

**CITY OF BRENHAM
PLANNING AND ZONING COMMISSION MINUTES
August 25, 2025**

The meeting minutes herein are a summarization of meeting procedures, not a verbatim transcription.

A regular meeting of the Brenham Planning and Zoning Commission was held on August 25, 2025, at 5:15 pm in the Brenham Municipal Building, City Council Chambers, at 200 West Vulcan Street, Brenham, Texas.

Commissioners present:

M. Keith Behrens, Chair
Deanna Alfred, Vice Chair
Chris Cangelosi
Darren Heine
Calvin Kossie
Cayte Neil
Cyndee Smith

Commissioners absent:

None

Staff present:

Stephanie Doland, Development Services Director
Shauna Laauwe, City Planner
Megan Mainer, Assistant City Manager
Kim Hodde, Planning Technician

Citizens/Media present:

Clint Kolby, City Councilmember
Bruce & Donna McCaskill
Stephen Grove
Theresa Byers
Billie Ogg
Diane Pieper
Tricia Turner
Deborah Tobinski
Chuck Bosworth
Debi Roberson

Gary McCasland
Dwayne McGee
Lu Gourley
Birdie Sommerfield
Isabel Clark
Char & Randy Wilson
Dan Mason
Jeff Robertson
Sarah Forsythe, Brenham Banner
Joshua Blaschke, KWHI

1. Call Meeting to Order

Chairman Behrens called the meeting to order at 5:17 pm with a quorum of seven (7) Commissioners present.

2. Public Comments

There were no public comments.

3. Reports and Announcements

There were no reports or announcements.

4. Statutory Consent Agenda

The Statutory Agenda includes non-controversial and routine items that the Commission may act on with one single vote. A Commissioner may pull any item from the Consent Agenda in order that the Commission discuss and act upon it individually as part of the Regular Agenda.

4-a. Minutes from July 28, 2025, Planning and Zoning Commission Meeting.

Chairman Behrens called for a motion for the statutory consent agenda. A motion was made by Commissioner Alfred and seconded by Commissioner Kossie to approve the Statutory Consent Agenda (Item 4-a), as presented. The motion carried unanimously.

REGULAR SESSION

- 5. Public Hearing, Discussion and Possible Action on Case Number REZONE-25-0002: A request by Rainer & Son Development Company for an Amendment to the City of Brenham's Official Zoning Map of the Code of Ordinances to assign a zoning classification of Planned Development District (PDD) on approximately 169.42 acres of land located west of Dixie Road and north of Sunset Road, being further described as part of the called 219.28 acre tract one and the called 52.458 acre tract two recorded in volume 373, page 476 and the called 90.00 acre tract recorded in volume 375, Page 333 of the Official Records of Washington County, Texas, and approximately 0.778 acre of land, located south and west of Dixie Road, being further described as part of the called 12.866 acre tract recorded in volume 1765, page 518 of the Official Records of Washington County, Texas, out of the Phillip Coe Survey, A-31, in Washington County, Texas.**

Shauna Laauwe, City Planner, presented the staff report for Case No. REZONE-25-0002. Ms. Laauwe stated that the property owners are James Brown, Melanie Breneman, Dwayne Ray McGee & LuAnn Gourley and the applicant is Rainer & Son Development Company / Stephen Grove (Stylecraft Builders). The subject properties are currently in the City of Brenham's Extraterritorial Jurisdiction (ETJ) and the property owners/applicants have requested voluntary annexation into the city limits; therefore, the property is currently vacant and not assigned a zoning designation.

