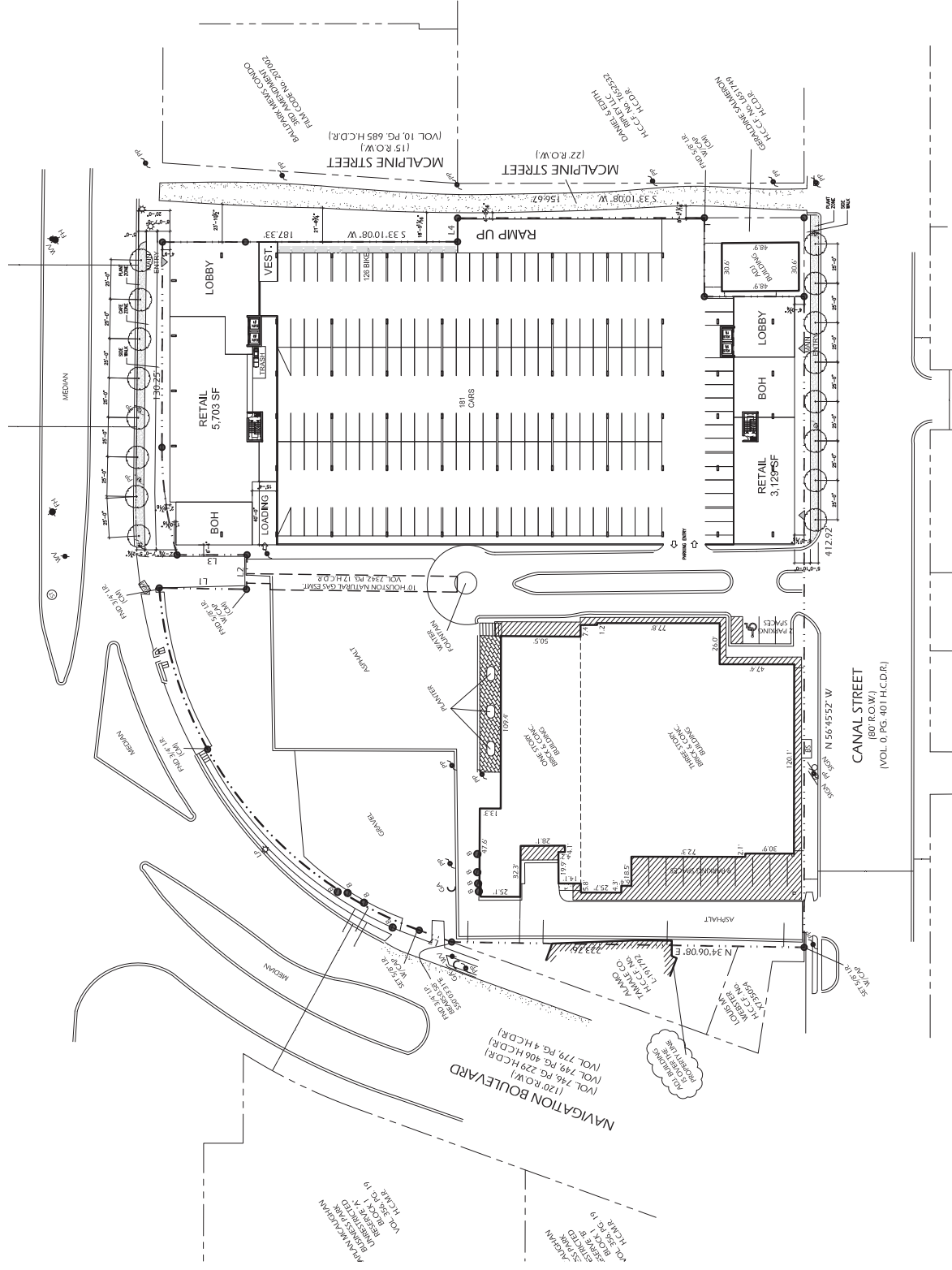
Subdivision Name: Eado Navigation

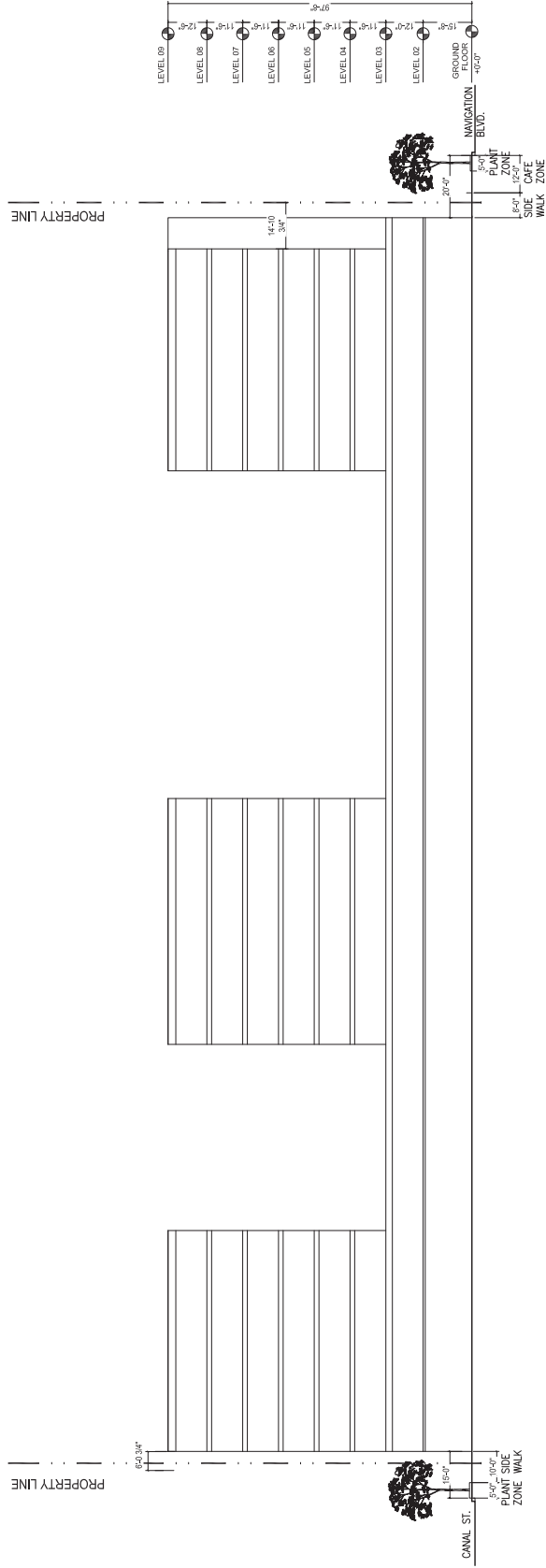
Applicant: Vernon G. Henry & Associates, Inc.



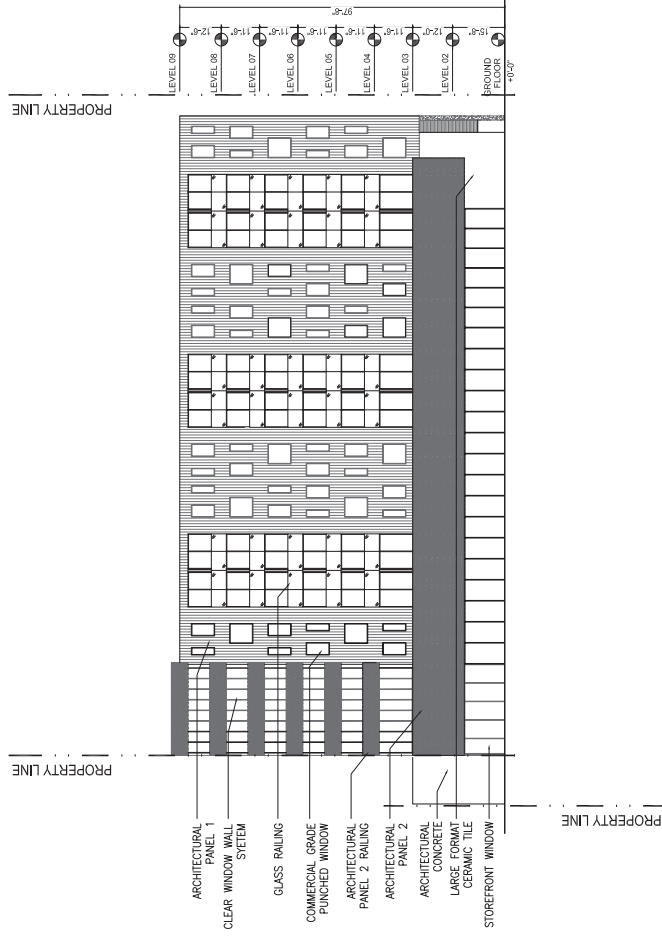
D – Variances

Aerial

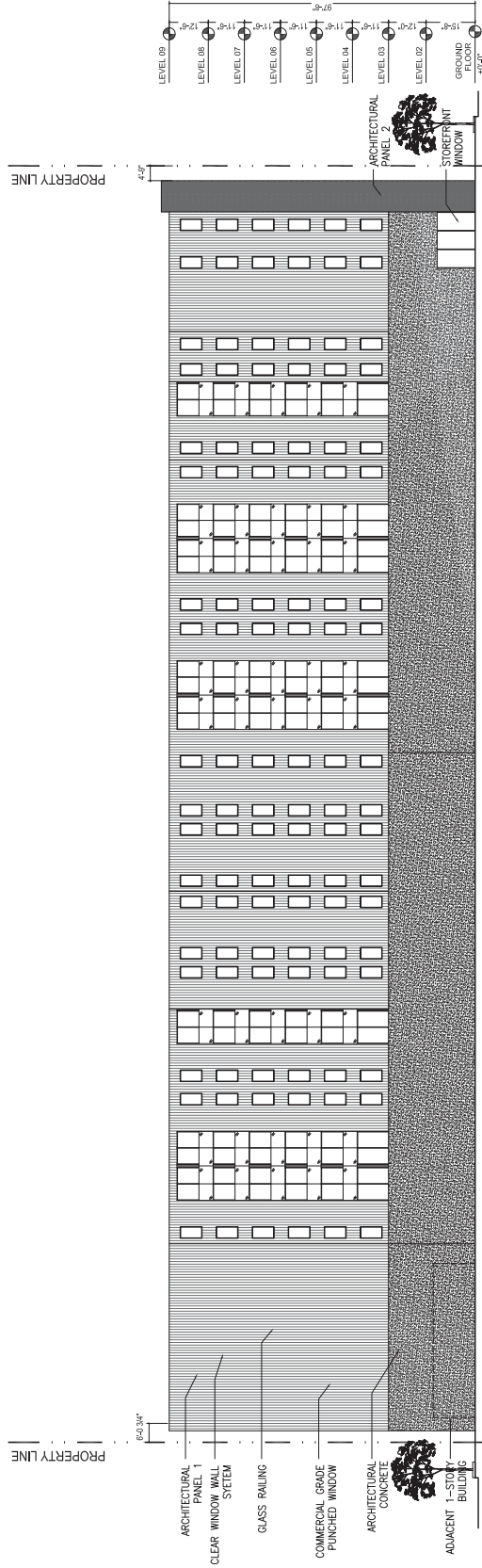




NORTH-SOUTH SECTION _ A-A



NAVIGATION BLVD. ELEVATION



MCALPINE ELEVATION



Application Number: 2019-0232

Plat Name: EADO Navigation

Applicant: Vernon G. Henry & Associates, Inc.

Date Submitted: 02/04/2019

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

Specific Variance is being sought and extent of variance:

To allow reduced building lines on Canal and Navigation.

Chapter 42 Section: 152; 155

Chapter 42 Reference:

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

Statement of Facts

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

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

This proposed mixed use project is located on the site of a former HISD school and is located in an area on the near east side that is experiencing rapid redevelopment with a total change in character. There will be ground floor commercial spaces with glass wall front on both Navigation and Canal. Garage parking and residential units will be above. Access to the garage will be taken from an adjacent access easement which is shared with the property to the west on this same block. No access will be taken from McAlpine on the east side. No one has been able to determine how McAlpine was created, likely prior to 1900, but the Settegast family quit-claimed the 22' McAlpine Alley to the City of Houston in 1949. The paving width on this alley varies but is generally 12'. Since McAlpine is an alley, the new building will not setback from that property line. The glass-front commercial space on the ground floor facing both Canal and Navigation will encourage pedestrian traffic along these streets by providing views of activities and merchandise, giving vitality to the street scene. Along Navigation, the pedestrian realm is to be 20' from the face of the building to the back of curb. Most of this area will be paved, including an 8' unobstructed sidewalk. There will be a 5' planting zone and an area for tables and chairs for a sidewalk café. Along Canal, the pedestrian realm will be 15' and will have a 10' sidewalk and a 5' planting zone. The reduced setbacks and enhanced pedestrian realms are necessary to allow the neighborhood to reach its full potential for residents in this century as the change in land use goes from predominantly industrial to largely residential. Without these enhancements the area would continue to be auto-dependent like the suburbs.

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

Due to the project's proximity to the CBD, light rail, and bus lines this site offers a unique opportunity to capitalize on pedestrian-oriented development. By bringing the building up close to the street, we can get more eyes on the street and create a more interesting pedestrian experience. We are recognizing this overarching goal by using a significant amount of glass on the Navigation and Canal frontages as well as providing a much wider sidewalk than required by code. The developer also plans to have an outdoor café area along Navigation, which will also enhance the pedestrian experience and overall safety.

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

The intent of this chapter is to encourage mixed-use development where appropriate. This site has frontage on a major thoroughfare and major collector. Encouraging mixed-use development in the inner city will help improve health and walkability.

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

The granting of this variance will promote a more active and healthy lifestyle through the promotion of walking and cycling which is a positive for the overall public health and welfare of the community.

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

The justification for the variance is creating a mixed-use and pedestrian-friendly environment for this up and coming area of town. Its proximity to transit, CBD, and bus lines make it a perfect place to implement a pedestrian-forward design mindset. Moving away from the suburban style buildings with parking in the front is exactly what is appropriate for this geography.

Houston Planning Commission

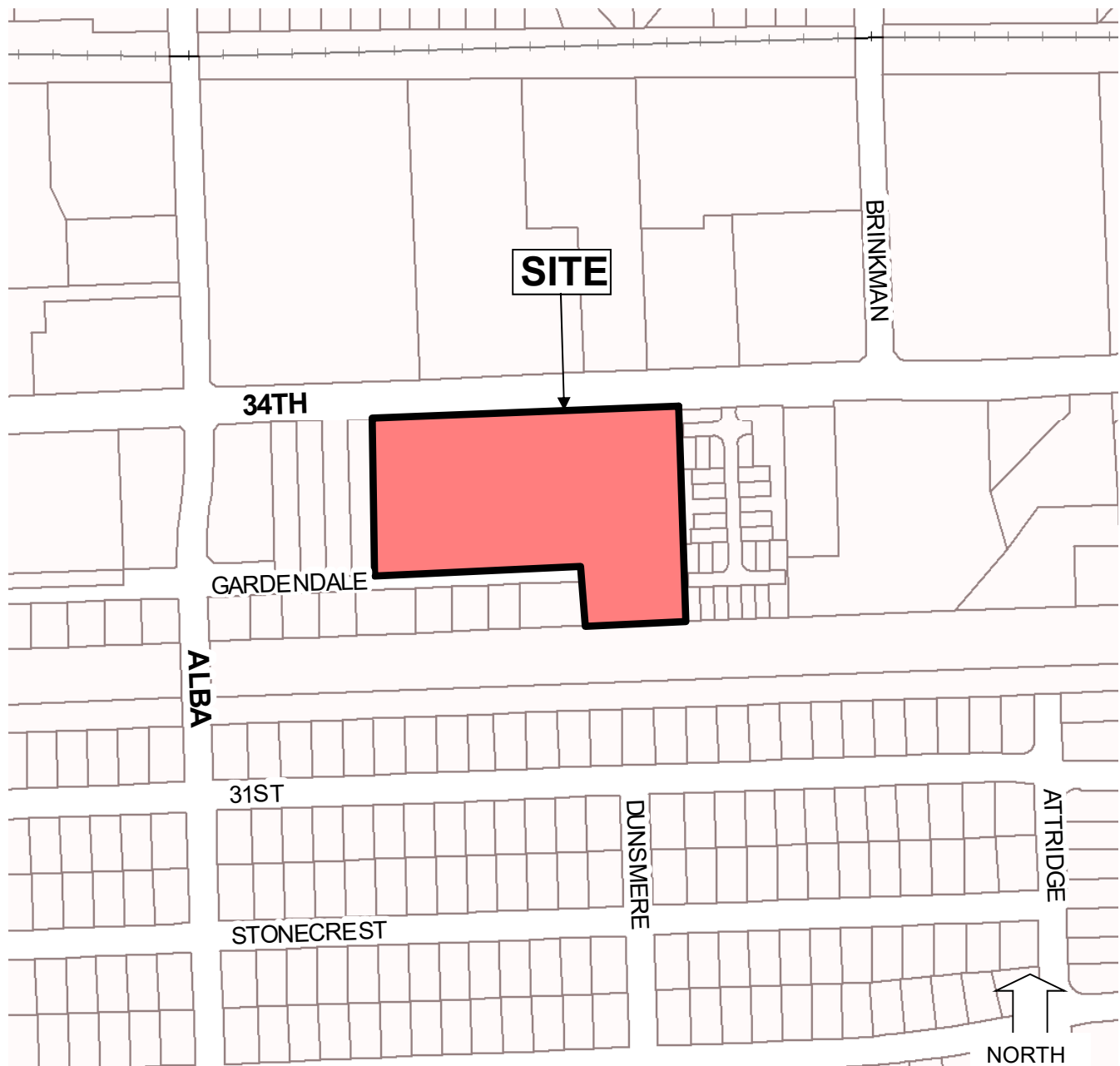
ITEM: 95

Planning and Development Department

Meeting Date: 2/14/2019

Subdivision Name: Garden Oaks Multifamily (DEF 1)

Applicant: Windrose



D – Variances

Site Location

Houston Planning Commission

ITEM: 95

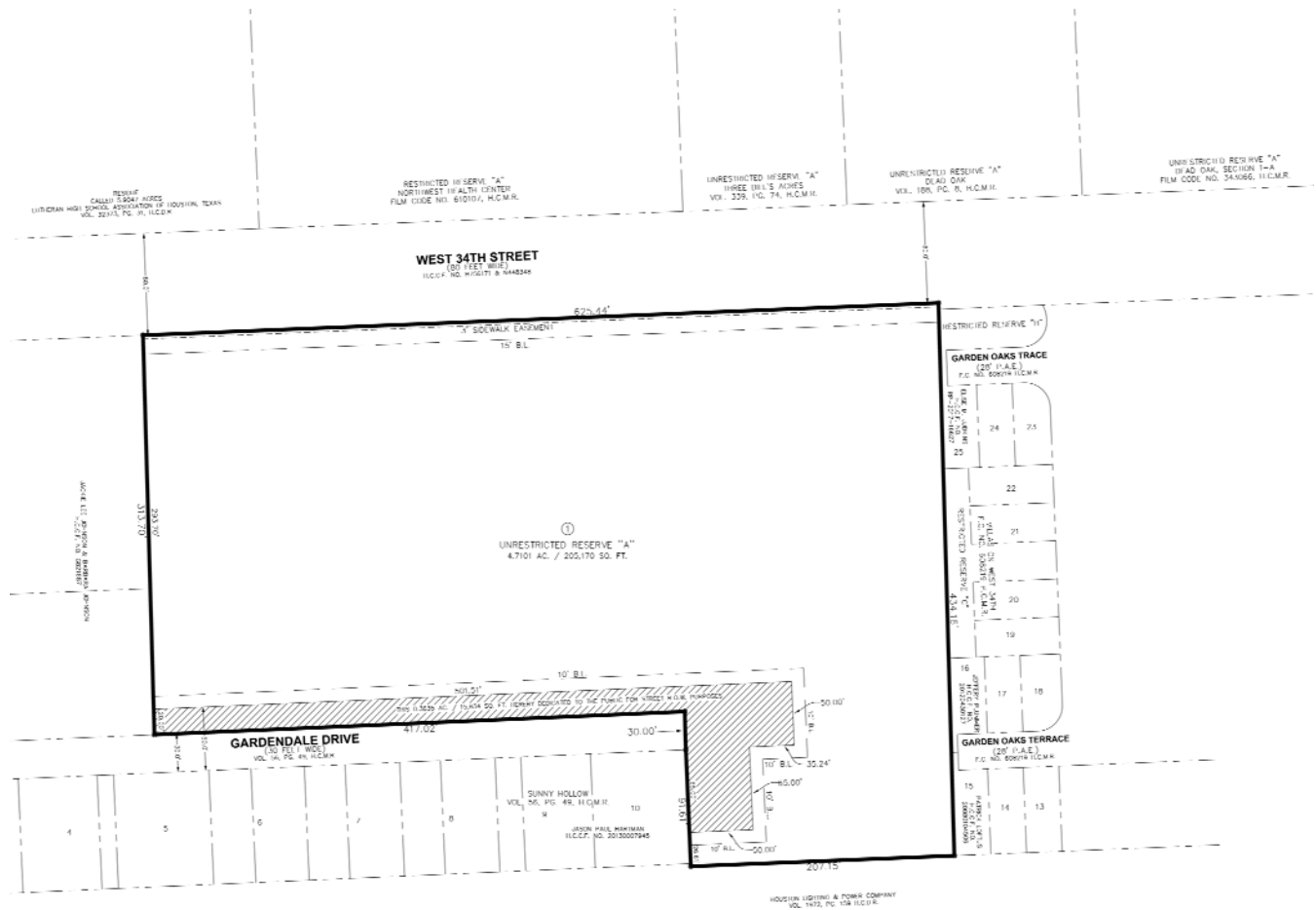
ITEM: 95

Planning and Development Department

Meeting Date: 2/14/2019

Subdivision Name: Garden Oaks Multifamily (DEF 1)

Applicant: Windrose



D – Variances

Subdivision

Houston Planning Commission

ITEM: 95

Planning and Development Department

Meeting Date: 2/14/2019

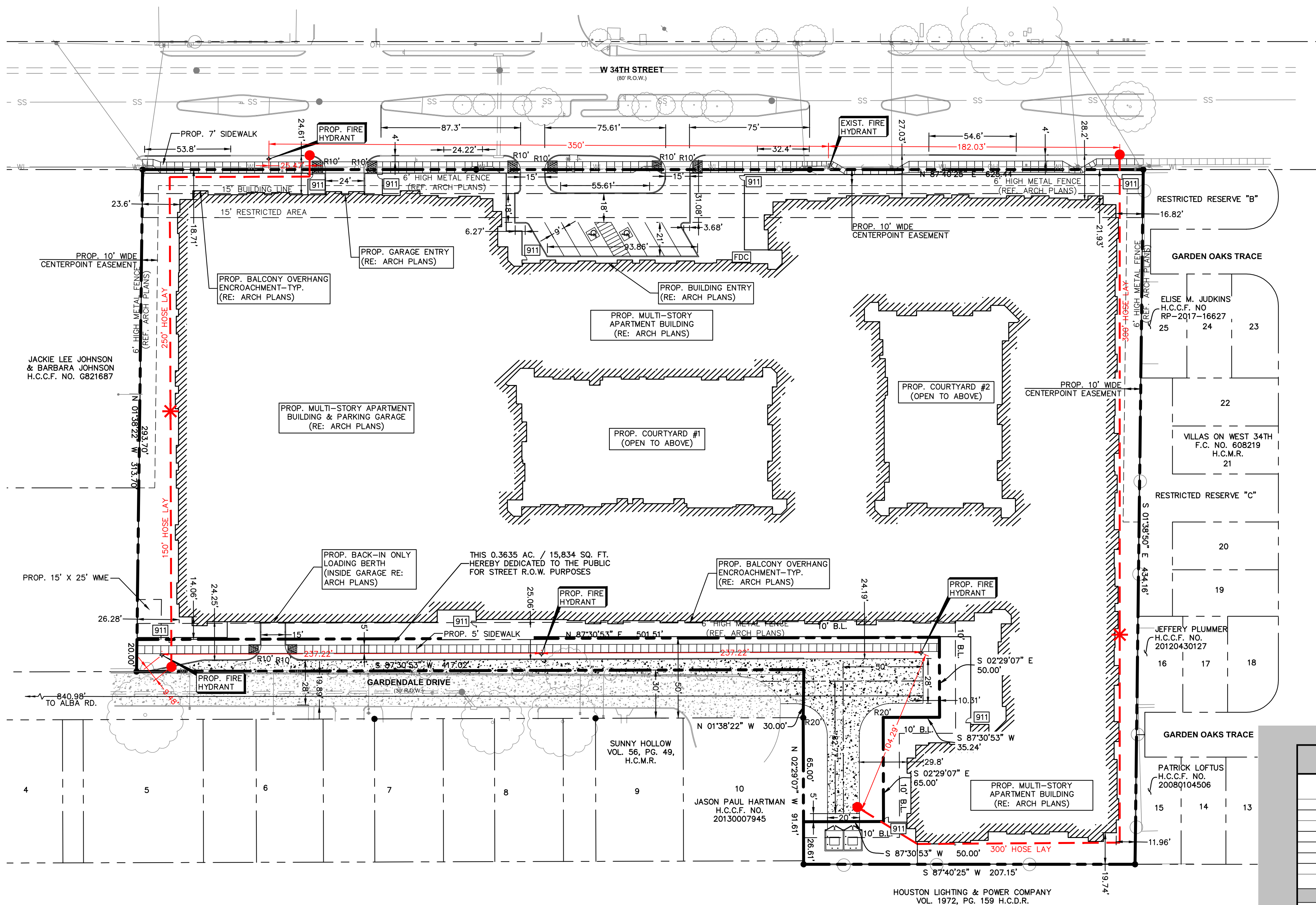
Subdivision Name: Garden Oaks Multifamily (DEF 1)

Applicant: Windrose



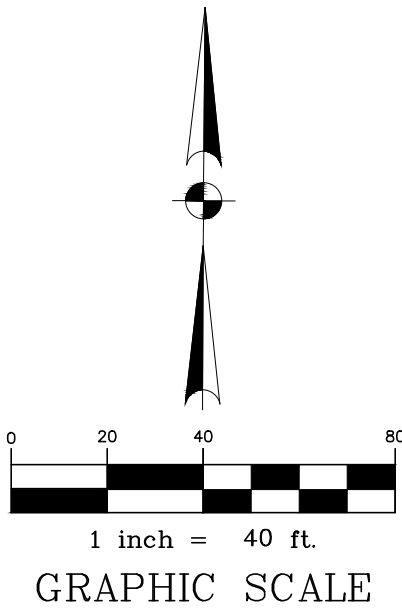
D – Variances

Aerial



LEGEND

●	EX. MANHOLE
—	EX. STORM SEWER
—	EX. WATER LINE
—	EX. SANITARY SEWER LINE
—	EX. OVERHEAD POWER LINE
—	EX. UNDERGROUND GAS LINE
—	EX. CONTOUR



- GENERAL NOTES**
- PAVEMENT DIMENSIONS AND RADII ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
 - RADII ARE 3' UNLESS OTHERWISE NOTED.

Chapter 42 Section 235 Performance Standards

A multi-family residential development with a density of 30 dwelling units or more per acre that meets each of the performance standards of this section shall be exempt from the requirements of section 42-231, 42-232 (a), 42-232 (b), 42-233 (a) and 42-233 (b) of this Code:

- The development provides fire truck access to all fire hydrants by either a 20 foot wide fire lane along which no parking is allowed, a 28 foot private street or a public street. The fire lane or private street may loop through the development or may terminate at a dead end if the dead end is less than 500 feet. A dead end longer than 150 feet but less than 500 feet must have an "L", "T" or 90 foot diameter circular turnaround, as depicted in figures 1, 2 and 3. No dead end may be greater than 500 feet;
- Fire hydrants are located no further than 20 feet, measured perpendicularly, from the edge of the pavement of the fire lane, private street or public street. Access to the fire hydrants through any fences is provided by 911 access gate;
- One fire hydrant is located within 100 feet of the property line on any fire lane or private street, as shown in figure 4;
- Fire hydrants are located so that a fire truck can drive a maximum of 200 feet from a fire hydrant and then use a maximum 300 foot hose length from the edge of pavement at the fire truck around all buildings as the hose lays on the ground around all obstacles, including but not limited to fences, walls, buildings, structures and trees, as shown in figure 5;
- The maximum distance between fire hydrants is 600 feet, as shown in figure 6.

Chapter 42 Section 234 Dwelling Units & Parking Analysis			
Dwelling Units & Parking Information:	Total each use	Required each use	Provided each use
Efficiency	-	-	-
One bedroom	251	1.33 Spaces Per unit = 334	See Total Below
Two bedroom	115	1.667 Per Unit = 192	See Total Below
Three or more bedroom	16	2 Spaces Per unit = 32	See Total Below
Special Residential Use	-	-	-
Retirement Community with kitchen(s)	-	-	-
Retirement Community w/out kitchen(s)	-	-	-
Total Parking:	-	558	556
Total ADA:	-	11	9
Number of Loading Berths:	-	1	1

Chapter 42 Section 230 Project Information	
Number of separate buildings: <u>5</u>	Number of stories: 4 (Apartments), 7 (Garage) Height of building: 40' (Apartments), 70' (Garage)
Total Number of Dwelling Units: 382 / Total Acreage of Development: <u>4.7101</u> = Density: 81.10 DU/AC	

*ONE STRUCTURE WILL BE DIVIDED INTO 5 SEPARATE BUILDINGS PER FIRE CODE REQUIREMENTS

Chapter 42 Section 253 Parks Fees		
1) No land is being established as Private Park or dedicated to the Public for Park purposes; 2) No building permit or other permit, except permits for construction of public improvements will be issued by the City of Houston, Texas, for construction within the subdivision until such time as the funds required under provisions of Section 42-253 of the Code of Ordinances of the City of Houston, Texas, has been submitted and accepted by the City; 3) This property is located in Park Sector 1; 4) This percentage is <u>100%</u> shall be applied to the then current fee in lieu of dedication; 5) The then current fee in lieu of dedication shall be applied to this number 382 of dwelling units.		
I hereby certify that the information provided herein is true		
A	Number of Existing Dwelling Units	0 du
B	Number of Proposed Dwelling Units	382 du
C	Number of Incremental Dwelling Units (B-A)	382 du
The following Parks Fees (based on the then current fee) will be collected at the time the building permit is sold for this development (current fee:\$700/du)		Total Parks Fees to be applied to this development: \$267,400.00

ALJLindsey
Civil Engineers & Surveyors, Inc. Suite 314
Houston, TX 77060
281.301.5655
FRN F-11526

05 FEBRUARY 2019

AL PROJECT NO. 142.18.CV.003
DATE: FEB. 2019
SCALE: AS SHOWN
DRAWN BY: DSD
CHECKED BY: BTH

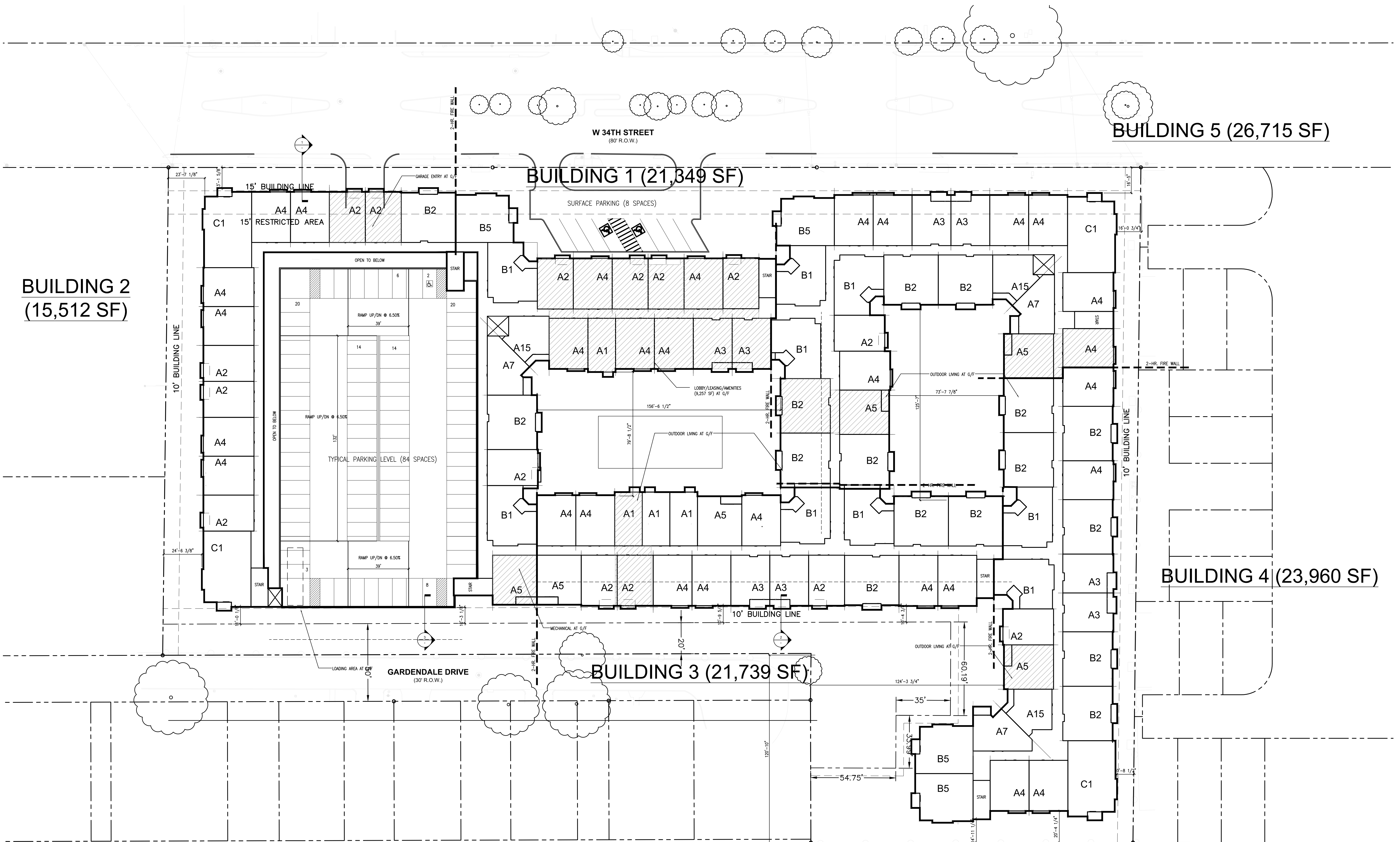
OVERALL SITE PLAN

GARDEN OAKS
MULTIFAMILY
Houston, Texas

SHEET
C1.0

REVISIONS
No.

