



**NOTICE OF A REGULAR MEETING
BRENHAM PLANNING AND ZONING COMMISSION
MONDAY, JUNE 28, 2021 AT 5:15 PM
SECOND FLOOR CITY HALL BUILDING
COUNCIL CHAMBERS
200 W. VULCAN STREET
BRENHAM, TEXAS**

1. Call Meeting to Order

2. Public Comments

[At this time, anyone will be allowed to speak on any matter other than personnel matters or matters under litigation, for length of time not to exceed three minutes. No Board discussion or action may take place on a matter until such matter has been placed on an agenda and posted in accordance with law.]

3. Reports and Announcements

CONSENT AGENDA

4. Statutory Consent Agenda

The Statutory Consent 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 the May 14, 2021 Planning and Zoning Commission Meeting.

REGULAR AGENDA

5. Public Hearing, Discussion and Possible Action on Case No. P-21-011: A request by WBT Investments, LLC / Brion Webb for an Amendment to the City of Brenham's Official Zoning Map of the Code of Ordinances to change the zoning from a Mixed Residential Use District (R-2) to a Commercial, Research and Technology Use District (B-2) on approximately 0.99 acres of land described as part of the P. & A. Hope Survey, A-62 in Brenham, Washington County, Texas.

6. Public Hearing, Discussion and Possible Action on Case No. P-21-013: A city-initiated request for an Amendment to the City of Brenham's Official Zoning Map of the Code of Ordinances to change the zoning from a Single-Family Residential Use District (R-1) to a Local Business/Residential Mixed-Use District (B-1) for all or a portion of the following tracts of land as described by the Washington County Appraisal District property identification numbers in Brenham, Washington County, Texas:

- a. R14381, 1207 E. Tom Green Street, Arrabella Harrington Survey, A-55, Tract 69
- b. R14394, 1401 E. Tom Green Street, Arrabella Harrington Survey, A-55, Tract 82
- c. R14428, 1209 E. Tom Green Street, Arrabella Harrington Survey, A-55, Tract 109

- d. R14519, 1205 E. Tom Green Street, Arrabella Harrington Survey, A-55, Tract 200
- e. R36669, Vacant Lot, Arrabella Harrington Survey, A-55, Tract 137
- f. R64466, 1306 Loesch Street, Kenjura Subdivision, Section 1, Block 1, Lot 1
- g. R64467, 1304 Loesch Street, Kenjura Subdivision, Section 1, Block 1, Lot 2
- h. R64468, 1302 Loesch Street, Kenjura Subdivision, Section 1, Block 1, Lot 3
- i. R64469, 1300 Loesch Street, Kenjura Subdivision, Section 1, Block 1, Lot 4
- j. R64470, 1301 E. Tom Green Street, Kenjura Subdivision, Section 1, Block 1, Lot 5
- k. R14510, 1200 E. Tom Green Street, Arrabella Harrington Survey, A-55, Tract 189
- l. R45333, 1204 E. Tom Green Street, Arrabella Harrington Survey, A-55, Tract 344
- m. R14502, 1301 Niebuhr Street, Arrabella Harrington Survey, A-55, Tract 178
- n. R55363, 1800 E. Tom Green Street, James Walker Survey, A-106, Tract 326

- 7. **Public Hearing, Discussion and Possible Action on Case No. P-21-012:** A request by Ranier & Son Development Company for approval of a residential Replat of Lots 19-22, Block 1, of Vintage Farms Subdivision, Phase I, currently addressed as 2036, 2038, 2040, and 2042 Muscadine Trail, respectively, and Reserve "G" of the Vintage Farms Subdivision, Phase III to create Lots 19-R, 20-R, and 21-R in Block 1 of the Vintage Farms Subdivision, Phase I, and the right-of-way dedication for the extension (punch-thru) of Trellis Pass, for a total of 0.689-acres, and further described as part of the Phillip Coe Survey, A-31, in Brenham, Washington County, Texas.
- 8. **Public Hearing, Discussion and Possible Action on Case No. P-21-014:** A request by Ranier and Son Development Company for an Amendment to the City of Brenham's Official Zoning Map of the Code of Ordinances for an Amendment to the Vintage Farms Planned Development District Ordinance Number O-20-028 to revise the retention pond and construct a community park, being on approximately 52.428 acres of land located south and west of Dixie Road and further described as Tract 7 of the Phillip Coe Survey, A-31 in Brenham, Washington County, Texas.

WORKSHOP AGENDA

- 9. **Discussion and Possible Direction to Staff on Case No. P-21-015 Concerning a Text Amendment to Appendix A – Zoning of the Code of Ordinances, specifically to the B-1, Local Business Mixed District to allow an Automobile (Car) Wash as a Specific Use.**
- 10. **Adjourn**

CERTIFICATION

I certify that a copy of the June 28, 2021, agenda of items to be considered by the Planning & Zoning Commission was posted to the City Hall bulletin board at 200 W. Vulcan, Brenham, Texas on June 24, 2021 at 12:30 pm.

Kim Hodde

Kim Hodde, Planning Technician

Disability Access Statement: This meeting is wheelchair accessible. The accessible entrance is located at the Vulcan Street entrance to the City Administration Building. Accessible parking spaces are located adjoining the entrance. Auxiliary aids and services are available upon request (interpreters for the deaf must be requested twenty-four (24) hours before the meeting) by calling (979) 337-7567 for assistance.

I certify that the attached notice and agenda of items to be considered by the Planning and Zoning Commission was removed by me from the City Hall bulletin board on the _____ day of _____, 2021 at _____.

Signature

Title

CITY OF BRENHAM
PLANNING AND ZONING COMMISSION MINUTES
May 14, 2021

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 May 14, 2021 at 12:00 pm in the Brenham Municipal Building, City Council Chambers, at 200 West Vulcan Street, Brenham, Texas.

Commissioners present:

M. Keith Behrens, Chair
Chris Cangelosi
Calvin Kossie
Cayte Neil
Marcus Wamble

Commissioners absent:

Dr. Deanna Alfred, Vice Chair (excused)
Artis Edwards, Jr. (excused)

Staff present:

Stephanie Doland, Development Services Director
Shauna Laauwe, Project Planner
Kim Hodde, Planning Technician
Katherine Briscoe, Main Street Manager

Citizens / Media present:

John Henry, Bleyl Engineering
Matt Neil
Damon Kallie
Alyssa Faykus, Brenham Banner Press

1. Call Meeting to Order

Chairman Behrens called the meeting to order at 12:00 pm with a quorum of five (5) Commissioners present.

2. Public Comments

There were no public comments.

3. Reports and Announcements

Stephanie Doland informed the Board of the following meeting dates:

- May 24, 2021 – no P & Z meeting.
- June 3, 2021 – Workshop update from the Food Truck Task Force to City Council. Commissioners are welcome to attend.

- June 21, 2021 – 12:00 pm – Joint meeting of the Planning and Zoning Commission and the Main Street Board regarding the Historic Preservation Ordinance.
- June 28, 2021 – 5:15 pm – regular Planning and Zoning Commission meeting (to-date two rezoning requests are scheduled).

CONSENT AGENDA

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 the March 22, 2021 Planning and Zoning Commission Meeting.**
- 4-b. Case No. P-21-005: Preliminary Plat of the Fairview Terrace Subdivision, Lot 1, being 1.202 acres and Lot 2, being 5.490 acres, for a total of 6.692 acres out of the A. Harrington Survey, A-55 in Brenham, Washington County, Texas.**
- 4-c. Case No. P-21-006: Final Plat of the Fairview Terrace Subdivision, Lot 1, being 1.202 acres and Lot 2, being 5.490 acres, for a total of 6.692 acres out of the A. Harrington Survey, A-55 in Brenham, Washington County, Texas.**
- 4-d. Case No. P-21-009: Preliminary Plat of the Chapel Subdivision, Lot 1, Block 1, being 0.233 acres out of the A. Harrington Survey, A-55 in Brenham, Washington County, Texas.**
- 4-e. Case No. P-21-010: Final Plat of the Chapel Subdivision, Lot 1, Block 1, being 0.233 acres out of the A. Harrington Survey, A-55 in Brenham, Washington County, Texas.**

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

REGULAR SESSION

- 5. Public Hearing, Discussion and Possible Action on Case No. P-21-008: A request by Sandalwood Brenham Partners, LLC for approval of the following:**
 - a. A Replat of Lot 3, Block 1, Wehmeyer Acres to create Lot 3R, Block 1, being 9.12 acres out of the Phillip Coe Survey, A-31, in Brenham, Washington County, Texas; and**
 - b. A Final Plat of Sandalwood Subdivision, Lot 1, Block 1, being 19.89 acres of land, currently addressed as 2001 FM 389, out of the Phillip Coe Survey, A-31, in Brenham, Washington County, Texas.**

Shauna Laauwe, Project Planner, presented the staff report for Case No. P-21-008 (on file in the Development Services Department). Ms. Laauwe stated that this is a request from Sandalwood Brenham Partners, LLC / Brian Dobiyski – Jones and Carter for a replat of Lot 3, Block 1 of Wehmeyer Acres to create Lot 3R, Block 1, being 9.12 acres and a request for a final plat of the Sandalwood Subdivision, Lot 1, Block 1, being 19.89 acres of land. The applicant would like to remove approximately 3.20-acres of land from the northern portion of Lot 3, Block 1 of Wehmeyer Acres and replat it as part of the Sandalwood Subdivision, Lot 1, Block 1. Although most of the Sandalwood property is already developed as a

Manufactured Home Park, the subject site does not have a recorded plat, thus, approval of a Final Plat is required for future development. This plat also includes dedication of 20-foot and 30-foot public utility easements and a 10-foot drainage easement.

Development Services staff and Strand Engineering have reviewed the proposed residential Replat and the proposed Final Plat for compliance with the City of Brenham's regulations and ordinances and recommends approval of the proposed residential Replat and the proposed Final Plat, as presented.

Staff did not receive any citizen comments for or against this request.

Chairman Behrens opened the Public Hearing at 12:09 pm. There were no citizen comments.

Chairman Behrens closed the Public Hearing at 12:09 pm.

A motion was made by Commissioner Kossie and seconded by Commissioner Neil to approve the requests by Sandalwood Brenham Partners, LLC for a Replat of Lot 3, Block 1, Wehmeyer Acres to create Lot 3R, Block 1; and a Final Plat of Sandalwood Subdivision, Lot 1, Block 1, in Brenham, Washington County, Texas, as presented. The motion carried unanimously.

WORK SESSION

6. Report on the Historic Preservation Ordinance and Public Meeting Update.

Stephanie Doland gave the Planning and Zoning Commission an update on the Historic Preservation Ordinance committee and their efforts to draft an Ordinance. The full presentation is on file in the Development Services Department. The update included why a Preservation Ordinance should be adopted, the project history and timeline, the work of the committee thus far, and next steps. Ms. Doland encouraged everyone to sign up for the Historic Preservation Ordinance newsletter and to review the section drafts at www.cityofbrenham.org/MainStreet. Ms. Doland stated that the committee planned to meet at least one additional time, gather feedback and public input and that the proposed ordinance would then be presented for review and adoption by the Main Street Board, Planning and Zoning Commission and for final approval by the City Council.