The subject properties are generally located south and west of Dixie Road and north of Sunset Road. The properties are currently vacant land and not assigned a zoning designation because they are located within the City of Brenham's Extraterritorial Jurisdiction (ETJ). The subject property includes 168 acres currently owned by the Dr. James Brown family and a narrow 0.77-acre cattle path currently owned by Dwayne Ray McGee and LuAnn Gourley along Dixie Road that is required for direct access to Dixie Road. The applicant, Stephen Grove of Stylecraft Builders on behalf of Rainer & Son Development Company is requesting the subject 169.42 acres be annexed into the City of Brenham and assigned Planned Development District zoning for the development of a residential subdivision. The proposed residential subdivision will predominately consist of single-family homes, but will feature townhomes and a possible multifamily area as well. The subject tract is west of the existing Vintage Farms Subdivision, of which Phase 5 is currently under construction of homes, while Phases 6, 7, and 8 are under civil construction by Stylecraft Builders. Stylecraft intends to connect the existing subdivision to the subject tract and identify the additional development as an extension of the Vintage Farms Subdivision. The Future Land Use Plan identified this property as single-family residential even though it is in the ETJ. The Rolling Ridge

Subdivision located southwest of the subject property was identified as Estate Residential. The proposal is for 5 Phases with an anticipated completion time of 12-15 years.

PROPOSED PLANNED DEVELOPMENT (PD) DISTRICT

The applicants are requesting zoning of the property to a Planned Development District (PDD) upon annexation into the City of Brenham so that alternative standards to the City's typical zoning and subdivision development standards may be established. The proposed PD establishes the underlying base zoning district as the Residential (R-1) district for the construction of single-family dwellings and as Mixed Residential District (R-2) for construction of three separate small sections of Patio Homes, Townhomes, and a Multifamily development. The applicants are proposing the following development standards:

Subdivision Features and Characteristics:

- Construction of Westwood Lane by the developer, a designated collector road on the Thoroughfare Plan, at an 80-foot wide publicly dedicated right-of-way with 41-foot-wide pavement, measured back-of-curb to back-of-curb.
- Westwood Lane will be developed with a roundabout, and common areas along both sides that are landscaped with canopy trees and grass to be maintained by the HOA.
- Minimum of 20,826 linear feet (3.94 miles) of five foot (5') wide concrete sidewalks and concrete trails within the residential area, and a minimum of 11,637 linear feet (2.20 miles) of eight foot (8') wide concrete sidewalks constructed in the greenspace/common areas and along Westwood Lane. A minimum of seven (7) pedestrian access points connecting the greenspace trails to the neighborhood sidewalk system shall be provided.
- Perimeter fencing and landscaping to be installed along Dixie Road, Vintage Farm Way and Westwood Lane, and along the residential collectors which connect to Westwood Lane within the community. Perimeter fencing will be a stained, capped, and trimmed wooden privacy fence with steel posts to match the existing perimeter fence in the existing Vintage Farms community. This fencing will be maintained by the HOA.
- One (1) canopy tree proposed in the front yard of all single-family residential lots
- Community trees planted at a ratio of one-half (1/2) the number of lots in each phase reflected on the subdivision plat.
- Credit for trees preserved during development
- Minimum of eight (8) exercise stations in the common areas along the trail system throughout the proposed Vintage Farms community.
- Right-of-Way Dedication - Developer shall purchase the additional .778-acre strip of land (Exhibit E) in order to connect Westwood Lane to Dixie Road at the north end of the 169.42-acre tract. At the time of a platting the developer shall dedicate additional right-of-way for Dixie Road widening and general road improvements in accordance with the City's adopted Major Thoroughfare Plan.

Subdivision of Land:

- **Planning Area 1 Single-Family Residential Detached Homes – 55-foot-wide lots**
 - Planning Area 1: 100% masonry on front façade and side elevations
 - 100% of the lots shall be a minimum of 6,000 square feet
 - 30% of the lots shall be a minimum of 6,600 square feet
 - Minimum lot width shall be 55-feet, except for radial lots which shall be a minimum 45-feet measured at the front setback.
 - Minimum lot depth shall be 120 feet except for radial lots which shall have an average minimum lot depth of 110 feet.
 - 25-foot front setback
 - 20-foot rear setback
 - 5-foot side setback
 - 15-foot side street setback