DATE



0 25' 50' 100'

SCALE: 1" = 20' ON 42"x30" PAPER

34TH STREET SITE STUDY (HINES)

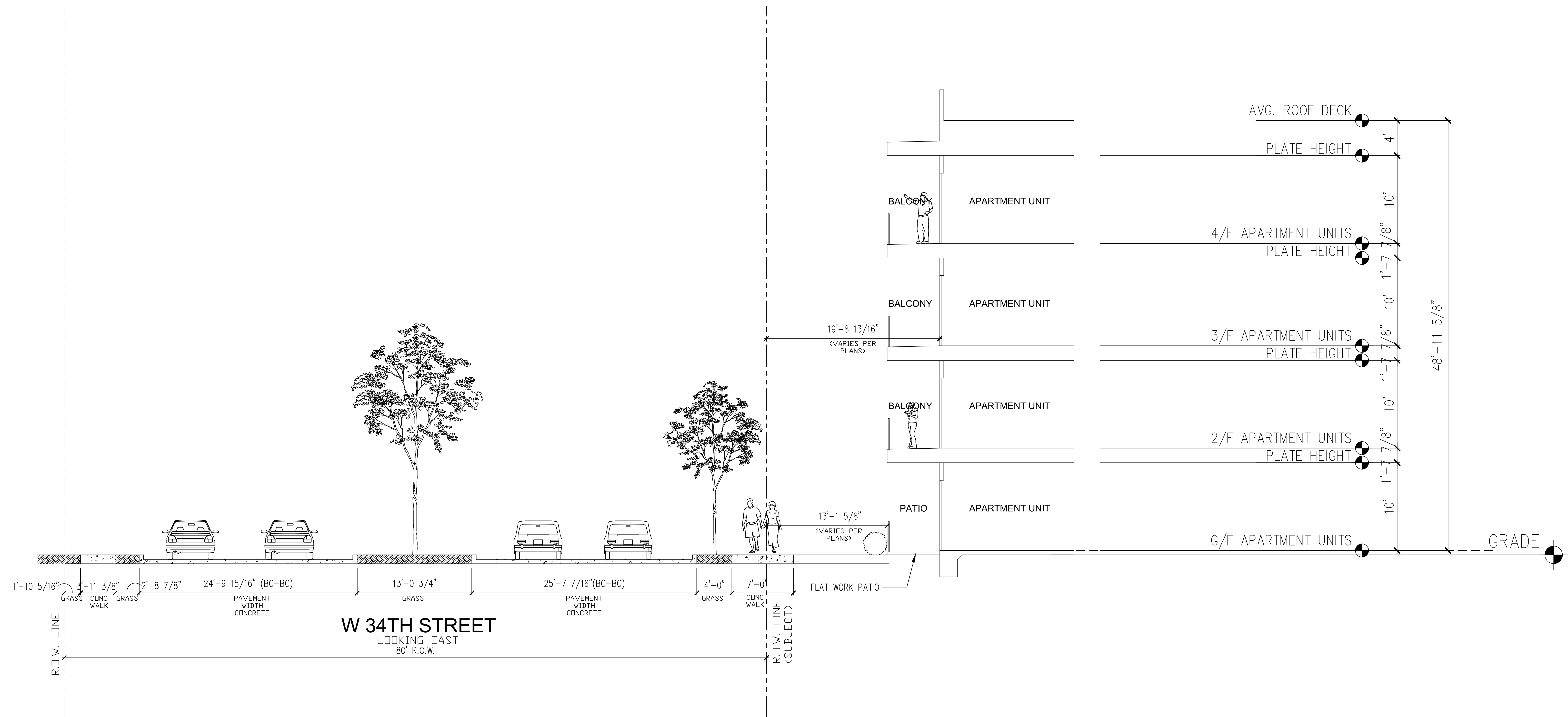
TYPICAL FLOOR PLAN

DATE: JANUARY 29 2019

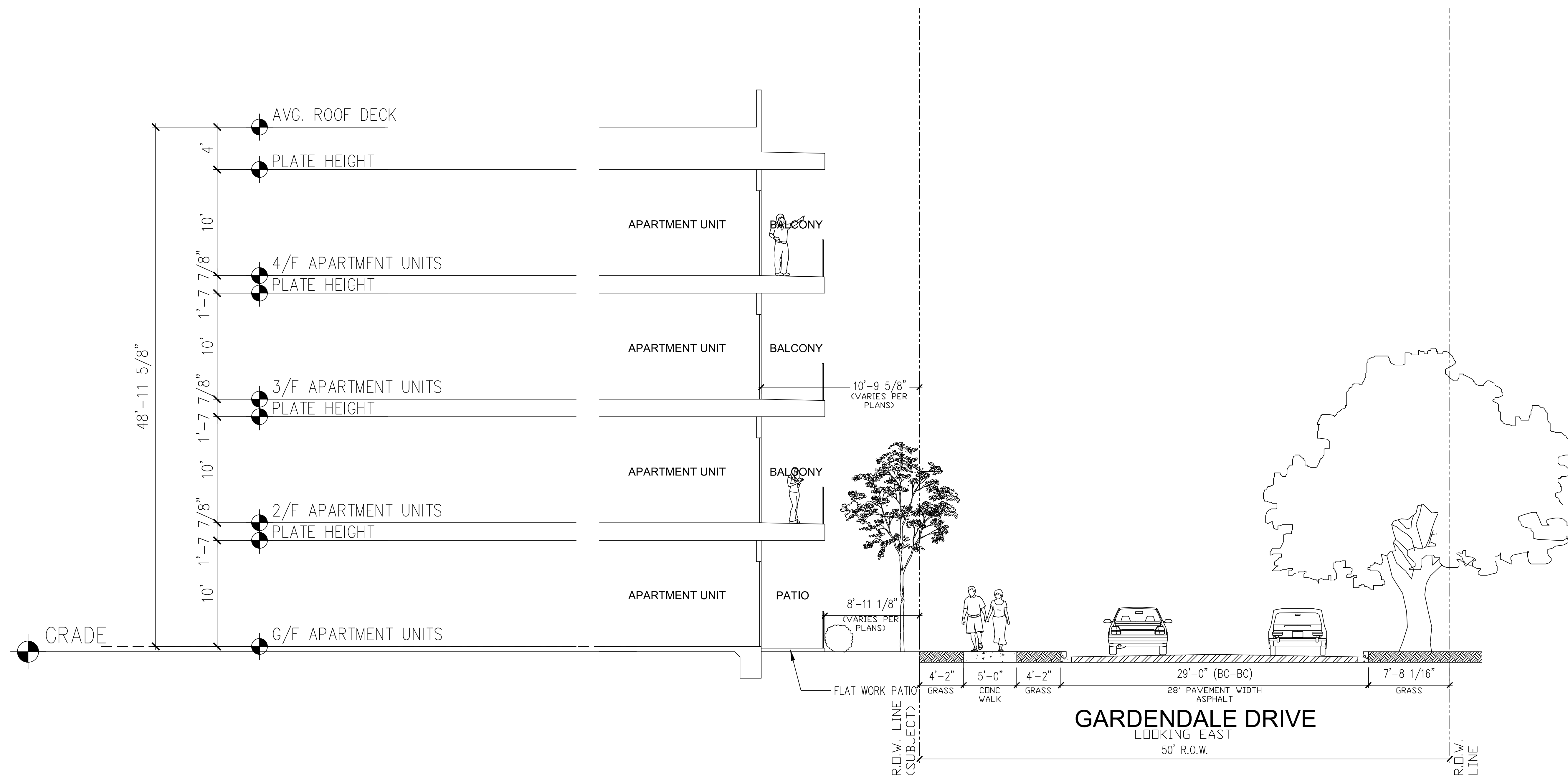
EDI INTERNATIONAL PC.

ARCHITECT SHALL OWN THE OVERALL CONCEPTUAL DESIGN PREPARED AND DEVELOPED FOR THE PROJECT AND THE INTANGIBLE EXCLUSIVE RIGHTS OR COPYRIGHT THEREIN.

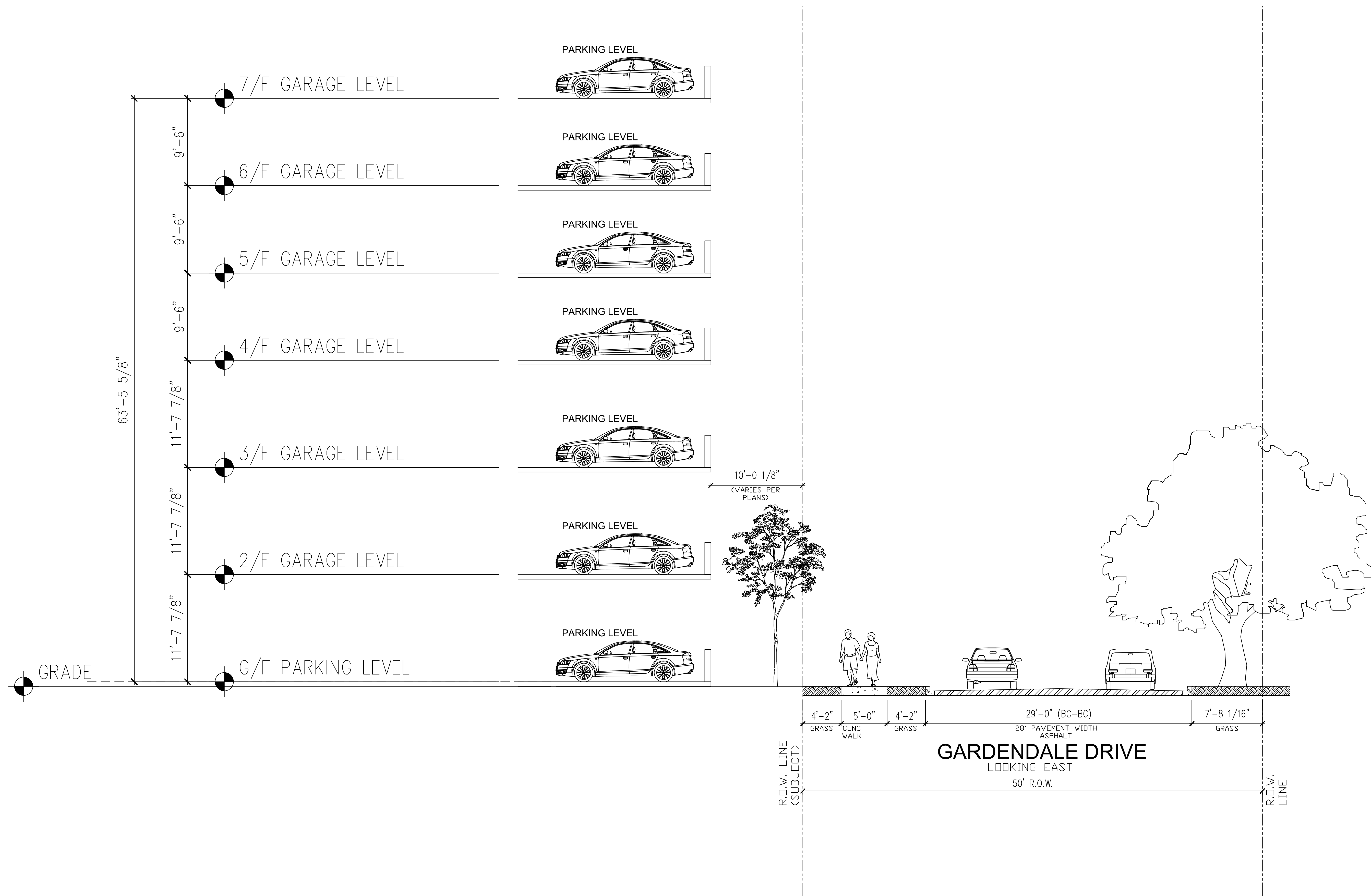
NO. OF UNITS PER FLOOR: 101



CROSS SECTION -1 THROUGH W34TH STREET - APARTMENT



CROSS SECTION - 2 THROUGH GARDENDALE DRIVE - APARTMENT



CROSS SECTION - 3 THROUGH GARDENDALE DRIVE - GARAGE

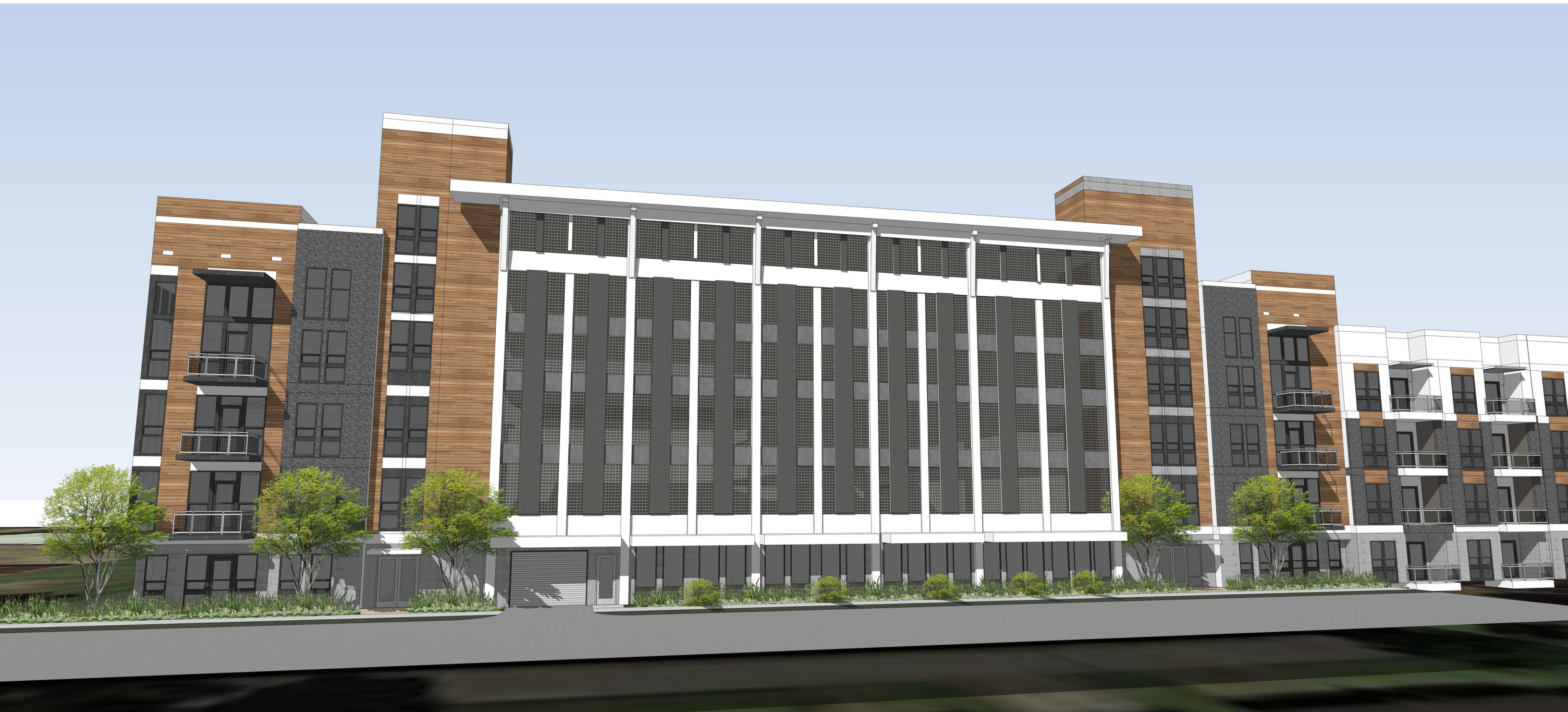












NOTE: THIS RENDERING SUBJECT TO CHANGE AS IT IS CONCEPTUAL IN NATURE. ITS INTENTION IS TO DEMONSTRATE SCALE, BUILDING MASSING (SHAPE) AND BASIC EXTERIOR DESIGN INTENT.



NOTE: THIS RENDERING SUBJECT TO CHANGE AS IT IS CONCEPTUAL IN NATURE. ITS INTENTION IS TO DEMONSTRATE SCALE, BUILDING MASSING (SHAPE) AND BASIC EXTERIOR DESIGN INTENT.



Application Number: 2019-0167

Plat Name: Garden Oaks Multifamily

Applicant: Windrose

Date Submitted: 01/22/2019

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

Specific Variance is being sought and extent of variance:

To allow a 20-foot right-of-way dedication along Gardendale Drive as opposed to the code-required 30 feet

Chapter 42 Section: 42-121

Chapter 42 Reference:

Dedication of rights-of-way" paragraph (b) states that, "When an existing public street with a right-of-way width that does not meet the requirements of section 42-122 of this Code is adjacent to and forms a boundary of a subdivision plat or development plat, the owner of the property within the proposed subdivision or development shall dedicate sufficient additional right-of-way within the proposed subdivision or development adjacent to the existing right-of-way to provide one-half of the total right-of-way width necessary to meet the requirements of section 42-122 of this Code. In the case of a subdivision plat, the dedication shall be made by plat." Further, Section 42-122 "Right-of-way widths" states that "The minimum right-of-way required for each of the following types of streets or public alleys shall be as follows: Local streets - (2) 60 feet if adjacent to any other development.

Statement of Facts

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

The subject property is 5.0 acres located on the south side of West 34th Street approximately 320 feet east of the intersection with Alba Street. The site is bordered by West 34th Street on the north side, Gardendale Drive and a Houston Lighting & Power tract on the south side, a single-family townhome subdivision on the east side (Villas on West 34th), and a commercial use on the west side (Jack Johnson Upholstery). The applicant is proposing to redevelop the property, which currently includes a variety of commercial and business park uses, in to an upscale multifamily residential complex. The site sits just outside Loop 610 North between US Highway 290 and Interstate 45 in the Central Northwest Super Neighborhood. Because high-density, urban infill development - including other large multifamily and single-family townhome projects - are a defining characteristic of this community, the applicant knows that their project will be a highly-compatible and positive addition. Due to unusual physical characteristics that create a hardship on the southern portion of the platted area, the applicant is requesting a variance to require dedication of right-of-way along Gardendale Drive that results in an ultimate right-of-way width of 50 feet in lieu of the code-required 60 feet. While the applicant is reducing the building setback along West 34th Street to 15 feet, no variance is necessary as they are doing so by opting in to the City's Performance Standards. The applicant's hardship was created when Gardendale Drive was partially created with the filing of Sunny Hollow Subdivision in 1958. The developer of the residential subdivision only dedicated 30 feet of right-of-way for a public street that is not required for intersection spacing and that was not a street abutting their property (and therefore not subject to mandatory extension guidelines). To avoid the perception of impropriety at the time, the residential developer concurrently dedicated a temporary right-of-way on top of their 20-foot building setback with the stipulation that said temporary right-of-way would extinguish when the property across Gardendale Drive to the north developed and dedicated their right-of-way. The filing of this plat and its dubiously formed right-of-way inappropriately created an encumbrance on the applicant's property that justifies the requested variances. For perspective, if the Sunny Hollow plat was filed today it would not be allowed because this type of right-of-way liability casting is strictly prohibited unless there is a planned right-of-way on the City's Thoroughfare Plan or if the street was required to meet intersection spacing requirements - neither of those exceptions are applicable in this situation. Instead of fighting the requirement to dedicate right-of-way along Gardendale Drive outright, the applicant is proposing a compromise position where they dedicate 20-feet of right-of-way with a reduced 10-foot building setback (see Variance #3). The applicant will also widen the Gardendale Drive pavement width from 20.7 to the code-required 28 feet and install a 5-foot wide sidewalk in the newly dedicated right-of-way. To enhance the pedestrian realm on W 34th street the applicant is providing a 7-foot sidewalk and installing trees within the 4-foot buffer zone. These planned improvements represent a tremendous enhancement in vehicular and pedestrian access for the 9 residents along the south side of Gardendale Drive. It also provides the applicant with more than adequate access for emergency vehicles, public/private

utility providers, and other service providers such as refuse and logistics service companies. Note that vehicular traffic for the complex's residents will be prohibited from using Gardendale Drive.

(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 justification for the variances are the unusual physical characteristics associated with the creation of Gardendale Drive. The single-family subdivision developer to the south inappropriately encumbered the applicant's property in 1958 and hid the impact by temporarily dedicating right-of-way on top of the code-required building setback...both practices were more than questionable in 1958 and would be outright against the City's regulations today. Requiring the applicant to dedicate the full 30 feet and associated 20-foot building setback would present a tremendous hardship and deprive them of reasonable use of their land.

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

The applicant is proposing a high-end and high-density multifamily residential development that will positively contribute to Central Northwest Super Neighborhood. With the compromise position - dedicating 20 feet of right-of-way, platting a 10-foot building setback, widening the pavement width of Gardendale to 28 feet, and installing a 5-foot wide sidewalk - the 9 residents along Gardendale Drive will have more than adequate public right-of-way and separation from the multifamily use. Further, the prohibition of residents at the complex from using Gardendale will mitigate potential traffic impact concerns. If the residential subdivision to the south was developed appropriately back in 1958, the current applicant would be left with no right-of-way dedication and a 20-foot building setback. With the compromise position they are dedicating 20 feet of right-of-way and a 10-foot building line, which is 10 feet more of separation than would otherwise have occurred. With the compromise position and considerations given to the applicant's hardship, the proposed development meets the intent and general purposes of the City's Subdivision Regulations.

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

The granting of the variance will not be injurious to the public health, safety or welfare as the 9 single-family residential structures along Gardendale will benefit from 20 more feet of public right-of-way, a new 5-foot wide sidewalk, and a street with code-compliant pavement width. Further, all complex residents will be prohibited from utilizing their street. The reduced right-of-way dedication requirement does not materially affect any future residents as the prospect of extending Gardendale Street beyond the applicant's site was eliminated with the filing of Villas on West 34th to the east which did not provide a path to continue the roadway.

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

The hardship that justifies the requested variance is the inappropriate encumbrance associated with Gardendale Street. When the single-family residential developer platted that street in 1958, it forced a dedicatory requirement without consent of the previous landowner that wasn't backed by the City's Thoroughfare Plan or intersection spacing requirements. The applicant is doing their absolute best to work with all key players and believes they have proposed a compromise position that meets the intent of the City's Code of Ordinances, addresses the expectations of the residents to the south, and preserves reasonable use of their land.



Application Number: 2019-0167

Plat Name: Garden Oaks Multifamily

Applicant: Windrose

Date Submitted: 01/22/2019

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

Specific Variance is being sought and extent of variance:

To allow an alternate right-of-way turnaround configuration at the terminus of Gardendale Drive in lieu of a cul-de-sac

Chapter 42 Section: 42-134

Chapter 42 Reference:

"Street extension" paragraph (a) states that, "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..." Further, Section 42-124, "Right-of-way transition" states that, "Where a transition from one right-of-way width for any type of street to a different right-of-way width is proposed, the transition shall conform to the geometric design guidelines of the design manual or to other geometric design guidelines that are approved by the Director of Houston Public Works if in his professional opinion the proposed transition is warranted by the circumstances and achieves the intent and purpose of this section."

Statement of Facts

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

The subject property is 5.0 acres located on the south side of West 34th Street approximately 320 feet east of the intersection with Alba Street. The site is bordered by West 34th Street on the north side, Gardendale Drive and a Houston Lighting & Power tract on the south side, a single-family townhome subdivision on the east side (Villas on West 34th), and a commercial use on the west side (Jack Johnson Upholstery). The applicant is proposing to redevelop the property, which currently includes a variety of commercial and business park uses, in to an upscale multifamily residential complex. The site sits just outside Loop 610 North between US Highway 290 and Interstate 45 in the Central Northwest Super Neighborhood. Because high-density, urban infill development - including other large multifamily and single-family townhome projects - are a defining characteristic of this community, the applicant knows that their project will be a highly-compatible and positive addition. Due to unusual physical characteristics that create a hardship on the southern portion of the platted area, the applicant is requesting a variance to allow an alternative turnaround configuration at the terminus of Gardendale Drive. The applicant's hardship was created when Gardendale Drive was partially created with the filing of Sunny Hollow Subdivision in 1958. The developer of the residential subdivision only dedicated 30 feet of right-of-way for a public street that is not required for intersection spacing and that was not a street abutting their property (and therefore not subject to mandatory extension guidelines). In addition, the developer of the residential subdivision did not dedicate right-of-way for an adequate turnaround even though the street was not mandated to extend to the abutting property. The filing of this plat and its dubiously formed right-of-way inappropriately created an encumbrance on the applicant's property that justifies the requested variance. For perspective, if the Sunny Hollow plat was filed today it would not be allowed because this type of right-of-way liability casting is strictly prohibited unless there is a planned right-of-way on the City's Thoroughfare Plan or if the street was required to meet intersection spacing requirements - neither of those exceptions are applicable in this situation. Instead of fighting the requirement to extend and terminate Gardendale Drive, the applicant is proposing a compromise position where they dedicate a hammerhead style turnaround that meets the intent of the current ordinance while leaving a reasonable footprint for development. This planned improvement represent a tremendous enhancement in public safety for the 9 residents along the south side of Gardendale Drive who currently do not have an adequate turnaround. It also provides the applicant with more than adequate access for emergency vehicles, public/private utility providers, and other service providers such as refuse and logistics service companies. Note that vehicular traffic for the complex's residents will be prohibited from using Gardendale Drive.

(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 justification for the variance is the unusual physical characteristics associated with the creation of Gardendale Drive. The single-family subdivision developer to the south inappropriately encumbered the applicant's property in 1958, hid the impact by temporarily dedicating right-of-way on top of the code-required building setback while failing to provide for a permanent turnaround... all practices more than questionable in 1958 and would be outright against the City's regulations today. Requiring the applicant to now dedicate a cul-de-sac style turnaround on their property would present a tremendous hardship and deprive them of reasonable use of their land.

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

The applicant is proposing a high-end and high-density multifamily residential development that will positively contribute to Central Northwest Super Neighborhood. the applicant cannot effectively use the southeasterly portion of their site with a cul-de-sac style turnaround. The developer's design team has created an alternate hammerhead-style turnaround that meets the intent of the ordinance while leaving a reasonable footprint for development. With the compromise position and considerations given to the applicant's hardship, the proposed development meets the intent and general purposes of the City's Subdivision Regulations.

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

The granting of the variance will not be injurious to the public health, safety or welfare as there will be adequate emergency vehicular access to the proposed multifamily facility along West 34th Street and Gardendale Street. The provision of the hammerhead turnaround provides an enhancement to traffic movement for the 9 residents to the south when compared to current conditions, as the prospect of extending Gardendale Street beyond the applicant's site was eliminated with the filing of Villas on West 34th to the east. The design for the turnaround at the terminus of Gardendale has been presented to the City's Fire Marshall Office for review and concurrent approval during the plat review process.

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

The hardship that justifies the requested variance is the inappropriate encumbrance associated with Gardendale Street. When the single-family residential developer platted that street in 1958, it forced a dedicatory requirement without consent of the previous landowner that wasn't backed by the City's Thoroughfare Plan or intersection spacing requirements. The applicant is doing their absolute best to work with all key players and believes they have proposed a compromise position that meets the intent of the City's Code of Ordinances, addresses the expectations of the residents to the south, and preserves reasonable use of their land.



Application Number: 2019-0167

Plat Name: Garden Oaks Multifamily

Applicant: Windrose

Date Submitted: 01/22/2019

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

Specific Variance is being sought and extent of variance:

To allow a reduced building setback of 10 feet along Gardendale Drive (local street) as opposed to the code-required 20 foot building setback

Chapter 42 Section: 42-150

Chapter 42 Reference:

"Building Line Requirement", paragraph (d) states, "The following chart is a summary of certain building line requirements of this chapter and is intended for illustrative purposes only. In case of any conflict between the chart and the text of this chapter, the text shall control; Local Streets, Not single-family residential and across the street from a single-family residential lot with a platted building line of 10 feet or more, Lesser of 25 feet or the greatest platted building line on the single-family residential."

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 subject property is 5.0 acres located on the south side of West 34th Street approximately 320 feet east of the intersection with Alba Street. The site is bordered by West 34th Street on the north side, Gardendale Drive and a Houston Lighting & Power tract on the south side, a single-family townhome subdivision on the east side (Villas on West 34th), and a commercial use on the west side (Jack Johnson Upholstery). The applicant is proposing to redevelop the property, which currently includes a variety of commercial and business park uses, in to an upscale multifamily residential complex. The site sits just outside Loop 610 North between US Highway 290 and Interstate 45 in the Central Northwest Super Neighborhood. Because high-density, urban infill development - including other large multifamily and single-family townhome projects - are a defining characteristic of this community, the applicant knows that their project will be a highly-compatible and positive addition. Due to unusual physical characteristics that create a hardship on the southern portion of the platted area, the applicant is requesting a variance to reduce the building setback line along Gardendale Drive to 10 feet. While the applicant is reducing the building setback along West 34th Street to 15 feet, no variance is necessary as they are doing so by opting in to the City's Performance Standards. The applicant's hardship was created when Gardendale Drive was partially created with the filing of Sunny Hollow Subdivision in 1958. The developer of the residential subdivision only dedicated 30 feet of right-of-way for a public street that is not required for intersection spacing and that was not a street abutting their property (and therefore not subject to mandatory extension guidelines). To avoid the perception of impropriety at the time, the residential developer concurrently dedicated a temporary right-of-way on top of their 20-foot building setback with the stipulation that said temporary right-of-way would extinguish when the property across Gardendale Drive to the north developed and dedicated their right-of-way. The filing of this plat and its dubiously formed right-of-way inappropriately created an encumbrance on the applicant's property that justifies the requested variance. For perspective, if the Sunny Hollow plat was filed today it would not be allowed because this type of right-of-way liability casting is strictly prohibited unless there is a planned right-of-way on the City's Thoroughfare Plan or if the street was required to meet intersection spacing requirements - neither of those exceptions are applicable in this situation. The applicant is proposing a compromise position: to dedicate 20-feet of right-of-way with a reduced 10'-foot building setback. The applicant will also widen the Gardendale Drive pavement width from 20.7 feet to the code-required 28 feet and install a 5-foot wide sidewalk in the newly dedicated right-of-way. To enhance the pedestrian realm on W 34th street the applicant is providing a 7-foot sidewalk and installing trees within the 4-foot buffer zone. These planned improvements represent a tremendous enhancement in vehicular and pedestrian access for the 9 residents along the south side of Gardendale Drive. It also provides the applicant with more than adequate access for emergency vehicles, public/private utility providers, and other service providers such as refuse and logistics service companies. Note that vehicular traffic for the complex's residents will be prohibited from using Gardendale Drive

(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 justification for the variances are the unusual physical characteristics associated with the creation of Gardendale Drive. The single-family subdivision developer to the south inappropriately encumbered the applicant's property in 1958 and hid the impact by temporarily dedicating right-of-way on top of the code-required building setback...both practices were more than questionable in 1958 and would be outright against the City's regulations today. Requiring the applicant to dedicate the full 30 feet and associated 20-foot building setback would present a tremendous hardship and deprive them of reasonable use of their land.

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

The applicant is proposing a high-end and high-density multifamily residential development that will positively contribute to Central Northwest Super Neighborhood. With the compromise position - dedicating 20 feet of right-of-way, platting a 10-foot building setback, widening the pavement width of Gardendale to 28 feet, and installing a 5-foot wide sidewalk - the 9 residents along Gardendale Drive will have more than adequate public right-of-way and separation from the multifamily use. Further, the prohibition of residents at the complex from using Gardendale will mitigate potential traffic impact concerns. If the residential subdivision to the south was developed appropriately back in 1958, the current applicant would be left with no right-of-way dedication and a 20-foot building setback. With the compromise position they are dedicating 20 feet of right-of-way and a 10-foot building line, which is 10 feet more of separation than would otherwise have occurred. With the compromise position and considerations given to the applicant's hardship, the proposed development meets the intent and general purposes of the City's Subdivision Regulations.

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

The granting of the variance will not be injurious to the public health, safety or welfare as there will be adequate emergency vehicular access to the proposed multifamily facility along West 34th Street and Gardendale Street. The 9 single-family residential structures along Gardendale will benefit from 20 more feet of public right-of-way, a new 5-foot wide sidewalk, and a street with code-compliant pavement width. Further, all complex residents will be prohibited from utilizing their street. The reduced right-of-way dedication requirement with a 10' setback does not materially affect any future residents as the prospect of extending Gardendale Street beyond the applicant's site was eliminated with the filing of Villas on West 34th to the east which did not provide a path to continue the roadway.

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

The hardship that justifies the requested variance is the inappropriate encumbrance associated with Gardendale Street. When the single-family residential developer platted that street in 1958, it forced a dedicatory requirement without consent of the previous landowner that wasn't backed by the City's Thoroughfare Plan or intersection spacing requirements. The applicant is doing their absolute best to work with all key players and believes they have proposed a compromise position that meets the intent of the City's Code of Ordinances, addresses the expectations of the residents to the south, and preserves reasonable use of their land.