7. Adjourn.

A motion was made by Commissioner Wamble and seconded by Commissioner Kossie to adjourn the meeting at 12:36 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:

_____ Planning and Zoning Commission	<u>M. Keith Behrens</u> Chair	<u>June 28, 2021</u> Meeting Date
_____ Attest	<u>Kim Hodde</u> Staff Secretary	<u>June 28, 2021</u> Meeting Date



CASE NUMBER P-21-011
ZONE CHANGE REQUEST – 1408 N. Park Street

STAFF CONTACT:	Shauna Laauwe, AICP, Project Planner
OWNERS:	WBT Investments, LLC
APPLICANTS:	Brion Webb
ADDRESS/LOCATION:	1408 N. Park Street (Exhibit A)
LEGAL DESCRIPTION:	0.9903 acres of land in the P. & A. Hope Survey, A-62
LOT AREA:	Approximately 0.9903 acres
ZONING DISTRICT/USE:	Mixed Residential Use District (R-2) / Vacant Land (Exhibit B)
FUTURE LAND USE:	Commercial
REQUEST:	A request to change the zoning classification from a Mixed Residential Use District (R-2) to a Commercial Research and Technology Use District (B-2) (Exhibit C)

BACKGROUND:

The subject property is owned by WBT Investments and Brion Webb is a partner and the applicant. The subject property is currently zoned R-2, Mixed Residential Use Zoning District and consists of a 0.9903-acre vacant tract located at 1408 N. Park Street. The applicant is requesting to rezone the property to be consistent with the abutting property to the south. Mr. Webb is requesting that the property be rezoned to B-2, Commercial Research and Technology Use District, to match the existing zoning to the south and to facilitate future development. The property is currently zoned as R-2, Mixed Residential Use District.

ANALYSIS OF CITY OF BRENHAM ZONING POLICIES:

The purpose of zoning policies is to provide guidelines for considering future amendments to the zoning ordinance (Part 1, Section 4 of Appendix A – “Zoning” of the Brenham Code of Ordinances). They are as follows:

- (1) The city's zoning should recognize and seek to preserve the small-town attributes that make Brenham a special place for its citizens to live, work and play. *Please refer to Map 1 on the following page for a visual of the current zoning described herein.*

The subject property is an existing vacant property addressed as 1408 N. Park Street and generally located on the east side of N. Park Street, south of AH Ehrig Drive and adjacent to the Hasskarl Tennis Court Park area to the north and east. The surrounding area is a mixture of uses to include commercial businesses, residential, and park land. The subject property and the adjacent Hasskarl Park complex are currently zoned R-2, Mixed Residential Use District. The adjacent properties to

the south and southeast, bound by E Sayles Street, are zoned B-2, Commercial, Research and Technology District, with the abutting property directly to the south being vacant and the lot to the southeast developed as the Teen Challenge complex (former St. Jude Hospital). To the west, across N. Park Street, is zoned B-1, Local Business/Residential Mixed-Use District. The property directly to the east, across N. Park Street is developed as Lauren Concrete and is a nonconforming use. Except for vacant used car lot located on the northwest corner of Sayles Street and N. Park Street, all the other nearby B-1 properties appear to be single-family residences.

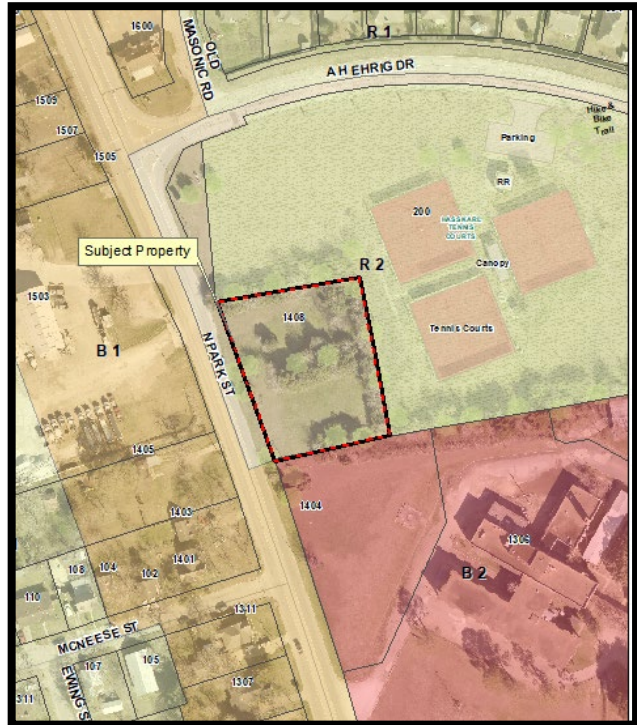
Interestingly, it was recently discovered that since 1996, the adjacent B-2 District to the south that is bounded by E Sayles Street has been erroneously marked as a B-1, Local Business/Residential Mixed Use District on the zoning map.

The applicant wishes to possibly combine the subject property with the vacant B-2 property to the south, which he also currently owns. Allowing the proposed rezoning request would allow the approximately one-acre tract of land to potentially be part of an overall 2.2-acre commercial development.

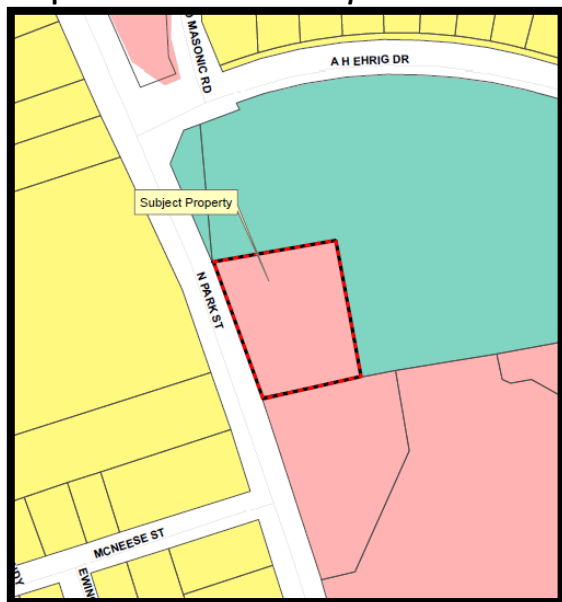
- (2) The city's zoning should be guided by the future land use plan and other applicable guidelines found in the Comprehensive Plan.

As shown in Map 2, the future land use map portion of the Historic Past, Bold Future: Plan 2040 Comprehensive Plan suggests the subject property may be appropriate for commercial uses. The future land use map helps depict what the Comprehensive Plan envisions as future uses in the City. In the map, the pinkish/red area represents commercial, the yellow represents single-family uses, and the green represents parks/public use. The Comprehensive Plan includes land use policies to help guide land use decisions. Specifically, the Plan recommends that the City consider permitting commercial retail, office and service uses along highly traveled roadways such as N. Park Street that serves as TX Highway Business 36 and a minor arterial. If the requested zone change were approved, the subject property would allow for the development of commercial retail, office, service use and small multifamily development uses. Staff finds that the proposed request is aligned with the goals and land use polices established in the Comprehensive Plan.

Map 1



Map 2- Future Land Use Map



- (3) The city's zoning should be designed to facilitate the more efficient use of existing and future city services and utility systems in accordance with the Comprehensive Plan.

The subject property is currently undeveloped with existing utility services located along the right-of-way of N. Park Street and an additional 8" water line runs along the southern property line. Staff does not anticipate that new infrastructure would be required for new development.

- (4) The city's zoning should be organized and as straight forward as possible to minimize use problems and enforcement problems.

The proposed zone change, if approved, will be reflected on the City of Brenham zoning map available for citizen viewing on the City of Brenham homepage.

- (5) The city's zoning process should be fair and equitable, giving all citizens adequate information and opportunity to be heard prior to adoption of zoning amendments.

Property owners within 200 feet of the project site were mailed notifications of this request on June 17, 2021. The Notice of Public Hearing was published in the *Brenham Banner* on June 15, 2021. Any public comments submitted to staff will be provided in the Planning & Zoning Commission and City Council packets or during the public hearing.

- (6) The city's zoning should ensure that adequate open space is preserved as residential and commercial development and redevelopment occur.

If approved, the property will be required to adhere to minimum building setbacks and maximum impervious coverage requirements for property zoned B-2, Commercial Research and Technology. Staff finds that the requirements will ensure that adequate open spaces is preserved on the subject property.

- (7) The city's zoning should ensure Brenham's attractiveness for the future location of business and housing by preserving an attractive and safe community environment in order to enhance the quality of life for all of its residents.

Staff finds that the requested zoning and associated land uses are appropriate for this location given adjacent zoning designations, existing development in the vicinity, and conformance with the City's adopted future land use map.

- (8) The city's zoning ordinance should preserve neighborhood culture by retaining and promoting land uses consistent with the community's plan for the development and/or redevelopment of its neighborhoods.

Rezoning the subject property to B-2 will allow the subject property to develop in accordance with property in the immediate vicinity. The subject approximate one-acre tract of land may be combined at a future date with the adjacent 1.22-acre tract to the south that is under plan review for a future automated car wash. The future use may include retail, office uses or an expansion of the future car wash. The surrounding property to the west across N Park Street is zoned B-1 but is largely made up of single-family residential uses and few neighborhood retail uses. The adjacent property to the south and east is zoned B-2 and is developed as an outreach center for teens. Staff finds that the proposed zoning would preserve the existing neighborhood culture and is consistent with the community's plan for the development and/or redevelopment of its neighborhoods.

- (9) The city's zoning should protect existing and future residential neighborhoods from encroachment by incompatible uses.

Staff finds that rezoning the property will protect and not adversely affect adjacent existing and future residential neighborhoods due to the City's adopted development standards including requirements related to buffer yards, screening, setbacks, drainage, and landscaping.

- (10) The city's zoning should assist in stabilizing property values by limiting or prohibiting the development of incompatible land uses or uses of land or structures that negatively impact adjoining properties.

Staff is unable to determine any destabilizing effects on the neighboring properties should this rezoning request be approved. The proposed B-2 zoning for the subject property is aligned with the adjacent properties surrounding this tract.

- (11) The city's zoning should make adequate provisions for a range of commercial uses in existing and future locations that are best suited to serve neighborhood, community, and regional markets.

If approved, the proposed rezoning will allow construction of a mixture of land uses, including multiple-family, retail, office, and commercial uses on the approximate 1-acre vacant subject tract. The surrounding property to the west, across N. Park Street is zoned B-1 District that allows a mixture of residential uses as well as neighborhood-focused businesses. Staff finds that the proposed zoning change would make adequate provisions for a range of commercial uses in existing and future locations to serve the area neighborhood and community markets.

- (12) The city's zoning should give reasonable accommodation to legally existing incompatible uses, but it should be fashioned in such a way that over time, problem areas will experience orderly change through redevelopment that gradually replaces the nonconforming uses.

The applicants request will allow the subject property to develop with a mixture of land uses and if approved, will allow for compatible, legally conforming development. The property is currently undeveloped; thus, the rezoning would not result in any existing uses to become nonconforming.