- **Planning Area 2- Single-Family Residential Detached Homes – 50-foot and 55-foot-wide lots**
 - Planning Area 2: 25% on front facade
 - 100% of the lots shall be a minimum of 6,000 square feet
 - 30% of the lots shall be a minimum of 6,600 square feet
 - Minimum lot width shall be 50 [88 proposed] and 55-feet [104 proposed], except for radial lots which shall be a minimum 45-feet measured at the front setback.
 - Minimum lot depth shall be 120 feet except for radial lots which shall have an average minimum lot depth of 110 feet.
 - 25-foot front setback
 - 20-foot rear setback
 - 5-foot side setback
 - 15-foot side street setback
- **Planning Area 3 - Single-Family Residential Detached Homes – 40-foot-wide lots**
 - 20% masonry front façade
 - 100% of lots shall be a minimum of 4,800 square feet
 - Minimum lot width shall be 40 feet
 - Minimum lot depth shall be 120 feet except for radial lots which shall have an average minimum lot depth of 110 feet.
 - 20-foot front setback
 - 15-foot rear setback
 - 15-foot side street setback
 - 5-foot setback adjacent to common areas.
 - Minimum 10-foot separation between adjacent patio homes.
- **Planning Area 4 – Townhomes – 25- and 30-foot-wide lots**
 - 100% of the lots shall be a minimum of 2,500 square feet, except exterior end lots which shall be a minimum of 3,000 square feet.
 - Minimum lot width for interior lots shall be 25 feet, and minimum lot width for exterior lots shall be 30 feet.
 - Minimum lot depth shall be 100 feet
 - 25-foot front setback for lots adjacent to Westwood Lane.
 - 15-rear setback
 - Side yards: The following instances require side yards:
 - 15-feet adjacent to a side street.
 - 10-feet between townhome buildings.
 - 5-feet for lots adjacent to common areas.
- **Planning Area 5 – Multi-Family Units**
 - Shall meet the requirements set forth in the Zoning Regulations, R-2 District listed in Section 2.05(6)(a-d).
 - Multifamily dwellings on sites less than two (2) acres shall be a permitted use.
 - Multifamily development that meets the standard density requirements for the R-2 District and is proposed for a development site of two (2) acres or more shall be a permitted use.
 - Maximum height.
 - No building shall exceed two (2) stories in height within a 100-foot bufferyard from the property line of Vintage Farms, Phase IV (Single-Family Residential). No building shall exceed a maximum of forty-five (45) feet or three (3) stories in height.

- Multi-family structures greater than two (2) stories in height shall have a minimum 35-foot bufferyard from adjacent property lines to lots of Vintage Farms Townhomes.
- Bufferyards. To further minimize potential noise, drainage, glare or other potential incompatibilities between the different uses, at least twenty (20) percent of any bufferyard shall be landscaped, pervious surface, said twenty (20) percent to be located at the outermost edge or perimeter of the bufferyard. The remaining land constituting a bufferyard may be used for onsite parking provided it meets all applicable performance standards.
- Only Multifamily and Townhomes permitted. All other R-2 uses will be prohibited. The following shall not be permitted within the R-2 Mixed Residential area within the Planned Development District:
 - Single Family Detached Units;
 - Cluster housing in accordance with cluster housing development provisions of the Subdivision Ordinance of the City of Brenham;
 - Group residential uses as provided by state law, such as “family homes,” “community homes,” or “group homes;”
 - Accessory Dwelling Units;
 - Two-family dwellings or duplexes;
 - Twin homes;
 - Mobile homes or manufactured homes;
 - Zero lot line housing development, in accordance with zero lot line development provisions of the Subdivision Ordinance of the City of Brenham; or
 - Accessory buildings and uses, customarily incidental to the above uses and located on the same lot therewith, but not involving the conduct of a retail business.