Houston Planning Commission

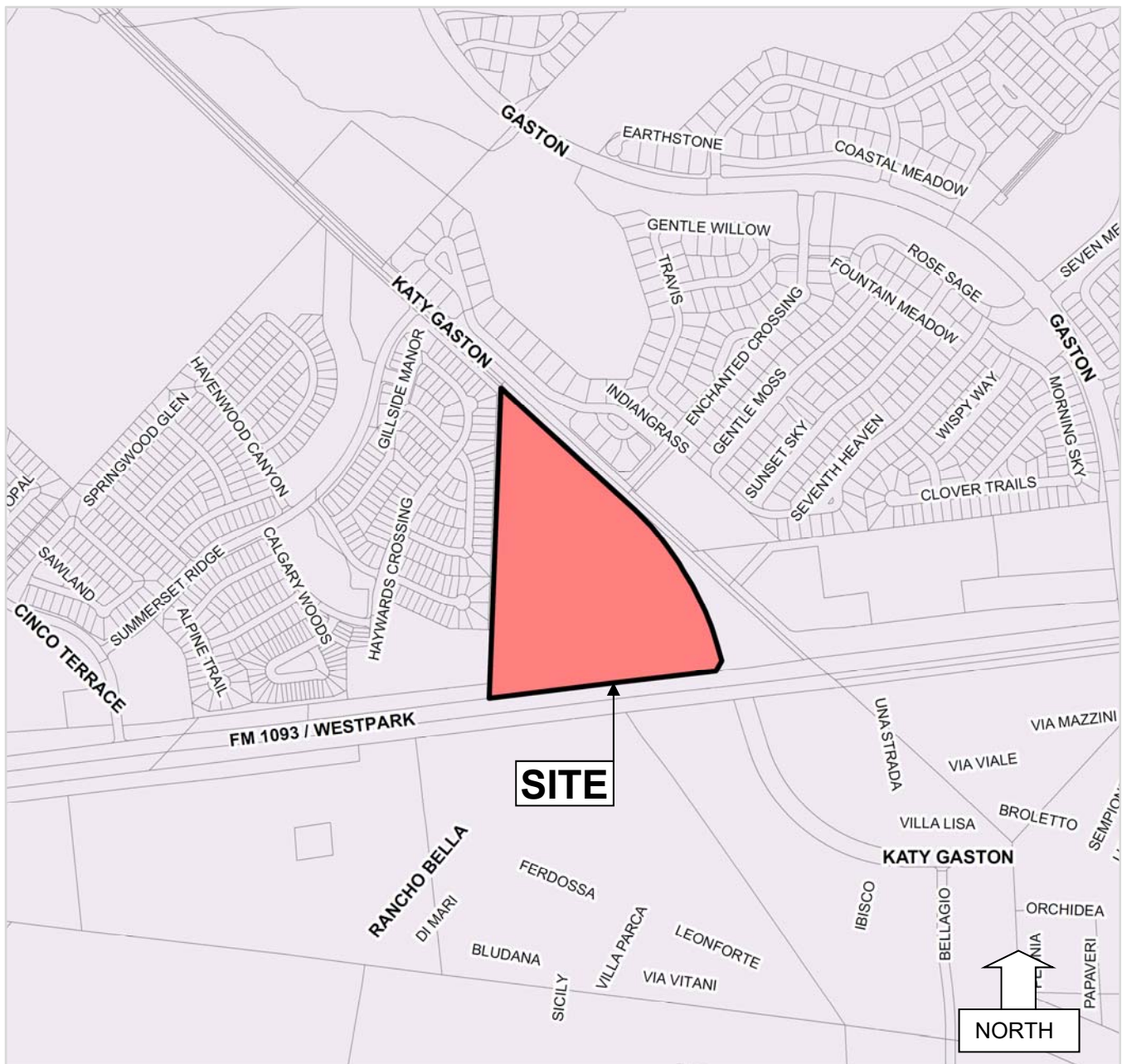
ITEM: 96

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Katy Gaston Tract

Applicant: META Planning + Design LLC



D – Variances

Site Location

Houston Planning Commission

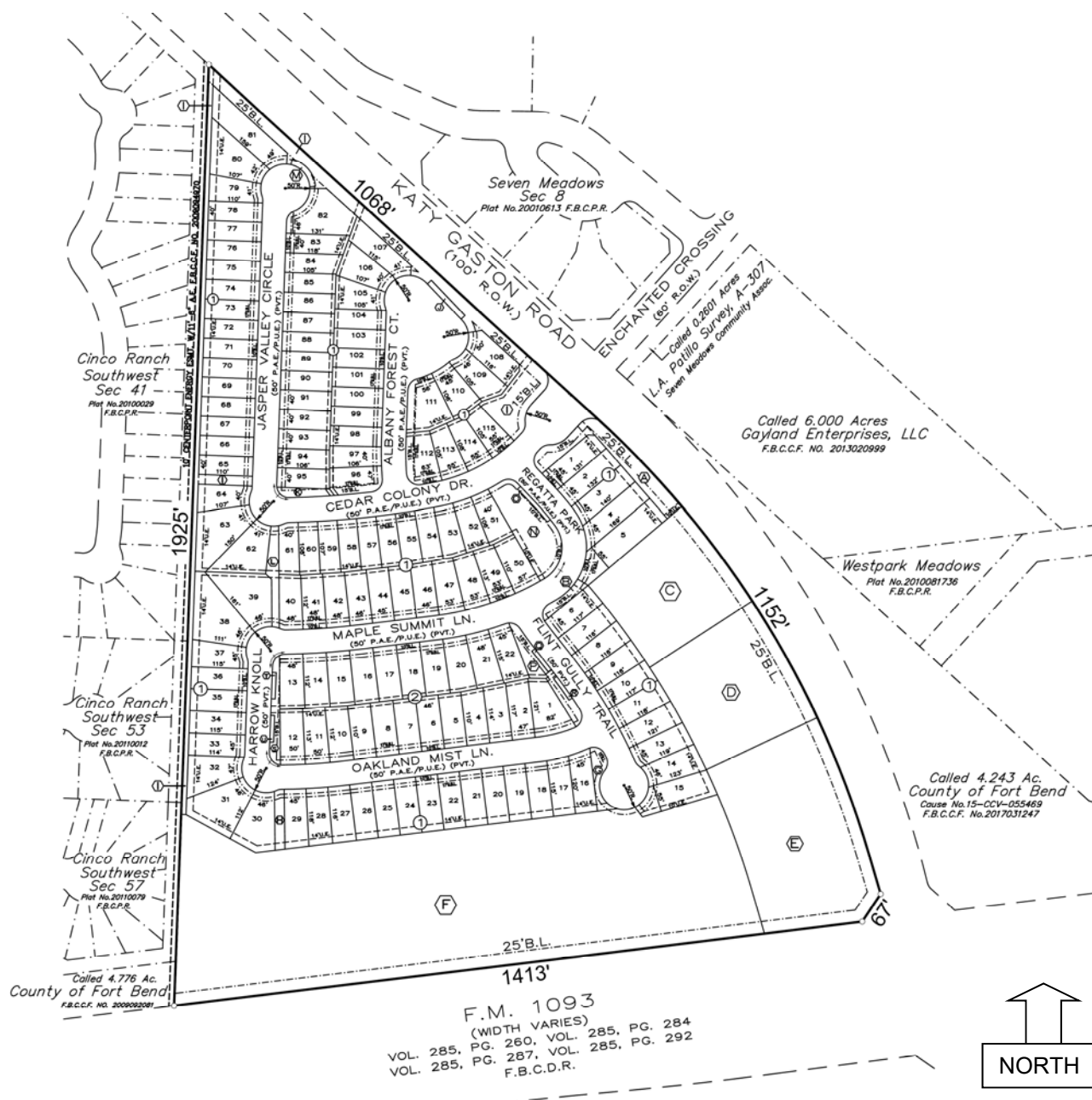
ITEM: 96

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Katy Gaston Tract

Applicant: META Planning + Design LLC



Houston Planning Commission

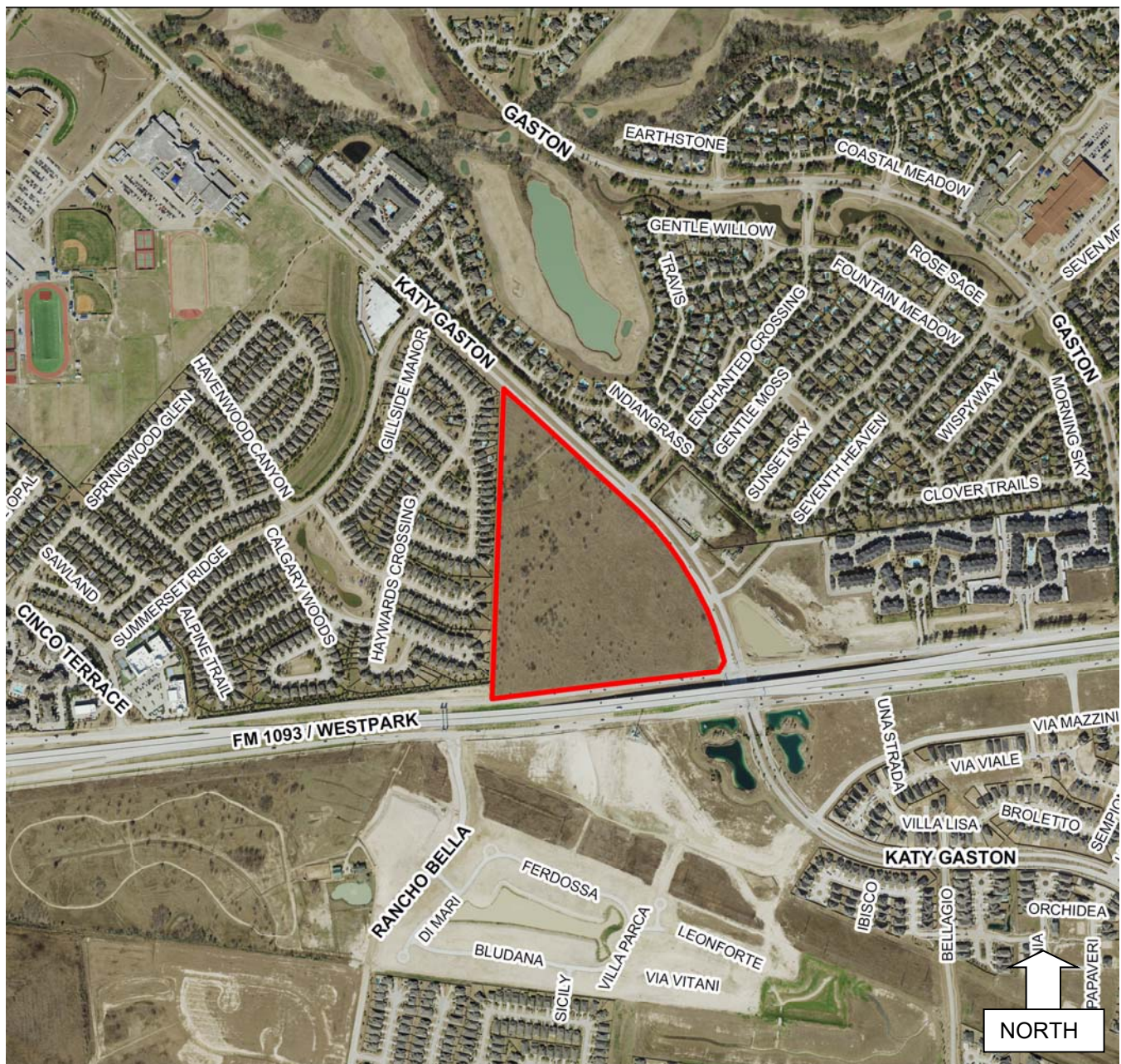
ITEM: 96

Planning and Development Department

Meeting Date: 02/14/2019

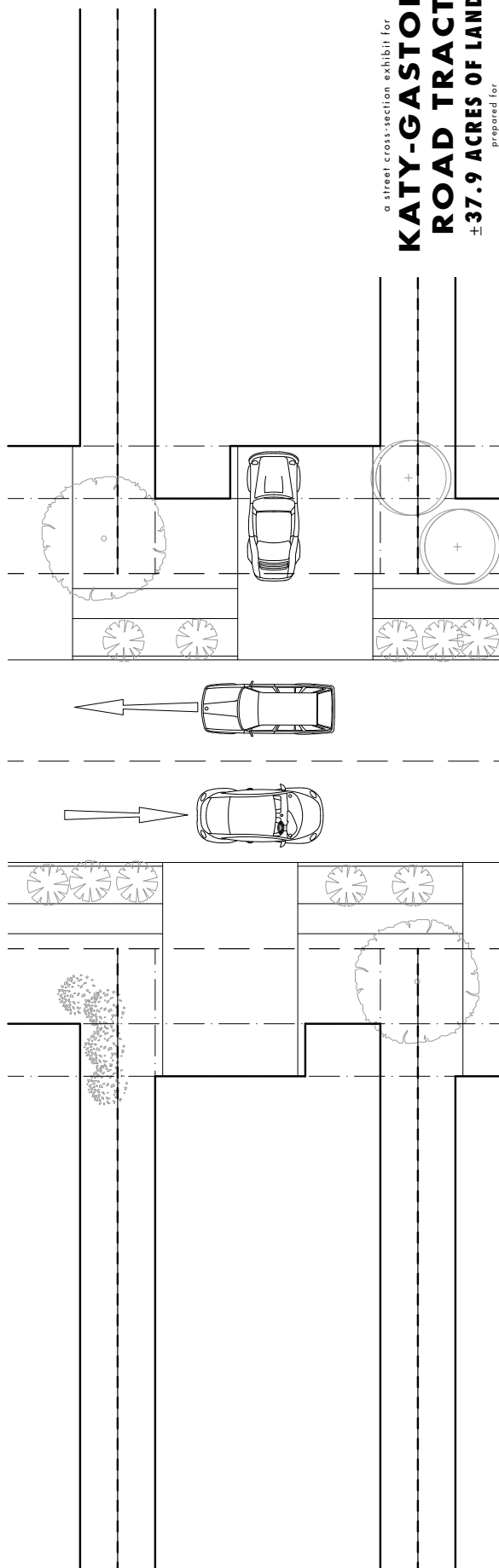
Subdivision Name: Katy Gaston Tract

Applicant: META Planning + Design LLC



D – Variances

Aerial



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NETA
PLANNING + DESIGN

24275 Katy Freeway, Ste. 200
Katy, Texas 77494
Tel: 281-810-1422

MTA-1355
FEBRUARY 1, 2019



LOT SUMMARY

	40'x105'	65 LOTS	47%
	45'x110'	72 LOTS	53%

TOTAL 137 LOTS

± 51 PARKING SPACES PROPOSED

THIS DRAWING IS A GRAPHIC REPRESENTATION FOR PRESENTATION PURPOSES ONLY AND IS NOT FOR COMPUTATION OR CONSTRUCTION PURPOSES. SAID DRAWING IS A SCANNED IMAGE ONLY AND IS SUBJECT TO CHANGE WITHOUT NOTICE. META PLANNING + DESIGN MAY OR MAY NOT INTEGRATE ADDITIONAL INFORMATION PROVIDED BY OTHER CONSULTANTS, INCLUDING BUT NOT LIMITED TO THE TOPICS OF ENGINEERING AND DRAINAGE, FLOODPLAINS, AND/OR ENVIRONMENTAL ISSUES AS THEY RELATE TO THIS DRAWING. NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE PHYSICAL DESIGN, LOCATION, AND CHARACTER OF THE FACILITIES SHOWN ON THIS MAP ARE INTENDED. ADDITIONALLY, NO WARRANTY IS MADE TO THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

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a schematic development plan for
KATY GASTON TRACT
± 37.9 ACRES OF LAND

prepared for
TRENDMAKER

META
 PLANNING + DESIGN

24275 Katy Freeway, Ste. 200
 Katy, Texas 77494
 Tel: 281-810-1422

SCALE
 0 50 100 200

MTA-1355
 FEBRUARY 1, 2019



SPECIAL EXCEPTION Request Information Form

Application Number: 2019-0194

Plat Name: Katy Gaston Tract

Applicant: META Planning + Design, LLC

Date Submitted: 02/02/2019

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

Specific requirement for which the special exception is being sought:

To allow an intersection spacing of $\pm 2,980$ along a major thoroughfare by providing no public through-streets along the west side of Katy-Gaston Road between the existing intersections with the Westpark Tollway (FM 1093) and Summerset Ridge Lane.

Chapter 42 Section: 127

Chapter 42 Reference:

42.127. Intersections of major thoroughfares. (a) A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2,600 feet.

Statement of Facts

(1) Special circumstances exist that are unique to the land or the proposed subdivision or development and that are not generally applicable to all other land, subdivision for development in the city or its extraterritorial jurisdiction that justify modification of the standards that would otherwise apply;

The Katy-Gaston Road Tract is a ± 37.9 -acre tract at the northwest intersection of major thoroughfare Katy-Gaston Rd and the Westpark Tollway (FM 1093), far west of central Houston in Fort Bend County. The property is roughly triangular, bounded by the two major roads on the corner and the existing Cinco Ranch Southwest community on the diagonal. Katy-Gaston Rd forms the eastern boundary of the subject site. The distance along Katy-Gaston Road between the two existing intersections is approximately $\pm 2,980$, which is a 15% deviation from the standard. No stub streets are provided from Cinco Ranch Southwest, meaning a public street connection from Katy-Gaston Rd could only connect to Westpark Tollway. This would be a substantial cut-through route for traffic avoiding the Westpark/Katy-Gaston intersection and would have serious traffic implications for the subject site, which is proposed for mostly residential development. The topography of the tract also dictates that stormwater must drain partially into the Westpark Tollway system, and the detention pond must be located along the southern boundary. This in combination with TXDOT intersection spacing requirements along the Westpark Tollway means that a street connection to the south is highly impractical. Additionally, such a street would be of no benefit to local traffic circulation to or between the surrounding communities, which are already separated from the subject site. Due to the small size and restricted access for the subject site, the developer proposes a private-street residential community for the tract, with a gated entry on Katy-Gaston Road and no connection to Westpark Tollway. The small commercial tracts will front on and take sole access from Katy-Gaston Road, with no access through the residential area.

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

The subject site is part of a block bounded on all sides by existing highways, thoroughfares, and collector streets, which already provide ample local traffic circulation. Additionally, a through-street across the subject site would invite significant cut-through traffic without any benefit to local inter-neighborhood circulation, which is contrary to the results intended by the ordinance.

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

The proposed modification is a 15% deviation from the standard.

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

The intent and general purposes of this chapter are preserved and maintained by the existing street network and will not be damaged by the granting of this special exception.

(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 frustrate local traffic circulation and will prevent a cut-through route that would certainly be injurious to the public health, safety, and welfare of the community.



Application Number: 2019-0194

Plat Name: Katy Gaston Tract

Applicant: META Planning + Design, LLC

Date Submitted: 02/02/2019

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

Specific Variance is being sought and extent of variance:

To allow a dual 10'/17' front building line for single-family homes on private streets in the City's ETJ.

Chapter 42 Section: 156

Chapter 42 Reference:

Chapter 42-156. Collector and local streets—Single-family residential. ... (b) Except as otherwise required or authorized by this chapter, the building line requirement for a lot restricted to single-family residential use along a local street that is not an alley shall be: (1) 20 feet along the front of a lot and ten feet along the back and side of a lot adjacent to a local street; ...

Statement of Facts

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

(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 Katy-Gaston Tract is a ±37.9-acre tract at the northwest intersection of major thoroughfare Katy-Gaston Rd and the Westpark Tollway (FM 1093), far west of central Houston in Fort Bend County. The property is bounded on the west by the existing single-family community Cinco Ranch Southwest, which provided no stub streets to the subject tract. Westpark Tollway and Katy-Gaston Road form the remaining property boundaries, creating an isolated triangle of land at the intersection. Rather than developing a single large commercial tract or another multi-family development, the developer and the surrounding communities agree that single-family development is the highest and best use of the land. Furthermore, the limited opportunity for through-street connections makes the property uniquely suited to a gated community with privately maintained streets. The developer is proposing a high-quality single-family community with a more urban atmosphere, created by small lots sitting close to the streets, with a few small commercial parcels facing Katy-Gaston Road. The developer sees an opportunity for a small community with swift access to Westpark Tollway, targeting a market of young single professionals and young couples in the Cinco area. The plan proposes a gated community with a mix of two housing products: a 40'x105' typical lot and a 45'x110' typical lot. The proposed houses are standard detached single-family homes, two or three stories high, with garages at the front of the house and private back yards. All streets behind the gates are to be Type I PAEs with 50' ROWs and typical 28' paving sections. Several configurations with Type II PAEs and alleys were considered, but due to engineering considerations the Type I PAE with standard utilities and paving is needed for single-family development on the site. The target market for the community includes a private backyard and downstairs master bedrooms, but the limited depth of the site makes this difficult. Thus, the houses are proposed to be only 10' from the right-of-way, about 21' from the curb. A garage building line of 17' is proposed to ensure there is sufficient depth to park cars in the driveway of each lot, in addition to the enclosed garage spaces. The attached driveway cross-section exhibit illustrates the pedestrian scale of the street. It is important to note that the proposed dual 10'/17' building line for single-family development would meet the requirements of this chapter if the site were located inside City Limits instead of the extra-territorial jurisdiction. As amenities for the community, the development includes a ±0.3-acre (±13,900 sqft) private park, located centrally within the development, exceeding the compensating open space required for the smaller lots, and a walking trail is planned around the detention pond for the use of the residents. The plan also proposes 51 dedicated off-street (head-in) parking spaces distributed throughout the community for both guest and resident overflow parking, illustrated in the attached color schematic drawing. The small lots and reduced building line will not have any negative impact on the public, as the community will be gated with access restricted to residents and their guests. The dual building setback and ample off-street parking will ensure that residents out for a stroll around the neighborhood will not be impeded or forced to walk in the streets, although with no

public through-traffic, there is also no danger of cut-through traffic on the streets. Altogether, the project aims for a cozy, self-contained community with easy access to the surrounding thoroughfare network.

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

The proposed building setback would not be a variance if the site were located within the City Limits, and the proposed dense, urban community atmosphere cannot be achieved with a traditional building setback.

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

The 17' garage building line will still allow for cars to park in the driveway of each lot, and the additional off-street parking will compensate for the additional density of the houses, 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;

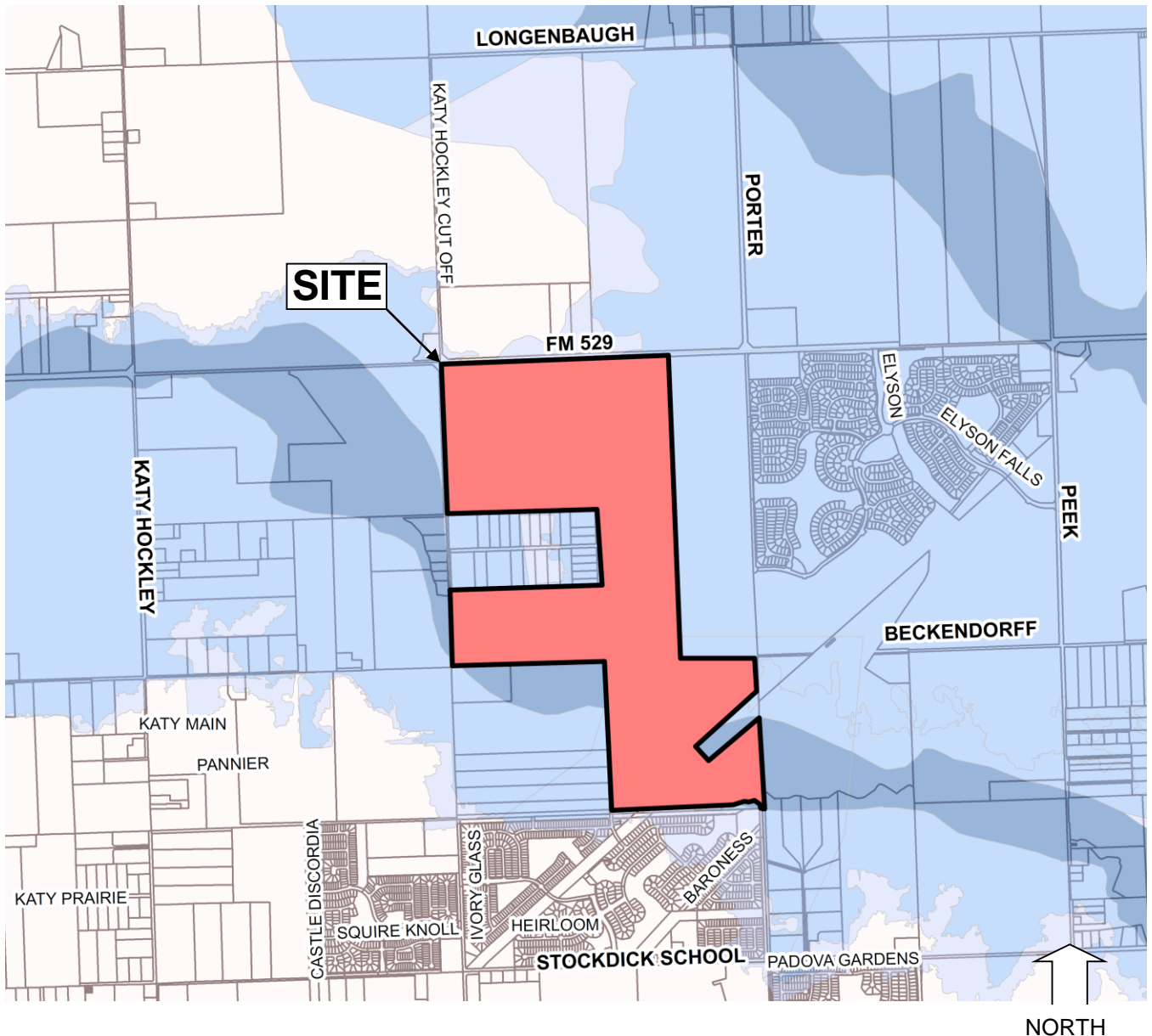
As the tract proposes a private gated community with no through-traffic, there will be no impact to the public health, safety, or welfare.

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

The intent to provide an inner-City style of housing development beyond the City Limits is the justification for the variance.

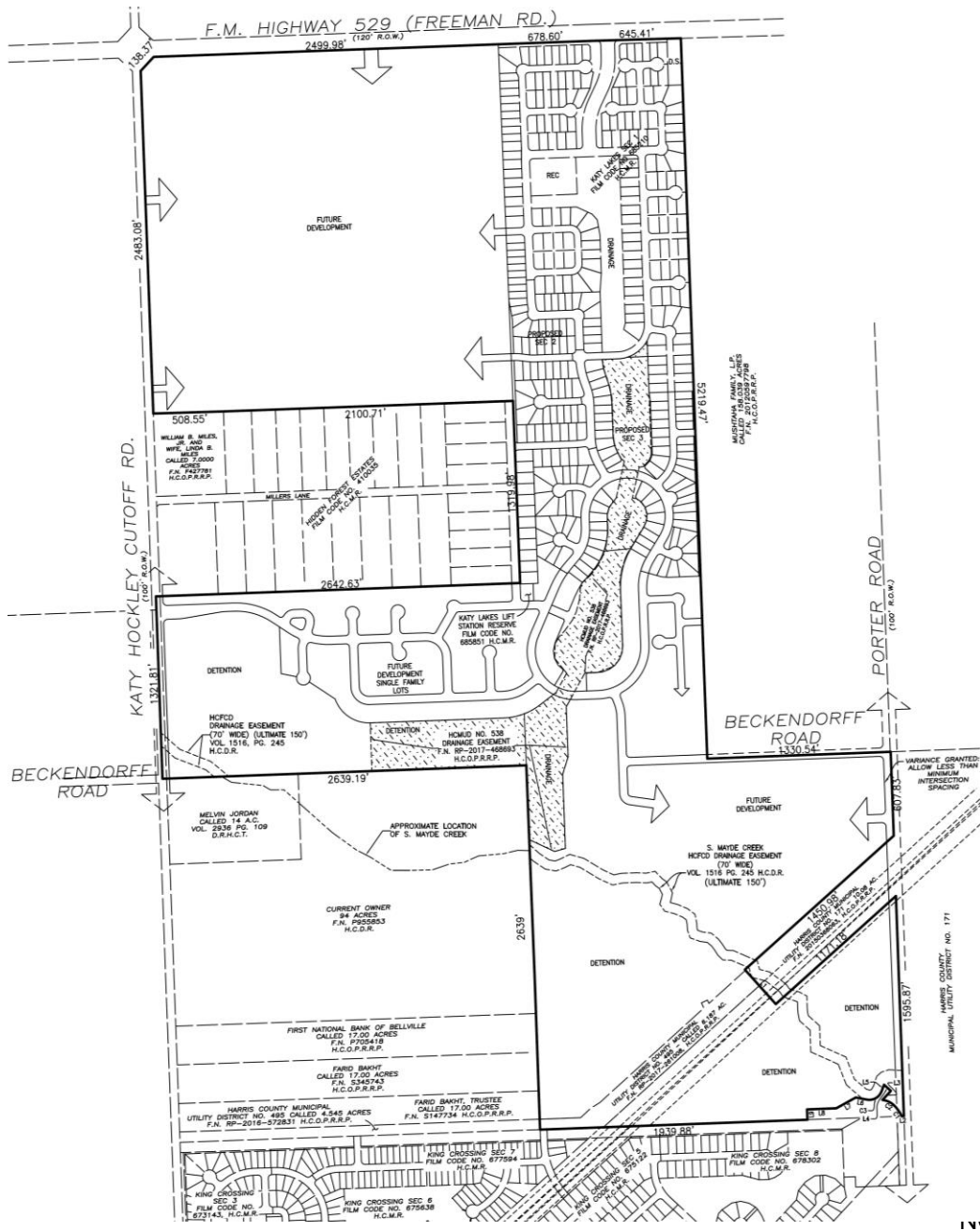
Subdivision Name: Katy Lakes GP (DEF 1)

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



Subdivision Name: Katy Lakes GP (DEF 1)

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



Houston Planning Commission

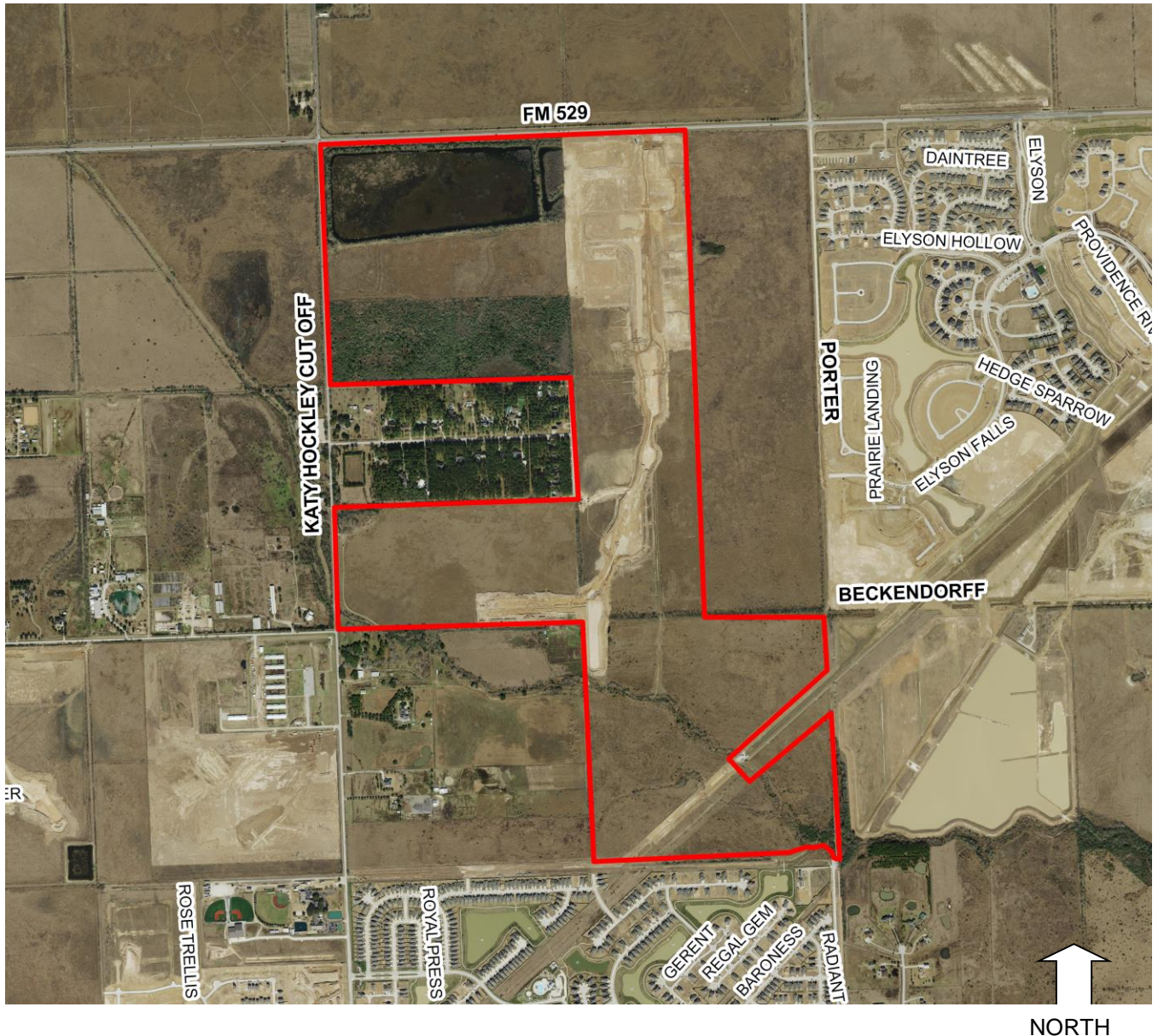
ITEM: 97

Planning and Development Department

Meeting Date: 02/14/2019

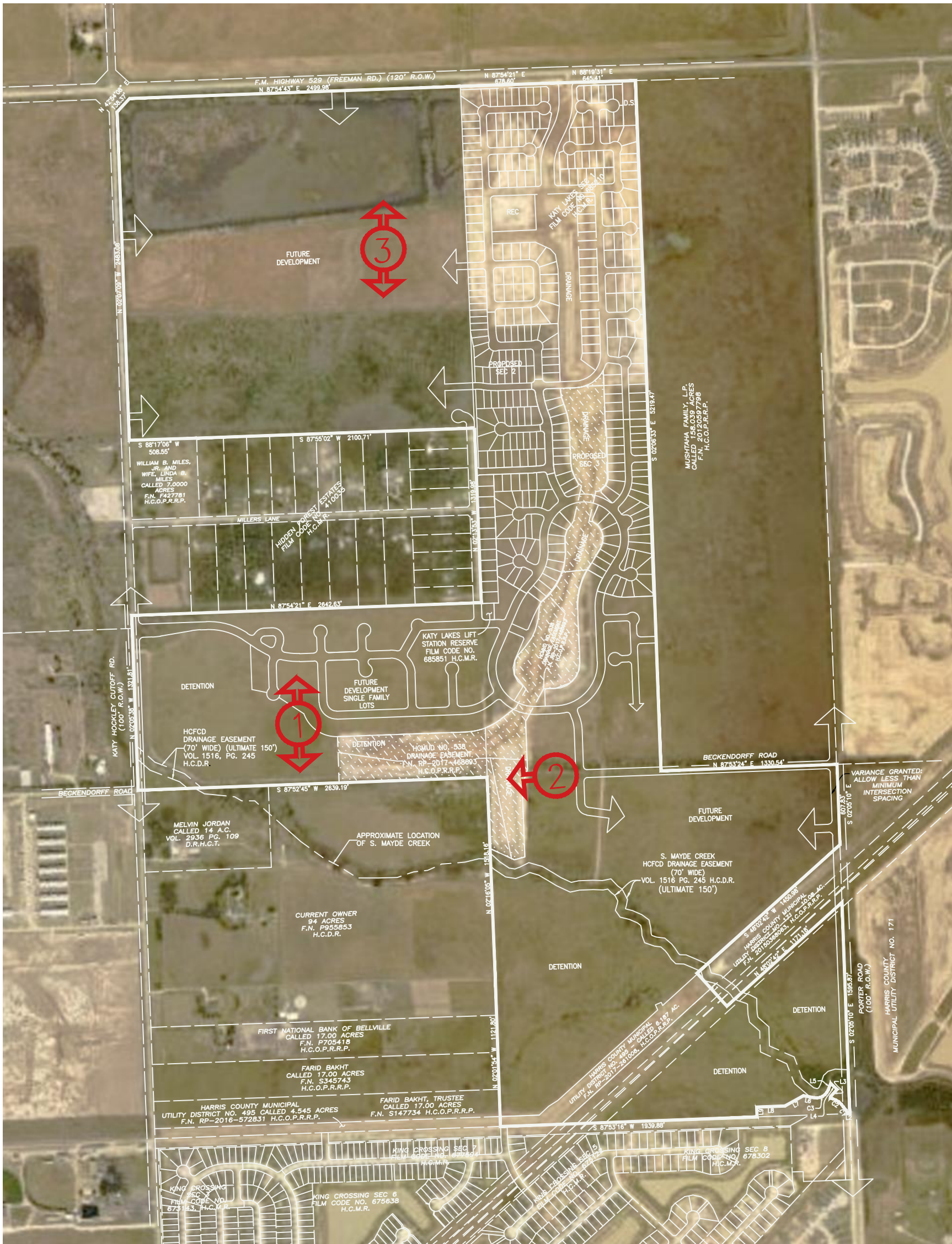
Subdivision Name: Katy Lakes GP (DEF 1)

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



D – Variances

Aerial



KATY LAKES GP VARIANCE EXHIBIT

800 400 0 800
SCALE: 1"=800'

A SUBDIVISION OF 540.31± ACRES OF LAND SITUATED IN THE
WILLIAM SALYARS SURVEY, ABSTRACT 1532 AND THE H. & T.C. RAILROAD
COMPANY SURVEY, SECTION 59, ABSTRACT 444, HARRIS COUNTY, TEXAS.

JANUARY 22, 2019

JOB NO. 2636-0120.309

OWNERS:

MINI - B, INC.

MICHAEL L. FUQUA, PRESIDENT

550 WAUGH, HOUSTON, TEXAS 77019
PHONE: (281) 749-8000

SURVEYOR:

LJA Surveying, Inc.

2929 Briarpark Drive
Suite 175
Houston, Texas 77042

Phone 713.953.5200
Fax 713.953.5026
T.B.P.L.S. Firm No. 10194382



ENGINEER:

LJA Engineering, Inc.

2929 Briarpark Drive
Suite 600
Houston, Texas 77042

Phone 713.953.5200
Fax 713.953.5026
FRN - F-1386





Application Number: 2019-0150

Plat Name: Katy Lakes GP

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

Date Submitted: 01/22/2019

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

Specific Variance is being sought and extent of variance:

To exceed 1,400' intersection spacing by not providing a north-south public street between Katy Hockley Cut Off Road and Catron Crossing Road.

Chapter 42 Section: 47 & 81

Chapter 42 Reference:

Sec. 42-128. Intersections of local streets. (b) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1,400 feet.

Statement of Facts

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

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

The Katy Lakes General Plan is a 540 acre development located in the Houston ETJ, Harris County. There is an existing single family residential development recorded as Hidden Forest Estates (Film Code No. 410035 H.C.M.R.) that is adjacent and north of a middle portion of the GP that extends westward to Katy Hockley Cutoff Road. Hidden Forest Estates was platted with public street access to Katy Hockley Cutoff Road via Millers Lane and Catron Crossing. All of the lots adjacent to the proposed GP are improved and it is unlikely that a street would ever be extended through the existing Hidden Forest Estates: thus the provision of a street stub would be impractical and contrary to sound public policy. A dead-end stub street would be an intrusion upon the existing, Hidden Forest Estates and, therefore, a hardship for those affected property owners. The proposed street pattern of the Katy Lakes development includes an extension of Catron Crossing to eventually extend into the Katy Lakes development with access to Beckendorf Road. Currently, there's a constructed pond in a drainage easement (F.N. RP-2017-468693 H.C.O.P.R.R.P) to the south that would prohibit a north-south intersection and would be impractical and contrary to sound public policy. This will be followed by another recorded drainage easement extending westward to Katy Hockley Cutoff Road. Additionally, the recorded drainage easement was created to mitigate drainage problems and reduce flood risks associated with the unique hydrologic conditions in upper Cypress Creek. A recorded S. Mayde Creek HCFCD Drainage Easement (Vol. 1516 Pg. 245). Located on the subject tract and extending to through the acreage tract to the south, will be widened to have an ultimate 150' width which will make a further street extension to the south infeasible and not of sound public policy.

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

The circumstances supporting the granting of the variance are based on the existing physical characteristics that affect this property, namely the existing high end single family development Hidden Forest Estates planned and recorded in 1998. Additionally, the recorded detention easement was created to mitigate drainage problems and reduce flood risks associated with the unique hydrologic conditions in upper Cypress Creek. By granting the variance, the property will be able to develop a street pattern that will provide efficient circulation, reduce drainage problems and be a benefit to the local area. This not a hardship created or imposed by the applicant.

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

By granting the variance, the purpose of this chapter will be preserved and maintained by providing the ability to capture, detain and delay storm drainage into S. Mayde Creek and to proposed detention areas which will preserve and maintain the intent and general purpose of this chapter. A north-south street within this area would severely impact the intent to

address the unique drainage throughout the development. Approval of the variance would preserve and maintain the intent and general purpose of this chapter.

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

The granting of the variance will not be injurious to the public health, safety as there is sufficient circulation through the subdivision. The GP is divided into two areas encompassing the northern portion which is predominately residential and the southern portion which addresses the unique drainage of the area. This is designed to best utilize the existing creeks and drainage features such as the South Mayde Creek Floodway. The residential areas will have many options for circulation to and from the major thoroughfares surrounding the development. Providing a north-south street will not benefit the proposed, or the future adjacent subdivision, since circulation will be met and all points of access will be provided.

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

The justification for granting the variance is based on the existing physical characteristics. The intent is to create a subdivision that exceeds drainage requirements and provides beneficial circulation.



Application Number: 2019-0150

Plat Name: Katy Lakes GP

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

Date Submitted: 01/22/2019

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

Specific Variance is being sought and extent of variance:

To exceed 1,400' intersection spacing by not providing an east-west extension of Beckendorf Road to Katy Hockley Cut Off Road

Chapter 42 Section: 47 & 81

Chapter 42 Reference:

Sec. 42-128. Intersections of local streets. (b) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1,400 feet.

Statement of Facts

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

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

The Katy Lakes General Plan is a 540 acre development located in the Houston ETJ, Harris County. A the part of the GP extends to Katy Hockley Cutoff Road with a constructed pond in a recorded drainage easement (F.N. RP-2017-468693 H.C.O.P.R.R.P) that would prohibit an east-west intersection and would be impractical and contrary to sound public policy. Additionally, the recorded drainage easement was created to mitigate drainage problems and reduce flood risks associated with the unique hydrologic conditions in upper Cypress Creek. Beckendorf Road, through the GP, has been removed from the major thoroughfare plan. It is currently proposed as a 60' public street through the eastern side of the GP allowing the development access to the Porter Road major thoroughfare. The variance process cannot remove a major thoroughfare and it has always been the intent to remove this portion of Beckendorf Road so that the site can best mitigate drainage. Providing a street through this location is infeasible and not of sound public policy.

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

The circumstances supporting the granting of the variance are based on the recorded detention easement that was created to mitigate drainage problems and reduce flood risks associated with the unique hydrologic conditions in upper Cypress Creek. By granting the variance, the property will be able to develop a street pattern that will provide efficient circulation, reduce drainage problems and be a benefit to the local area. This not a hardship created or imposed by the applicant.

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

By granting the variance, the purpose of this chapter will be preserved and maintained by providing the ability to capture, detain and delay storm drainage into S. Mayde Creek and to proposed detention areas which will preserve and maintain the intent and general purpose of this chapter. An east-west street within this area would severely impact the intent to address the unique drainage throughout the development. Approval of the variance would preserve and maintain the intent and general purpose of this chapter.

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

The granting of the variance will not be injurious to the public health, safety as there is sufficient circulation through the subdivision. The GP is divided into two areas encompassing the northern portion which is predominately residential and the southern portion which addresses the unique drainage of the area. This is designed to best utilize the existing creeks

and drainage features such as the South Mayde Creek Floodway. The residential areas will have many options for circulation to and from the major thoroughfares surrounding the development. Providing an east-west street will not benefit the proposed development since circulation will be met and all points of access will be provided.

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

The justification for granting the variance is based on the existing physical characteristics. The intent is to create a subdivision that exceeds drainage requirements and provides beneficial circulation.



Application Number: 2019-0150

Plat Name: Katy Lakes GP

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

Date Submitted: 01/22/2019

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

Specific Variance is being sought and extent of variance:

To not extend nor terminate in a cul-de-sac north of Catron Crossing Road.