- (13) The city's zoning should provide for orderly growth and development throughout the city.

Staff finds that the proposed rezoning change will allow for the orderly growth and development in the general vicinity and throughout the city. Furthermore, the proposed rezoning is in accordance with the City's adopted Future Land Use Map and Comprehensive Plan.

STAFF RECOMMENDATION:

Based on the evidence and findings above, Staff recommends **approving** the proposed rezoning of the 0.9903-acre tract generally located at 1408 N. Park Street to the Commercial Research and Technology zoning use district (B-2) for the subject tract.

EXHIBITS:

- A. Aerial Map
- B. Zoning Map
- C. Future Land Use Map
- D. Cover Letter
- E. Site photos

EXHIBIT "A"
AERIAL MAP



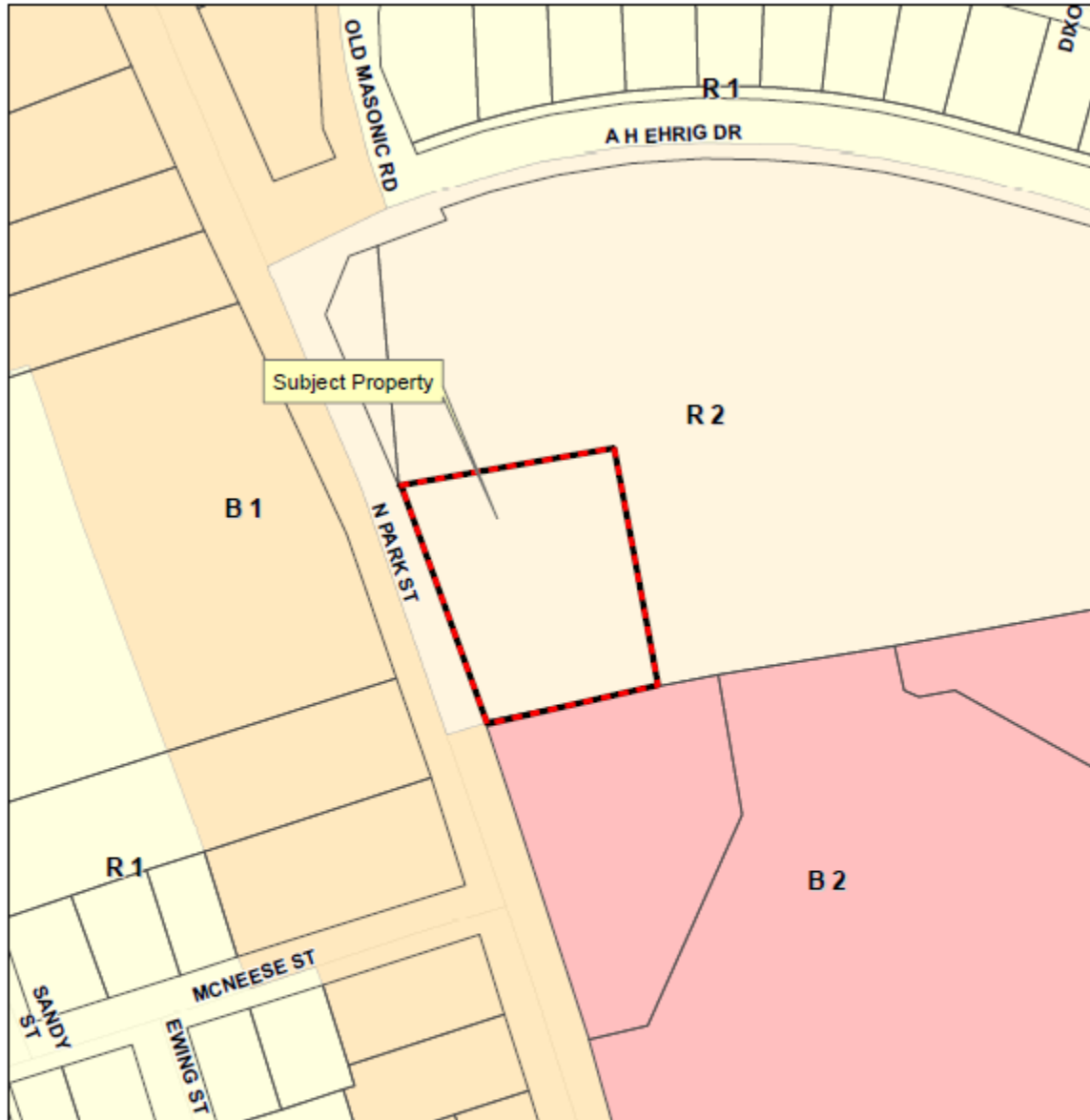
**Proposed Rezoning
1408 North Park Street
R-2 to B-2**



1 inch = 127 feet







EXHIBIT "B"
ZONING MAP



**Proposed Rezoning
1408 North Park Street
R-2 to B-2**

Zoning Description

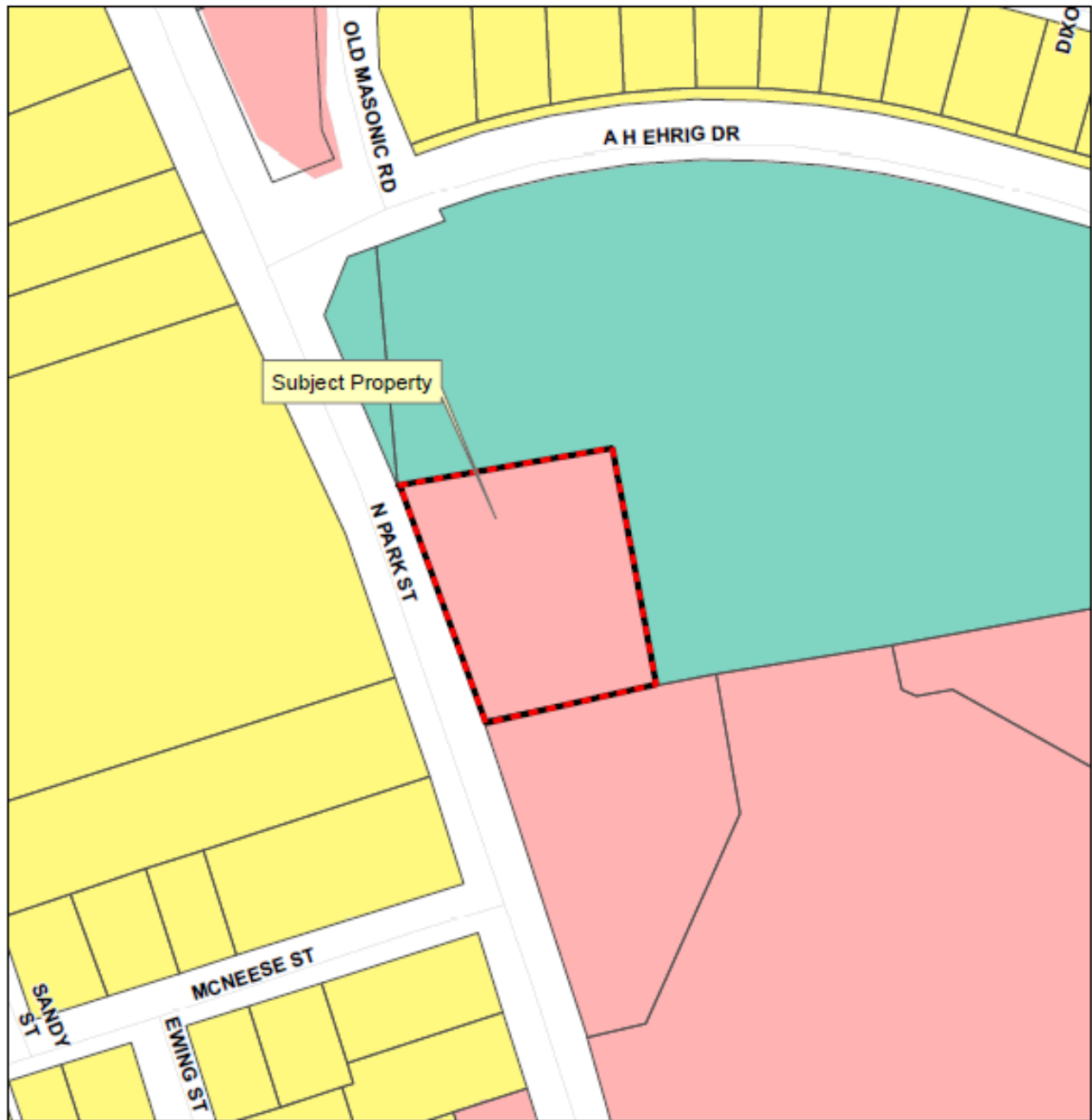
-  B1 Local Business Mixed
-  B2 Commercial Research and Technology
-  R1 Residential Single Family
-  R2 Mixed Residential



1 Inch = 127 feet



EXHIBIT "C"
FUTURE LAND USE MAP



Future Land Use Plan
FLU_FINAL

- Park
- Single Family Residential
- Commercial

Future Land Use Map
1408 North Park Street
R-2 to B-2



1 inch = 127 feet



EXHIBIT "D"
ZONE CHANGE COVER LETTER

EXHIBIT "B"

1408 N. PARK ST., BRENHAM, TEXAS

PROPOSED ZONING CONSIDERATION FROM RESIDENTIAL TO ~~B1~~



The proposed property described on Exhibit "A" at the above address is currently zoned residential. This property is currently located between the Brenham High School North Park St. entrance and 1404 N. Park St. which is zoned B2. It would more beneficial for this property to be zoned ~~B1~~ ^{B2} as to be consistent with the properties on both sides of it. It will also add revenue to the City of Brenham for business growth. This would also give us the opportunity to expand our business in the future. Therefore, we request that this property be zoned ~~B1~~ ^{B2}.