Green space and Trail Features:

- | | |
|--|--------------------|
| • Existing Common Area: | 21.74 acres |
| • Proposed Common Area: | 27.77 acres |
| • Community Total = | 49.51 acres |
| | |
| • Existing Sidewalks: | 3.14 miles |
| • Proposed Sidewalks: | 6.15 miles |
| • Community Total = | 9.29 miles |
| | |
| • Connection to existing VF Phases. | |
| • Linear trail along western edge. | |
| • All sidewalks will be concrete. | |

RELATION TO THE BRENHAM COMPREHENSIVE PLAN, PLAN 2040: HISTORIC PAST, BOLD FUTURE

Plan 2040 was adopted as the City of Brenham Comprehensive Plan on September 19, 2019 and serves as the City’s guiding document in determining zoning and land uses decisions. Adopted with the Comprehensive Plan is the Future Land Use Plan and the establishment of use-specific land use policies, general city-wide land use policies, and standards which produce a quality neighborhood design. Staff finds the following excerpt from Plan 2040 (page 37-38) is relevant for consideration of this request: Typical features of a quality neighborhood design include:

- Some focal point, whether a park or central green, school, community center, place of worship, or small-scale commercial activity, enlivens the neighborhood and provides a gathering place.
- Equal importance of pedestrian and vehicular circulation. Street design accommodates, but also calms, necessary automobile traffic. Sidewalks along or away from streets, and/or a network of off-street trails, provide for pedestrian and bicycle circulation (especially for school children) and promote interconnectivity of adjacent neighborhoods.
- A variety of compatible dwelling types to address a range of needs among potential residents (based on age, income level, household size, etc.). *[Development provides different price points in one neighborhood. Multifamily, patio homes, townhomes, different lot sizes, varying masonry amounts, etc.]*
- An effective street layout that provides multiple paths to external destinations (and critical access for emergency vehicles) while also discouraging non-local or cut-through traffic. *[Roundabout is a street calming mechanism that also discourages cut-through traffic]*
- Appealing streetscapes, whether achieved through street trees or other design elements, which “soften” an otherwise intensive atmosphere and draw residents to enjoy common areas of their neighborhood. This should include landscape designs consistent with local climate and vegetation. *[Live Oak trees are proposed to be planted along Westwood lane common areas in addition to each residential lot having one canopy tree]*
- Evident definition of the neighborhood “unit” through recognizable identity and edges, without going so far (through walls and other physical barriers) as to establish “fortress” neighborhoods. *[Continuation of a stained and capped fence with masonry columns is proposed]*
- Set-aside of conservation areas, greenbelts or other open space as an amenity, to encourage leisure and healthful living, and to contribute to neighborhood buffering and definition. *[There is a linear trail planned for the western area in the floodplain. This trail will also have 8 stations with various exercise equipment and 8 benches along the sidewalk trail]*
- Use of local streets for parking to reduce the lot area that must be devoted to driveways and garages, and for the traffic calming benefits of on-street parking.

Roadway Capital Improvement Project:

Stephanie Doland, Director of Development Services, stated that the City requested that the applicant have a traffic impact analysis done and provide the findings to the City of Brenham. A traffic impact analysis looks at the project and studies the intersections and number of vehicular trips generated due to the development. The TIA included the existing Vintage Farms Subdivision as well as the proposed phases. The key aspects are listed below.

Traffic Impact Analysis key findings

- 8,029 trips per day generated from development.
- Dixie Road impact: increase in current volume (45% increase outbound, 20% increase inbound).
- After the TxDOT Clover Leaf Project, the intersection of Westwood Lane and US Highway 290 is shown to be a signalized intersection under US Highway 290. The TIA shows that most of the vehicular traffic will be flowing to this signalized intersection instead of going to Dixie Road.
- Level of service considers intersection, no consideration for existing roadway conditions.

Westwood Lane

- High emphasis / major focus for this project.
- Shown on Thoroughfare Plan as a Collector Street.
- To be constructed by the Developer within the 170-acre development.
- 80-foot right-of-way, 41-foot-wide pavement (back of curb to back of curb).
- Developed with roundabout and landscaped common areas.
- 8-foot side walking trail (sidewalk) along one side.
- The developer to purchase additional .778-acre strip to connect Westwood Lane to Dixie Road then donate it to the City of Brenham for Dixie Road right-of-way.