Chapter 42 Section: 135

Chapter 42 Reference:

Sec. 42-135. Street Extension. (a) A public street that terminates at the boundary of a plat previously approved by the commission without means of a vehicular turnaround shall be extended into the adjacent property at the time the adjacent property is platted

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 Katy Lakes General Plan is a 540 acre development located in the Houston ETJ, Harris County. There is an existing single family residential development recorded as Hidden Forest Estates (Film Code No. 410035 H.C.M.R.) that is adjacent and south of a Katy Lakes 154 acre future development which is located at the intersection of F.M. 529 (Freeman Road) and Katy Hockley Cutoff Road. Hidden Forest Estates was platted with public street access to Katy Hockley Cutoff Road via Millers Lane and Catron Crossing. All of the Hidden Forest Estates lots, adjacent to the proposed GP, are improved and internal circulation is met through platted streets. Catron Crossing northward is proposed to not extend nor terminate in a cul-de-sac north of Catron Crossing Road. This will help reduce any impact drainage would have if an extension or cul-de-sac were to be include northward into the 154 acre tract. An extension of Catron Crossing is infeasible and not of sound public policy. All Drainage for this 154 acre future development will be handled internally with a proposed centrally located detention pond. Not extending Catron Crossing, nor terminating with a cul-de-sac, would reduce the amount of runoff through the existing Hidden Forest Estates subdivision during an extreme storm event. Circulation within this 154 acres will efficiently meet platting requirements and all points of access will be provided. It is highly likely that a street extension of Catron Crossing would substantially increase traffic through Hidden Forest Estates, and would adversely impact drainage; therefore, approval of the variance would be practical and of sound public policy.

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

The circumstances supporting the granting of the variance are based on the existing physical characteristics that affect this property, namely the existing high end single family development Hidden Forest Estates planned and recorded in 1998. By granting the variance, the property will be able to develop a street pattern that will provide efficient circulation, reduce drainage problems and be a benefit to the local area. This is not a hardship created or imposed by the applicant.

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

By granting the variance, the purpose of this chapter will be preserved and maintained by providing the ability to prevent increased traffic through Hidden Forest Estates, and prevent adverse drainage to the south. Approval of the variance would preserve and maintain the intent and general purpose of this chapter.

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

The granting of the variance will not be injurious to the public health, safety as there is sufficient circulation through the subdivision. Providing a north-south street will not benefit the proposed, or the future adjacent subdivision, since circulation will be met and all points of access will be provided.

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

The justification for granting the variance is based on the existing physical characteristics. Hidden Forest Estates is an existing recorded subdivision that has defined street access & circulation, and drainage. The intent is to create a subdivision within the Katy Lakes 154 acres that exceeds drainage requirements internally and will be a benefit to the adjacent neighborhood/subdivisions.

Houston Planning Commission

ITEM: 98

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Makenzie Highlands

Applicant: The Interfield Group



D – Variances

Site Location

Houston Planning Commission

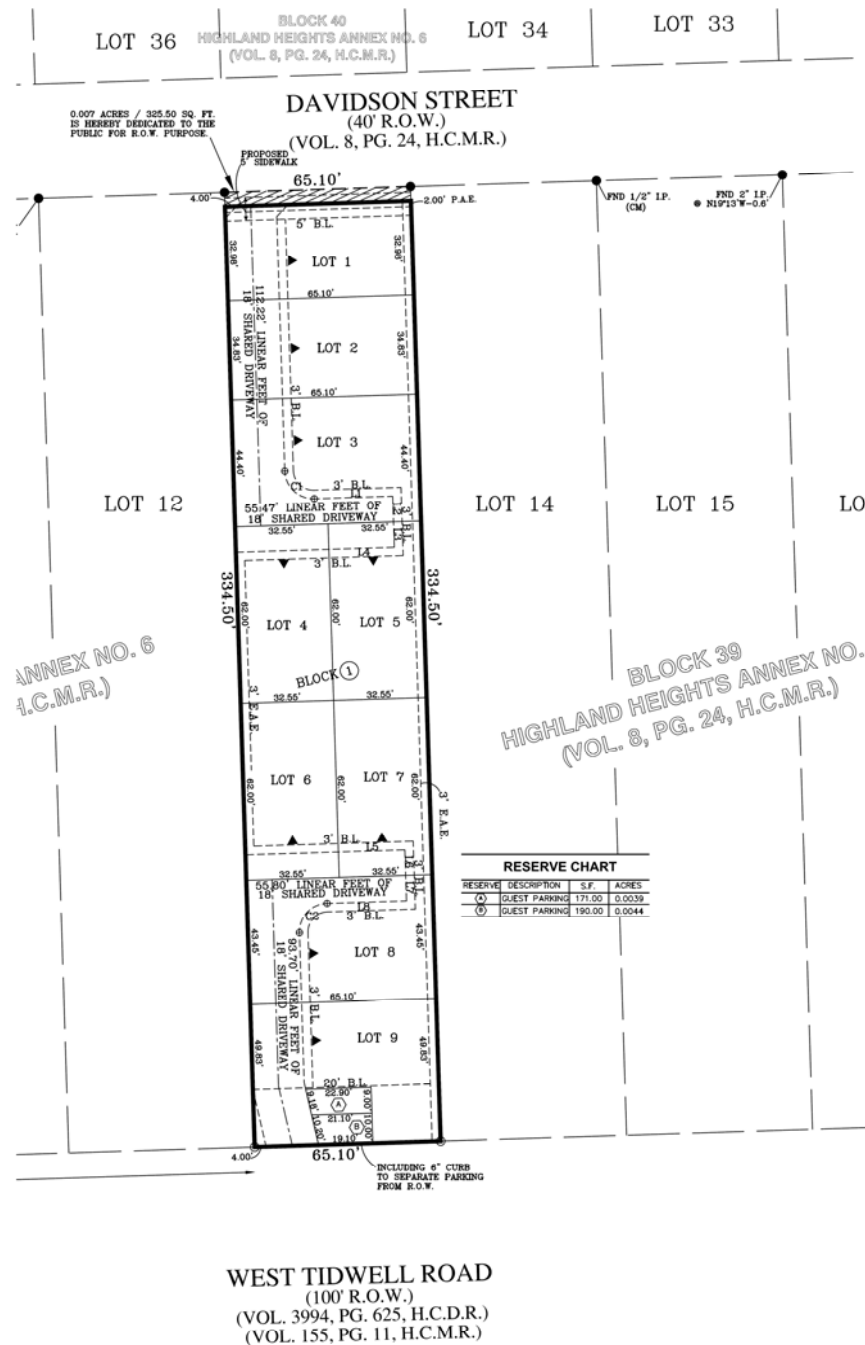
ITEM: 98

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Makenzie Highlands

Applicant: The Interfield Group



D – Variances

Subdivision

Houston Planning Commission

ITEM: 98

Planning and Development Department

Meeting Date: 02/14/2019

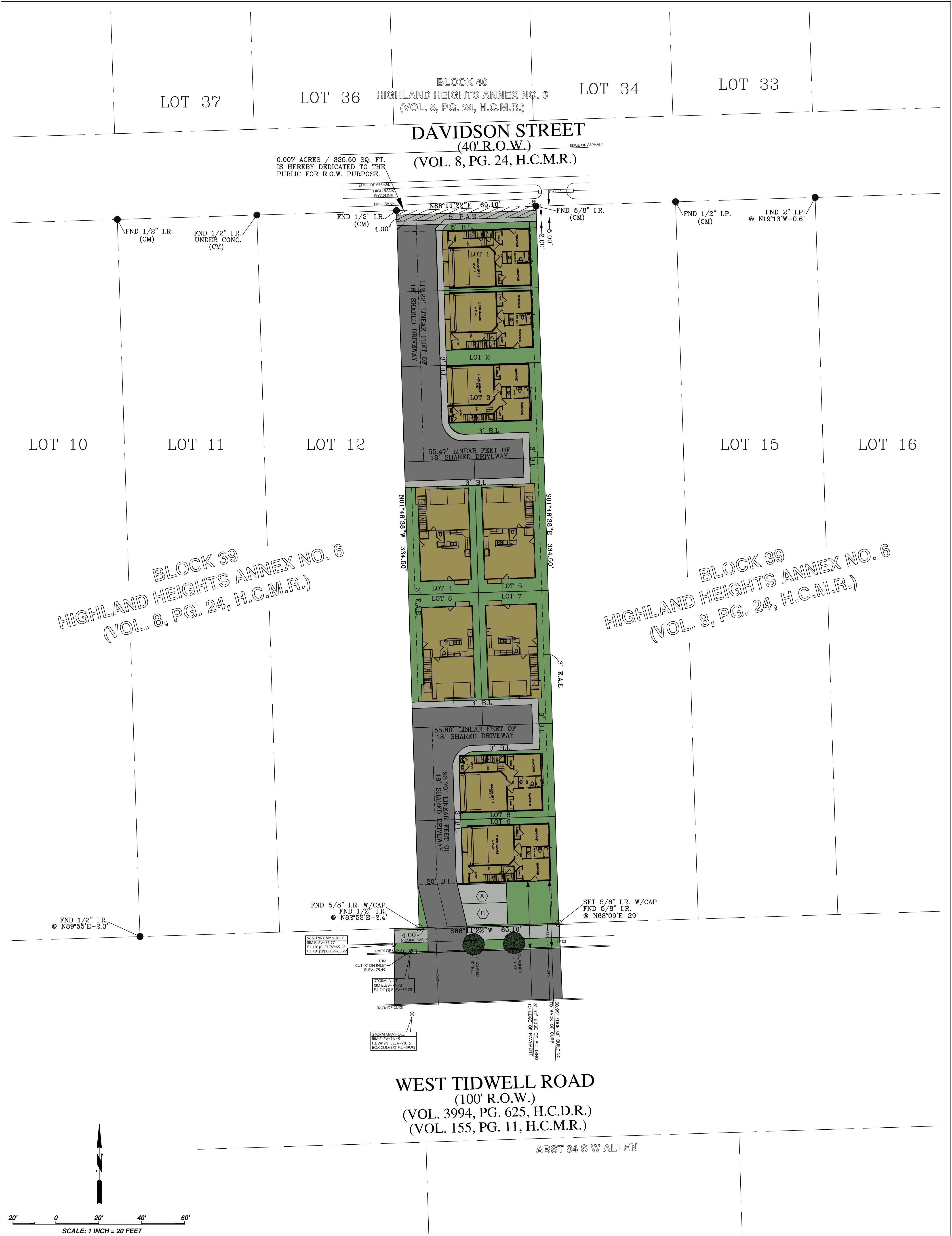
Subdivision Name: Makenzie Highlands

Applicant: The Interfield Group

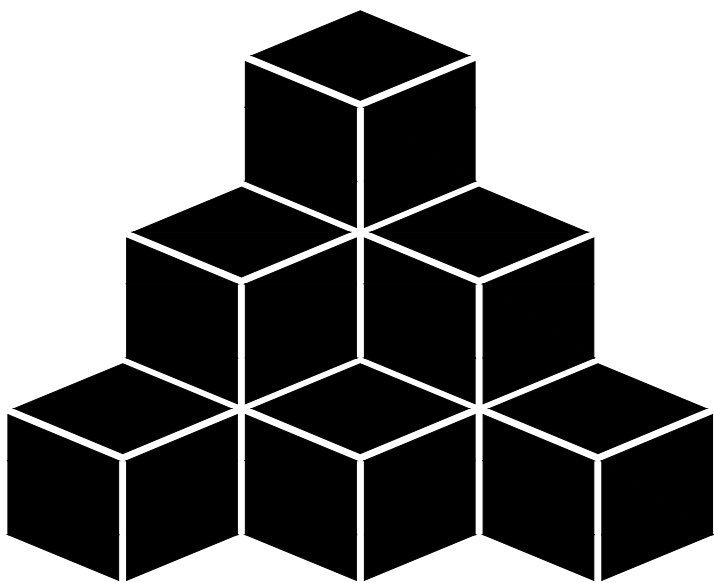


D – Variances

Aerial



The
INTERFIELD GROUP
engineering | architecture
401 STUDEWOOD, SUITE 300 TEL. (713) 780-0909
HOUSTON, TEXAS 77007 TX. REG. NO. F-5611
WWW.INTERFIELD.NET



TITLE		
SITE PLAN & PAVEMENT SECTION		
PROJECT		
772 DAVIDSON		
DATE: 02.06.19	JOB #:19011.00	SHEET NO. 1
DRAWN BY: AC		
CHECKED BY: MLV		



Application Number: 2019-0257

Plat Name: Makenzie Highlands

Applicant: The Interfield Group

Date Submitted: 02/04/2019

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

Specific Variance is being sought and extent of variance:

To allow a 20' building line along W. Tidwell Road, a major thoroughfare

Chapter 42 Section: 152

Chapter 42 Reference:

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

Statement of Facts

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

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

Makenzie Highlands is located North of W Tidwell Road, west of North Shepherd Drive, East of Beall Street and South of Davidson Street. The new townhomes development will consist of nine (9) residences accessing the public street through shared driveways. Davidson Street is a 40' right of way, so 5' strip of land is being dedicated along the north property line. This strip of land denies owner use of 325.50 SF of land, which in turn, denies yard space for future residents. A 20' building line is not being requested to add for more square footage to the homes, but to provide the planned yard space to future residents. Granting of the variance will allow Makenzie Highland to enhance the beautification of this block face, and provide future residents more green space: Please note the following: • Proposed building will set approximately 31' from edge of pavement and back of curb. • The development is designed so that only four (4) residences take access from Davidson Street and five (5) will take access from W. Tidwell Road. • Developments providing shared driveway access to a major thoroughfare typically are granted setbacks of 15 feet or less, under certain conditions. Makenzie Heights would like to be allowed a 20' building line along W. Tidwell Road to provide future residents additional yard space. • Makenzie Heights will assist in the beautification of the block face by providing a 6' sidewalk along W. Tidwell and 5' sidewalk along Davidson Street. In order to provide a sidewalk along Davidson Street, a 2' pedestrian sidewalk easement is being provided. In addition, Makenzie Heights will provide two (2) guest parking spaces along W. Tidwell and 3" caliper trees along W. Tidwell Road, between edge of pavement and 6' sidewalk, to create a pedestrian buffer. We hope these improvements meet with Staff's and Planning Commissions approval, so as to grant the requested variance.

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

No hardship created or imposed by the applicant is used as a basis to support the request for this variance. Variance request is based on prevailing conditions and beautification of the block face.

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

The intent and general purpose of Chapter 42 will be preserved and maintained, due to the following considerations: 1. An unobstructed 6' sidewalk will be provided along W. Tidwell Road 2. 3" caliper trees along W. Tidwell Road, between edge of pavement and proposed sidewalk, to create a pedestrian buffer. 3. Two (2) guest parking spaces are provided along the shared driveway off W. Tidwell Road. 4. Yards between right-of-way line and residences will be landscaped and will preserve and enhance the general character of the block face.

(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. Instead, it will make the site layout more practical and beautify the block face, without in any way compromising public health or safety.

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

Economic hardship is not the sole justification of the variance, which is being requested on the basis of a reasonable assessment of existing conditions and beautification of the block face.

Houston Planning Commission

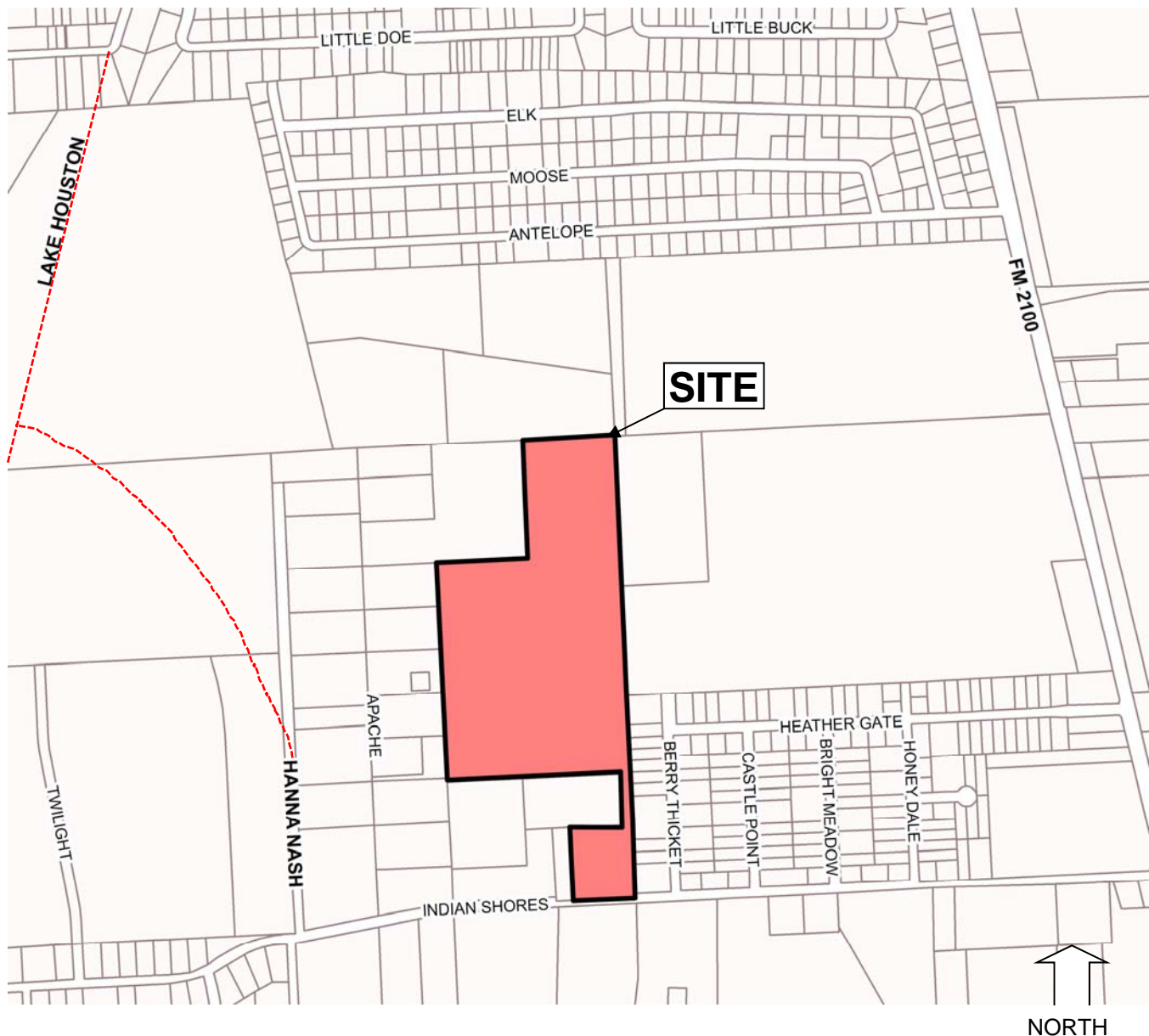
ITEM: 99

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Ranch at Dos Brisas GP (DEF 2)

Applicant: Owens Management Systems, LLC



D – Variances

Site Location

Houston Planning Commission

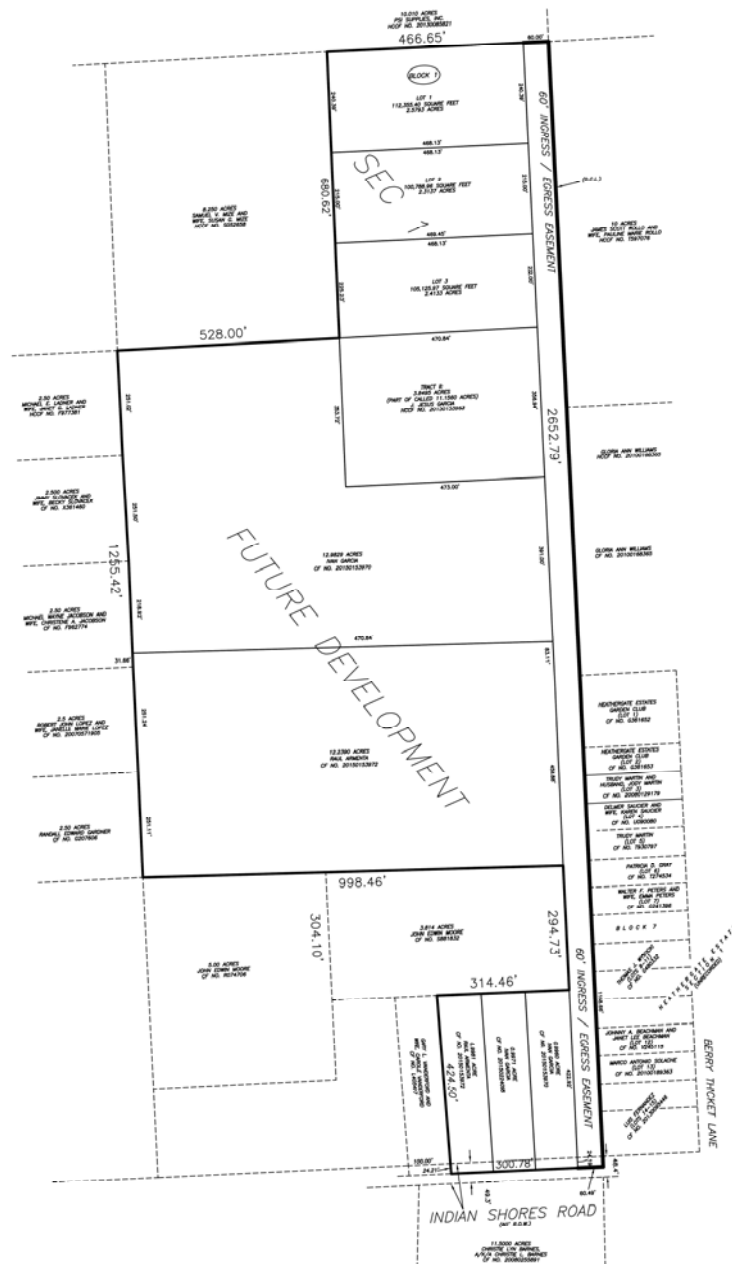
ITEM: 99

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Ranch at Dos Brisas GP (DEF 2)

Applicant: Owens Management Systems, LLC



D – Variances

Subdivision

Houston Planning Commission

ITEM: 99

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Ranch at Dos Brisas GP (DEF 2)

Applicant: Owens Management Systems, LLC



D – Variances

Aerial



Application Number: 2018-2426

Plat Name: Ranch at Dos Brisas GP

Applicant: Owens Management Systems, LLC

Date Submitted: 12/03/2018

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

Specific Variance is being sought and extent of variance:

A variance is sought not to dedicate north/south or east/west rights-of-way within the plat boundary.

Chapter 42 Section: 128

Chapter 42 Reference:

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

Statement of Facts

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

The subject property is located in the extra-territorial jurisdiction of the City of Houston. It is north of Stroker Road and south of Saddle Creek Farms Drive; West of FM 2100 – Crosby-Huffman Road and east of Future Hannah Nash Road. Indian Shores Road is a 60' right-of-way. The Garcia family owns approximately 33 acres of land. Along with Raul Armenta, they created a 60' ingress/egress easement per HCCFN 20150153963, 20150224097, R074706 and S881832 to access their properties. Ranch at Dos Brisas Sec 1 is along the northern portion of the ingress/egress easement. The owner is proposing to create 3 lots, all over 2 acres.

(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 land immediate east of the plat boundary, over 90 acres, is undeveloped. The land north of the plat boundary, over 83 acres, is undeveloped. The land east and south of the plat boundary are included in the General Plan. The land west of the General Plan are unrecorded tracts that take access from Apache Trails Drive, a private access easement. Any east/west ROW will transverse an existing tract that terminates at a private access easement. The majority of properties, within the aforementioned boundary, are undeveloped and in a survey/abstract. The subdivisions to the southeast and north, Heathergate Estates and Happy Hideaway are unrecorded. The Garcia acreage takes access from the ingress/egress easement, except 2 lots that front on Indian Shores. There are no other points of access to the property.

(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. There are no recorded ROW's within reasonable distance for connectivity.

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

The 60' ingress/egress easement is consistent with residential developments in the general area. North/south nor east/west ROW will improve vehicular circulation.

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

Economic hardship is not the sole justification of the variance. Dedication ROW would be an impractical use of land.

Houston Planning Commission

ITEM: 100

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Ranch at Dos Brisas Sec 1 (DEF 2)

Applicant: Owens Management Systems, LLC



D – Variances

Site Location

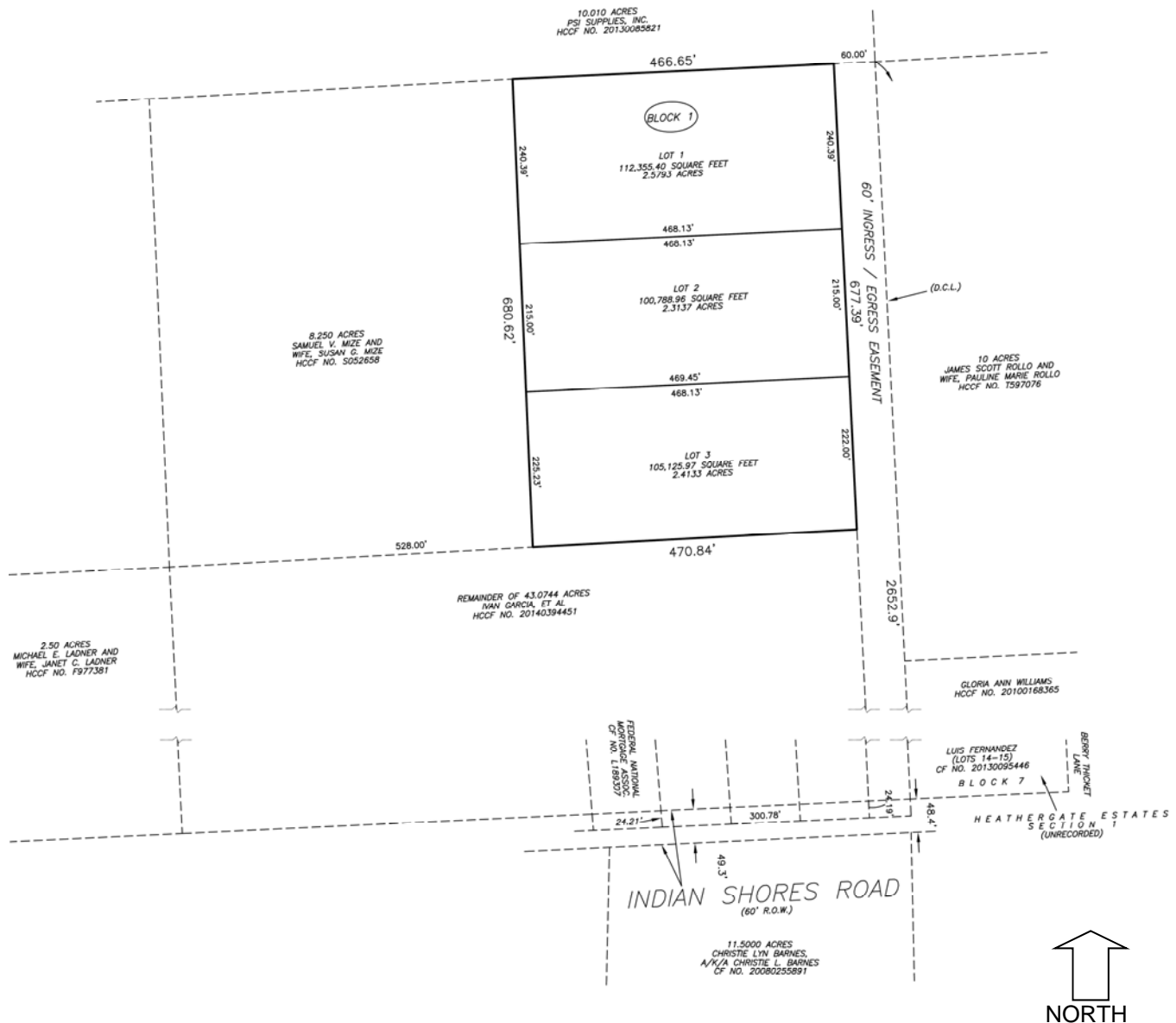
Houston Planning Commission ITEM: 100

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Ranch at Dos Brisas Sec 1 (DEF 2)

Applicant: Owens Management Systems, LLC



D – Variances

Subdivision

Houston Planning Commission

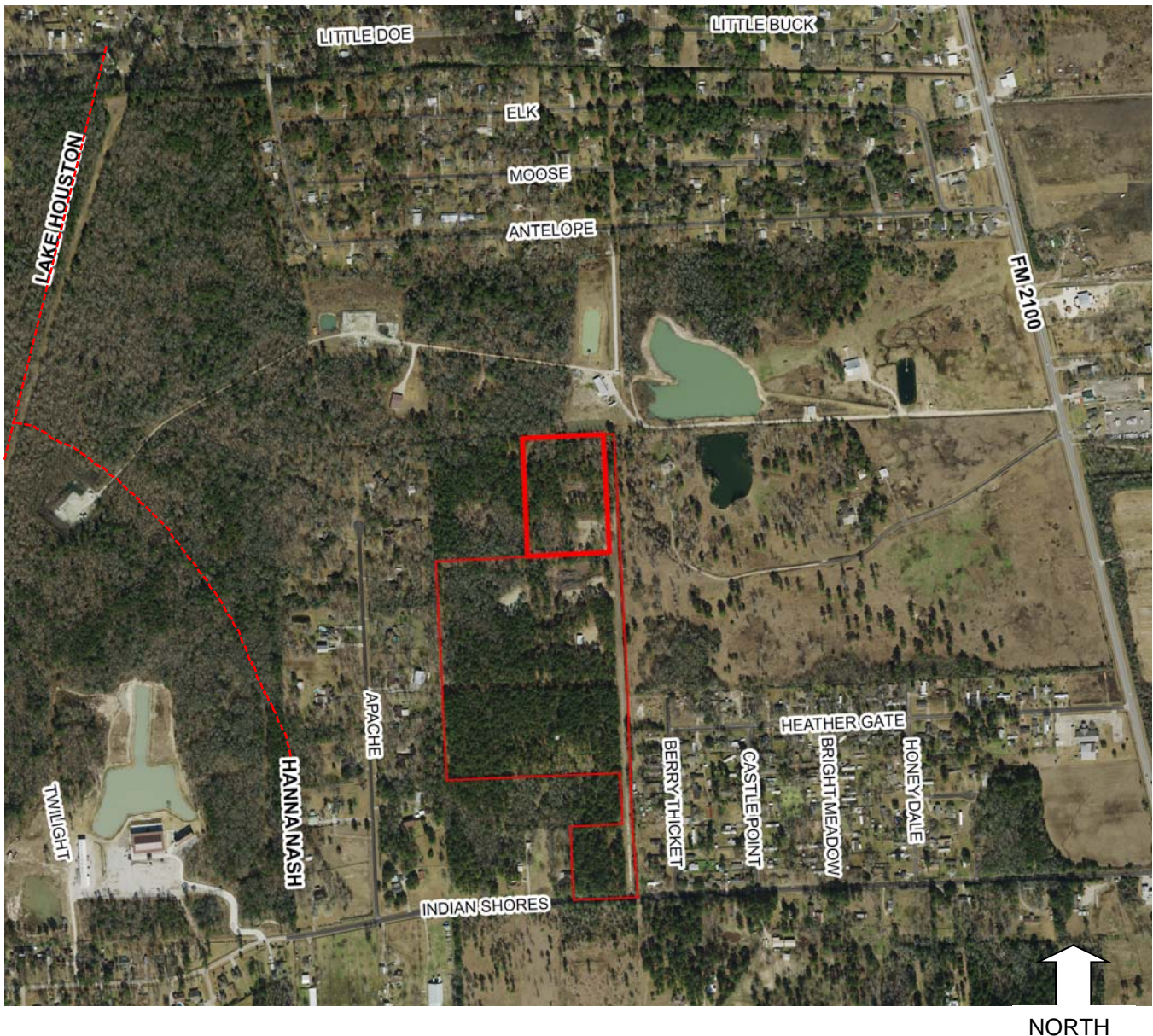
ITEM: 100

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Ranch at Dos Brisas Sec 1 (DEF 2)

Applicant: Owens Management Systems, LLC



D – Variances

Aerial



Application Number: 2018-2417

Plat Name: Ranch at Dos Brisas Sec 1

Applicant: Owens Management Systems, LLC

Date Submitted: 12/03/2018

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

Specific Variance is being sought and extent of variance:

A variance is sought for residential lots to take access from a 60' ingress/egress easement

Chapter 42 Section: 180

Chapter 42 Reference:

42-180 - General lot design standards (a) Each lot in a subdivision plat shall be of sufficient size and shape to: (1) Allow for the construction of a single-family residential building that meets the requirements of this Code, the Construction Code, and the design manual; (2) Accommodate an easement for all public and private utilities necessary to serve the single-family residential building constructed thereon; (3) Ensure that direct vehicular access is provided from a street, shared driveway, or alley; and (4) Provide for the number of parking spaces required by section 42-186 and article VIII of chapter 26 of this Code, as applicable. The size and dimensions of a parking space shall be in conformance with the requirements of the Construction 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 located in the extra-territorial jurisdiction of the City of Houston. It is north of Stroker Road and south of Saddle Creek Farms Drive; West of FM 2100 – Crosby-Huffman Road and east of Future Hannah Nash Road. Indian Shores Road is a 60' right-of-way. The Garcia family owns approximately 33 acres of land. Along with Raul Armenta, they created a 60' ingress/egress easement per HCCFN 20150153963, 20150224097, R074706 and S881832 to access their properties. Ranch at Dos Brisas Sec 1 is along the northern portion of the ingress/egress easement. The owner is proposing to create 3 lots, all over 2 acres.

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

The majority of properties, within the aforementioned boundary, are undeveloped and in a survey/abstract. The subdivisions to the east and north, Heathergate Estates and Happy Hideaway are unrecorded. The Garcia acreage takes access from the ingress/egress easement, except 2 lots that front on Indian Shores. There are no other points of access to the property.

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

The intent and general purposes of this chapter will be preserved and maintained. The lots will have 60' road access.

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

The 2+ acre lots provide sufficient area for water well and septic. Each property will comply with parking requirements.

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

Economic hardship is not the sole justification of the variance. Ingress/egress easements are consistent with lot access in the area.

Houston Planning Commission

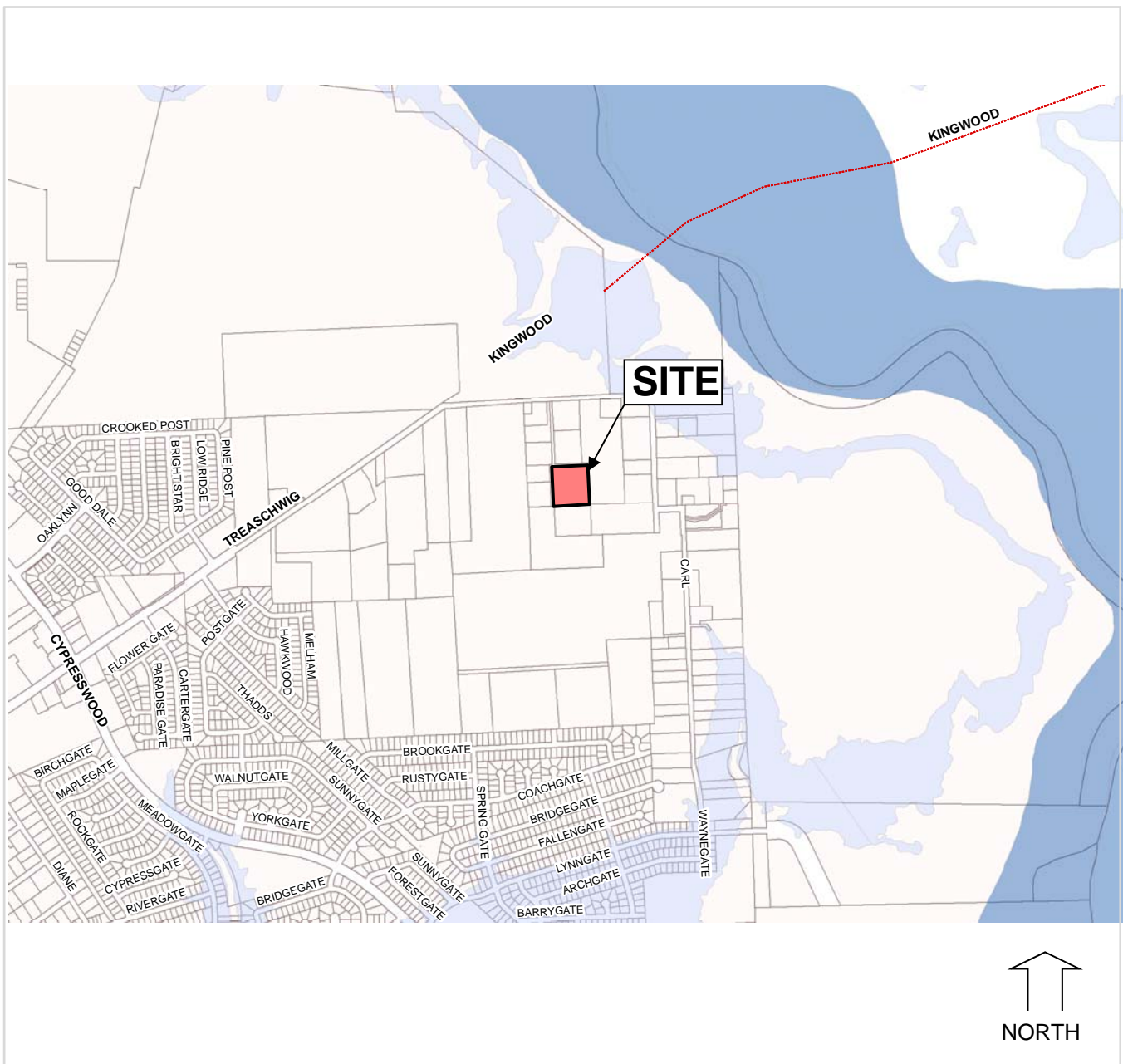
ITEM: 101

Planning and Development Department

Meeting Date: 2/14/2019

Subdivision Name: Spurling Estates

Applicant: SEM SERVICES.