EXHIBIT "E"
SITE PHOTOS



N. Park Street looking south.



**N. Park Street looking north from Teen Challenge driveway.
Picture shows both vacant lots.**



CASE NUMBER P-21-013
ZONE CHANGE REQUEST – R-1 to B-1

STAFF CONTACT:	Shauna Laauwe, AICP, Project Planner
APPLICANT:	City of Brenham
LEGAL DESCRIPTION:	All or a portion of various tracts of land generally bound by and/or adjacent to the southwest corner of South Blue Bell Road and East Tom Green Street to the north, west to Loesch Street and 675 feet north along Loesch Street, then 698 feet to the west, 93 feet south, 132 feet west, then 590 feet south to E Tom Green Street, then 230 feet west to Woodson Lane, then 269 feet to the south, 130 feet to the east, 1,057 feet south to Niebuhr Street, and bound to the south along Niebuhr Street east to South Blue Bell Road, then bounded to the east by South Blue Bell Road from Niebuhr Street to East Tom Green Street.
LOT AREA:	Approximately 87.24 acres
ZONING DISTRICT/USE:	R-1, Single Family Residential / Residential, Philanthropic, and Institutional uses (Exhibit B)
FUTURE LAND USE:	Commercial and Institutional uses
REQUEST:	A request to change the zoning classification from Single-Family Residential Use District (R-1) to Local Business Mixed Residential District (B-1). (Exhibit C)

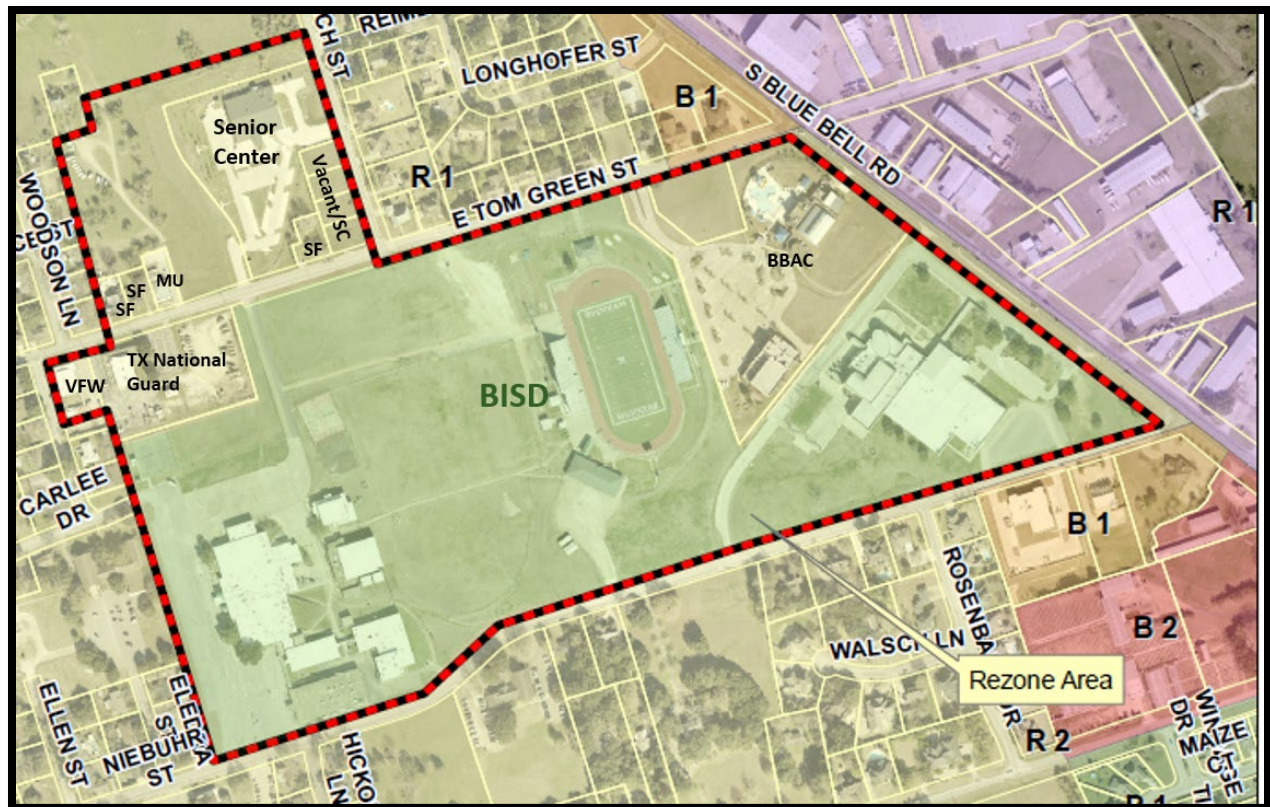
BACKGROUND:

Within the last 3 months, City Staff has received numerous calls from potential buyers of 1209 E Tom Green Street, a property undergoing a foreclosure to determine what commercial uses are permitted for the site. While this property has been zoned R-1, Single-Family Residential since zoning was implemented in the the City of Brenham in 1968, the property has had many nonresidential uses over the last 60 years. The property has been granted several specific use permits over the years to include:

- 1977- Construction and operation of the Mary Maddox dance studio
- 1988- Architectural design studio (5 year term)
- 1992- Ken Parker Construction for a construction office (3 year term)
- 1995- Ken Parker Construction renewed for additional 3 year term
- 2012- Daycare allowed as an existing non-conforming use (no SUP)
- 2015- Proposed use for a dance studio
- 2015- Residential addition and remodel. Utility hooked up for residential use. (permitted use)

While renovations to the interior of the structure were conducted in 2015, the exterior and much of the interior of the existing structure is commercial in character. When researching this property and the adjacent and surrounding uses, it was found that of the fourteen (14) lots that encompass the approximate 87-acre area (*Shown in Map 1 below*) only four (4) were permitted uses (*single-family*), with one (1) use, the WC Healthy Living Association (Senior Center), that has an approved SUP as a philanthropic use, and five (5) lots are vacant, with four (4) of the vacant lots being owned by the Senior Center who requested and received a SUP in June 2020 for the expansion of the parking area. The VFW, Texas National Guard, Brenham ISD, and Blue Bell Aquatic Center (BBAC) are governmental public uses. The property located at 1209 E. Tom Green is labeled as (MU) below as it has been a variety of residential and commercial uses.

Map 1



Starting at the southwest corner of South Blue Bell Road and East Tom Green Street, the 87-acre area (*shown within the checkered outline in Map 1*) is generally bounded by E. Tom Green to the north, Woodson Lane to the west, Niebuhr Street to the south and South Blue Bell Road to the east. The subject area is currently zoned R-1 (*See Map 1 above*). The only four (4) existing permitted uses include three (3) single family homes along E. Tom Green Street and the current vacant mixed-use property at 1209 E. Tom Green. The Senior Center received a SUP for a philanthropic use in 2012 and the adjacent four vacant lots to the center received a SUP in June 2020 to allow an expanded parking area for the philanthropic use. The Veteran's of Foreign Wars and the Texas National Guard is under one address as 1204 E. Tom Green and is considered under governmental jurisdiction. The Brenham Independent School District (BISD) property that encompasses approximately 60-acres of the 87-acres area and includes the Brenham High School football stadium, Brenham Junior High and Brenham Middle School are public school property and are nonconforming or grandfathered uses. Surrounding zoning districts include R-1, to the north, west and south, with B-1, Local Business Mixed Residential located to the northeast on the corner northwest corner of S. Blue Bell Road and E. Tom Green Street and also to the south on the southwest corner of S.

Blue Bell Road and Niebuhr Street. Across S. Blue Bell Road to the east is zoned I, Industrial and includes the Blue Bell Creamery and other industrial developments. The Future Land Use Map envisions the area within the proposed rezoning area north of E. Tom Green Street as Commercial and the area south of E. Tom Green Street as Institutional. In order to bring the portion north of E. Tom Green Street more in line with the future land use plan and predominate existing uses, in addition to the intense public uses south of E. Tom Green Street and north of Niebuhr Street, Staff has prepared a City initiated rezoning of the area from R-1 to B-1, Local Business Mixed Residential District. As single-family homes, philanthropic uses, schools, and governmental institutions are permitted uses in the B-1 District, the rezoning would not cause any of the existing land uses within the proposed 87-acre to become nonconforming. The proposed rezoning to B-1 along E. Tom Green Street would also be a step towards the envisioned non-residential use of the future land use plan.

ANALYSIS OF CITY OF BRENHAM ZONING POLICIES:

The purpose of zoning policies is to provide guidelines for considering future amendments to the zoning ordinance (Part 1, Section 4 of Appendix A – “Zoning” of the Brenham Code of Ordinances). They are as follows:

- (1) The city's zoning should recognize and seek to preserve the small-town attributes that make Brenham a special place for its citizens to live, work and play. *Please refer to Map 1 for a visual of the current zoning described herein.*

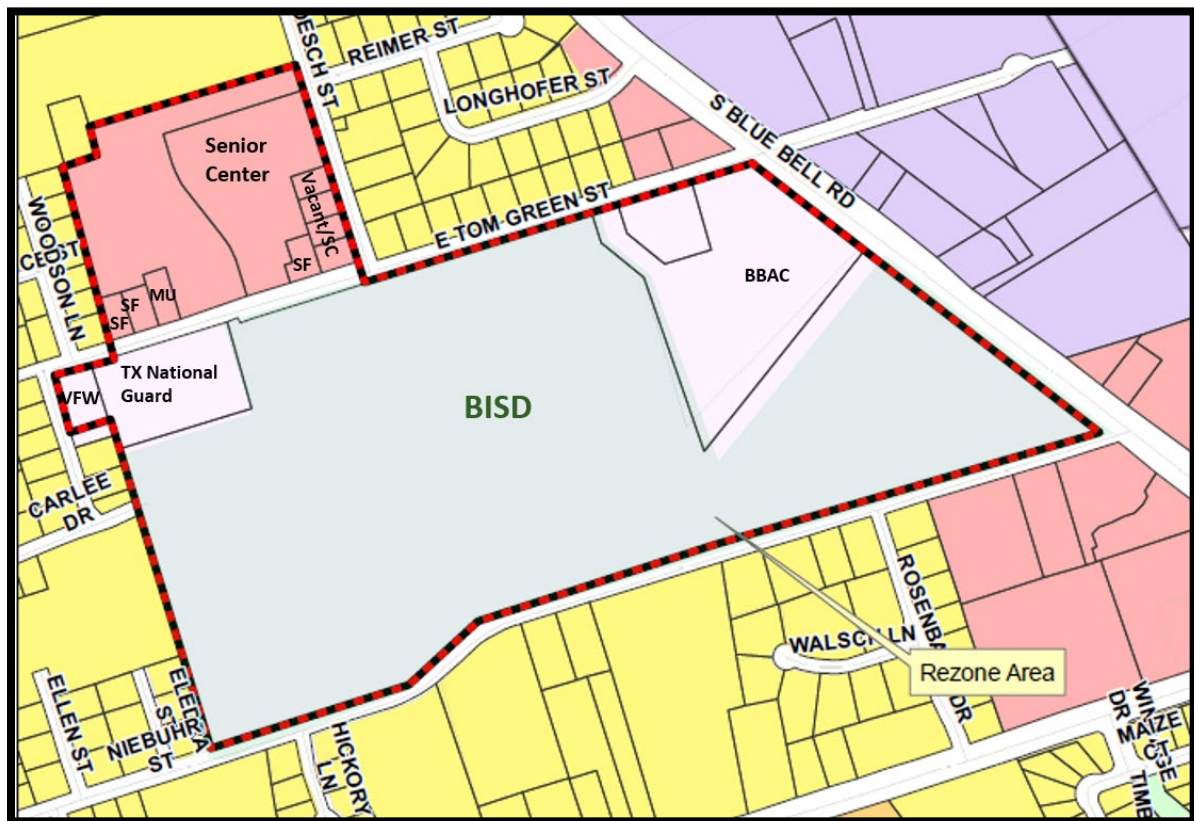
The subject rezoning area is surrounded by single-family residential with a mixture of commercial and industrial uses within the vicinity. The proposed area encompasses approximately 87 acres and 14 separate lots. All adjacent properties are zoned R-1, Single-Family Residential. Nearby, across from the Blue Bell Aquatic Center, on the northwest corner of S Blue Bell Road and E Tom Green, is zoned B-1, Local Business Mixed Residential District and developed as the Texas Farm Bureau. Near the southeast corner of the proposed rezoning area, on the southwest corner of Niebuhr Street and S Blue Bell Road, is a B-1 District that is developed as an orthodontist office at 1910 Niebuhr Street and Strand Associates at 1906 Niebuhr Street. To the east, across S Blue Bell Road is a large I, Industrial District that is developed as Blue Bell Creamery, with other uses that include mini storage facilities and automobile service businesses.