Collector and Arterial Roadway Needs

- Developer's Responsibility
 - Westwood Lane within the development (\$3.5M)
 - Round-about at Westwood Lane and Vintage Farms Way
 - Extension of Vintage Farms Way (at local street standard)
 - All local streets within the development
- City's Responsibility
 - Westwood Lane with the current City Limits (Sunset to US 290) (\$1.5M + land acquisition)
 - Dixie Road from (future) Westwood Lane to SH 36 (\$4.5M)

Water Utilities

- The City of Brenham currently has a maximum number of water connections available in the current system:

❖ Maximum connections in current system –	12,125
❖ Remaining connections available -	1,719
❖ In progress - obligation to serve -	499
❖ Unobligated remaining connections -	1,220
❖ Brown Tract -	817
❖ Remaining connections -	403
- The City of Brenham has several capital improvement projects underway to address a secondary water source as well as additional connections. The following improvements for approximately 4,303 additional water connections are underway:
 - Upgrades to the water treatment plan which should add approximately 1,966 connections
 - Catahoula Well (Loesch Street) – 1,168 connections
 - Jasper Well (Loesch Street) – 1,169 connections
- A Municipal Services Agreement is required at the time of annexation. The MSA highlights the City's responsibilities as well as the Developer's responsibilities. The MSA has yearly caps associated with the development to ensure water connections and infrastructure capability.
- A hydraulic study was required for this development. The study evaluates the pressure plane to determine capacity to serve. With the Clover Leaf project, the City anticipates that the subdivision's pressure plane will be changing and some improvements will be done to accommodate the additional growth.
- This property is not currently in City of Brenham water service territory; however, a CCN Boundary Adjustment has been discussed in order for the City of Brenham to serve this property. The rural water provider is not opposed to the City of Brenham serving water to this development.

Wastewater Utilities

- A hydraulic study was performed.
- Two lift stations were put in for the original Vintage Farms Development; however, they will not accommodate the new development. An additional lift station will be required for this development as well as some off-site improvements including the force main along Dixie Road being upsized. Since this was necessitated by this proposed development, the Developer will be responsible for this expense.

Annexation

- Annexation to include the 168-acre Dr. Brown Tract, the 0.778-acre McGee cattle path, and 1,651 linear feet of adjacent Dixie Road right of way.
- Annexation request to provide city water, sanitary sewer, and emergency services.
- No city gas proposed for this development but the Developer will be extending gas along Dixie Road to serve other citizens in the vicinity.
- Electric to be provided by Bluebonnet Electric Cooperative.
- Zoning request consideration by P & Z – August 25, 2025
- Annexation and Zoning request consideration by City Council – September 4, 2025 (First Reading of Ordinance)
- Annexation and Zoning request consideration by City Council – September 18, 2025 (2nd and Final Reading)

A Public Hearing Notice was published in the Banner Press and notices were mailed to property owners within 200 feet of the subject properties on August 13, 2025. Two written comments were received prior to the meeting. Mike Hopkins was in support of the request but voiced concerns about flooding at the hard corner near the City's substation and safety concerns for sight visibility if a fence were erected at that same corner near Hidden Valley Lane since it is a pretty tight turn as it is. Michaelyn Davis, who lives at 2032 Winepress Rd., is against the request due to the proposed multi-family aspect citing that many neighborhoods in Houston saw crime increase and property values decrease when apartments were built adjacent to nice neighborhoods.

Staff Analysis:

- The Comprehensive Plan and the Future Land Use map envision the subject area as residential.
- Several Quality Neighborhood Design Elements are included.
- Proposal meets the Thoroughfare Plan and Westwood Lane to be construction by the developer.
- Drainage and all detention facilities to be designed by a Professional Engineer and reviewed by the City of Brenham's consulting engineering firm, Strand Associates.