D – Variances

Site Location

Houston Planning Commission

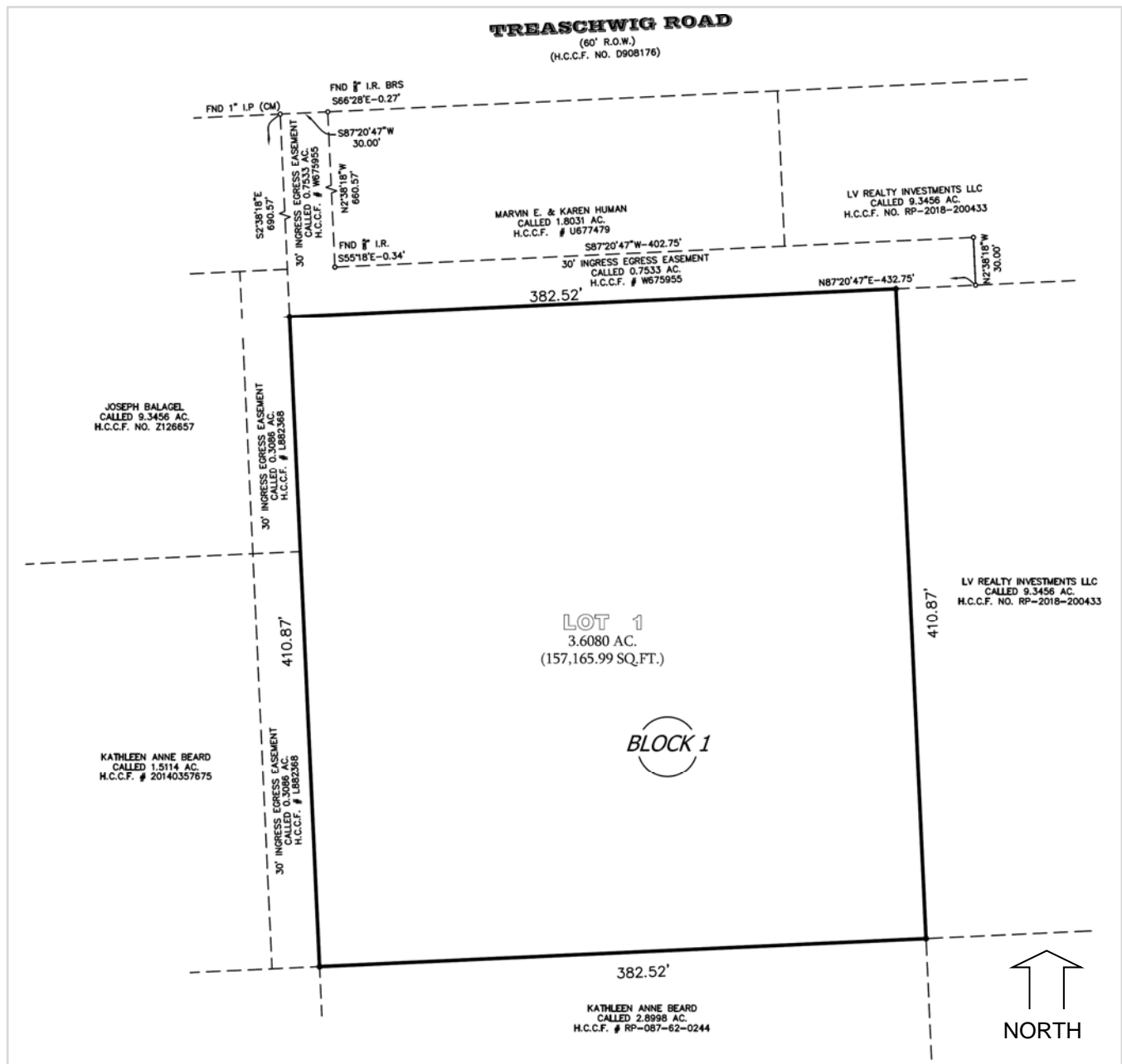
ITEM: 101

Planning and Development Department

Meeting Date: 2/14/2019

Subdivision Name: Spurling Estates

Applicant: SEM SERVICES.



D – Variances

Subdivision

Houston Planning Commission

ITEM: 101

Planning and Development Department

Meeting Date: 2/14/2019

Subdivision Name: Spurling Estates

Applicant: SEM SERVICES.



D – Variances

Aerial



Application Number: 2019-0124

Plat Name: Spurling Estates

Applicant: SEM SERVICES

Date Submitted: 01/21/2019

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

Specific Variance is being sought and extent of variance:

A variance is sought for residential lot to take access from a 30' ingress/egress easement

Chapter 42 Section: 42-188

Chapter 42 Reference:

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

Statement of Facts

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

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

The subject property is located in the extra-territorial jurisdiction of the City of Houston. It is south of Treaschwig and east of Cypresswood. The property owner is proposing a 3.6+ acre single-family lot to build their residence. The property is fronting on an ingress/egress easement instead of a public ROW as required per the ordinance. The ingress/egress road is a 30' right-of-way. The property owner bought the parcel of land recently in 2018. After the access easement was created in approximately 1995. Overall the creation of the access easement was not due to the property owner's responsibility

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

All of the properties, within the immediate boundary, are undeveloped and in a survey/abstract. The property owner did not create the easement; therefore developing a single-family residence should not be prohibited since there is a 30' easement present and acting as a 60' ROW public street giving access to this property and multiple others along the easement.

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

The intent and general purposes of this chapter will be preserved and maintained. The lots will have 30' road access acting as a public street as it has been for over 20+ years.

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

The 3.6+ acre lots provide sufficient are for water well and septic. The proposed single-family residence will comply with all requirements per Harris County Engineering's Office.

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

Economic hardship is not the sole justification of the variance. Ingress/egress easements are consistent with lot access in the area and the existing character of this area of rural Harris County.

Houston Planning Commission

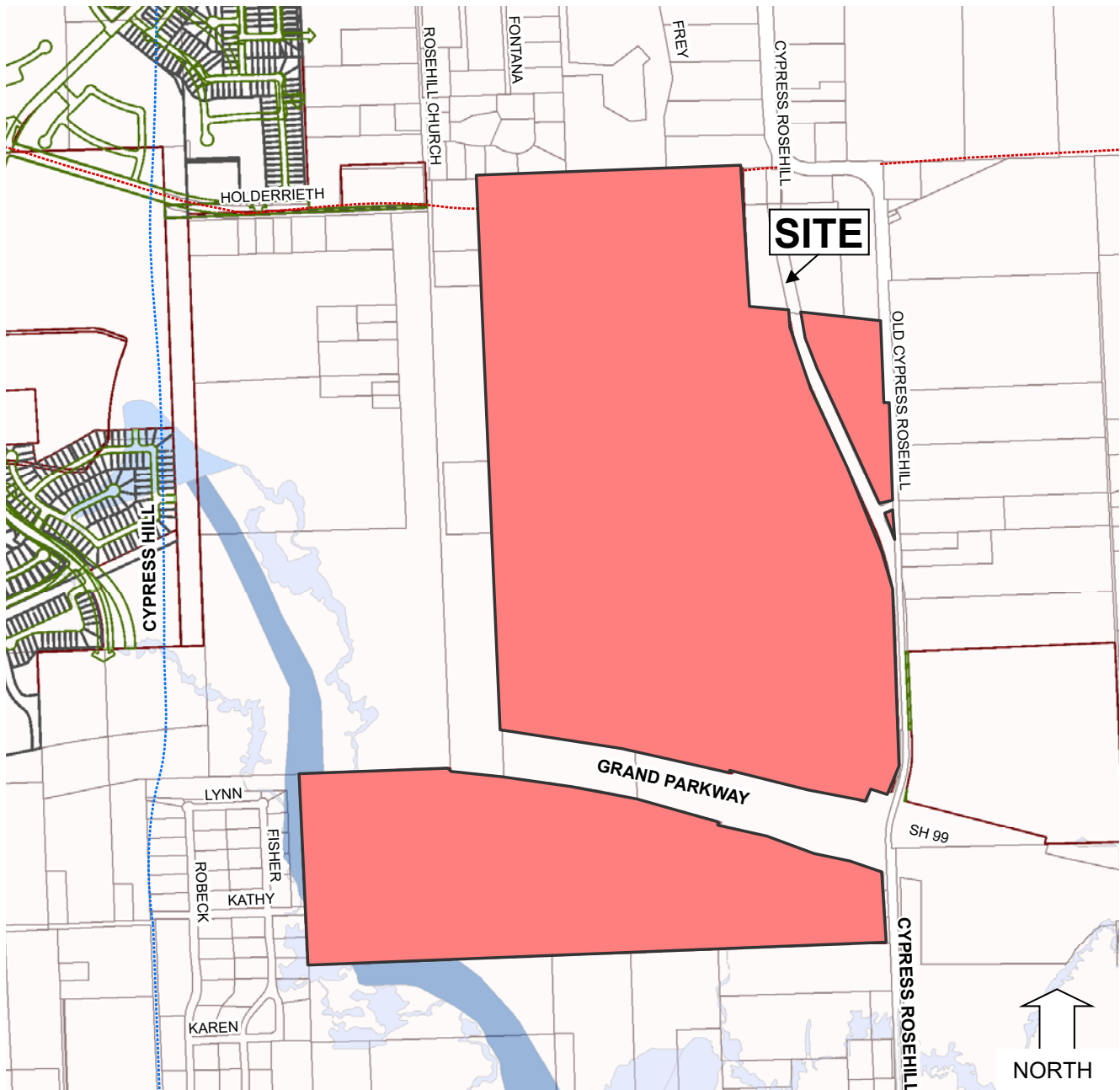
ITEM: 102

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Tomball ISD at Cypress Rose Hill GP (DEF 2)

Applicant: West Belt Surveying, Inc.



D – Variances

Site Location

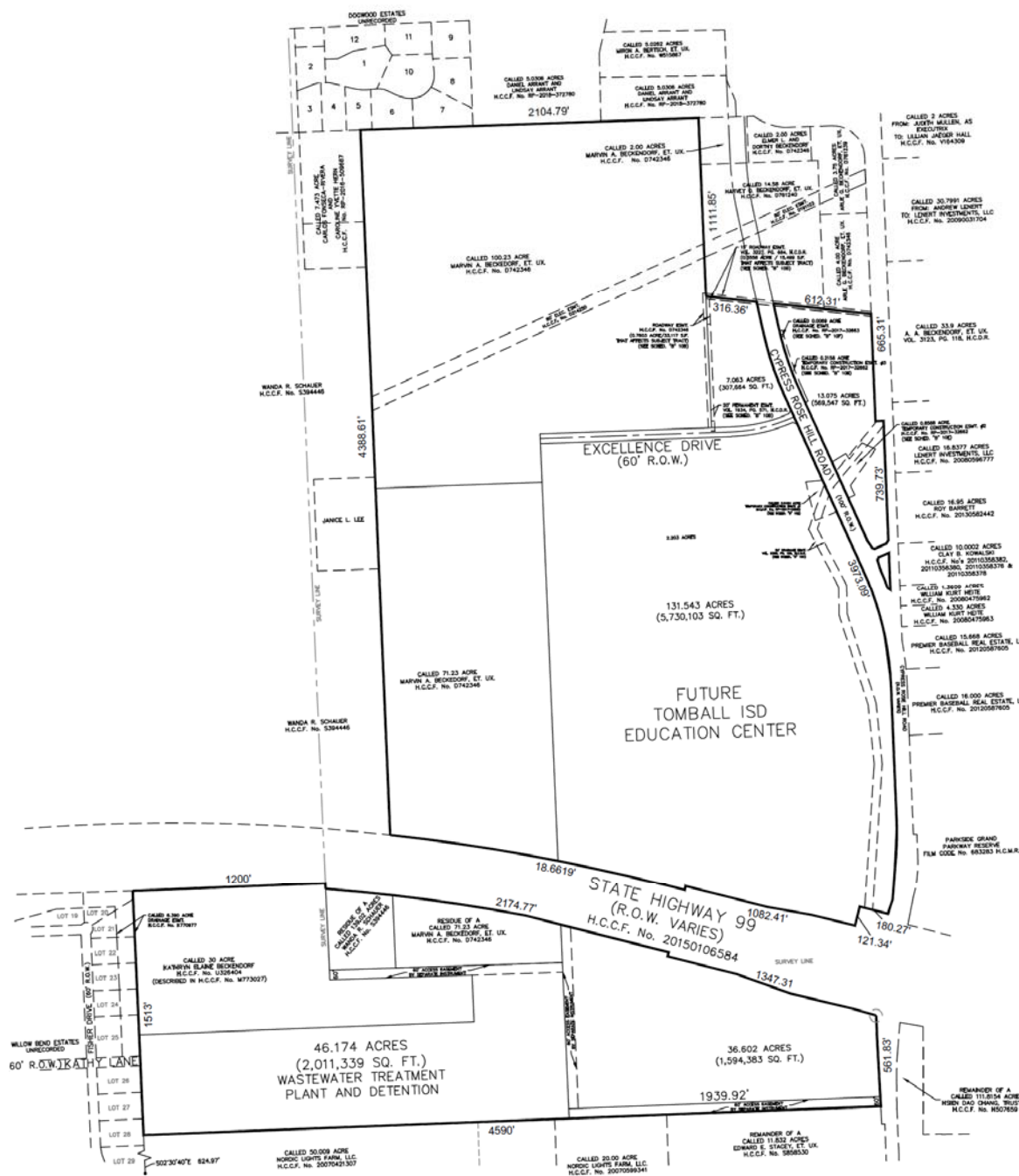
ITEM: 102

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Tomball ISD at Cypress Rose Hill GP (DEF 2)

Applicant: West Belt Surveying, Inc.



D – Variances

Subdivision

Houston Planning Commission

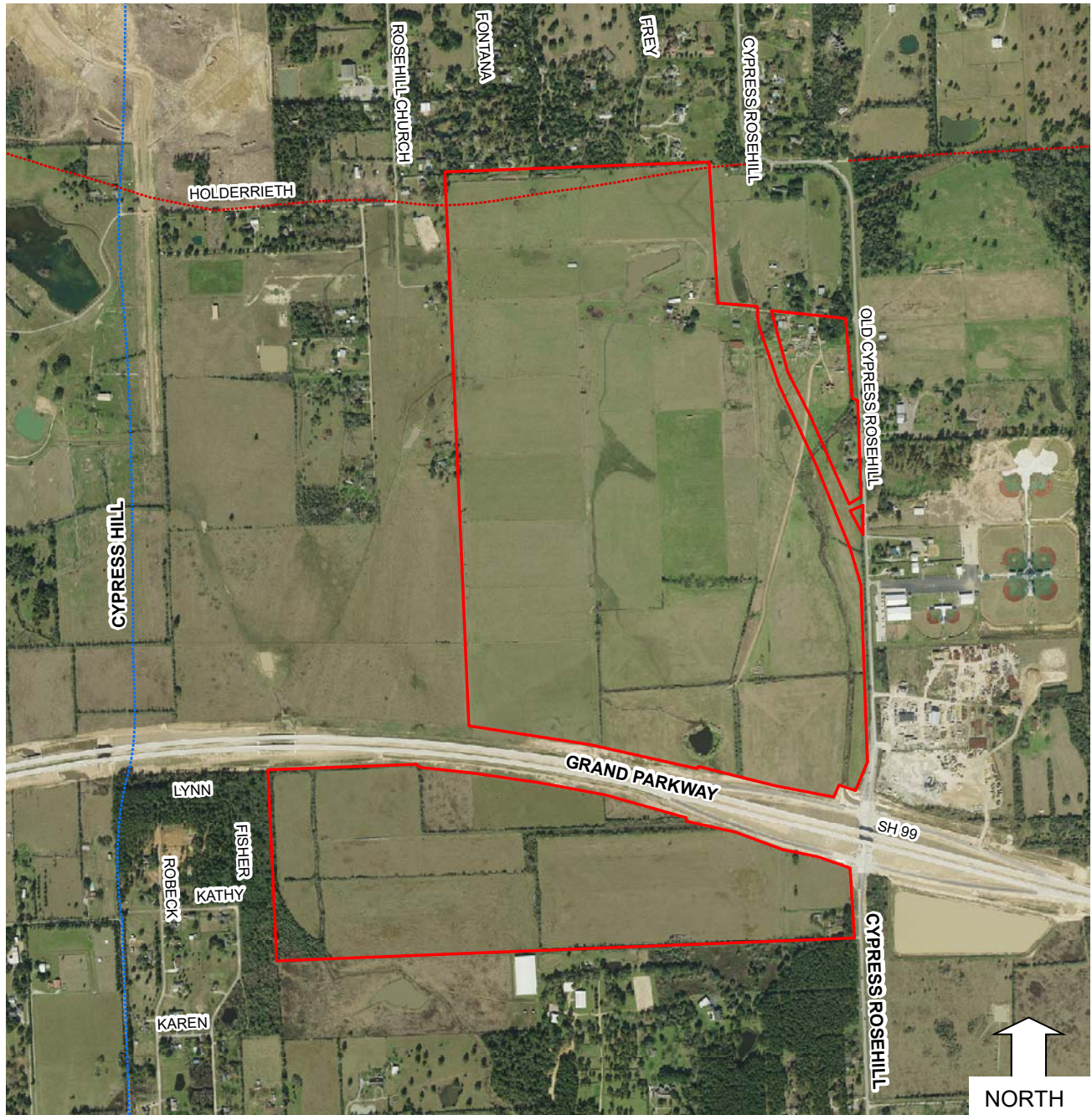
ITEM: 102

Planning and Development Department

Meeting Date: 02/14/2019

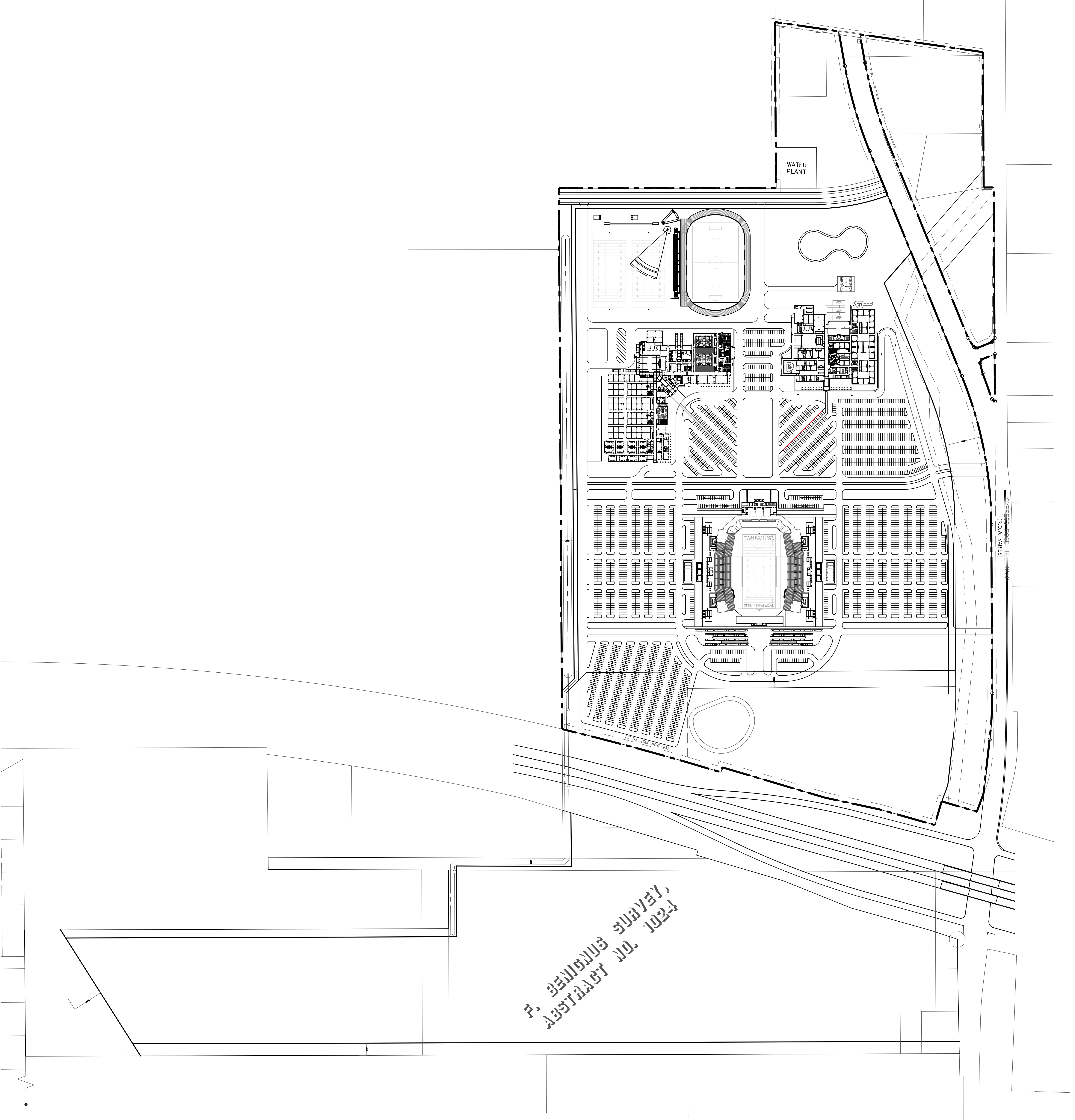
Subdivision Name: Tomball ISD at Cypress Rose Hill GP (DEF 2)

Applicant: West Belt Surveying, Inc.



D – Variances

Aerial





SPECIAL EXCEPTION Request Information Form

Application Number: 2019-0056

Plat Name: Tomball ISD at Cypress Rose Hill GP

Applicant: West Belt Surveying, Inc.

Date Submitted: 01/07/2019

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

Specific requirement for which the special exception is being sought:

To allow for the intersection spacing between State Highway 99 and proposed Excellence Drive along the major thoroughfare Cypress Rose Hill Road to be 3,322 feet instead of the required 2,600 feet.

Chapter 42 Section: 127(a)

Chapter 42 Reference:

Intersections along a major thoroughfare shall be spaced a maximum of 2,600 feet apart.

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;

Proposed Excellence Drive was designed to allow access and provide traffic circulation to the future Tomball Independent School District Elementary School site, Middle School site, Athletic Stadium and future surrounding development.

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

The intersection spacing along a major thoroughfare being proposed will be more than the maximum of 2,600 feet due to the main access of subject property being via proposed Excellence Drive. The proposed road will provide ingress and egress of loading and unloading students and for District sporting events.

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

Excellence Drive will be located within 3,322 feet of existing State Highway 99 and is approximately a 27% deviation from the standard.

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

The intent and general purposes of this chapter will be preserved and maintained because the proposed Excellence Drive will allow for the development of a planned elementary school, middle school and stadium campus and provide traffic circulation safely through the campus area, the overall area and existing street network.

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

The granting of the special exception with having the intersections at more than the maximum 2,600 feet will not be injurious to the public health safety or welfare as the spacing will still be a sufficient distance between the two intersections proposed.



Application Number: 2019-0056

Plat Name: Tomball ISD at Cypress Rose Hill GP

Applicant: West Belt Surveying, Inc.

Date Submitted: 01/07/2019

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

Specific Variance is being sought and extent of variance:

Specific variance is being sought and extent of condition is not to provide a north/south public street through the subject tract and exceed 2,600' intersection spacing along State Highway 99.

Chapter 42 Section: 127(a)

Chapter 42 Reference:

A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2,600 feet.

Statement of Facts

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

(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;

Tomball Independent School District reserves site is located at the southwest corner of State Highway 99 and Cypress Rose Hill Road in Harris County. In regard to the matter of providing a north/south public street through the subject tract, please note the following: State Highway 99 has controlled access to the north of the site, we further would like to note that the through street would most likely not have a connection to the north of the site, due to State Highway 99 not having a frontage road. A through street in this location would not be feasible due to controlled access if State Highway 99 and would not serve a great purpose to the property owners in the general area of the subject tract.

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

No hardship created or imposed by the applicant is used as a basis to support the request for this variance. Variance request is based on factors external and existing conditions surrounding subject property.

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

The intent and general purpose of Chapter 42 will be preserved and maintained, due to planned internal drives, access easements and surrounding streets having an adequate traffic pattern and flow.

(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. Property does not impede traffic; nor will in any way compromise public health or safety.

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

Justification of the variance is based on existing conditions of the subject tract and surrounding properties.



Application Number: 2019-0056

Plat Name: Tomball ISD at Cypress Rose Hill GP

Applicant: West Belt Surveying, Inc.

Date Submitted: 01/07/2019

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

Specific Variance is being sought and extent of variance:

Specific variance is being sought and extent of condition is not to extend Kathy Lane or terminate with a Cul-De-Sac.

Chapter 42 Section: 134

Chapter 42 Reference:

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

Statement of Facts

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

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

Tomball Independent School District Reserve at Cypress Rose Hill site is located at the southwest corner of State Highway 99 and Cypress Rose Hill Road in Harris County. In regard to the matter of extending Kathy Lane, please note the following: Kathy Lane is unrecorded and the portion from Fisher Drive to the west line of Reserve at Cypress Rose Hill is unimproved. The current use of the unrecorded subdivision located to the west of the site is for residence lots subdivided into ± 1 acre tracts (43,560 sq. ft.) There is not a high density of residency which will have minimum traffic flow due to the large acre tracts. Not extending Kathy lane will not impede the traffic flow of the surrounding development.

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

No hardship created or imposed by the applicant is used as a basis to support the request for this variance. Variance request is based on factors external and existing conditions surrounding subject property.

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

The intent and general purpose of Chapter 42 will be preserved and maintained, due to planned internal access easements and surrounding streets having an adequate traffic pattern and flow.

(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. It will be an aid to the public health by not allowing a public road to go through the site. Property does not impede traffic; nor will in any way compromise public health or safety.

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

Justification of the variance is based on existing conditions of the subject tract and surrounding properties.



Application Number: 2019-0056

Plat Name: Tomball ISD at Cypress Rose Hill GP

Applicant: West Belt Surveying, Inc.

Date Submitted: 01/07/2019

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

Specific Variance is being sought and extent of variance:

Variance to allow land-locked lots to have frontage and access from a 60' access easement in lieu of a public street.

Chapter 42 Section: 188 (c)

Chapter 42 Reference:

(c) Lots that front on or take access from a permanent access easement must be a part of a unified development scheme where the owners of all lots within the subdivision are legally bound together by deed restriction, contract or any other constituted and binding homeowners association, corporation, or other organization with, as one of its purposes, the continued care and maintenance of all commonly owned properties within the subdivision, particularly the areas established as permanent access easements, and the authority and means to impose binding assessments upon the lot owners for that purpose. Each subdivision plat that contains a permanent access easement shall contain the following notation on the face of the plat: "THIS SUBDIVISION CONTAINS ONE OR MORE PERMANENT ACCESS EASEMENTS THAT HAVE NOT BEEN DEDICATED TO THE PUBLIC OR ACCEPTED BY THE CITY OF HOUSTON OR ANY OTHER LOCAL GOVERNMENT AGENCY AS PUBLIC RIGHTS-OF-WAY. THE CITY OF HOUSTON HAS NO OBLIGATION, NOR DOES ANY OTHER LOCAL GOVERNMENT AGENCY HAVE ANY OBLIGATION, TO MAINTAIN OR IMPROVE ANY PERMANENT ACCESS EASEMENT WITHIN THE SUBDIVISION, WHICH OBLIGATION SHALL BE THE SOLE RESPONSIBILITY OF THE OWNERS OF PROPERTY IN THIS SUBDIVISION."

Statement of Facts

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

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

Tomball Independent School District reserves site is located at the southwest corner of State Highway 99 and Cypress Rose Hill Road in Harris County. In regard to the variance request. The land-locked lots along the south R.O.W. line of State Highway 99 and north of the proposed Restricted Reserve to be restricted to waste water treatment plant and detention will not have any means of access due the State Highway 99 does not having a frontage road to allow access. Granting the variance to have frontage and access from the 60' access easements will allow access the the land-locked lots.

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

No hardship created or imposed by the applicant is used as a basis to support the request for this variance. Variance request is based on factors external and existing conditions surrounding subject property.

(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 the development of the proposed 60' access easement. No other alternative means of access is available except by the proposed 60' access easement.

(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. Property does not impede traffic; nor will in any way compromise public health or safety.

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

Justification of the variance is based on existing conditions of the subject tract and surrounding properties.



Application Number: 2019-0056

Plat Name: Tomball ISD at Cypress Rose Hill GP

Applicant: West Belt Surveying, Inc.

Date Submitted: 01/07/2019

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

Specific Variance is being sought and extent of variance:

Specific variance is being sought and extent of condition is not to provide a north/south public street through the subject tract and exceed 2,600' intersection spacing along State Highway 99

Chapter 42 Section: 127(a)

Chapter 42 Reference:

A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2,600 feet.

Statement of Facts

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

(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;

Tomball Independent School District Educational Campus site is located at the northwest corner of State Highway 99 and Cypress Rose Hill Road in Harris County. In regard to the matter of providing a north/south public street through the subject tract, please note the following: State Highway 99 has controlled access to the south of the site, we further would like to note that the through street would most likely not have a connection to the south of the site, due to State Highway 99 not having a frontage road. A through street in this location would not be feasible due to controlled access of State Highway 99 and with the planned development of an Elementary School, Middle School, Athletic Stadium, Athletic fields, and Detention. It would not serve a great purpose to the property owners in the general area of the subject tract.

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

No hardship created or imposed by the applicant is used as a basis to support the request for this variance. Variance request is based on factors external and existing conditions surrounding subject property.

(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 the development of planned internal network drives serving the Elementary School, Middle School and Athletic Stadium will provide traffic circulation of the overall area and existing street.

(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. Property does not impede traffic; nor will in any way compromise public health or safety.

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

Justification of the variance is based on existing conditions of the subject tract and surrounding properties.

Houston Planning Commission

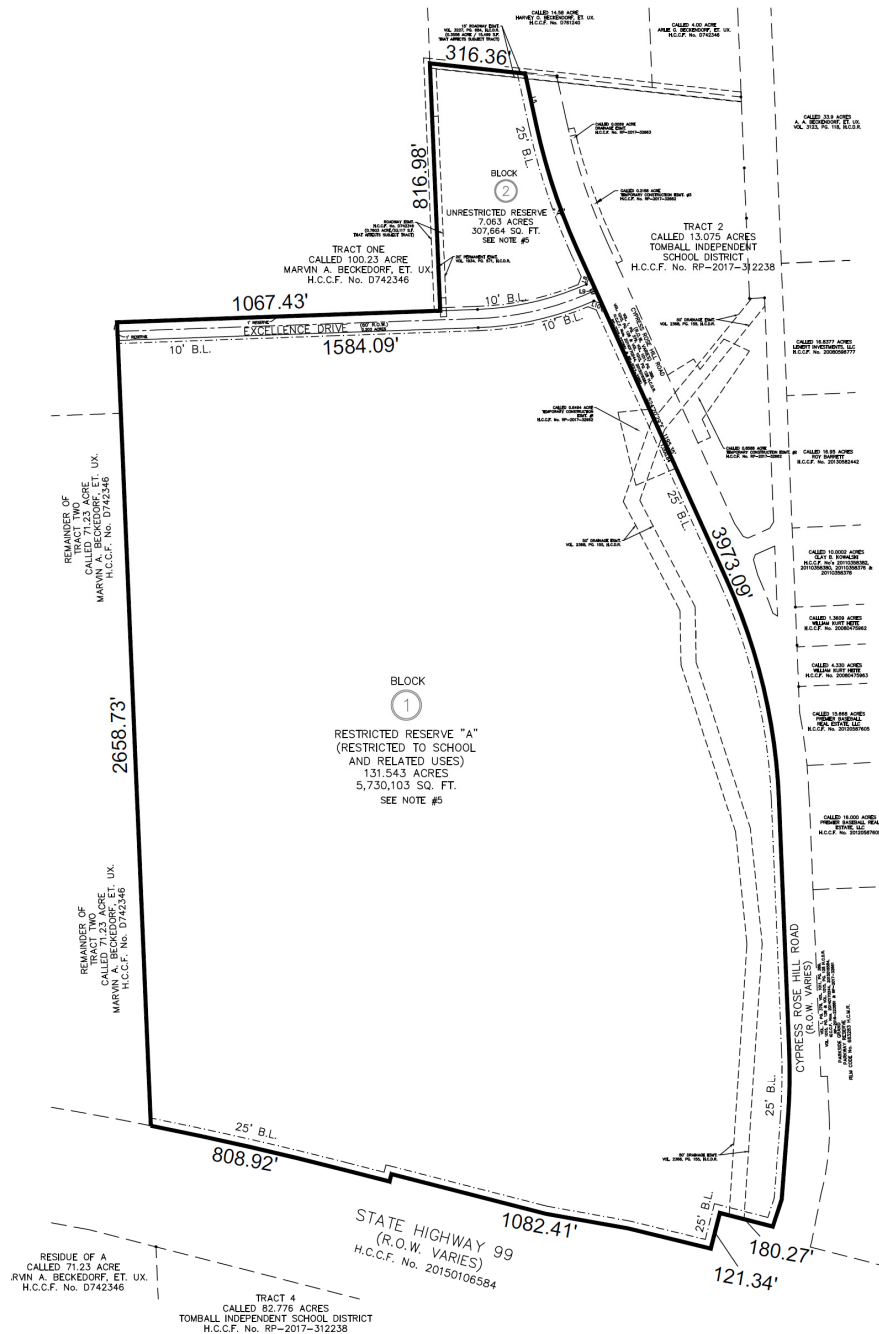
ITEM: 103

Planning and Development Department

Meeting Date: 01/17/2019

Subdivision Name: Tomball ISD Educational Campus (DEF 2)

Applicant: West Belt Surveying, Inc.