The City is currently pursuing the rezoning to B-1 in order to establish the existing specific uses and institutional uses as permitted uses and to align the zoning with the envisioned future land use plan approved as part of the Comprehensive Plan: Historic Past, Bold Future: Plan 2040 approved in September 2019. The existing Senior Center, Texas National Guard, VFW, and BISD properties are unlikely to be converted to single-family residential uses in the future, and the property at 1209 E Tom Green has been granted four (4) different specific use permits for uses that are not allowed as either permitted or specific use by today's R-1 zoning designation. The purpose of the B-1, Local Business/Residential Mixed Use District is to establish a medium density, mixed use district in order to provide convenient locations for neighborhood shopping and for affordable moderate density multifamily housing with easy access to transportation routes and neighborhood shopping. The B-1 District allows residential uses to include single-family, two-family, townhomes, multifamily developments on two acres or more. The large vacant lot that has access via Loesch Street and E. Tom Green is approximately 5.34-acres and the B-1 District would allow for the tract to be neighborhood commercial, single family and two family residential, as well as multi-family residential. In addition, the B-1 district allows neighborhood commercial uses such as, offices, florist shops, dance studios, retail, restaurants, and outpatient clinics. All the existing uses, to include the three single-family residential lots, located within the proposed rezoning area are permitted within the B-1 District.

As evidenced, the subject area is a long-standing mixture of land uses to include residential, commercial, and institutional. Approval of the proposed rezoning request would allow for the existing specific uses and institutional uses to make improvements within the B-1 specifications that include bufferyard and landscaping requirements and for neighborhood commercial uses to potentially develop on East Tom Green Street.

- (2) The city's zoning should be guided by the future land use plan and other applicable guidelines found in the Comprehensive Plan.

Figure 2- Future Land Use Map



As shown in Figure 2, the future land use map portion of the Historic Past, Bold Future: Plan 2040 Comprehensive Plan suggests the subject property may be appropriate for commercial uses and the existing institutional uses. In the future land use map, the pink/reddish areas represent commercial, the yellow represents single-family residential, and the purple represents areas appropriate for industrial uses. The proposed B-1 zoning district allows for a mixture of land uses, including single-family, two-family, and multifamily residential, and neighborhood commercial uses. Except for the commercial area along E Tom Green Street shown on the map, the existing zoning map and developed uses are in conformance with the envisioned future land use map.

The proposed B-1 zoning is in line with the Future Land Use Map vision of commercial uses, in addition to representing a step between the surrounding residential and the more intense commercial and industrial uses along S. Blue Bell Road. The Comprehensive Plan encourages neighborhood-focused businesses that include smaller footprint sites, such as those found in the B-1 District, that cater to serving a smaller area. Such neighborhood-focused businesses would be an asset to both the surrounding residential and institutional uses. Staff finds that the proposed

request meets the Future Land Use Plan and is a step towards the goals and land use policies established in the Comprehensive Plan.

- (3) The city's zoning should be designed to facilitate the more efficient use of existing and future city services and utility systems in accordance with the Comprehensive Plan.

The proposed rezoning area mostly consists of developed land with existing utility services located along the rights-of-way of E. Tom Green Street, Niebuhr Street, and S. Blue Bell Road. It is likely that no new infrastructure would be required for new development.

- (4) The city's zoning should be organized and as straight forward as possible to minimize use problems and enforcement problems.

The proposed zone change, if approved, will be reflected on the City of Brenham zoning map available for citizen viewing on the City of Brenham homepage.

- (5) The city's zoning process should be fair and equitable, giving all citizens adequate information and opportunity to be heard prior to adoption of zoning amendments.

Property owners within 200 feet of the project site were mailed notifications of this request on June 17, 2021. The Notice of Public Hearing was published in the *Brenham Banner* on June 15, 2021. Any public comments submitted to staff will be provided in the Planning & Zoning Commission and City Council packets or during the public hearing.

- (6) The city's zoning should ensure that adequate open space is preserved as residential and commercial development and redevelopment occur.

If approved, the properties will be required to adhere to minimum building setbacks and maximum impervious coverage requirements for property zoned B-1. The B-1 zoning district establishes a maximum impervious coverage limit of 80% and minimum building setbacks. Furthermore, development of new nonresidential uses adjacent to an existing residential use will require additional buffer yard requirements along the property lines of the residential use. Staff finds that the adopted zoning ordinance and building codes will ensure that adequate open spaces are preserved on the subject lots.

- (7) The city's zoning should ensure Brenham's attractiveness for the future location of business and housing by preserving an attractive and safe community environment in order to enhance the quality of life for all of its residents.

The requested zoning and associated land uses are appropriate for this location given adjacent zoning designations, existing development within and in the vicinity, as well as conformance with the City's adopted future land use map.

- (8) The city's zoning ordinance should preserve neighborhood culture by retaining and promoting land uses consistent with the community's plan for the development and/or redevelopment of its neighborhoods.

Rezoning the subject area to B-1 will allow the existing specific uses and institutional uses that comprise 10 of the 14 lots to be legally conforming uses. The adjacent properties to the subject area are zoned R-1, with nearby B-1 properties on the northwest corner of S. Blue Bell Road and E. Tom Green and on the southwest corner of S. Blue Bell Road and Niebuhr Street. To the east, across S. Blue Bell Road is zoned I, Industrial District with a mixture of commercial and industrial uses. The

proposed B-1 District is an appropriate step up from the surrounding residential uses to the nearby commercial and industrial uses as the B-1 District allows both residential uses and neighborhood commercial.

Rezoning the property from a residential use to a mixed commercial and residential use would allow the existing residential properties to benefit from buffer yard and screening requirements that are established to preserve existing neighborhoods and ensure adjacent commercial property develops in a manner compatible to nearby land uses. Any new commercial development next to an existing residential use, would be required to have a 20-foot buffer yard in addition to the standard setbacks. In addition, twenty percent (20%) of the buffer yard is required to be landscaped and a screening hedge or fence is mandated. Staff finds that the proposed zoning would preserve the existing neighborhood culture and is consistent with the community's plan for the development and/or redevelopment of its neighborhoods.

- (9) The city's zoning should protect existing and future residential neighborhoods from encroachment by incompatible uses.

Staff finds that rezoning the properties will protect and not adversely affect adjacent existing and future residential neighborhoods due to the City's adopted development standards including requirements related to buffer yards, screening, setbacks, drainage, and landscaping.

- (10) The city's zoning should assist in stabilizing property values by limiting or prohibiting the development of incompatible land uses or uses of land or structures that negatively impact adjoining properties.

Staff is unable to determine any destabilizing effects on the neighboring properties should this rezoning request be approved. The proposed B-1 zoning for the subject properties is aligned with the surrounding areas to the north, south, west, and east and provides an adequate step-up in zoning from the single-family uses to the commercial and industrial uses to the east across S. Blue Bell Road.

- (11) The city's zoning should make adequate provisions for a range of commercial uses in existing and future locations that are best suited to serve neighborhood, community, and regional markets.

The subject properties are within an area predominately made up of single-family homes and nearby commercial and industrial uses to the east along the S. Blue Bell Road corridor. Property zoned for commercial and industrial uses are generally located to the east, across S. Blue Bell Road, with some light commercial uses located on the northwest corner of E. Tom Green Street and S. Blue Bell Road and the southwest corner of Niebuhr Street and S. Blue Bell Road. Staff finds that the proposed zoning change, if approved, will allow for orderly commercial development along E. Tom Green that will serve the properties in the general vicinity and the community. Similarly, there are additional properties in the vicinity that could be utilized for residential use.

- (12) The city's zoning should give reasonable accommodation to legally existing incompatible uses, but it should be fashioned in such a way that over time, problem areas will experience orderly change through redevelopment that gradually replaces the nonconforming uses.

The proposed properties to be rezoned are primarily institutional uses and staff is unaware of any lots that the B-1 rezoning would result in being considered legally nonconforming (grandfathered) uses. Existing nonconforming light commercial uses would become conforming permitted uses with the proposed rezoning.

(13)The city's zoning should provide for orderly growth and development throughout the city.

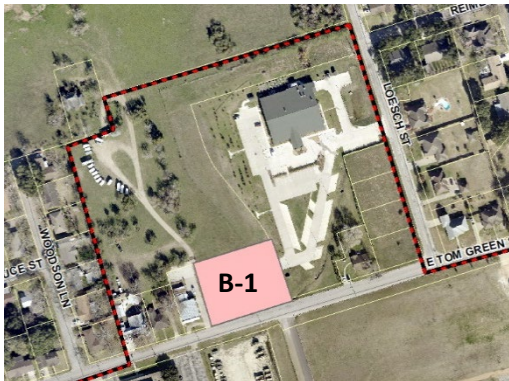
Staff finds that the proposed rezoning change will allow for the orderly growth and development in the general vicinity and throughout the city. Furthermore, the proposed rezoning is in accordance with the City's adopted Future Land Use Map and Comprehensive Plan.

STAFF RECOMMENDATION:

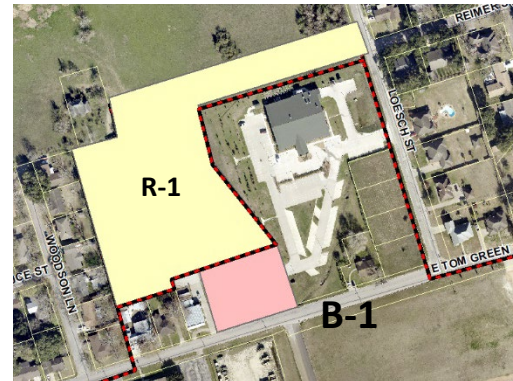
Based on the evidence and findings above, Staff recommends **approving** the proposed rezoning of the approximate 87-acre area generally bounded by E. Tom Green to the north, Woodson Lane to the west, Niebuhr Street to the south and South Blue Bell Road to the east, to the Local Business Mixed Residential zoning use district (B-1).

As of the date of this report, Staff has received two letters of concern and phone calls from property owners along Loesch Street regarding the 5.34-acre vacant lot that has access via Loesch Street and E. Tom Green. Concerns stated were that with the proposed rezoning the tract could be developed with multifamily residential (greater than 2 acres) or other larger and more intense neighborhood commercial use. Given these concerns, Staff would also support an alternative of rezoning only a portion of the lot, such as the approximately 455-feet of width that abuts E. Tom Green Street by 150 feet of depth as shown in the two map figures below.