Staff recommends **approval** of the requested zoning to a Planned Development District (PDD) for the subject 169.42-acre tract to be known as the Vintage Farms Phases 9-16 Planned Development.

In response to questions from the Planning and Zoning Commissioners, the following was stated or clarified:

- Stop signs and traffic signage will be considered during the Civil Plan review.
- There are 3 points of access off State Highway 36 proposed as well as multiple points along Dixie for ingress/egress.
- Collector streets are designed and built to handle increased traffic.
- The TIA didn't recommend any intersection improvements.
- Terms of the proposed planned development district are very similar to the term of the existing Vintage Farms Planned Development District.
- Commissioners in favor of additional trees and reducing the sidewalk to 6 feet to accommodate additional trees.

- Dixie Road is currently on the City of Brenham Capital Improvement Plan. City Council will decide when the project will be funded and constructed.
- Developer will pay impact fees estimated at \$3.2 million for this development.
- Bluebonnet Electric has the capacity and the willingness to serve this development.
- Price point will be similar to the existing Vintage Farms development. 40-foot lots will have a lower price point than the larger lots.
- A very large detention pond is being proposed. The pond will comply with City of Brenham and Engineering drainage requirements. This should help alleviate the flooding in the low spot next to the lift station for Phases 5, 6, 7, & 8.
- Since there are no homes in Vintage Farms, Phase 5, 6, & 7, the water currently sheet flows. Silt fencing and erosion control helps to keep the mud off the roadways.

Chairman Behrens closed the regular session and opened the public hearing at 6:12 pm.

Gary McCasland, who lives at 2030 Winepress, was told that the area behind them would stay as vacant land/open field permanently. He has concerns about the proposed multifamily and people being able to look down onto his property as well as the increase in traffic. Apartments can create noise, gunshots, crime and this is very concerning.

Chuck Bosworth, 1501 N. Berlin (near intersection with Dixie Road), stated that these proposed changes are very concerning. Mr. Bosworth and Kirk Hanath came to City Council back in 2019 with concerns about the proposed changes to the traffic flow on Highway 36 to accommodate the Vintage Farms Development. Currently, Mr. Bosworth and his neighbors have to go through the subdivision to access their properties since access to Dixie Road off Highway 36 has been eliminated. Ms. Bosworth stated that the proposed traffic light/turn-around is ridiculous and is a waste of gas. Traffic in Brenham has increased drastically over the past twenty years. On the weekends, approximately 160-200 cars come down N. Berlin to Dixie to miss the traffic. Once Westwood is constructed, this will escalate. He is very concerned about Dixie Road right now due to the rain and construction, the road covers in mud. Since the lake was removed any amount of rain now floods Dixie Road. Mr. Bosworth is dealing with the County on this matter but is concerned with what the City of Brenham is planning to do for Dixie Road.

Dan Mason, who lives at 2600 Hwy 290 West, stated that he is here on behalf of his mother. Their property is south of the existing Sunset Road and west of Westwood. It is a tear drop shaped lot immediately south of the Brown Tract. He is concerned about what will happen to Sunset and Westwood Roads? They are basically country roads that are approximately 1 ½ car widths wide. He has concerns about when these roads are widened, and where is the additional property going to come from. He is also concerned about TxDOT's traffic flow designs as well.

Tricia Turner, who lives 2060 Muscadine Trail, stated that she moved here from Katy and that roundabouts do not work. She complimented Stylecraft on their additional measures to alleviate flooding. She said that every time it rains and floods, Stylecraft is out there and is continuing to make improvements. They have done a good job and it seems that they have it under control.