D – Variances

Subdivision

Houston Planning Commission ITEM: 104

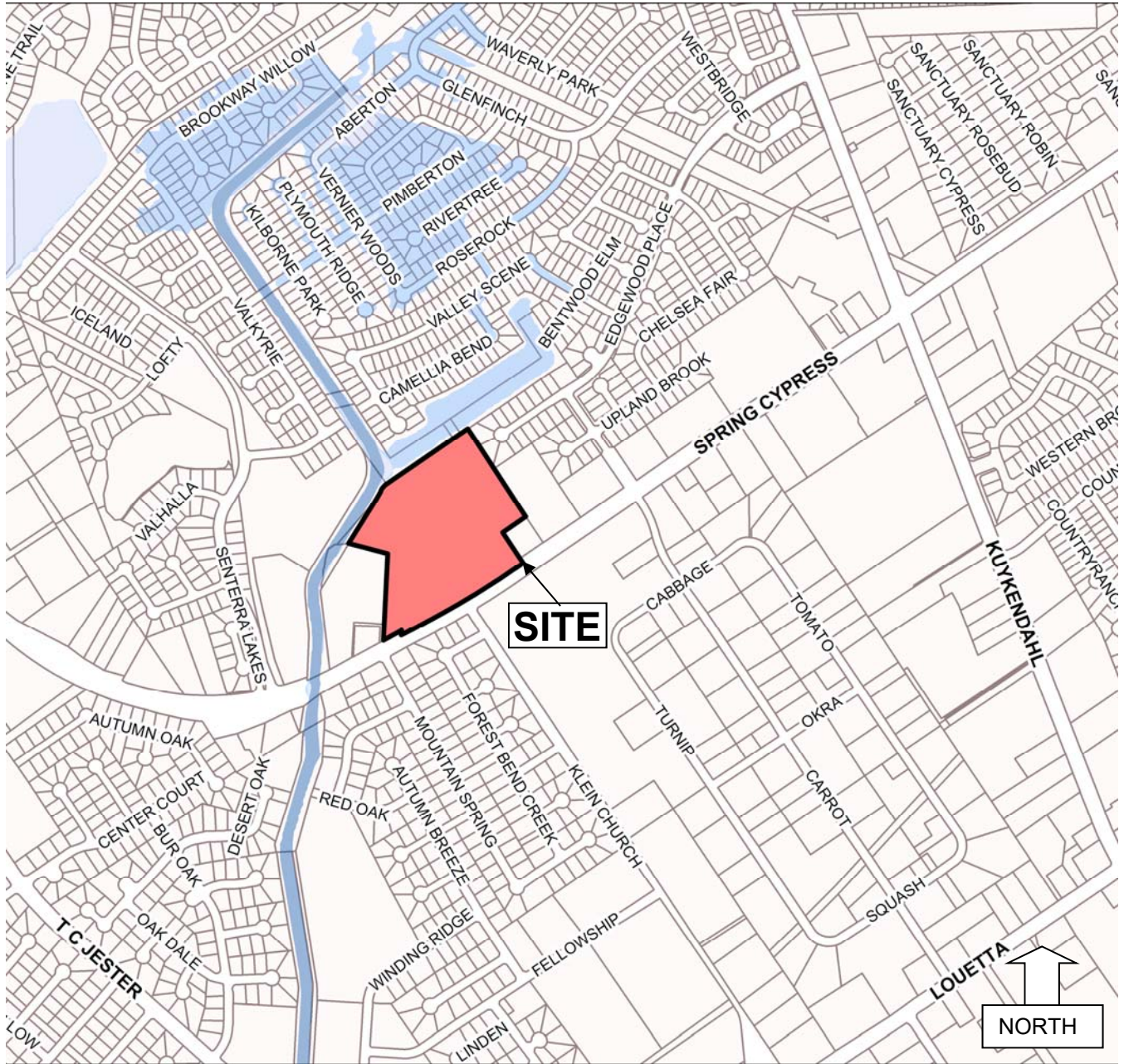
ITEM: 104

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Trinity Lutheran Church North Annex

Applicant: Bretco LLC



D – Variances

Site Location

Houston Planning Commission

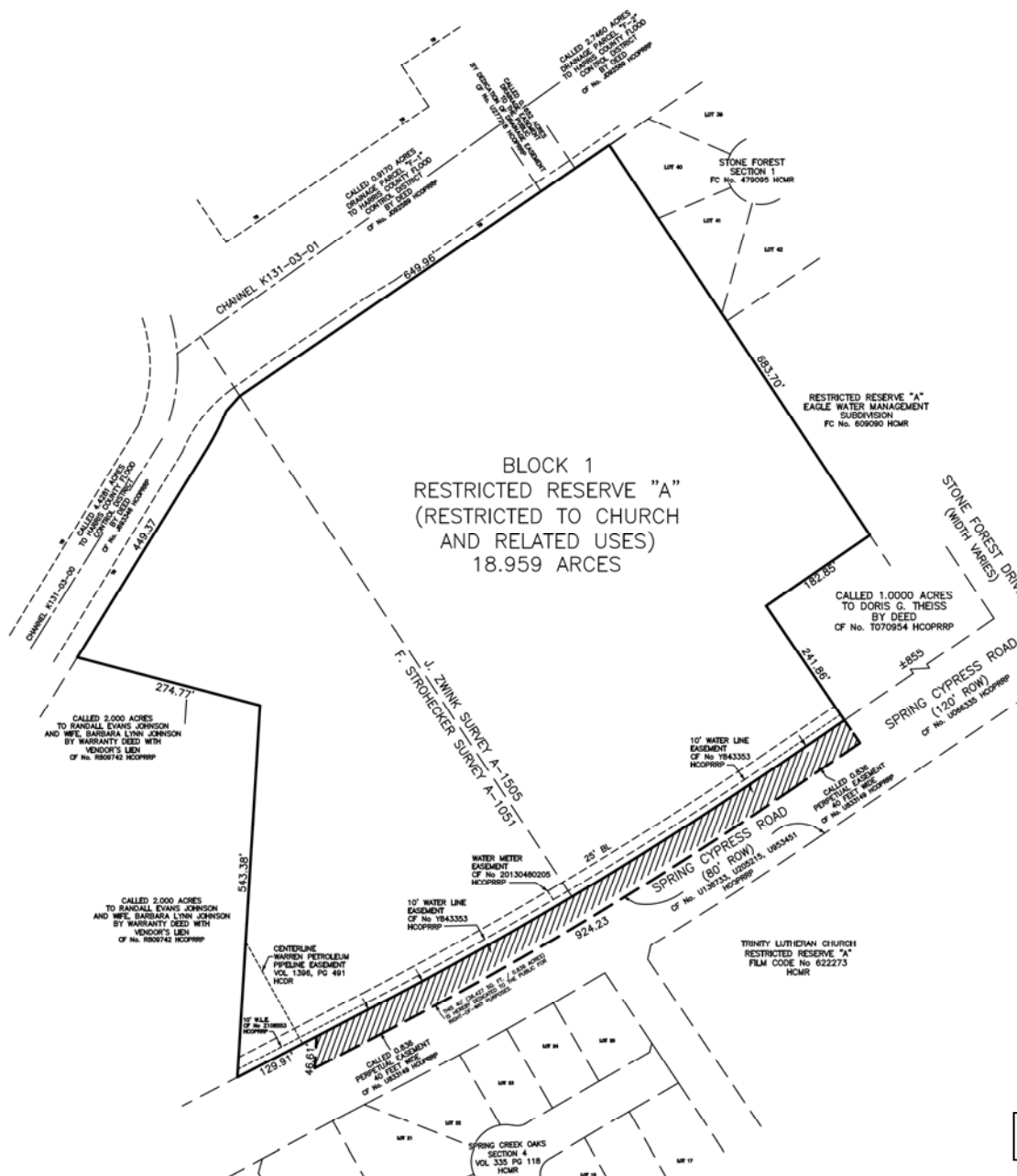
ITEM: 104

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Trinity Lutheran Church North Annex

Applicant: Bretco LLC



D – Variances

Subdivision

Aerial



Application Number: 2019-0230

Plat Name: Trinity Lutheran Church North Annex

Applicant: Bretco LLC

Date Submitted: 02/04/2019

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

Specific Variance is being sought and extent of variance:

Not to provide a local street within the subject tract in a north-south or east-west direction and to exceed the minimum block length along Spring Cypress Road

Chapter 42 Section: 128

Chapter 42 Reference:

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

Statement of Facts

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

Trinity Lutheran Church intends to develop the entire site into a new sports complex. The requirement of a north-south or east-west street would make the site undevelopable. In addition, dividing the site in half would create a danger for the children.

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

Strict application of the requirement for a north-south street and an east-west street is not feasible. The property is bounded on the north and west side of the property by a large drainage ditch. In addition, there are no stub streets along the west, north, and east sides of the property. Lastly, the east side is a subdivision with no stub streets and the north side is bounded by several large detention ponds.

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

The circumstances supporting the variance are not the result of the applicant. The property is bounded on the north and west side of the property by a large drainage ditch. In addition, there are no stub streets along the west, north, and east sides of the property.

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

The intent and general purposes will be maintained. There will be adequate traffic flow and circulation for the general public and for fire and EMS.

(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. The site is being developed as a new sports complex for the church. Not requiring a local street through the site would only serve to protect the public from speeding cars in close proximity to the children.

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

Economic hardship has no bearing on the variance request. The site is limited in size. The proposed sports complex is planned to utilize the entire site. Providing a road through the site would make it unfeasible.

Houston Planning Commission

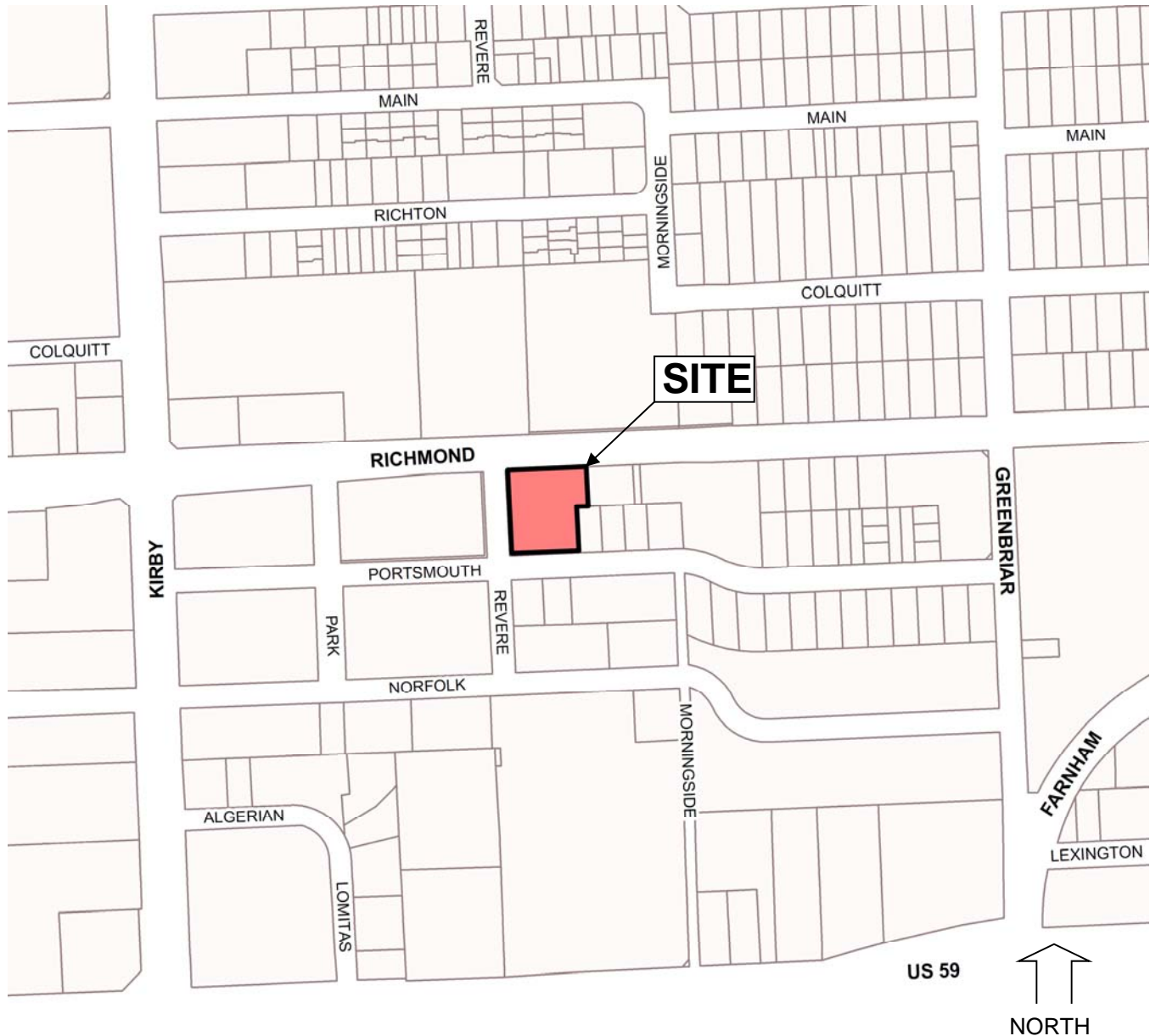
ITEM: 105

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Upper Kirby Senior Living (DEF 1)

Applicant: Windrose



D – Variances

Site Location

Houston Planning Commission

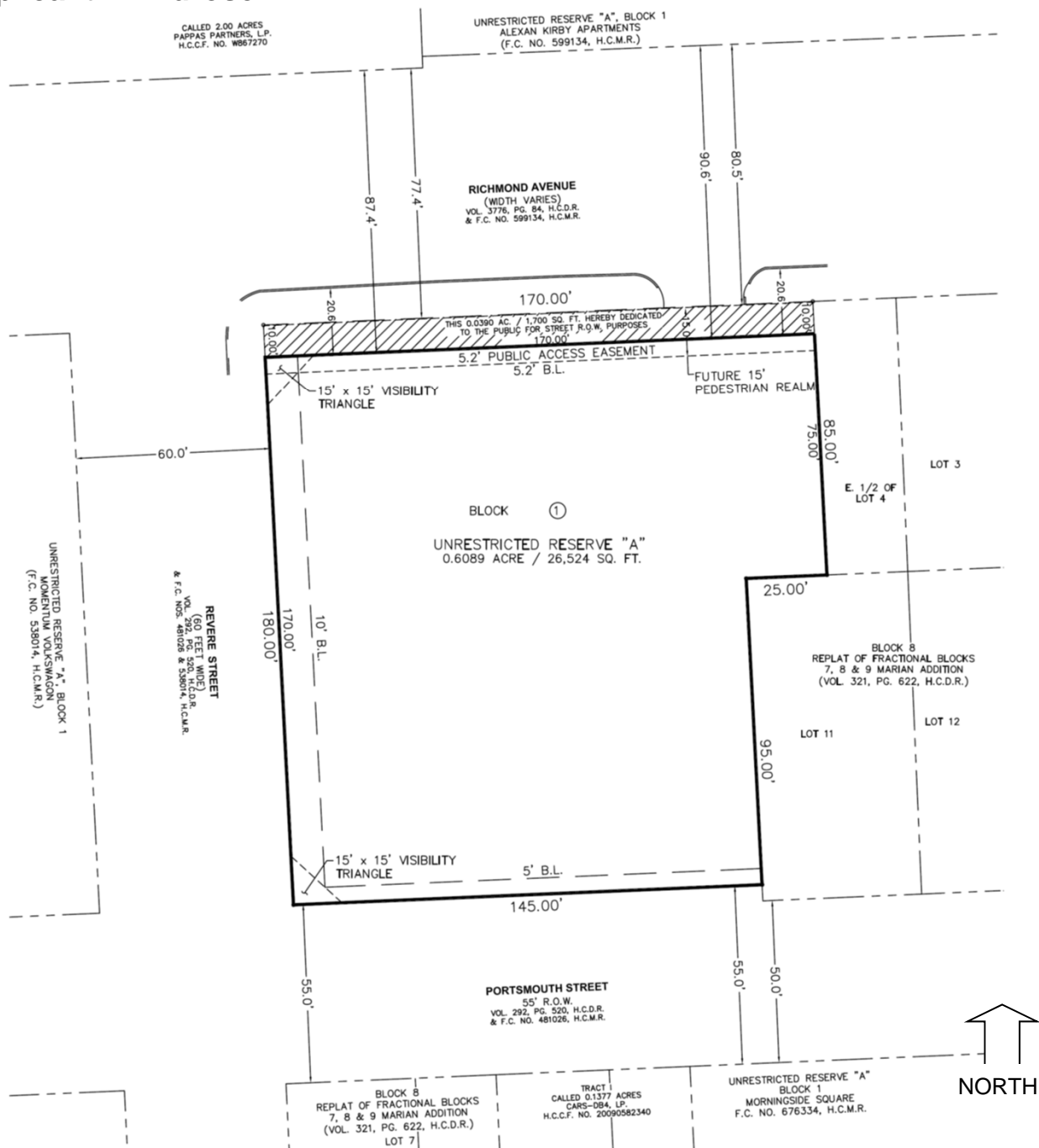
ITEM: 105

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Upper Kirby Senior Living (DEF 1)

Applicant: Windrose



D – Variances

Subdivision

Houston Planning Commission

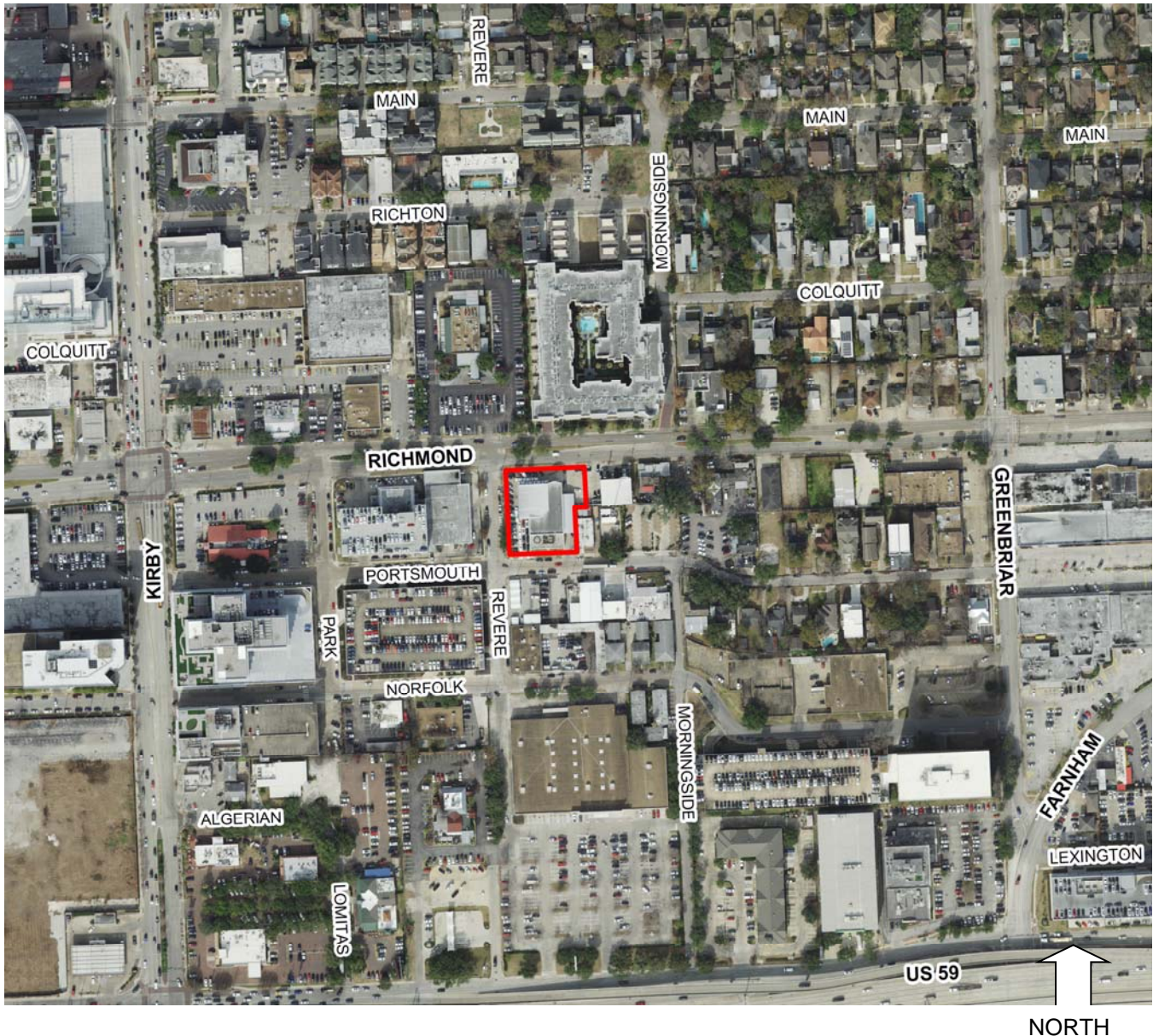
ITEM: 105

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Upper Kirby Senior Living (DEF 1)

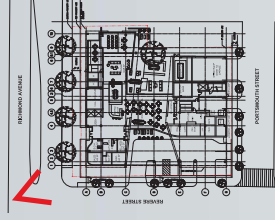
Applicant: Windrose

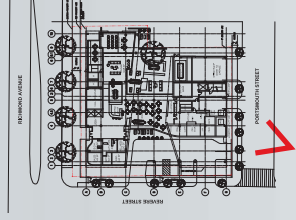


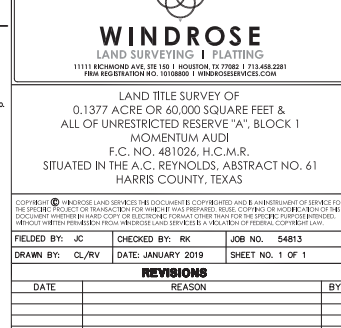
D – Variances

Aerial











Application Number: 2019-0141

Plat Name: Upper Kirby Senior Living

Applicant: Windrose

Date Submitted: 01/22/2019

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

Specific Variance is being sought and extent of variance:

To allow reduced building line of 5 feet along Portsmouth Street (Local Street) as opposed to the required 10-foot building line

Chapter 42 Section: 150

Chapter 42 Reference:

Section 42-150 "Building Line Requirement", paragraph (d) states, "The following chart is a summary of certain building line requirements of this chapter and is intended for illustrative purposes only. In case of any conflict between the chart and the text of this chapter, the text shall control; Local Streets, All others, - 10 feet."

Statement of Facts

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

The subject property is 0.65-acre located at the southeast corner of Richmond Avenue and Revere Street. The site is currently a Momentum Audi site and is being proposed for redevelopment in to a multi-story senior living facility. The site is bordered by a five-story multifamily residential complex across Richmond to the north, an automobile detailing/service facility across Portsmouth Street to the south, a restaurant and a commercial use to the east, and an automobile sales facility across Revere Street to the west. The applicant is dedicating 10 feet of public right-of-way and opting in to the Transit Corridor Ordinance development standards for a zero-foot building setback on Richmond Avenue. Because of the unusual physical characteristics affecting this site, particularly the unusually large amount of public right-of-way that has been previously dedicated, the applicant is unable to make reasonable use of their land without requesting a variance along the southern property line to allow for a five-foot setback. Since the original rights-of-way were dedicated, the subject tract has lost over 18-percent of its total volume due to public right-of-way dedication along Richmond, Revere and Portsmouth. While the acquisition of this right-of-way has been necessary to fuel the widening and ultimate growth of this corridor, it has been a dramatic loss in viable development potential for the subject tract. Fortunately for the applicant and for the City, the proposed project has mitigated the loss by utilizing reduced building setbacks and an enhanced pedestrian realm to justify the variance and capitalize on the transit-oriented and pedestrian-friendly development model.

(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 justification for the variance is the hardship created by the loss of over 18-percent of land volume to public right-of-way dedication. Given the significant amount of widening along all three of the abutting streets, including a 10-foot dedication along Richmond Avenue by this plat, the subject property would lose much of its development potential without special consideration by the Planning Commission. By opting in to the Transit Oriented development regulations along Richmond and securing a variance to reduce the building setback along Portsmouth Street to five feet, the applicant and City can reach a compromise position that recognizes the hardship imposed on the subject property while still realizing the type of pedestrian and transit-focused development that is compatible with and complimentary to the vision for Downtown Houston.

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

The applicant's goal for this project is to provide an upscale senior living facility that is safe, attractive, accessible. While the Richmond frontage will meet the Transit Corridor Ordinance design regulations outright, the applicant feels that a proposed variance to allow a five-foot building setback along Portsmouth Street is compatible with the development trends of the area and justified given the history of public exactions against the property. With the applicant's proposed design – 0-foot building setback and 10 feet of right-of-way dedication along Richmond Avenue, 10-foot building setback on Revere Street, and a 5-foot building setback along Portsmouth Street – there will be a very viable pedestrian realm surrounding the facility. For example, along Portsmouth Street where the applicant is requesting a variance the pedestrian realm will be 17.5 feet featuring a 6-foot wide sidewalk and five new street trees.

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

The granting of the variance will not be injurious to the public health, safety or welfare as there is more than adequate right-of-way to facilitate safe and effective vehicular and pedestrian movement around the site. Additionally, the applicant is limiting Richmond Avenue to pedestrian access only and making Revere Street the visitor/guest parking area and pickup/drop-off point. All on-site residents will access the parking area through the two drive aisle openings along Portsmouth, which have both been sent to Public Works for review in advance of this plat/variance submittal. This ingress/egress plan reduces traffic conflict, enhances the pedestrian/transit focus on Richmond, and enables the applicant to achieve the highest and best use of their land.

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

The justification for the requested variance is the hardship caused by the extremely large percentage of land volume lost to right-of-way dedication. By approving this variance for a reduced setback on Portsmouth Street, the Commission will enable the applicant to achieve reasonable use of their land and provide a much-needed senior living facility that is truly compatible with the transit-oriented, pedestrian-focused design model.

Houston Planning Commission

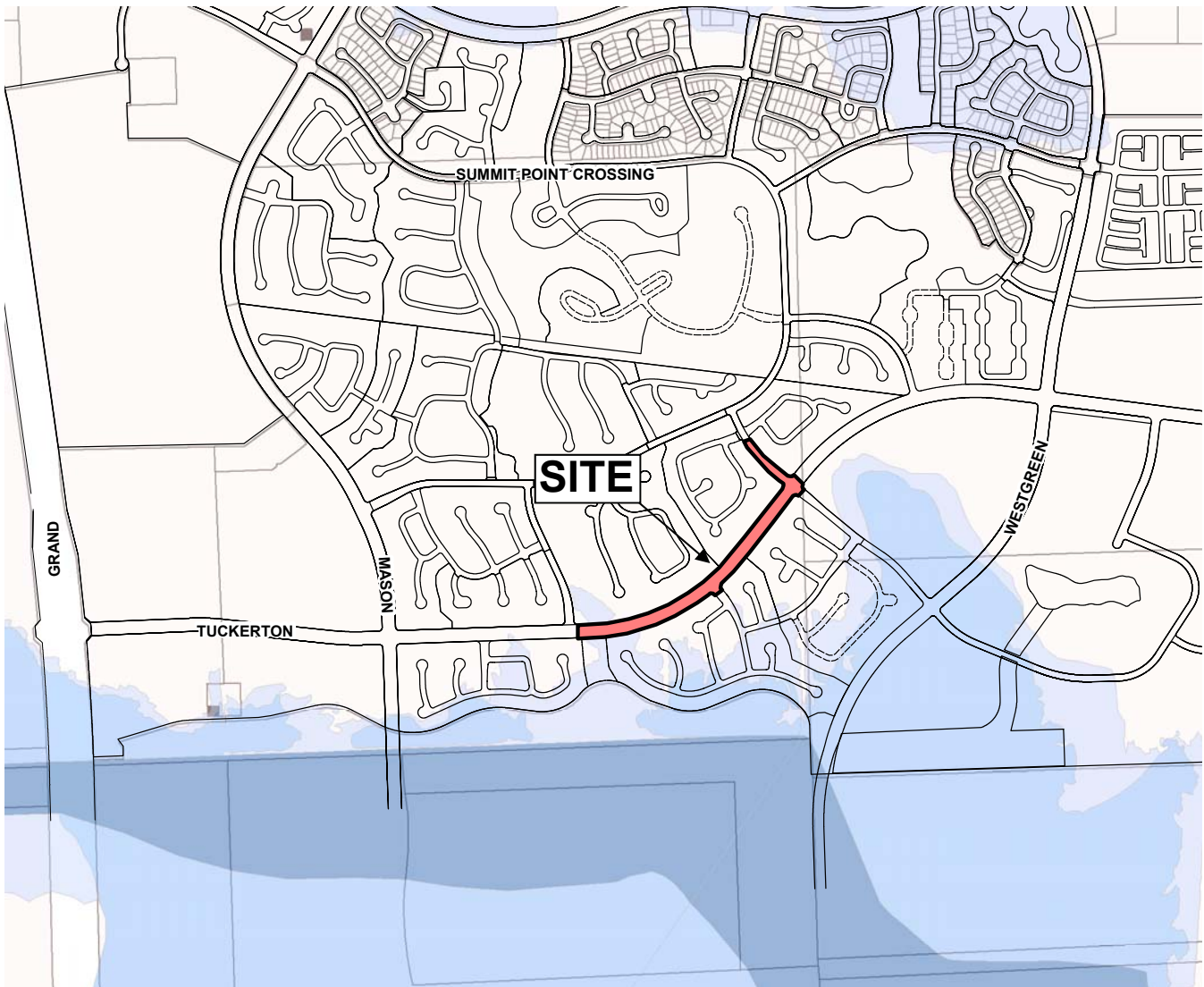
ITEM: 106

Planning and Development Department

Meeting Date: 2/14/2019

**Subdivision Name: Bridgeland Tuckerton Road and Summer Camp Drive
Street Dedication and Reserve**

Applicant: BGE, Inc.



E – Special Exceptions

Site Location

Houston Planning Commission ITEM: 106

Houston Planning Commission ITEM: 106

Planning and Development Department

Meeting Date: 2/14/2019

**Subdivision Name: Bridgeland Tuckerton Road and Summer Camp Drive
Street Dedication and Reserve**

Applicant: BGE, Inc.



E – Special Exceptions

Subdivision

Houston Planning Commission

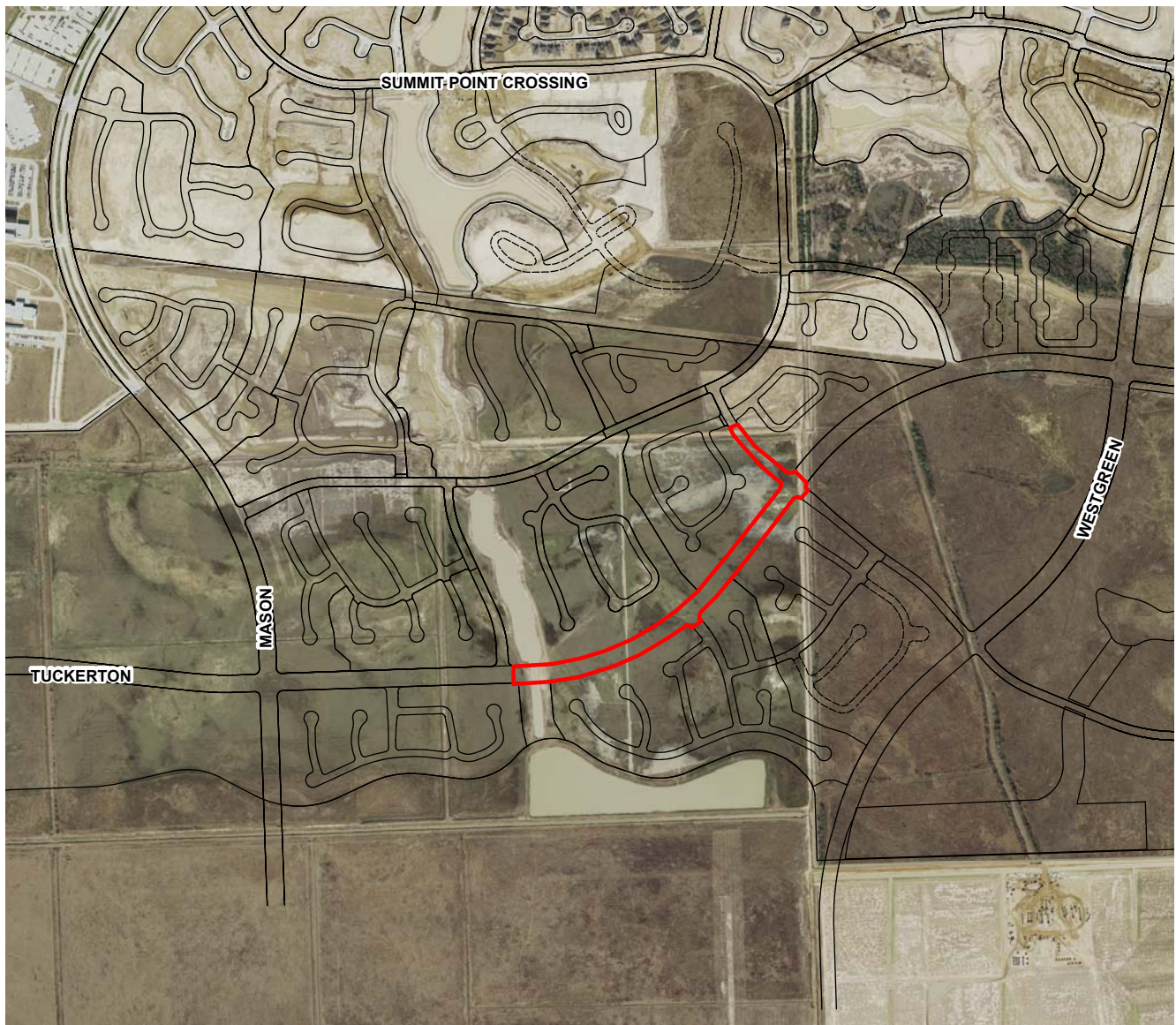
ITEM: 106

Planning and Development Department

Meeting Date: 2/14/2019

**Subdivision Name: Bridgeland Tuckerton Road and Summer Camp Drive
Street Dedication and Reserve**

Applicant: BGE, Inc.



E – Special Exceptions

Aerial



SPECIAL EXCEPTION Request Information Form

Application Number: 2019-0178

Plat Name: Bridgeland Tuckerton Road and Summer Camp Drive Street Dedication and Reserve

Applicant: BGE, Inc.

Date Submitted: 02/01/2019

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

Specific requirement for which the special exception is being sought:

To allow a Centerline Radius of 1,800-feet for major thoroughfare Tuckerton Road between Fry Road and Grand Parkway (S.H. 99) in lieu of a 2,000-foot centerline radius.

Chapter 42 Section: 132 (a)

Chapter 42 Reference:

Chapter 42-132 (a) Curves for the right-of-way of a major thoroughfare shall have a centerline radius of at least 2,000 feet. Reverse curves shall be separated by a tangent distance of not less than 100 feet.

Statement of Facts

(1) Special circumstances exist that are unique to the land or the proposed subdivision or development and that are not generally applicable to all other land, subdivision for development in the city or its extraterritorial jurisdiction that justify modification of the standards that would otherwise apply;

The Bridgeland Parkland Village General Plan is comprised of nearly 1,800 acres located in northwest Harris County. The general plan continues a network of major thoroughfares, collector roads and local streets to serve various land uses. The Bridgeland Parkland Village General Plan is bound by existing Fry Road to the East, existing Katy Hockley Road to the West, and is positioned a few miles south of Highway 290. This stretch of Tuckerton Road connects aforementioned Fry Road to the Grand Parkway (S.H. 99) through an approximate 2-1/4 mile corridor. The Bridgeland Parkland Village will extend Tuckerton Road, a designated major thoroughfare, from Fry Road to Grand Parkway (S.H. 99). Per the City of Houston 2017 Major Thoroughfare Map, Tuckerton Road will maintain the adopted alignment and proposes reduced radii between Fry Road and Grand Parkway (1,800-feet). The reduced radii (1,800) is a result of coordination efforts with Harris County to ensure compliance with the 250 foot tangents of two intersecting major thoroughfares and the 200 foot tangents at the intersection between a designated major thoroughfare and a collector road.

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

Granting of the special exception will achieve a result contemplated by the standards in article III of this chapter. The purpose of the Subdivision Ordinance is to create sufficient circulation and access for the surrounding area. The reduction of the centerline radii along Tuckerton Road will continue to allow for sufficient traffic circulation and access through the proposed development.

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

Tuckerton Road between Fry Road and Grand Parkway (S.H. 99), the modification of 1,800' is a 9% deviation from the 2,000-foot Centerline Radius requirement and is not disproportionate to the requirements of Chapter 42.

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

The intent and general purposes of this chapter will be preserved and maintained; sufficient traffic circulation and access for the surrounding areas will continue to be adequate with the proposed reduced radii of the designated major thoroughfare.

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

The granting of the special exception will not be injurious to the public health, safety or welfare. Emergency vehicle and local traffic circulation will be provided by the major thoroughfare extension of Tuckerton Road. The reduced radius of 1,800-feet will continue to allow the flow of emergency vehicles or the travelling public.

Houston Planning Commission

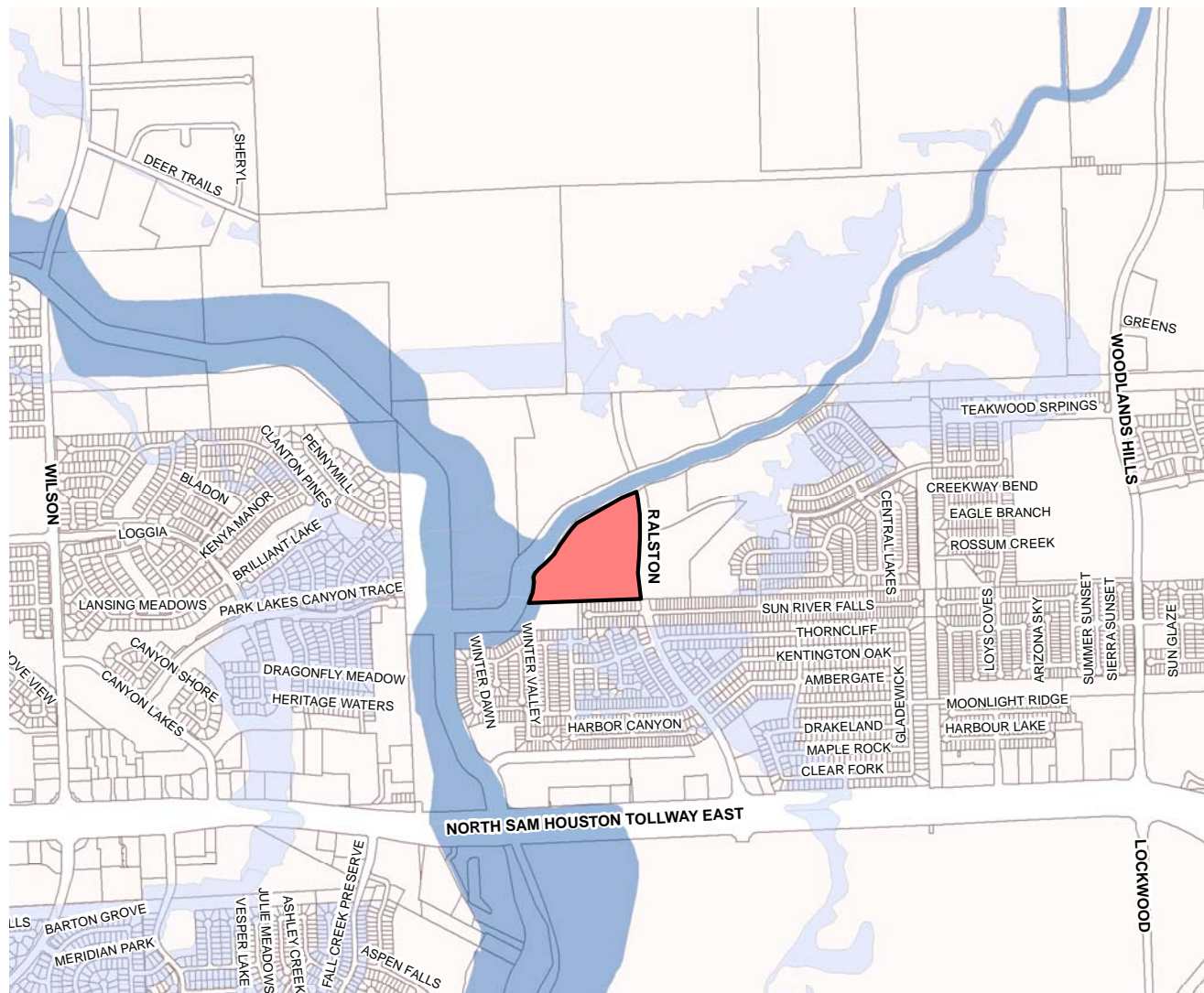
ITEM: 107

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Balmoral Park Lakes East Sec 7 (DEF 1)

Applicant: Pape-Dawson Engineers



F- Reconsideration of Requirements

Site Location

Subdivision

Houston Planning Commission

ITEM: 107

Planning and Development Department

Meeting Date: 02/14/2019

Subdivision Name: Balmoral Park Lakes East Sec 7 (DEF 1)

Applicant: Pape-Dawson Engineers



F- Reconsideration of Requirements

Aerial



RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2019-0120
Plat Name: Balmoral Park Lakes East Sec 7
Applicant: Pape-Dawson Engineers
Date Submitted: 01/21/2019

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

Specific requirement or condition being sought:

Sec. 42-24

Chapter 42 Section: 24

Chapter 42 Reference:

Sec. 42-24 General Plans Record Ralston north of Thompson Bend to Greens, the south 50' of greens, and all of the drainage and detention pond areas north of the subject tract prior to or simultaneously with this plat. See area highlighted in red on the GP exhibit attached to the marked copy of this plat.