Alt.Map: Portion of existing lot



Alt.Map: Alternative B-1 north boundary



EXHIBITS:

- A. Aerial Map
- B. Zoning Map
- C. Future Land Use Map
- D. Site photos
- E. Citizen Comments

EXHIBIT "A"
AERIAL MAP



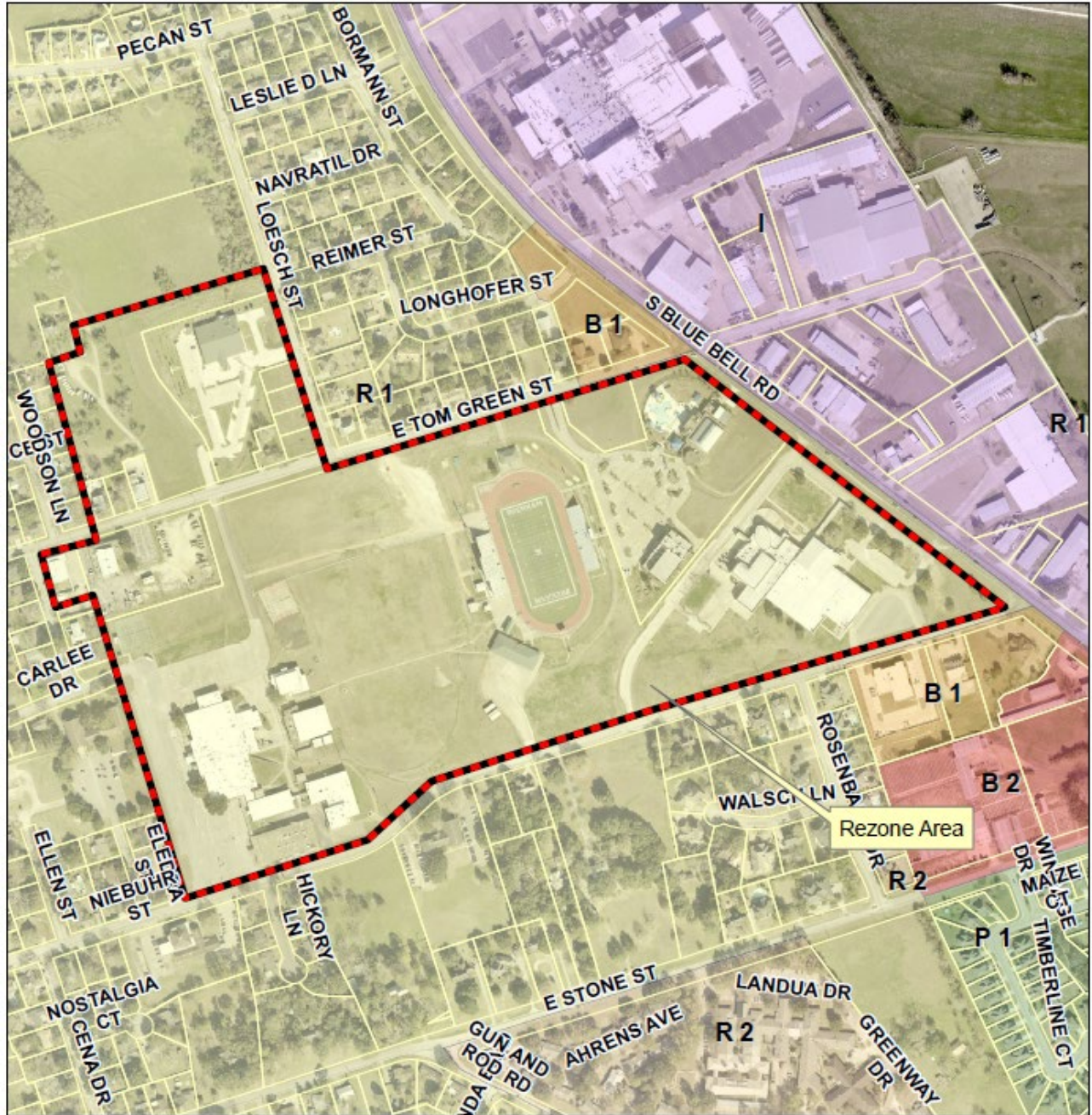
East Tom Green Rezone Area
R-1 to B-1



1 inch = 458 feet



EXHIBIT "B"
ZONING MAP



**East Tom Green Rezone Area
R-1 to B-1**

Legend

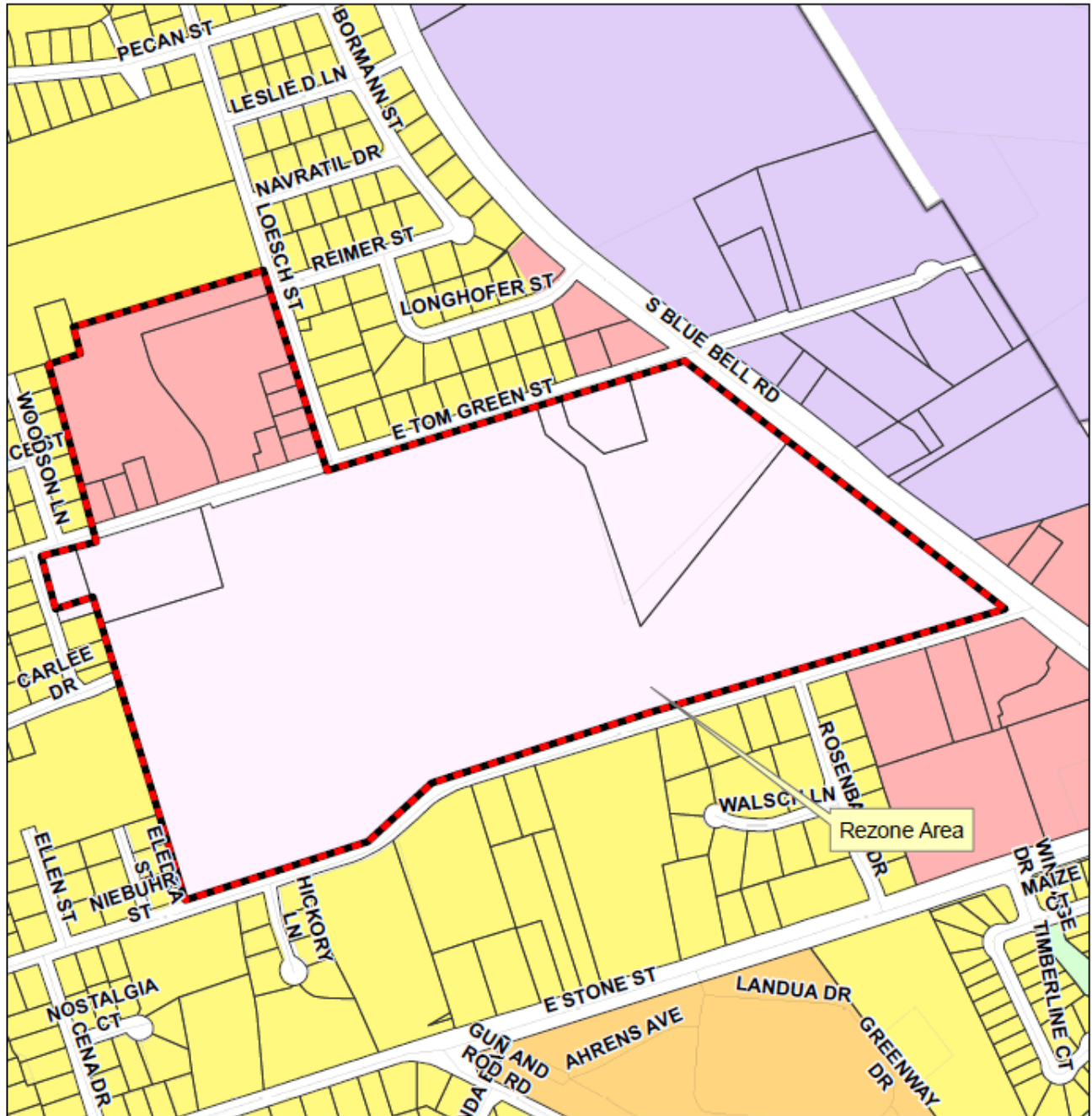
- B1 Local Business Mixed
- B2 Commercial Research and Technology
- I Industrial
- P1 Planned Development
- R1 Residential Single Family
- R2 Mixed Residential



1 inch = 476 feet



EXHIBIT "C"
FUTURE LAND USE MAP



**Future Land Use Map
East Tom Green Rezone Area
R-1 to B-1**

- Future Land Use Plan
FLU_FINAL
- Rural
 - Open Space
 - Single Family Residential
 - Multi-Family Residential
 - Local Public Facilities
 - Commercial
 - Industrial



1 inch = 458 feet



EXHIBIT "D"
SITE PHOTOS



E Tom Green looking east (1209 E Tom Green & residential)



E Tom Green looking west (1209 E Tom Green & armory)



E Tom Green looking east to Blue Bell Rd.
TX National Guard & Brenham High Stadium



E Tom Green & Woodson Ln (VFW)



Niebuhr Rd – B1 Commercial & School



S Blue Bell Road & E Tom Green – BBAC

City of Brenham
Development Services Department



PUBLIC COMMENT FORM

All submitted forms will become a part of the public record.

Please return to:

City of Brenham

Attn: Development Services Dept., Case P-21-013

P.O. Box 1059

Brenham, Texas 77834-1059

Name:

(please print)

Address:

Elton Ray Robinson

1804 Niebuhr Street

Brenham, TX 77833

Signature:

[Handwritten Signature]

Date:

06/18/2021

☒ I am FOR the requested REZONING REQUEST as explained on the attached public notice for P&Z Case P-21-013. (Please state reasons below)

☐ I am AGAINST the requested REZONING REQUEST as explained on the attached public notice for P&Z Case P-21-013. (Please state reasons below)

Date, Location, & Time of **Planning and Zoning Commission** meeting:

Monday, June 28, 2021, 5:15 PM

City Council Chambers, 2nd Floor, City of Brenham City Hall

200 West Vulcan Street, Brenham, Texas 77833

Date, Location, & Time of **City Council** meeting:

Thursday, July 1, 2021, 1:00 PM

City Council Chambers, 2nd Floor, City of Brenham City Hall

200 West Vulcan Street, Brenham, Texas 77833

COMMENTS/REASONS:

Prefer not to have any additional Business/Commercial activity or mixed residential development on Niebuhr Street. The traffic is already heavy due to the proximity of the Schools. We do not need more. Currently, all the homes on Niebuhr are single family residences. Let's keep it as is.

You may also submit comments via email to khodde@cityofbrenham.org. Please reference the case number in the subject line.

For questions regarding this proposal, please call the Development Services Department at (979) 337-7220.

City of Brenham
Development Services Department



PUBLIC COMMENT FORM

All submitted forms will become a part of the public record.

Please return to:

City of Brenham

Attn: Development Services Dept., Case P-21-013

P.O. Box 1059

Brenham, Texas 77834-1059

Name:

(please print)

Address:

Kyle & Lori Boes

1205 Loesch

Brenham, TX 77833

Signature:

Date:

6/22/2021

I am FOR the requested REZONING REQUEST as explained on the attached public notice for P&Z Case P-21-013. (Please state reasons below)

X

I am AGAINST the requested REZONING REQUEST as explained on the attached public notice for P&Z Case P-21-013. (Please state reasons below)

Date, Location, & Time of **Planning and Zoning Commission** meeting:

Monday, June 28, 2021, 5:15 PM

City Council Chambers, 2nd Floor, City of Brenham City Hall

200 West Vulcan Street, Brenham, Texas 77833

Date, Location, & Time of **City Council** meeting:

Thursday, July 1, 2021, 1:00 PM

City Council Chambers, 2nd Floor, City of Brenham City Hall

200 West Vulcan Street, Brenham, Texas 77833

COMMENTS/REASONS:

You may also submit comments via email to khodde@cityofbrenham.org. Please reference the case number in the subject line.
For questions regarding this proposal, please call the Development Services Department at (979) 337-7220.