Theresa Byers, who lives at 300 Tanglewood in Scenic Estates, stated that water is a huge concern. She asked if the wells will be completed before all these new homes are put in. She also asked why the water rates keep going up with more and more homes being built. Stephanie Doland stated that the necessary capital improvements to the water plant, water wells, wastewater plant are funded in various ways. The improvements are split 50/50 between the impact fees and the existing rate payers. Prior to 2024 and the adoption of Impact Fees, the responsibility for these expenses was 100% on the existing rate payers and the taxpayers. The proposed development is anticipated to be a 12-year project. The water wells and water plant upgrades are anticipated to be completed well before that time.

Debi Roberson, who lives at 509 Charles Lewis Street in the city, stated that she is concerned about development changing the feel of Brenham. She stated that she came from Tomball and they had a Municipal Utility District (MUD). She asked if developers could put in their own water source (MUD) instead of having city services. Chairman Behrens replied that a MUD can be done but then the houses usually end up being more costly. Stephen Grove replied that there are over 300 MUDs in Houston and they are another taxing authority. He stated that a 200–300-acre development would be needed in order for it to be financially feasible due to the upfront costs.

Diane Pieper, who lives at 805 Atlow Drive, stated that while the water and wastewater issues have been discussed, the safety issues with police and fire have not. She asked if the response times and need for additional police and fire personnel have been considered. Ms. Doland responded that this project has been discussed with all departments and the potential impacts.

Deborah Tobinski, who lives at 2058 Muscadine Trail, stated that she is concerned about how the proposed multifamily development will affect property values. She further stated that roundabouts are a nightmare to those who use them and she asked that this be reconsidered. Ms. Tobinski asked if this would be an all-electric development and if Brenham could get another grocery store. Stephen Grove responded that it would be an all-electric development. He further stated that rooftops drive grocery stores and retail.

Billie Ogg, who lives at 2424 Dillon Street, stated that she is concerned about multifamily being infused with single family. She spent many years in Richardson Texas and saw multifamily built among single family developments. Over time, the apartments became the ghetto and you can renovate a single-family home but it is nearly impossible to renovate an entire apartment complex. She further stated that the existing schools cannot handle more students. She is in support of the single family but opposes the multifamily within the development.

Birdie Sommerfield, who lives at 4305 Old Gay Hill Road but owns property on Sunset Road, stated that she is concerned about the runoff on Dixie Road as there is now a steep drop-off on the side of the road. She is also concerned with the multifamily aspect of the development.

Chuck Bosworth stated that he is also concerned with the line of sight for the “S” curve on Dixie, where the drainage issue is. If a fence is installed, it will “kill” the line of sight since the road is already very narrow.

Based on the objections to the multifamily, Commissioner Smith asked whether Stylecraft would reconsider the multifamily. Stephen Grove responded that they are looking to provide a variety of housing options and with larger tracts, you have to have the density to make the project work. Especially when you consider the costs of the Westwood Lane extension and the extension of the gas line. Commissioner Heine asked about possibly a buffer area of patio homes or a lesser use between the multifamily and the single family uses. Staff stated that the recommendation is that no building shall exceed 2-stories within a 100-foot bufferyard from the property line of Vintage Farms, Phase IV (single family residential). Anything less than 2-stories would fall into the standard bufferyard requirements. The bufferyard between single family residential would be a larger bufferyard than the bufferyard between the townhomes.

Char Wilson, who lives at 2039 Winepress Road, stated that it is very upsetting to hear about the multifamily aspect of this project across from her home. She would not have bought her lot and home if she had known that multifamily might be across the street from her. She doesn’t want to live next to

multifamily citing concerns of decreased property value and increased traffic. She requested that Stylecraft consider moving the multifamily to another area of development.

Bruce McCaskill, who lives at 1200 Allison Street, stated that when they bought their house the property across S. Market Street was not developed. Now it has an apartment complex and additional commercial uses coming. He stated that putting the apartments in the middle of the development may render the remaining property hard to sell as nobody wants to live next to an apartment complex. He further stated that it appears that putting the apartment complex at the entrance to the subdivision puts a large concentration of people in this entrance area. With this being Phase 2 of the project, it seems that a lot of demand would be put on the infrastructure quickly.