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:

Ralston Road north of Thompson Bend to Greens Road and the south 50' of Greens Road (App No. 2018-1939) will be recorded simultaneously with Balmoral Park Lakes East Sec 7. The Balmoral Park Lakes East Detention Reserve plat (App No. 2019-0017) received preliminary plat approval on January 17, 2019. The plat will be submitted for Final approval by January 22, 2019 and we will continue expeditiously thereafter to record the plat as soon as possible. The remainder of the area east of Ralston, South of future Greens Road, and North of Williams Gully will also be platted and is expected to be submitted February 18, 2019 as a Class II for final approval. As with the foregoing plat, we will continue expeditiously to record this plat as soon as possible. Land Tejas Park Lakes 1023 LP requests that the Planning Commission approve Balmoral Park Lakes East Sec 7 plat for recordation with the understanding that both of the detention plans will be recorded shortly thereafter.

Basis of Recommendation:

Harris County Engineering Office requested a deferral to allow more time to review and to coordinate with other agencies. Staff's recommendation is to defer the plat per Harris County's request.

CITY OF HOUSTON

HOUSTON PLANNING COMMISSION
PLANNING & DEVELOPMENT DEPARTMENT

Planning Commission
Meeting Date: 02/14/19

ITEM: 115

Applicant: VANESSA ZAMBRANO

Contact Person: VANESSA ZAMBRANO

Location	File No.	Zip	Lamb. No.	Key Map	City/ ETJ
	19-1429	77091	5261	412Y	ETJ
SOUTH OF: W LITTLE YORK RD WEST OF: N SHEPHERD DR					

ADDRESS: 7013 De Priest St.

ACREAGE:

LEGAL DESCRIPTION:

THE SOUTH ½ OF LOT 5 IN BLOCK 10 OF GREEN MEADOWS AN ADDITION IN HARRIS COUNTY, TEXAS ACCORDING TO THE MAP OR PLAT THEREOF RECORDED IN VOLUME 17 PAGE 18 OF THE MAP RECORDS OF HARRIS COUNTY, TEXAS.

PURPOSE OF REQUEST: Residence

STAFF REPORT

STAFF RECOMMENDATION: Approve

BASIS OF RECOMMENDATION: Application meets all criteria for a certificate of compliance

ADDITIONAL INFORMATION :

PLANNING COMMISSION ACTION:

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

ADDITIONAL FINDINGS BY PLANNING COMMISSION:

CERTIFICATE OF COMPLIANCE

CITY OF HOUSTON

HOUSTON PLANNING COMMISSION
PLANNING & DEVELOPMENT DEPARTMENT

Planning Commission
Meeting Date: 02/14/19

ITEM: 116

Applicant: CHRISTOFER KRAFFT

Contact Person: CHRISTOFER KRAFFT

Location	File No.	Zip	Lamb. No.	Key Map	City/ETJ
	19-1430	77357	5772	296D	ETJ
SOUTH OF: KEITH LANE EAST OF: LOOP 494					

ADDRESS: 23624 Park Drive

ACREAGE:

LEGAL DESCRIPTION:

BEING ALL THAT CERTAIN TRACT OR PARCEL OF LAND CONTAINING 0.496 ACRES SITUATED IN THE WILLIAM SMITH SURVEY, ABSTRACT NO. 540, MONTGOMERY COUNTY TEXAS.

PURPOSE OF REQUEST: Residence

STAFF REPORT

STAFF RECOMMENDATION: Approve

BASIS OF RECOMMENDATION: Application meets all criteria for a certificate of compliance – family related tract 1 -4.

ADDITIONAL INFORMATION :

PLANNING COMMISSION ACTION:

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

ADDITIONAL FINDINGS BY PLANNING COMMISSION:

CERTIFICATE OF COMPLIANCE

CITY OF HOUSTON

HOUSTON PLANNING COMMISSION
PLANNING & DEVELOPMENT DEPARTMENT

Planning Commission
Meeting Date: 02/14/19

ITEM: 117

Applicant: JOSE IZQUIERDO

Contact Person: JOSE IZQUIERDO

Location	File No.	Zip	Lamb. No.	Key Map	City/ ETJ
	19-1431	77091	5771	296R	ETJ
SOUTH OF: MACE EAST OF: NEEDHAM					

ADDRESS: 24889 Lynn Lane

ACREAGE:

LEGAL DESCRIPTION:

LOT 29, OF VIRGINIA LYNN ESTATES, AN UNRECORDED SUBDIVISION LOCATED IN THE A.J. MCSHAN SURVEY, ABSTRACT NO. 698, MONTGOMERY COUNTY, TEXAS.

PURPOSE OF REQUEST: Residence

STAFF REPORT

STAFF RECOMMENDATION: Approve

BASIS OF RECOMMENDATION: Application meets all criteria for a certificate of compliance

ADDITIONAL INFORMATION :

PLANNING COMMISSION ACTION:

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

ADDITIONAL FINDINGS BY PLANNING COMMISSION:

CERTIFICATE OF COMPLIANCE



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
JGJ Architects	Terence Johnson	713-385-5735	tjohnson@jgjarchitects.com

PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
3202 Glen Haven Boulevard	18143231	77386	5255D	532K	D

HCAD ACCOUNT NUMBER(S):	0751870030017
PROPERTY LEGAL DESCRIPTION:	Lot 17, Block 3 Southern Oaks Section 1
PROPERTY OWNER OF RECORD:	Johnson Development Group, LLC
ACREAGE (SQUARE FEET):	8,448 square feet
WIDTH OF RIGHTS-OF-WAY:	Glen Haven Boulevard (60 feet); Buffalo Speedway (100 feet)
EXISTING PAVING SECTION(S):	Glen Haven Boulevard (26 feet); Buffalo Speedway (24 feet)
OFF-STREET PARKING REQUIREMENT:	2 parking spaces
OFF-STREET PARKING PROVIDED:	2 car attached garage
LANDSCAPING REQUIREMENTS:	2 qualified trees
LANDSCAPING PROVIDED:	Preserving 2 large caliper Oaks (1-118" caliper and 1-105" caliper)
EXISTING STRUCTURE(S) [TYPE; SQ. FT.]:	0 square feet; vacant land
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]:	5,508 square feet; single-family residence

PURPOSE OF VARIANCE REQUEST: 1) To allow a 12'-10" building line in lieu of the ordinance-required 25' building line along Buffalo Speedway, a major thoroughfare; and 2) to allow an existing curb cut and existing driveway to remain for vehicular access to a single-family lot from Buffalo Speedway, a major thoroughfare.

CHAPTER 42 REFERENCE(S): 42-152(a): Building line requirements along major thoroughfares. The portion of a lot or tract that is adjacent to a major thoroughfare shall have a building line requirement of 25' unless otherwise authorized by this chapter.

42-188: Lot access to streets. (b) A single-family residential lot shall not have direct vehicular access to a major thoroughfare unless: 1) the lot is greater than one acre in size; and (2) the subdivision plat contains a notation adjacent to the lot requiring a turnaround on the lot that prohibits vehicles from backing onto the major thoroughfare.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

APPLICANT'S STATEMENT OF FACTS

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

This variance request is to provide a 12'-10" building line along Buffalo Speedway, allow the use of the existing driveway approach off of Buffalo Speedway and allow the new garage to be set at a 20' building line along Buffalo Speedway. All requests comply with the existing subdivision plat and conform to the original setbacks and garage location of the original house.

Lot 17, Block 3 of Southern Oaks Section 1 is a corner lot at Glen Haven and Buffalo Speedway. The original house was torn down due to Hurricane Harvey and therefore, the lot is now vacant. The City Ordinance building line along Buffalo Speedway is now 25'. Per Chapter 42 Code of Ordinance, a vacant corner lot cannot take access from a major thoroughfare unless it is 1 acre in size or more.

The 25' building line on Buffalo Speedway, along with the 25' building line on Glen Haven, and 10' of rear yard easements reduces the buildable area such that use of the site for a residential home is impractical. These setbacks will force a total house width of no more than 35'. If the existing driveway access is not allowed, the garage would be required on Glen Haven. This will mean that 25' of the total house width will now be used for the garage, leaving only 10' of total buildable width for the home's livable area facing Glen Haven. A Glen Haven facing garage will also further reduce the amount of area being dedicated for open, private backyard.

The original and current Subdivision Plat defines the building line along Buffalo Speedway as 10'. By setting the new house at the original home's setback of 12'-10" and placing the new garage at existing driveway and approach off of Buffalo Speedway will maximize the usable and livable areas, allowing roughly 50% of the site to be used for a residential house, attached garage, and private yard space.

We require a variance due to the building line change by City Ordinance and request a building line reduction from 25' to 12'-10" along Buffalo Speedway. We also request that use of the existing driveway and curb cut approach be granted and that the garage to be set 20' from the side yard property line allowing for an 8'x20' T-Turn around within the property boundary. Ultimately, this variance request allows us to construct a new single-family home that is consistent with the quality, standards, and specifications of newly built comparable homes in this neighborhood.

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

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

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

Requirements of this chapter make this project infeasible due to an offsetting side building line which further narrows the lot, resulting in a shallow depth buildable width. The 25' building line on the major thoroughfare Buffalo Speedway, in conjunction to the building line on Glen Haven and adjacent side yard setbacks and easements, make the construction of a comparable house infeasible. Not allowing use and access from Buffalo Speedway will require the garage to face Glen Haven which further reduces the width at the front of the house and drastically minimizes the usable and livable areas and the amount of dedicated private back yard space.

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

The circumstances are not a result of a hardship created by the applicant. Consequently, the building line and driveway access off Buffalo Speedway has been changed by the City of Houston since the original platting of this subdivision. Being a corner lot, combined with the ordinance requirements for corner lots abutting major thoroughfares, narrow the buildable area of the lot, hindering the construction of a new home, and has created the need for this variance request.

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

YES, the intent and general purpose of this chapter will be maintained. The new home will be constructed at 12'-10", use of the existing driveway and approach will be allowed and the new garage will be set 20' from the side property line. All other building lines and easements are being maintained. These all comply with the general purposes of this chapter and adhere with the original subdivision plat.

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

This variance will not be injurious to the public health, safety or welfare. The variance will only affect the property owned by the applicant for the construction of a new single-family residence and affects the side yard building line and garage setbacks only. For the existing driveway and approach, an 8'x20' T-turn around will be provided which allows the driver to approach the traffic along Buffalo Speedway headfirst, in lieu of backing out onto the street.

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

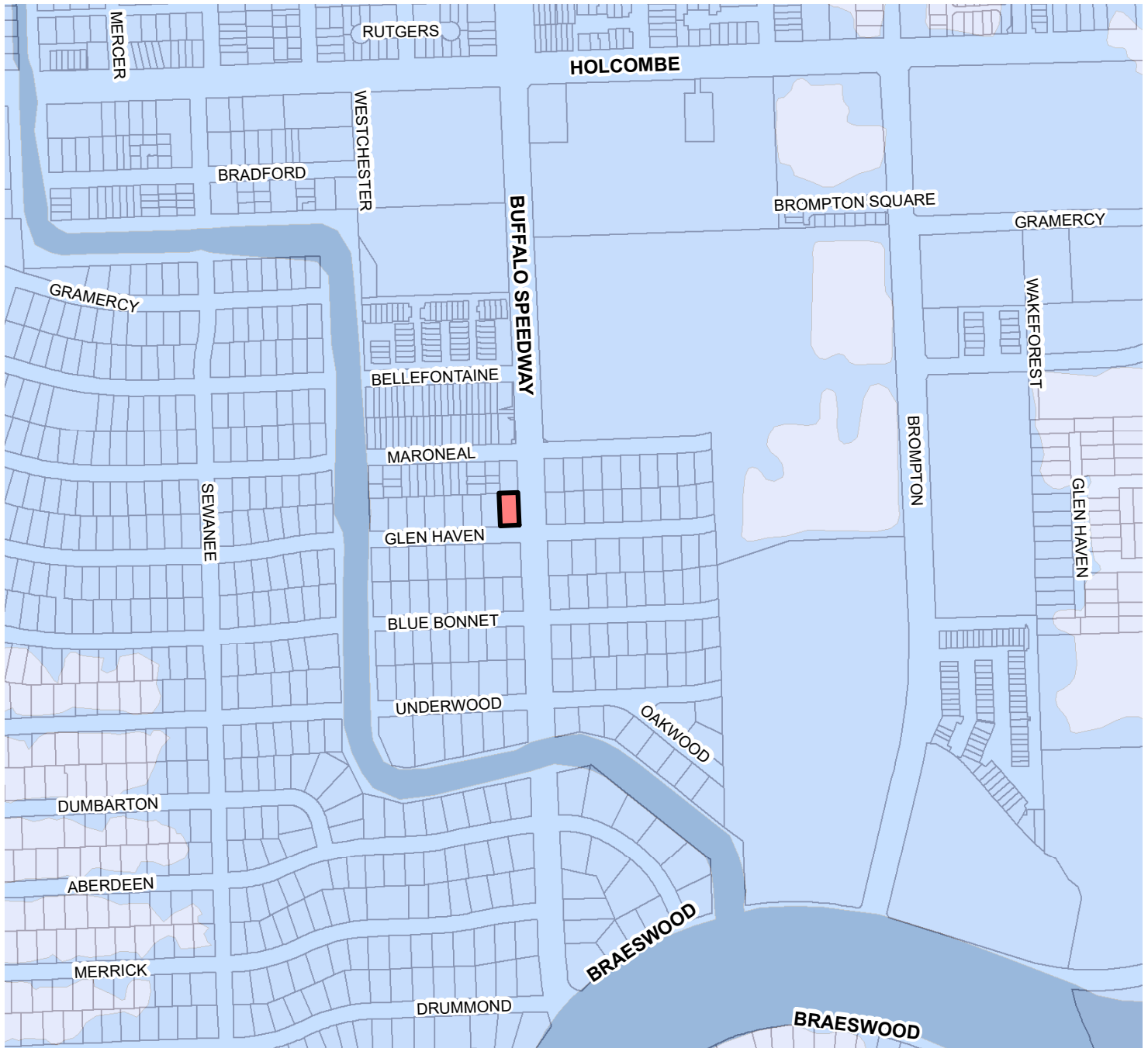
Economic hardship is not the sole justification of this variance request. Practical use of the property is the reason for this variance request. This practical use of the property will also maintain the line of existing homes as they sit today, most of which are set on or near the 10' building line per the 1948 plat.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Location Map



DEVELOPMENT PLAT VARIANCE



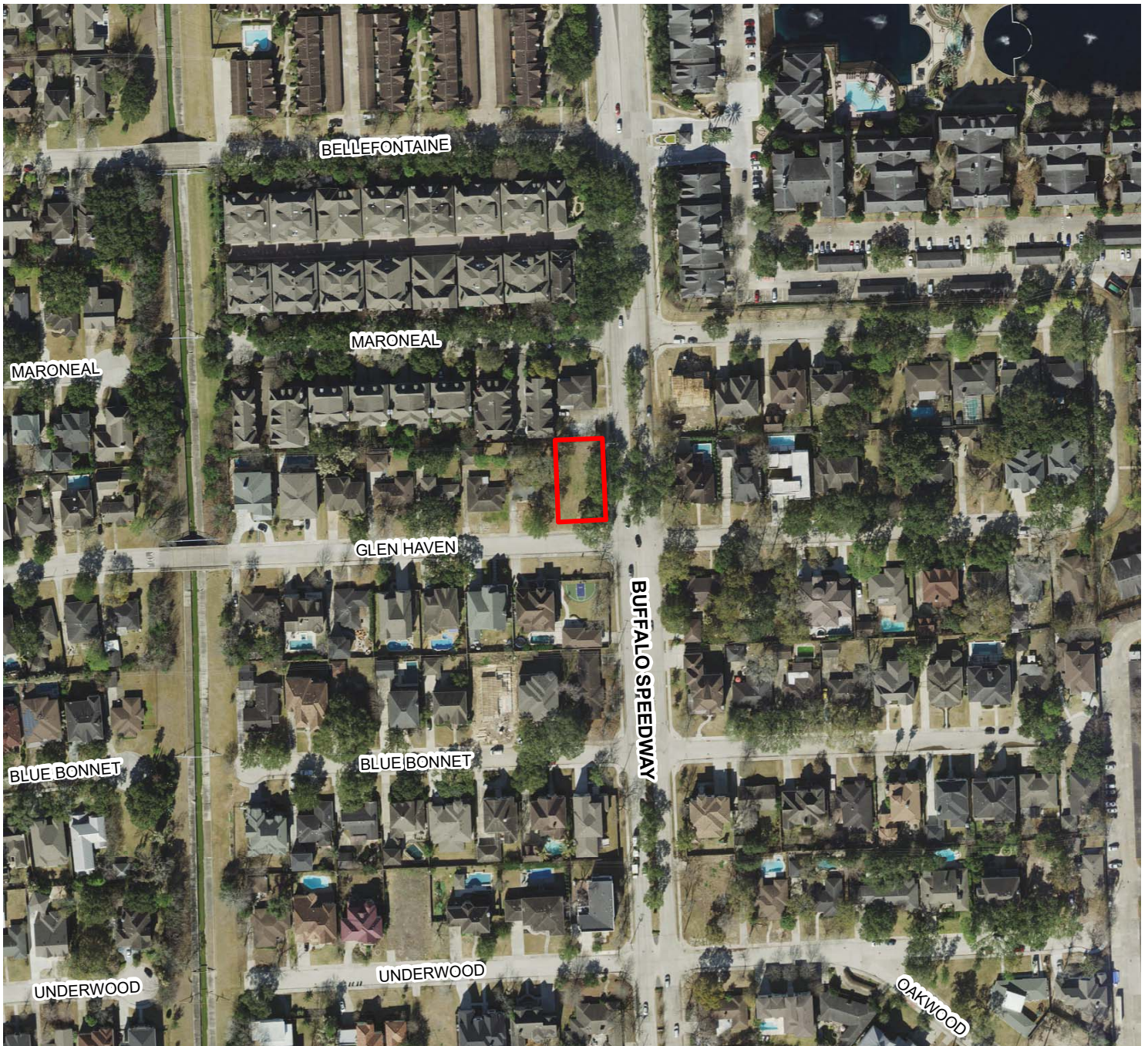
PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: 118

Meeting Date: 2/14/2019

Houston Planning Commission

Aerial Map

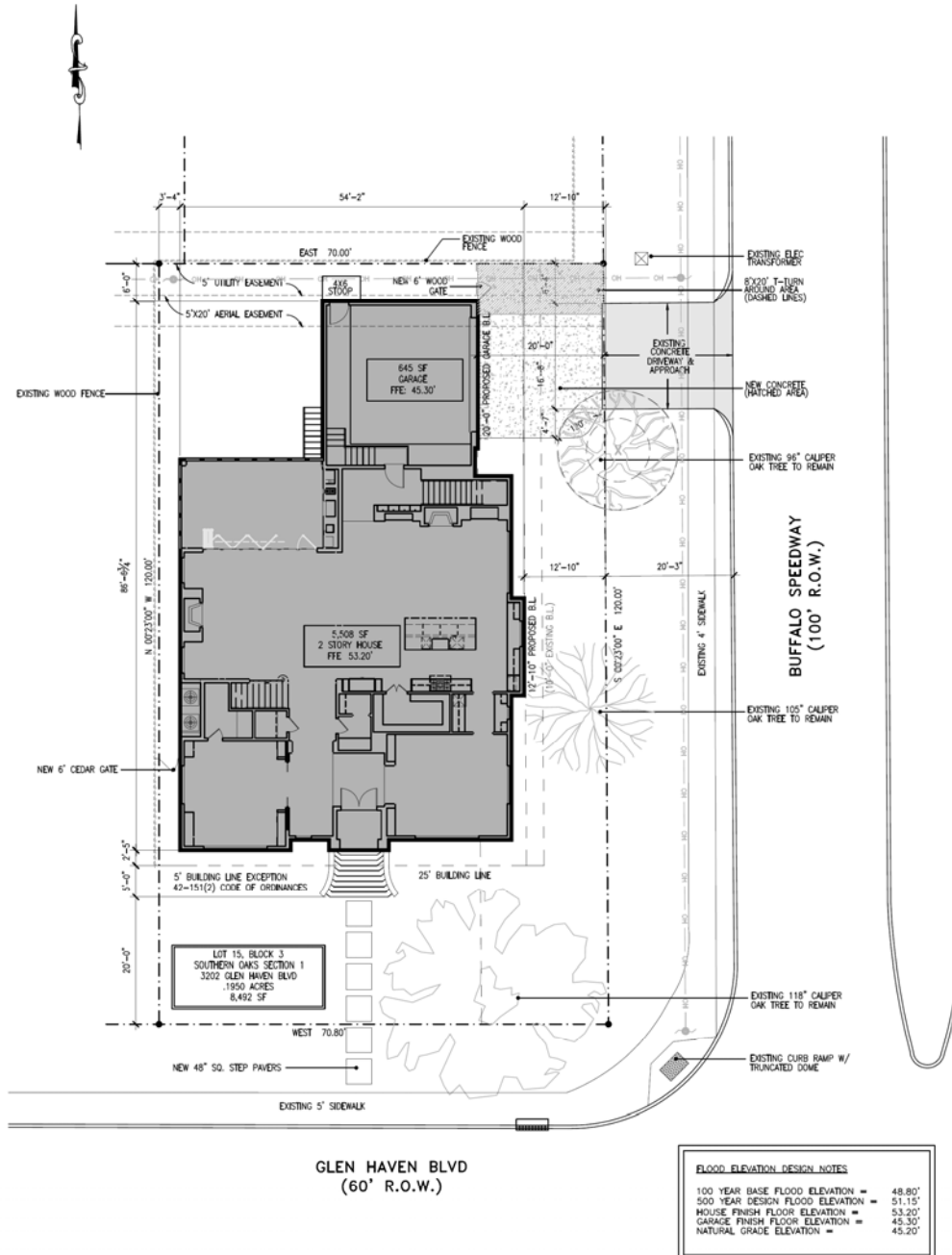


DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Site Plan



SITE PLAN

1"=20'-0"

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

ITEM: 118

Meeting Date: 2/14/2019

Elevations



DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

VARIANCE REQUEST APPLICATION

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

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
The Interfield Group	Mary Villareal	713-780-0909	mvillareal@interfield.net		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
2512 Southmore Blvd.	18114993	77004	5355B	533B	D

HCAD ACCOUNT NUMBER(S):	0611180000010
PROPERTY LEGAL DESCRIPTION:	Tracts 10 & 11A, Block 25, Riverside Terrace Sec 3
PROPERTY OWNER OF RECORD:	NPN Realty, LLC
ACREAGE (SQUARE FEET):	0.355 (15,474 SF)
WIDTH OF RIGHTS-OF-WAY:	Southmore Blvd. (80')
EXISTING PAVING SECTION(S):	Southmore Blvd. (Approximately 19.5')
OFF-STREET PARKING REQUIREMENT:	Complies
OFF-STREET PARKING PROVIDED:	Complies
LANDSCAPING REQUIREMENTS:	Complies
LANDSCAPING PROVIDED:	Complies

EXISTING STRUCTURE(S) [TYPE; SQ. FT.]:	Single Family Residence
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]:	Convert S.F.R. 3,573 SF – Four (4) dwelling units apartment

PURPOSE OF VARIANCE REQUEST: Not to provide a 28' private loop street for a garden style multi-family development.

CHAPTER 42 REFERENCE(S): Sec. 42-231 Private Streets; A development plat that contains a multi-family residential building shall provide at least one private street.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

APPLICANT'S STATEMENT OF FACTS

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

The existing building appears to have been constructed in 1935. There are currently two existing driveways that provide access to the property. Owner desires to renovate the building on this site, which today Ordinance requires a 28' private street. It is difficult for this site to provide a 28' private street, due to the location of the existing building and parking spaces.

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

The existing multi-family building is located at 2512 Southmore Boulevard, southerly of Southmore Boulevard, easterly of Emancipation Avenue, westerly of Live Oak Street and northerly of Oakdale Street. Subject property is out of Riverside Terrace Section 3 subdivision, filed in 1925. According to Harris County Appraisal District, the existing building was constructed in 1935. Owner intends to renovate the existing building to contain four (4) multi-family dwelling units. Ordinance requires that a 28' private street be provided. However, the current conditions on the property make it difficult to provide the private access easement within the site, due to the location of existing building and parking spaces. The location of an existing fire hydrant is enough to allow the hose length to meet the minimum requirement.

The existing building was constructed long before Chapter 42, strict application of this requirement will prevent owner from reasonably upgrading the building and enhancing the block face. We would like to thank Staff and the Planning Commission, in advance, for your kind consideration of this variance request.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

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

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

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

The intent and general purpose of Chapter 42 will be preserved and maintained, due to the following considerations:

- a. Granting the variance will help enhance the living experience of new tenants and the development along this block face.
- b. Yards between right-of-way line and residence will be landscaped and will preserve and enhance the general character of the block face.

- (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. Renovation of the existing building will enhance the block face, without any way compromising public health or safety.

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

Economic hardship is not the sole justification of the variance, which is being requested on the basis of a reasonable assessment of existing conditions on subject property.

DEVELOPMENT PLAT VARIANCE



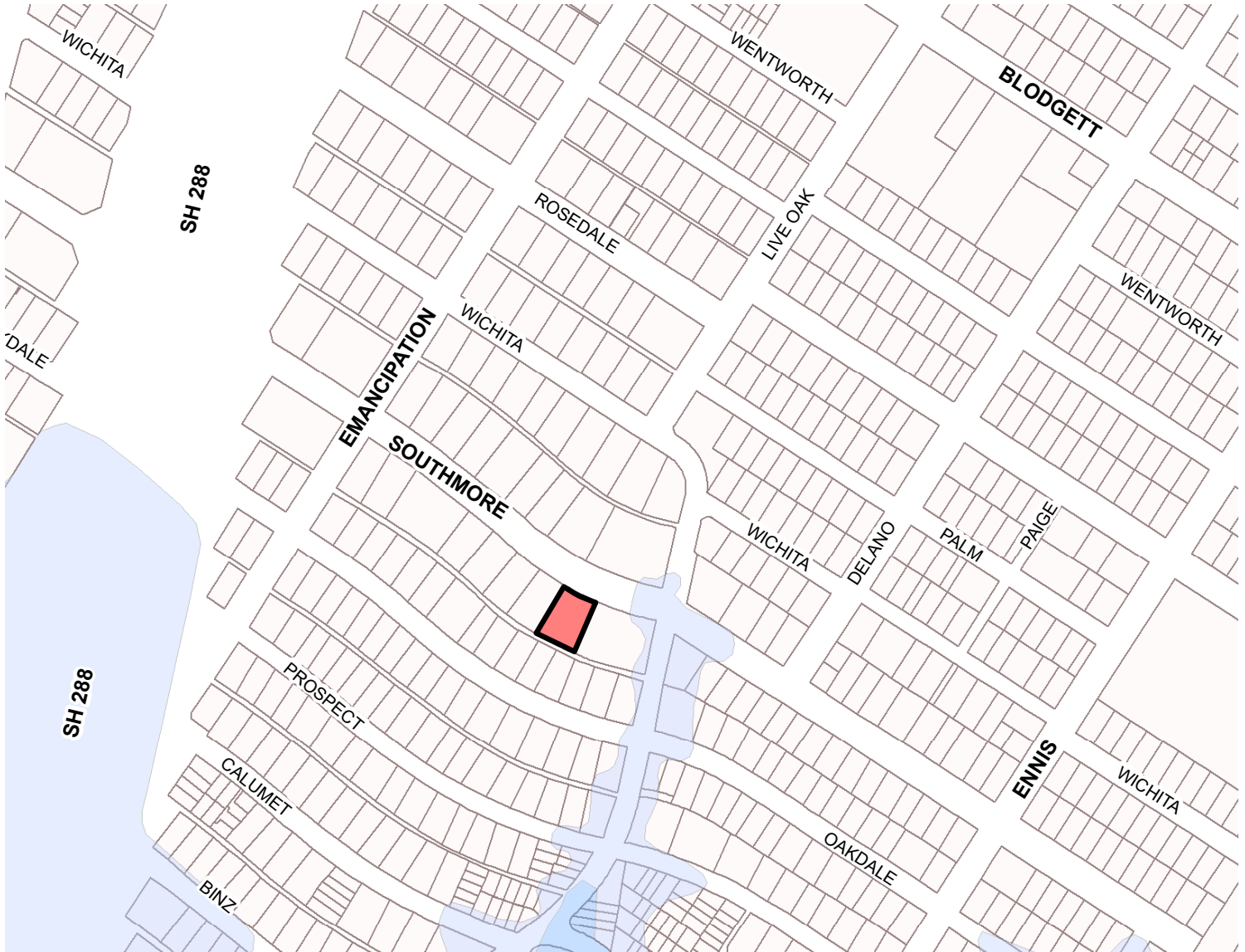
PLANNING &
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DEPARTMENT

ITEM: 119

Meeting Date: 02/14/2019

Houston Planning Commission

Location Map



DEVELOPMENT PLAT VARIANCE



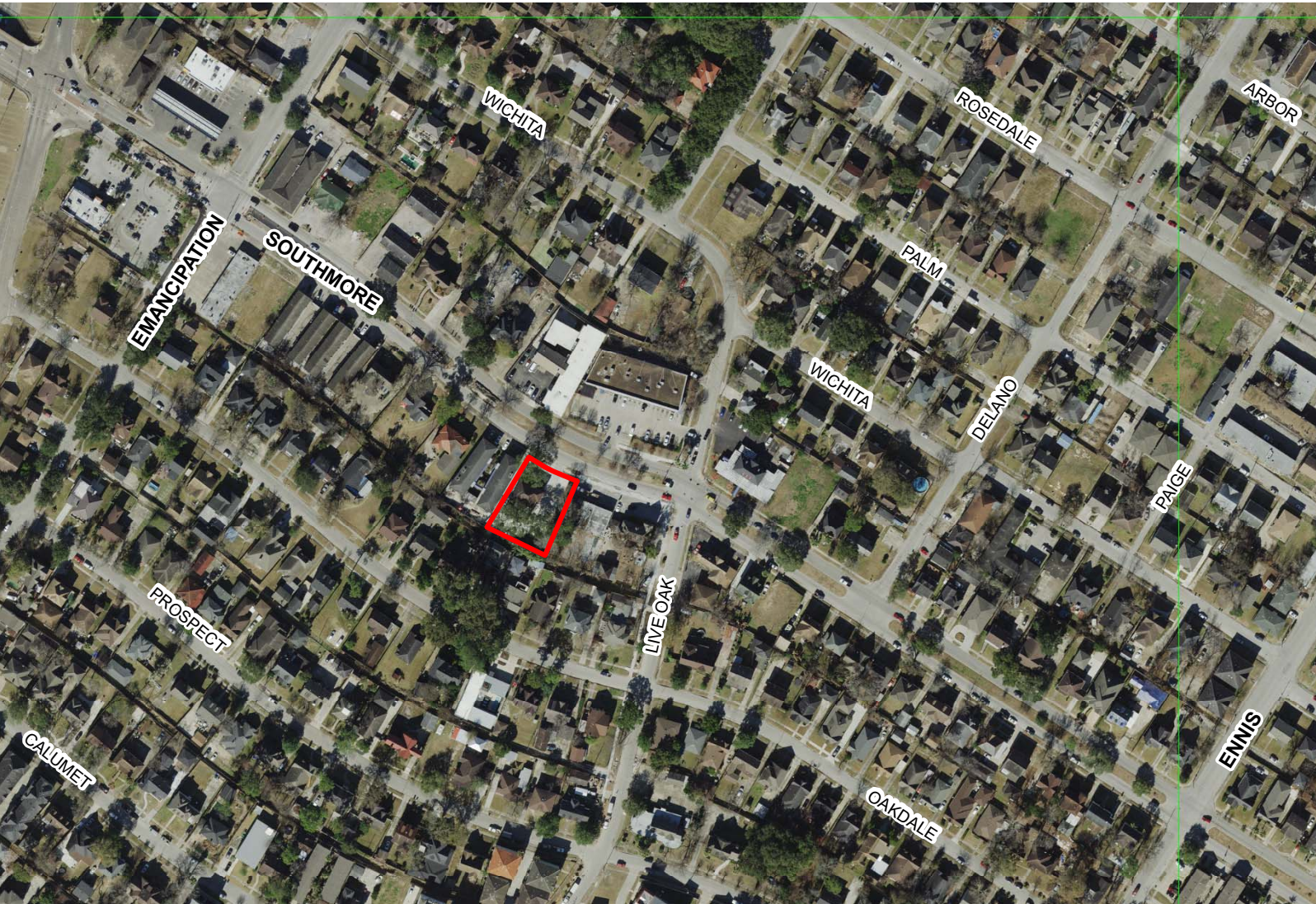
PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: 119

Meeting Date: 02/14/2019

Houston Planning Commission

Aerial Map



DEVELOPMENT PLAT VARIANCE

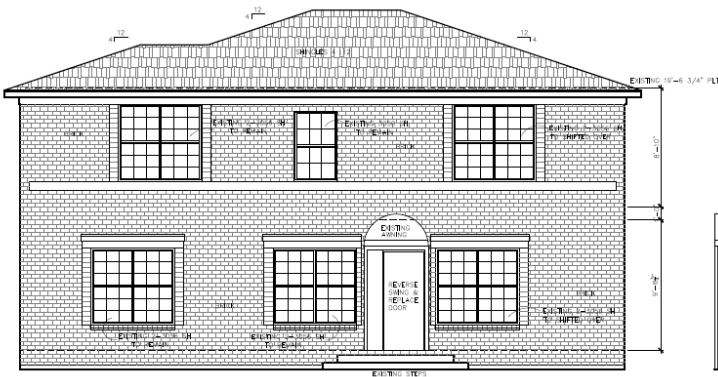


Houston Planning Commission

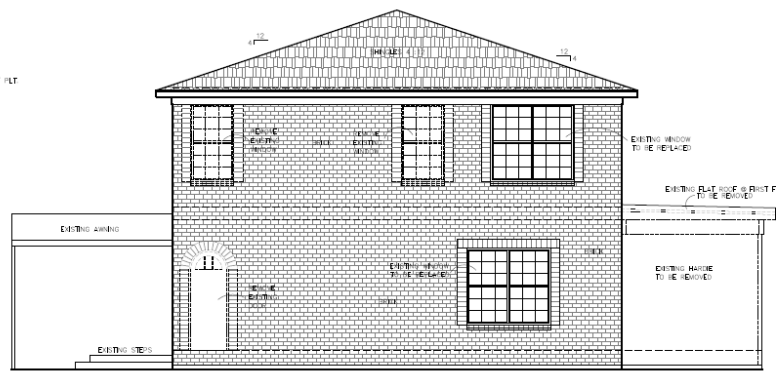
ITEM: 119

Meeting Date: 02/14/2019

Elevations



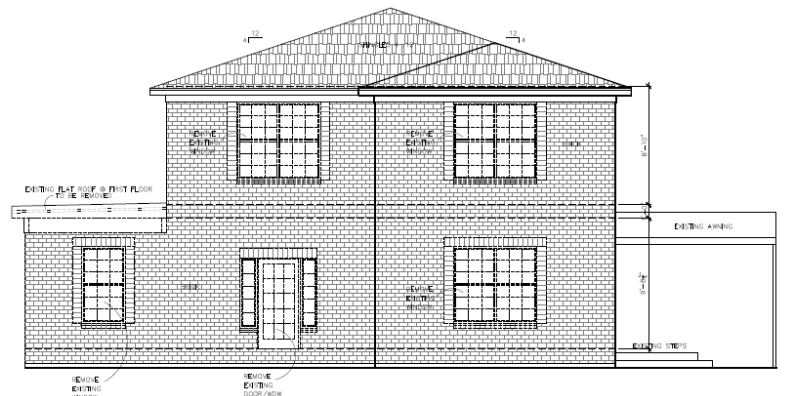
EXISTING FRONT ELEVATION
SCALE: 1/4" = 1'-0"



EXISTING RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



EXISTING REAR ELEVATION
SCALE: 1/4" = 1'-0"



EXISTING LEFT ELEVATION
SCALE: 1/4" = 1'-0"

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

VARIANCE REQUEST APPLICATION

An applicant seeking a variance and/or special exception to the Planning Standards of Chapter 42 of the City of Houston's Code of Ordinances must complete the following application and submit an electronic copy of the Microsoft Word document to planning.variances@houstontx.gov 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		
N/A	Adolfo Esquivel	832-875-4667	1918wheeler@gmail.com		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
1918 Wheeler Street	18139723	77004	5356	493X	D
HCAD ACCOUNT NUMBER(S):		052145000001			
PROPERTY LEGAL DESCRIPTION:		Lot 12 & Tract 11 Block 11 Almeda Place			
PROPERTY OWNER OF RECORD:		Adolfo & Cristina Esquivel			
ACREAGE (SQUARE FEET):		6,121 square feet			
WIDTH OF RIGHTS-OF-WAY:		Wheeler Street (80 feet); Chartres Street (80 feet)			
EXISTING PAVING SECTION(S):		Wheeler Street (36 feet); Chartres Street (34 feet)			
OFF-STREET PARKING REQUIREMENT:		2 vehicles			
OFF-STREET PARKING PROVIDED:		2 vehicles			
LANDSCAPING REQUIREMENTS:		2 trees			
LANDSCAPING PROVIDED:		2 trees			
EXISTING STRUCTURE(S) [TYPE; SQ. FT.]:		Vacant			
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]:		Single-family residential; 3,600 square feet			

PURPOSE OF VARIANCE REQUEST: 1) To allow a 20' building line in lieu of the ordinance-required 25' building line along a major thoroughfare, Wheeler Street; and 2) to allow vehicular access to a single-family lot that is less than 1 acre along a major thoroughfare, Wheeler Street.

CHAPTER 42 REFERENCE(S): 42-152(a): Building line requirements along major thoroughfares. The portion of a lot or tract that is adjacent to a major thoroughfare shall have a building line requirement of 25' unless otherwise authorized by this chapter.

42-188: Lot access to streets. (b) A single-family residential lot shall not have direct vehicular access to a major thoroughfare unless: 1) the lot is greater than one acre in size; and (2) the subdivision plat contains a notation adjacent to the lot requiring a turnaround on the lot that prohibits vehicles from backing onto the major thoroughfare.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

APPLICANT'S STATEMENT OF FACTS

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

When we started looking for a lot to build our home we first came across 1615 Bass Street Houston, TX 77007. A small narrow lot located at the corner of 1-10 West Freeway and Bass Street. Being next to the freeway, our realtor advised us to seek the guidance of the City Planning Department. After the first visit, we discovered the power of the planning department as they advised us that the 25' lot had a 25' setback due to 1-10 being a major thoroughfare.

We then came across 1918 Wheeler Street and fell in love with the lot. We did our due diligence and used the resources available before purchasing it by seeking the advice of a city planner and there was no mention of Wheeler being a major thoroughfare. Based on this information, we purchased the lot and designed our house and submitted our plans on December 6, 2018.

On January 2, 2019, we received our plans back with only two comments from the planning department: (1) the requirement of the 25' setback on Wheeler and (2) the clarification of the two tree requirements for new construction. We were given the option of applying for a setback variance. Throughout the two weeks of getting the setback variance ready for the submittal, we talked to a total of four different planners which all overlooked Chapter 42-188. It wasn't until the day of submitting the setback variance on January 31, 2019, that the fifth planner we talked to, Kathryn Grigsby, mentioned that we also needed to submit a variance for Chapter 42-188 – Access to a Major Thoroughfare. Kathryn advised us to change the driveway to a T-shaped to prevent vehicles backing up into a major thoroughfare. We quickly changed this and submitted both variances on February 1, 2019.

Overall, designing our home has been a yearlong process that included multiple visits to the City Planning Department. Our plans have already gone through the permitting process with no mention of Chapter 42-188. Our current status of the project is one foot in the permitting process and another in the building process with contractors waiting on a construction start date - meaning we had already passed the planning process. By not allowing us these variances, it will be devastating and a major setback to the overall project.

With this being said, during the planning process our intentions were to access to the lot from Chartres Street. All design variations for this concept resulted in either a third of the backyard that we originally anticipated, no backyard, or no garage. Accessing the lot from Wheeler results in the most efficient and practical use of the space for a single-family home. This also allows us to use the backyard to create our inner-city oasis and place where we can create memories and start our family with our two huskies.

We selected this parcel of land because of the established neighborhood. We liked the fact that the homes were not cookie cutter or overwhelming saturated with townhomes. Although each home in this neighborhood is unique, there is a level of consistency and uniformity that adds value to the neighborhood. A 25' set back will create inconsistency with the current neighboring single-family homes which have a setback ranging from 10'-20' and decreasing backyard and living space.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

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**

42-188 Lot Access to Streets

Accessing the lot through Chartres Street will position the garage in the most inefficient use of the land by creating an awkward floor plan and minimizing the green space. A detached garage on Chartres will deprive the usage of valuable square footage for this site. An attached garage on Chartres will create an awkward floor plan for the desired square footage of the development and will shift most of the house towards the rear giving it an unconventional look from the front.

42-150 Building Lines

Rules created by this chapter will make the proposed project inconsistent to the existing neighboring single-family homes and not uniformed to the overall character of the neighborhood. We are not seeking the minimum building line allowed but rather requesting a setback similar to the existing neighboring single-family homes. A 25' building line will decrease the green space in the backyard and living area for the intended site.

- (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;**

While planning our home, we sought the guidance and resources of the planning department. We met with the planner of the day on various occasions and these city ordinances were overlooked by multiple planners. It wasn't until the permitting stage when these ordinances were brought to our attention. By granting the variance, we shall change the shape of the driveway from a straight driveway to a T-shaped driveway to not create or impose a hardship of vehicles backing onto a major thoroughfare.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

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

42-188 Lot Access to Streets

The variance request of access to a major thoroughfare will be preserved and maintained by providing a T-shaped turnaround that prevents vehicles from backing onto the major thoroughfare.

42-150 Building Lines

The purpose of this chapter will be preserved and maintained as the proposed development is requesting a setback consistent with the existing neighboring single-family homes. The proposed development will also be providing the required 6' sidewalk and ADA wheelchair ramps at the corner of Wheeler and Chartres Streets.

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

42-188 Lot Access to Streets

The variance request of access to a major thoroughfare will not be injurious to public health, safety, and welfare as this development will provide a T-shaped turnaround that prevents vehicles from backing onto the major thoroughfare.

42-150 Building Lines

The 20' building set back variance request will not be injurious to the public because it will provide a 6' sidewalk and ADA wheelchair ramps at the corner of Wheeler and Chartres Streets.

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

42-188 Lot Access to Streets

When we first bought the lot, our intentions were to access to the lot from Chartres Street. All design variations for this concept resulted in either a third of the backyard that we originally anticipated, no backyard, or no garage. Accessing the lot from Wheeler results in the most efficient and practical use of the space for a single-family home. This also allows us to use the backyard to create our inner-city oasis and place where we can create memories and start our family with our two huskies.

42-150 Building Lines

When searching for a lot for our future home, we selected this parcel of land because of the established neighborhood. We liked the fact that the homes were not cookie cutter or overwhelming saturated with townhomes. Although each home in this neighborhood is unique, there is a level of consistency and uniformity that adds value to the neighborhood. A 25' set back will create inconsistency with the current neighboring single-family homes which have a setback ranging from 10'-20' and decreasing backyard and living space.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Location Map



DEVELOPMENT PLAT VARIANCE



PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: 120

Meeting Date: 2/14/2019

Houston Planning Commission

Aerial Map

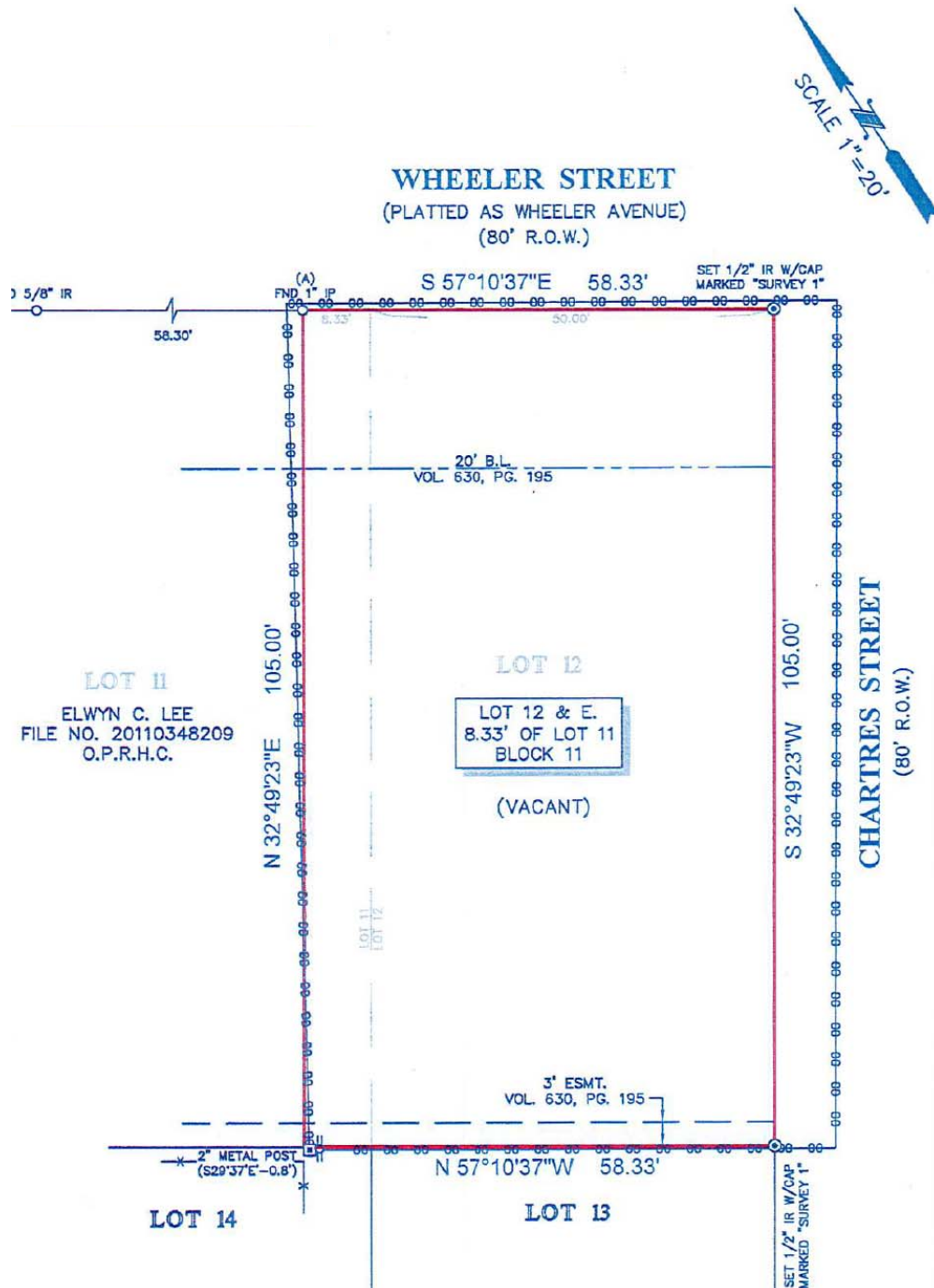


DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Survey

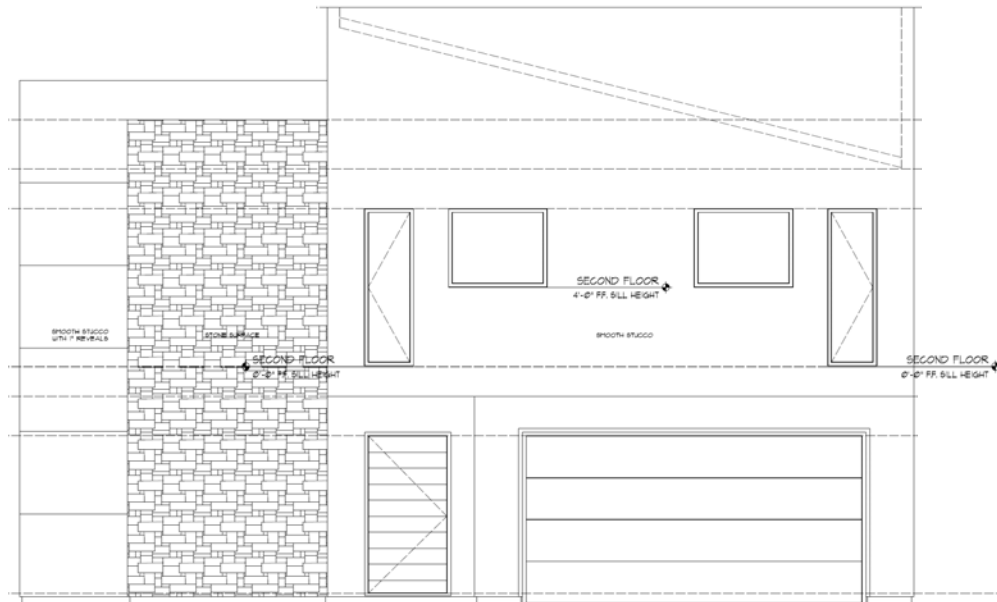


DEVELOPMENT PLAT VARIANCE

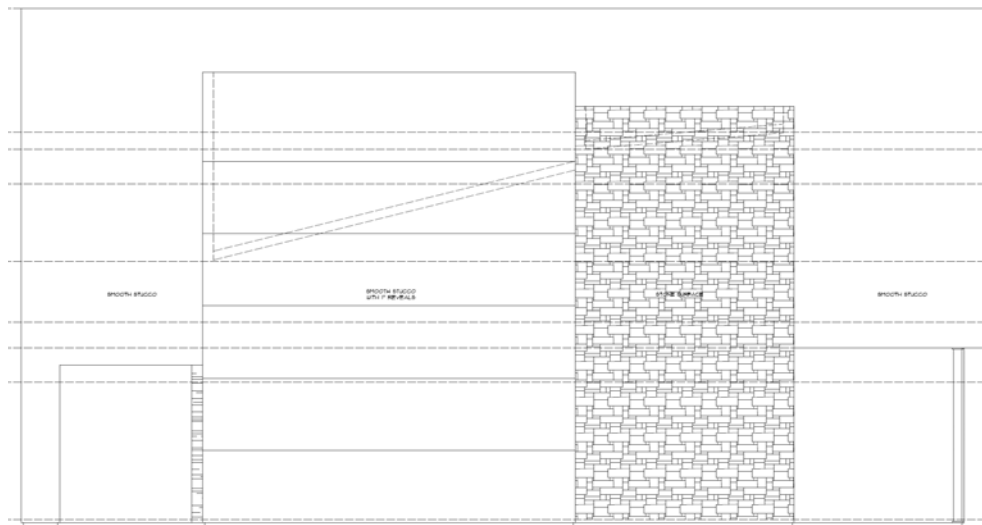


Houston Planning Commission

Elevations



PROPOSED FRONT ELEVATION E6C, 1/4" = 1' - 0"



PROPOSED WEST ELEVATION E6C, 1/4" = 1' - 0"

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

Variance Request Application

An applicant seeking a hotel/motel approval in accordance with Planning Standards of Chapter 28 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.hotel-motel@houston.tx.gov prior to 11:00am on the submittal dates adopted by the Houston Planning Commission. For complete submittal requirements, please visit the City of Houston Planning & Development Department website at www.houstonplanning.com.

APPLICANT COMPANY		CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS	
Dr Design Group		Jose A Rodriguez	832-247-8994	alex@dr-designgroup.com	
COUNTY	COUNCIL DISTRICT	ZIP CODE	LAMBERT	KEY MAP	SUPER NEIGHBORHOOD
Harris	B	77060	5364	373S	Greater GreenPoint

HOTEL/MOTEL NAME: Hotel Blue
HOTEL/MOTEL ADDRESS: 166 Esplanade Blvd
PROPERTY OWNER OF RECORD: Palwasha Inc.
OWNER ADDRESS: 17127 Spiller Dr
PROJECT PERMIT NUMBER: 18134419
TOTAL ACREAGE: 3.823
TOTAL NO OF ROOMS: 51
PARKING SPACES PROVIDED: 53
SURVEY/PLAT: The Simon Contraras/Abs No 220
SCHOOL DISTRICT: Aldine ISD

NORTH OF: Imperial Valley Dr

EAST OF: Northchase Dr

SOUTH OF: Esplanade Blvd

WEST OF: Imperial Valley Dr

PURPOSE OF VARIANCE REQUEST: To allow a hotel with less than 75 rooms to be located in a residential area.

CHAPTER 28 REFERENCE(S): 28-202(a) 3

HOTEL/MOTEL VARIANCE



Houston Planning Commission

APPLICANT'S STATEMENT OF FACTS

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.hotel-motel@houstontx.gov.

- (1) 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**

Effectively rules and conditions make hard to comply and develop this project although this is a highly commercial area and is nearby Beltway 8 and there are others lodge developments within the area.

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

No because there are already some Motels within the area...

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

This variance will not affect in the overall the Residential Area, because the property is located between Esplanade Blvd. and Imperial Valley Dr. (major thoroughfares) and located 1,500 +/- LF from Beltway 8.

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

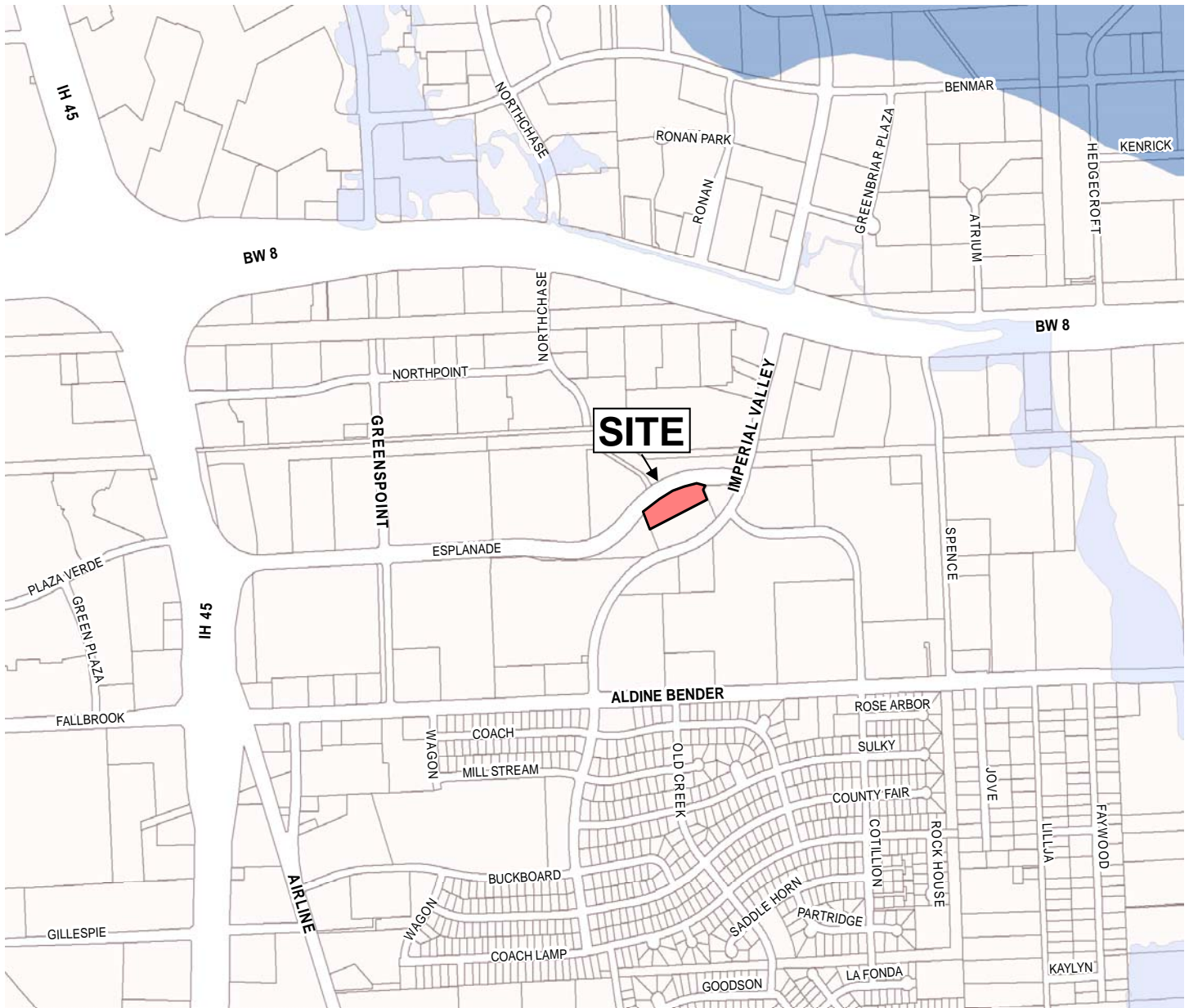
No because in the area there are already all kind of commercial business, service providers and how I already mentioned before there's as well some Lodges within the area.

HOTEL/MOTEL VARIANCE

Houston Planning Commission

Planning and Development Department

Meeting Date: 02/14/2019

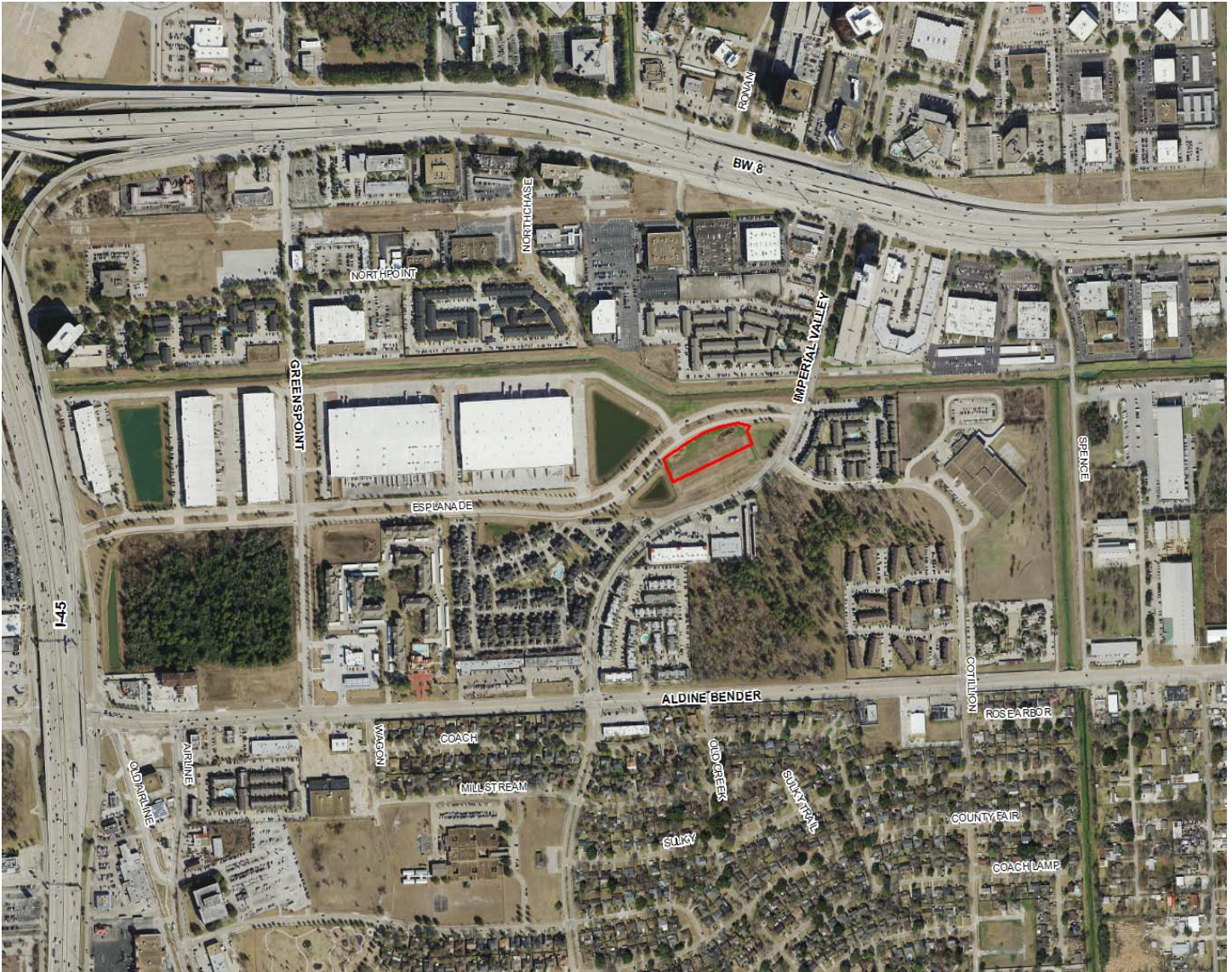


Site Location

Houston Planning Commission

Planning and Development Department

Meeting Date: 02/14/2019

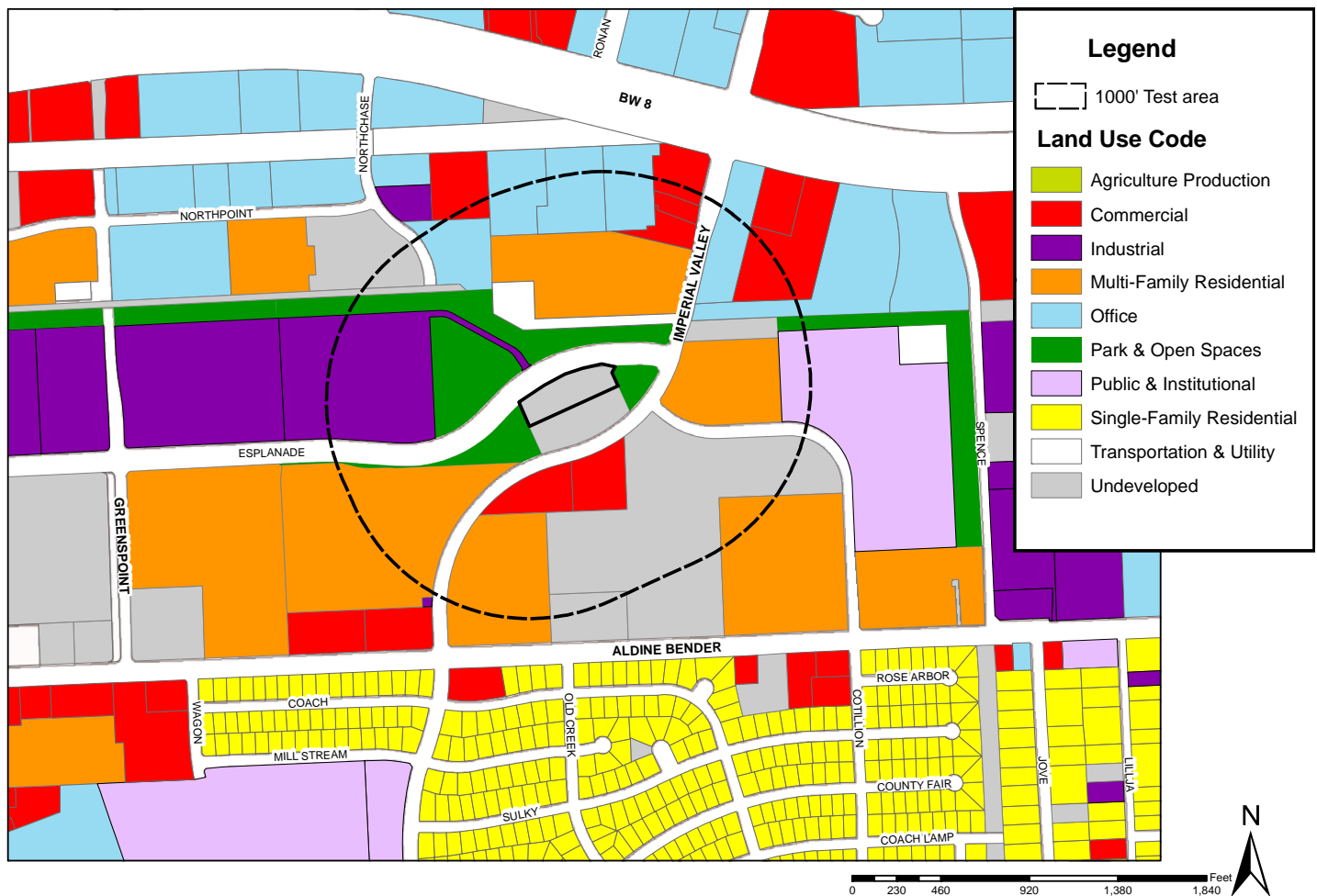


Aerial

Houston Planning Commission

Planning and Development Department

Meeting Date: 02/14/2019



Land Use Map

REVISIONS

1
2
3
4
5
6

HOTEL BLUE

16271 IMPERIAL VALLEY DRIVE
HOUSTON, TEXAS

SITE PLAN

SHEET TITLE

SCALE

2018-3

PROJECT NUMBER

2-14-2019

DATE

C03.0

SHEET NUMBER

ESPLANADE BOULEVARD
(120' R.O.W.) PUBLIC
CONCRETE

SIGNAGE LOCATION

SUBJECT TRACT
1.1337 ACRES
(49,384 SQ. FT.)

HOTEL BLUE
2 STORY MOTEL
51 GUESTROOMS

S65° 24' 13"W 510.98'

348.81'

PROJECT INFORMATION:

LAND AREA	49,384 SQ. FT.
BLDG. FOOTPRINT (1st. FLOOR AREA)	11,696 SQ. FT.
SECOND FLOOR AREA	--- SQ. FT.
# OF PARKING SPACES	53

PARKING REQUIREMENTS

PROPOSED MOTEL -51 SLEEPING ROOMS.
1.0 parking space for each sleeping room up and including
250 rooms

= 51

TOTAL = 51

ACCESSIBLE PARKING REQUIREMENTS

NUMBER OF REQUIRED ACCESSIBLE PARKING SPACES (PER ADA)
51-75 PARKING: 3
ACC. PARKING PROVIDED = 3

TOTAL REQUIRED PARKING SPACES INCLUDING ACCESSIBLE = 51

TOTAL PROVIDED PARKING SPACES INCLUDING ACCESSIBLE = 53

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

UNRESTRICTED RESERVE "F"
BLOCK 2

GREENSPPOINT BUSINESS CENTER
BEING A REPLAT OF
A PORTION OF
UNRESTRICTED RESERVE "A" OF
ESPLANADE PHASE II
F.C. 606178 M.R. H.C.T.

N24° 35' 47"W 213.4'

LEGEND / ABBREVIATIONS

A ABSTRACT
B.L. BUILDING LINE
C.F. CLERK'S FILE
FND. FOUND
I.R. IRON ROD
H.C.T. HARRIS COUNTY, TEXAS
M.R. MAP RECORDS
P.O.B. POINT OF BEGINNING
P.O.C. POINT OF COMMENCEMENT
R.O.W. RIGHT OF WAY
S" SET 5/8 INCH IRON ROD WITH CAP
"S" "LANDPOINT 10194172"
PROPERTY MARKER ○



VICINITY MAP
N.T.S.

SUBJECT TRACT DESCRIPTION:

Being a 1.337 acres (49,384 square feet) of land situated in the Simon Contreras Survey, A-220 of Harris County, Texas being out of Unrestricted Reserve "F" as shown on the plat of GREENSPPOINT BUSINESS CENTER BEING A REPLAT OF A PORTION OF UNRESTRICTED RESERVE "A" OF ESPLANADE PHASE II, a subdivision per plat recorded under Film Code Number (F.C.) 606178 recorded under Map Records of Harris County, Texas (M.R. H.C.T.), said 1.337 acre tract of land being more particularly described by metes and bounds as follows:

COMMENCING at a 5/8 inch iron rod with cap found for the south corner of Unrestricted Reserve "E" of said GREENSPPOINT BUSINESS CENTER BEING A REPLAT OF A PORTION OF UNRESTRICTED RESERVE "A" OF ESPLANADE PHASE II, lying on the north right-of-way line of Imperial Valley Drive (80-foot public right-of-way) recorded under Volume 245, Page 123 of the M.R. H.C.T., same being the beginning of a curve to the right;

THENCE along and with said north right-of-way line of said Imperial Valley Drive and said curve to the right, having an arc distance of 110.21 feet, a radius of 840.00 feet, a central angle of 0°31'03", and whose long chord bears North 67°38'34" East, 110.13 feet to a 5/8 inch iron rod with cap found for the south corner said Unrestricted Reserve "F", same being the east corner of said Unrestricted Reserve "E";

THENCE North 24°35'47" West, along and with the common line to said Unrestricted Reserve "E" and said Unrestricted Reserve "F", a distance of 213.30 feet to a 5/8 inch iron rod with cap stamped "Landpoint 10194172" set for the south corner and POINT OF BEGINNING of the herein described tract;

THENCE North 24°35'47" West, continuing along and with the common line to said Unrestricted Reserve "E" and said Unrestricted Reserve "F", a distance of 70.95 feet to the west corner of the herein described tract and said Unrestricted Reserve "F", same being the north corner of said Unrestricted Reserve "E", lying on the south right-of-way line of Esplanade Boulevard (120-foot public right-of-way), and being the beginning of a curve to the right;

THENCE along and with the south right-of-way line of said Esplanade Boulevard and said curve to the right, having an arc distance of 535.51 feet, a radius of 740.00 feet, a central angle of 41°27'46", and whose long chord bears North 67°12'15" East, 523.90 feet to a 5/8 inch iron rod found for a point for a point of tangency;

THENCE North 87°56'08" East, continuing along and with the south right-of-way line of said Esplanade Boulevard, a distance of 16.34 feet to a 5/8 inch iron rod with cap stamped "Landpoint 10194172" set for the northeast corner of the herein described tract, same being the north corner of Unrestricted Reserve "G" of said GREENSPPOINT BUSINESS CENTER BEING A REPLAT OF A PORTION OF UNRESTRICTED RESERVE "A" OF ESPLANADE PHASE II;

THENCE South 31°32'57" West, along and with the common line to said Unrestricted Reserve "F" and said Unrestricted Reserve "G", a distance of 33.42 feet to a 5/8 inch iron rod with cap stamped "Landpoint 10194172" set for an angle point for corner;

THENCE South 24°35'47" East, continuing along and with said common line, a distance of 29.61 feet to a 5/8 inch iron rod with cap stamped "Landpoint 10194172" set for the east corner of the herein described tract;

THENCE South 65°24'13" West, over and across said Unrestricted Reserve "F", a distance of 510.98 feet to the POINT OF BEGINNING and containing a computed 1.337 acres (49,384 square feet) of land.

BOUNDARY SURVEY
1.1337 ACRES (49,384 SQ. FT.)
OUT OF PREVIOUS DESCRIPTION
SITUATED IN THE
SIMON CONTREROS SURVEY, A-220
HARRIS COUNTY, TEXAS

To Showkat All:

I certify that this survey was made on the ground, that this plat correctly represents the facts found at the time of survey and that this professional service substantially conforms to the current Texas Society of Professional Surveyors Standards and Specifications for a Category 1B, Condition III Survey.

Jay Dean Canine
Registered Professional Land Surveyor
Texas Registration No. 4345
September 27, 2018

OWNER	FIELD BOOK	304/25
PALWASHA INC.	FIELD WORK	R.B.
	DATE	2-15-17
	DRAFTING	J.S.
PURCHASER	DATE	9-27-18
	CHECKED	R.S.
	DATE	9-27-18
ADDRESS	MTGE. CO.	
0 IMPERIAL VALLEY DRIVE	G.F. NO.	
HOUSTON, TEXAS 77060	SCALE	1"=30'
	KEY MAP	N/A
	JOB. NO.	18-1500

Formerly
TOWN AND COUNTRY SURVEYORS
2219 SAWDUST ROAD, STE. 2003
THE WOODLANDS, TX 77380
(281)465-8730
www.landpoint.net
TBPLS REG. NO. 10194172
SHEET 1 OF 1



LINE TABLE		
NO.	BEARING	LENGTH
L1	N 24°35'47" W	70.95'
L2	N 87°56'08" E	16.34'
L3	S 31°32'57" W	33.42'
L4	S 24°35'47" E	29.61'

CURVE TABLE					
NO.	LENGTH	RADIUS	DELTA	CHD. BRG.	CHORD
C1	535.51'	740.00	41°27'46"	N 67°12'15" E	523.90'



ESPLANADE BOULEVARD
(120' R.O.W.) PUBLIC
CONCRETE

SUBJECT TRACT
1.1337 ACRES
(49,384 SQ. FT.)

GREENSPPOINT BUSINESS CENTER
BEING A REPLAT OF
A PORTION OF
UNRESTRICTED RESERVE "A" OF
ESPLANADE PHASE II
F.C. 606178 M.R. H.C.T.

UNRESTRICTED RESERVE "G"
BLOCK 2

UNRESTRICTED RESERVE "F"
BLOCK 2

GREENSPPOINT BUSINESS CENTER
BEING A REPLAT OF
A PORTION OF
UNRESTRICTED RESERVE "A" OF
ESPLANADE PHASE II
F.C. 606178 M.R. H.C.T.

IMPERIAL VALLEY DRIVE
(80' R.O.W.) PUBLIC
CONCRETE
VOL. 245, PG. 123 M.R. H.C.T.

GREENSPPOINT BUSINESS CENTER
BEING A REPLAT OF
A PORTION OF
UNRESTRICTED RESERVE "A" OF
ESPLANADE PHASE II
F.C. 606178 M.R. H.C.T.

GENERAL NOTES

- The surveyor has not abstracted the site. This survey was prepared without the benefit of a title commitment or other abstracting and may not reflect all items of record.
- Bearings based on Texas State Plane Coordinate System, South Central Zone, North American Datum 1983 (NAD83).
- Property lies within the city limits of the City of Houston and is subject to all building setbacks, platting requirements and other development requirements of that entity.
- This original work is protected under copyright laws, Title 17 United States Code Sections 101 and 102. All violators will be prosecuted to the fullest extent of the law. This survey is being provided solely for the use of the recipients named and no license has been created, express or implied, to copy the survey except as is necessary in conjunction with the original transaction, which shall take place within thirty (30) days from the date adjacent to the signature line herein.
- Flood Statement: This site is situated in Zone "X" in Harris County, Texas according to FEMA map number 48201C0470L dated June 18, 2007. Warning: This statement does not imply that the property and/or the structures thereon will be free from flooding or flood damage. This determination has been made by scaling the property on the referenced map and is not the result of an elevation survey. This flood statement shall not create liability on the part of the surveyor.



HOTEL BLUE

HOTEL BLU



HOTEL BLUE

HOTEL BLUE