Dwayne McGee, who lives at 1362 N. Berlin Road, stated that he has been working with Stylecraft with regards to sale of the "cattle path" along Dixie Road. He stated that Stylecraft has worked to keep some of the trees; although, some of the largest trees will have to be removed. The floodplain goes through Mr. McGee's property. He stated that the "S" curve floods now when it used to not flood. He further stated that the proposed large detention pond backs up to his property and that should help. Mr. McGee has a wildlife exemption on this property and he is concerned about the effect of the road and lighting pollution.

There were no other public comments.

Chairman Behrens closed the public hearing and re-opened the regular session at 7:01 pm.

Commissioner Neil asked if her understanding is correct that the Annexation petition will be heard before the City Council and the Planning and Zoning Commission is tasked with providing a recommendation to City Council on zoning of the property if annexed into the City limits. If no zoning recommendation is made, property that is annexed into the City of Brenham receives a standard zoning classification of R-1, Single Family Residential. This would mean that the roadway extensions and gas line extension would not be done by the developer and would be solely at the City's expense. Stephanie Doland stated that this is a multifaceted process and outlined the process. The Planning and Zoning Commission is tasked with making a recommendation on the request for zoning of this property as a Planned Development District as presented. The applicant has requested the zoning as a Planned Development District. City Council will consider the P & Z's recommendation which can be to uphold staff's recommendation, revise staff's recommendation, or denial of staff's recommendation. City Council will first consider the Municipal Service Agreement, then consideration of the annexation, then finally consideration of the zoning request. City Council can uphold the P & Z recommendation, deny or modify the recommendation.

Commissioner Heine stated that staff's recommendation and what was presented is what staff has determined to be the best zoning option. He then asked if the Developer would go through with the project with a straight R-1 zoning. Stephen Grove replied that the project would not proceed with straight R-1 zoning. Commissioner Smith stated that it appears that multifamily is the primary concern and asked Mr. Grove if they would go back and look at the multifamily. Mr. Grove responded that the plans will be reviewed and possibly revised based on the comments and votes from the Planning and Zoning Commission and City Council.

Commissioner Behrens recapped the notes/suggestions for the development:

- ❖ More trees
- ❖ Less sidewalk width to accommodate the additional trees/landscaping
- ❖ Preservation of trees is included in the PDD as a credit
- ❖ Multifamily appears to be the main issue with the citizens who made comments

Commissioner Alfred thanked Stylecraft and the City of Brenham for all the work that has been done thus far to get to this point including negotiations for the roadway and gas line extensions.

Staff reminded everyone in attendance that an additional public hearing will be held on Thursday, September 4th at 1:00 pm during the City Council meeting.

Commissioner Heine reiterated that without a planned development district, a development or use could come into this property without anyone having any control over it. Staff stated that it is a requirement for this entire development to be under a Homeowner's Association. Mr. Heine stated that the reason for this effort is for the betterment of the community.

After a lengthy deliberation, a motion was made by Commissioner Alfred and seconded by Commissioner Kossie for approval of a recommendation to City Council to accept staff's recommendation for approval of the planned development district zoning classification as presented with the exception that there be a 100-foot buffer between the single-family residential in Vintage Farms, Phase IV, and the proposed multi-family with the first 20% (20-feet) of the buffer yard being screening, trees and landscaping. Parking would be allowed in the remainder of the buffer yard. The motion carried unanimously.

6. Adjourn.

A motion was made by Commissioner Neil and seconded by Commissioner Kossie to adjourn the meeting at 7:32 pm. The motion carried unanimously.

The City of Brenham appreciates the participation of our citizens, and the role of the Planning and Zoning Commissioners in this decision-making process.

Certification of Meeting Minutes:

M. Keith Behrens
Planning and Zoning Commission

M. Keith Behrens
Vice Chair

October 27, 2025
Meeting Date

Kim Hodde
Attest

Kim Hodde
Staff Secretary

October 27, 2025
Meeting Date