P-21-013

From: Kyle Boer (k.boer@yahoo.com)

To: khodde@cityofbrenham.org

Date: Tuesday, June 22, 2021, 10:47 AM CDT

We reside at 1205 Loesch Street and are very much opposed to the City's request to change the zoning at the addresses listed in this case. We already have the Senior Citizens Center's retention pond, which is an unsightly mess most of the time, directly across from the front of our property. Large Commercial vehicles making deliveries and picking up trash at early morning hours disturb the peace of the neighborhood now. Loesch Street has become a thoroughfare between Tom Green and Pecan ever since Pecan was extended from Bluebell to Market. School traffic including School Buses use Loesch as an alternative to Bluebell Road. Adding a business or apartment in the area would only increase the amount of traffic. Since building our home 20 years ago on a quiet subdivision street, we now feel like we live on a major highway. All of the things that we have listed decrease our property's value, add a convenience store or apartment building at Tom Green & Loesch and it only decreases values more. The residents of this neighborhood built or purchased homes here because it is zoned as a single family, residential. That is the way it should remain.

Sincerely,
Kyle & Lori Boer



CASE P-21-012

**REPLAT: LOTS 19-22, BLOCK 1, VINTAGE FARMS SUBDIVISION, PHASE I AND
RESERVE "G", VINTAGE FARMS SUBDIVISION, PHASE III
TO CREATE LOTS 19-R, 20-R AND 21-R, BLOCK 1, PHASE 1 AND
DEDICATE 0.164 ACRES OF RIGHT-OF-WAY**

PLAT TITLE: Replat of Lots 19-22, Block 1, Vintage Farms Subdivision, Phase I and Reserve "G", Vintage Farms Subdivision, Phase III to create Lots 19-R, 20-R, and 21-R, Block 1 in Phase 1 and Dedicate 0.164 acres of Right-of-Way. **CITY/ETJ:** City Limits

PLAT TYPE: Residential Replat

OWNER: Ranier & Son Development Company

APPLICANT/AGENT: Owner / McClure & Browne Engineering – Jeffery Robertson, PE

LOT AREA /LOCATION: 0.689-acres / Muscadine Trail and Trellis Pass

PROPOSED LEGAL DESCRIPTION: Lot 19-R, Lot 20-R and Lot 21-R, Block 1 of Vintage Farms Subdivision, Phase I in Brenham, Washington County, Texas

ZONING DISTRICT PDD – Planned Development District

EXISTING USE: Residential / vacant land

COMP PLAN Single Family Residential

FUTURE LAND USE:

REQUEST: A request by Ranier & Son Development Company for approval of a residential Replat of Lots 19-22, Block 1, of Vintage Farms Subdivision, Phase I, currently addressed as 2036, 2038, 2040, and 2042 Muscadine Trail, respectively, and Reserve "G" of the Vintage Farms Subdivision, Phase III to create Lots 19-R, 20-R, and 21-R, in Block 1, Phase 1 of the Vintage Farms Subdivision, being 0.183-acres, 0.183-acres, and 0.158-acres of land, respectively, and the dedication of 0.164 acres of right-of-way for the extension of Trellis Pass, for a total of 0.689-acres, and further described as part of the Phillip Coe Survey, A-31, in Brenham, Washington County, Texas.

BACKGROUND:

The subject property, identified as Lots 19-22, Block 1, of Vintage Farms Subdivision, Phase 1, and Reserve "G" of Vintage Farms, Subdivision, Phase III, is owned by Ranier & Son Development Company (Stylecraft Builders). The existing four residential lots are currently addressed as 2036, 2036, 2040 and 2042 Muscadine Trail. The owner / applicant would like to replat these lots into three (3) residential lots and dedicate 0.164 acres of right-of-way for the extension (punch thru) of Trellis Pass to connect the 52-acre tract with the existing Vintage Farms Subdivision – Phase 1. Lot 19-R is proposed to contain 0.183-acres of land, Lot 20-R is proposed to contain 0.183-acres of land, and Lot 21-R is proposed to contain 0.158-

acres of land. Additionally, for the location of public infrastructure a 10-foot public utility easement and 5-foot Bluebonnet Electric easement are included to be dedicated with the proposed plat.

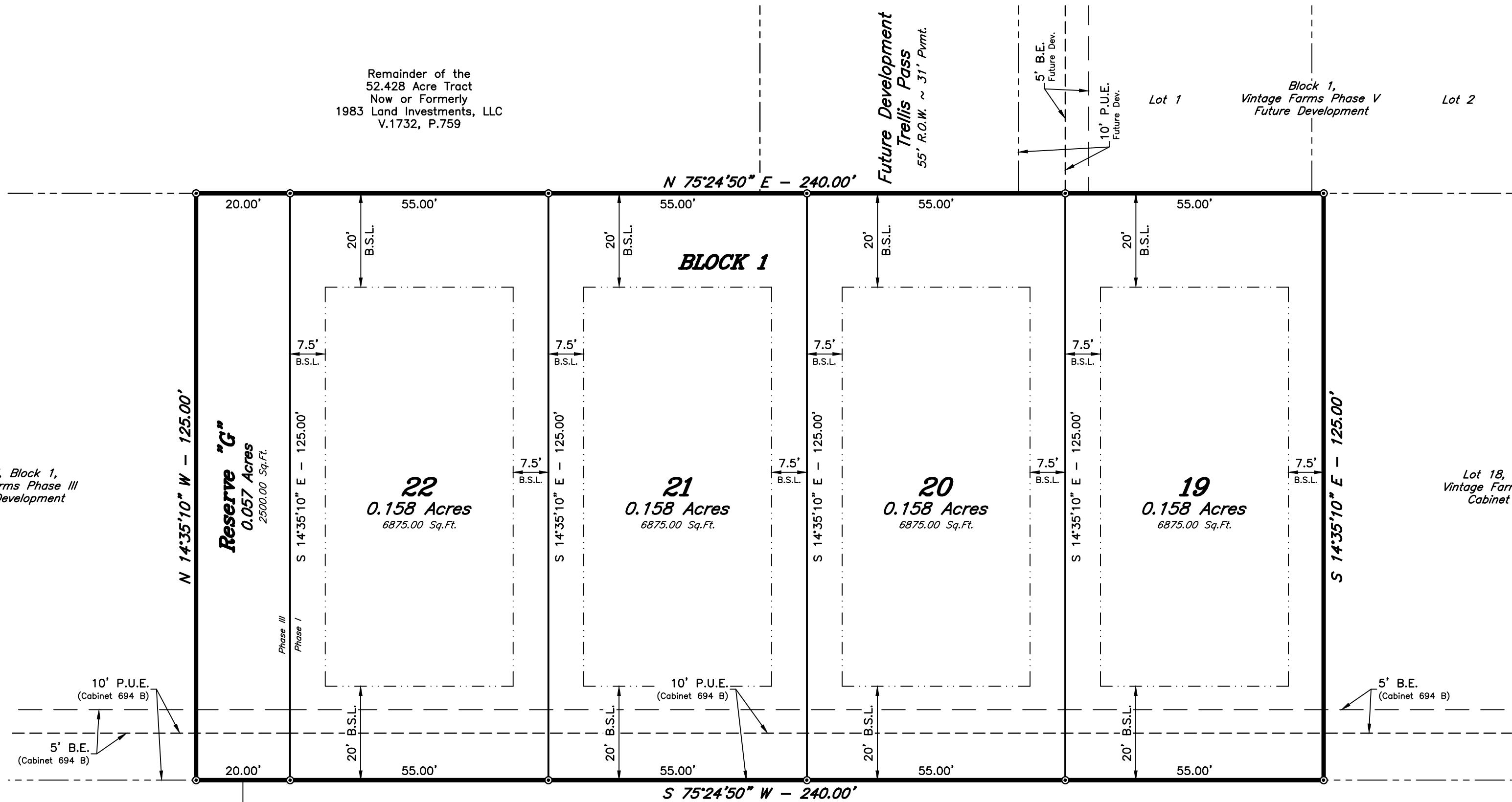
Staff has received several calls, emails and mail-in responses to the public hearing notifications sent to property owners within 200 feet of the proposed replat. A variety of concerns have been stated by area property owners; however, the primary concern includes the connection of Trellis Pass into the Phase 5 section of the Vintage Farms Subdivision. For reference, a copy of the Street Sign and Paving Plan from the civil plans is enclosed. As shown on the plans, a four-way stop will be added to the intersection of Trellis Pass and Muscadine Trail and approximately 250 feet (one block) to the north an additional four-way stop will be added at the intersection of Trellis Pass and Lake Ridge Drive. Staff finds the four-way stop intersections will not only slow traffic crossing through one or both intersections but will also reduce cut-through traffic.

STAFF RECOMMENDATION:

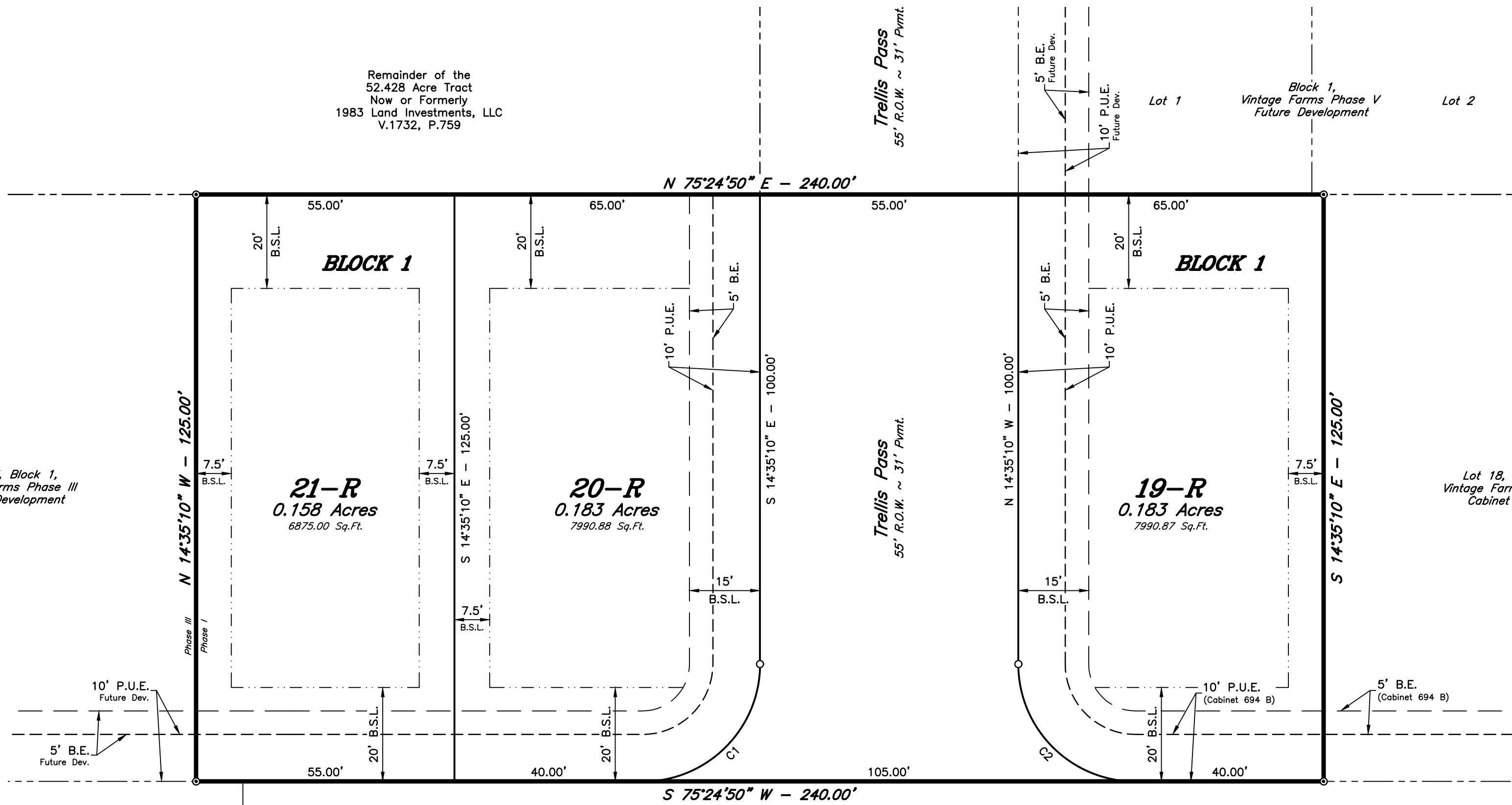
Development Services staff and Engineering have reviewed the proposed residential Replat for compliance of the City of Brenham's regulations and ordinances and **recommends approval** of the proposed residential Replat.

EXHIBITS:

- A. Proposed residential Replat
- B. Trellis Pass Street Sign and Paving Plan
- C. Citizen Comments



ORIGINAL PLAT
BEING ALL OF LOTS 19-22, BLOCK 1, VINTAGE FARMS, PHASE I
AS RECORDED IN CABINET 694 B, AND RESERVE "G",
VINTAGE FARMS, PHASE III, FUTURE DEVELOPMENT



REPLAT

OWNER ACKNOWLEDGEMENT

STATE OF TEXAS
COUNTY OF WASHINGTON

We, CTX Land Investments LLC, a Texas Corporation, Doug French, CEO, owner of the property subdivided in the foregoing map of Vintage Farms Subdivision to the City of Brenham, Texas, do hereby make subdivision of said property according to the lines, streets, lots, alleys, parks, building lines, and easements thereon shown and designate said subdivision as Vintage Farms Subdivision to the City of Brenham, Texas, located in Brenham, Washington County, Texas, and we do hereby dedicate to public use, as such the streets, alleys, parks, and easements shown thereon forever, and do hereby waive any claims for damages occasioned by the establishing of grades as approved for the streets and alleys dedicated or occasioned by the alteration of the surface of any portion of streets and alleys to conform to such grades, and do hereby bind ourselves, our heirs, executors, and administration to warrant and forever defend the title to the land so dedicated. There is also dedicated for utilities an unobstructed aerial easement five (5) feet wide from a plane twenty (20) feet above the ground upward, located adjacent to all easements shown hereon. We hereby covenant and agree that all lots within the boundaries of this subdivision are for residential purposes unless otherwise noted.

Witness my hand and at _____, _____ County, Texas on this the ____ day of _____, 20____.

DOUG FRENCH, CEO
CTX LAND INVESTMENTS LLC

NOTARY PUBLIC ACKNOWLEDGMENT

THE STATE OF TEXAS
COUNTY OF _____

This instrument was acknowledged before me on the ____ day of _____, 20____, by _____.

NOTARY PUBLIC, STATE OF TEXAS

NOTARYS NAME (PRINTED): _____

NOTARYS COMMISSION EXPIRES: _____

OWNER ACKNOWLEDGEMENT

STATE OF TEXAS
COUNTY OF WASHINGTON

We, Ranier & Son Development Company LLC, a Texas Corporation, Doug French, Vice President, owner of the property subdivided in the foregoing map of Vintage Farms Subdivision to the City of Brenham, Texas, do hereby make subdivision of said property according to the lines, streets, lots, alleys, parks, building lines, and easements thereon shown and designate said subdivision as Vintage Farms Subdivision to the City of Brenham, Texas, located in Brenham, Washington County, Texas, and we do hereby dedicate to public use, as such the streets, alleys, parks, and easements shown thereon forever, and do hereby waive any claims for damages occasioned by the establishing of grades as approved for the streets and alleys dedicated or occasioned by the alteration of the surface of any portion of streets and alleys to conform to such grades, and do hereby bind ourselves, our heirs, executors, and administration to warrant and forever defend the title to the land so dedicated. There is also dedicated for utilities an unobstructed aerial easement five (5) feet wide from a plane twenty (20) feet above the ground upward, located adjacent to all easements shown hereon. We hereby covenant and agree that all lots within the boundaries of this subdivision are for residential purposes unless otherwise noted.

Witness my hand and at _____, _____ County, Texas on this the ____ day of _____, 20____.

DOUG FRENCH, VICE PRESIDENT
RANIER & SON DEVELOPMENT COMPANY LLC

NOTARY PUBLIC ACKNOWLEDGMENT

THE STATE OF TEXAS
COUNTY OF _____

This instrument was acknowledged before me on the ____ day of _____, 20____, by _____.

NOTARY PUBLIC, STATE OF TEXAS

NOTARYS NAME (PRINTED): _____

NOTARYS COMMISSION EXPIRES: _____

LEINHOLDERS ACKNOWLEDGMENT

Bank, owner and holder of a lien against the property described in the plat shown hereon, said lien being evidenced by instrument of record in Volume 1240, Page 508 of the Official Records of Washington County, Texas, does hereby in all things subordinate to said plat said lien, and hereby confirms they are the present owner of said lien and has not assigned the same nor any part thereof.

NAME: _____

TITLE: _____

PLANNING AND ZONING COMMISSION APPROVAL

Approved this ____ day of _____, 20____ by the Planning and Zoning Commission of the City of Brenham, Texas.

CHAIRMAN _____

SECRETARY _____

COUNTY CLERK FILING ACKNOWLEDGMENT STATEMENT

THE STATE OF TEXAS
COUNTY OF WASHINGTON

I, Beth A. Rothermel, Clerk of the County Court of Washington County, Texas, do hereby certify that the within instrument with its certificate of authentication was filed for registration in my office on ____ at ____ o'clock, ____m., and duly recorded on ____ at ____ o'clock ____m. in cabinet ____ sheet ____ of record of ____ for said county.

Witness my hand and seal of office, at Brenham, Washington County, Texas, the day and date last above written.

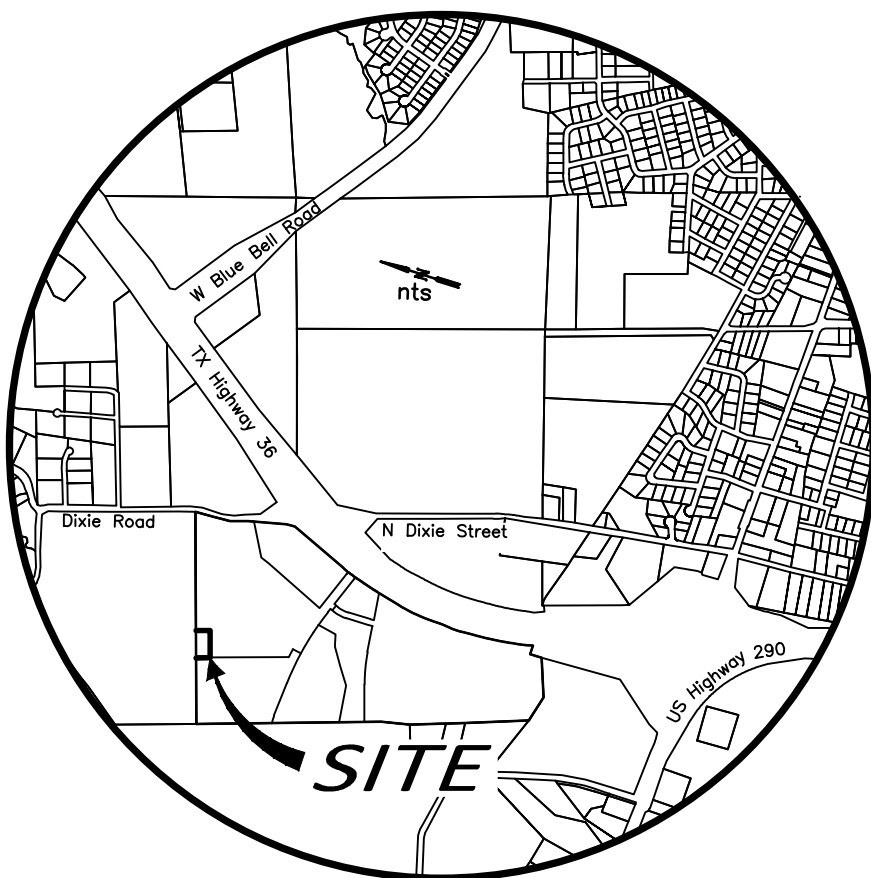
CLERK, COUNTY COURT
WASHINGTON COUNTY, TEXAS

CERTIFICATE OF SURVEYOR

STATE OF TEXAS
COUNTY OF BRAZOS

I, Gregory Hopcus, Registered Professional Land Surveyor No. 6047, in the State of Texas, hereby certify that this plat is true and correct and was prepared from an actual survey of the property and that property markers and monuments were placed under my supervision on the ground.

Gregory Hopcus, R.P.L.S. No. 6047



VICINITY MAP

CURVE TABLE						
CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD BRG.	CHORD DIST.
C1	90°00'00"	25.00'	39.27'	25.00'	S 30°24'50" W	35.36'
C2	90°00'00"	25.00'	39.27'	25.00'	N 59°35'10" W	35.36'

FINAL PLAT

VINTAGE FARMS
SUBDIVISION
PHASES I & III

BEING A REPLAT OF LOTS 19-22, BLOCK 1, VINTAGE FARMS PHASE I, RECORDED IN CABINET 694 B, AND RESERVE "G", VINTAGE FARMS PHASE III, FUTURE DEVELOPMENT;

TO CREATE LOTS 19-R, 20-R & 21-R, BLOCK 1, PHASE I, AND DEDICATE 0.164 ACRES OF RIGHT-OF-WAY FOR A TOTAL OF 0.689 ACRES

PHILLIP COE SURVEY, A-31
BRENNHAM, WASHINGTON COUNTY, TEXAS

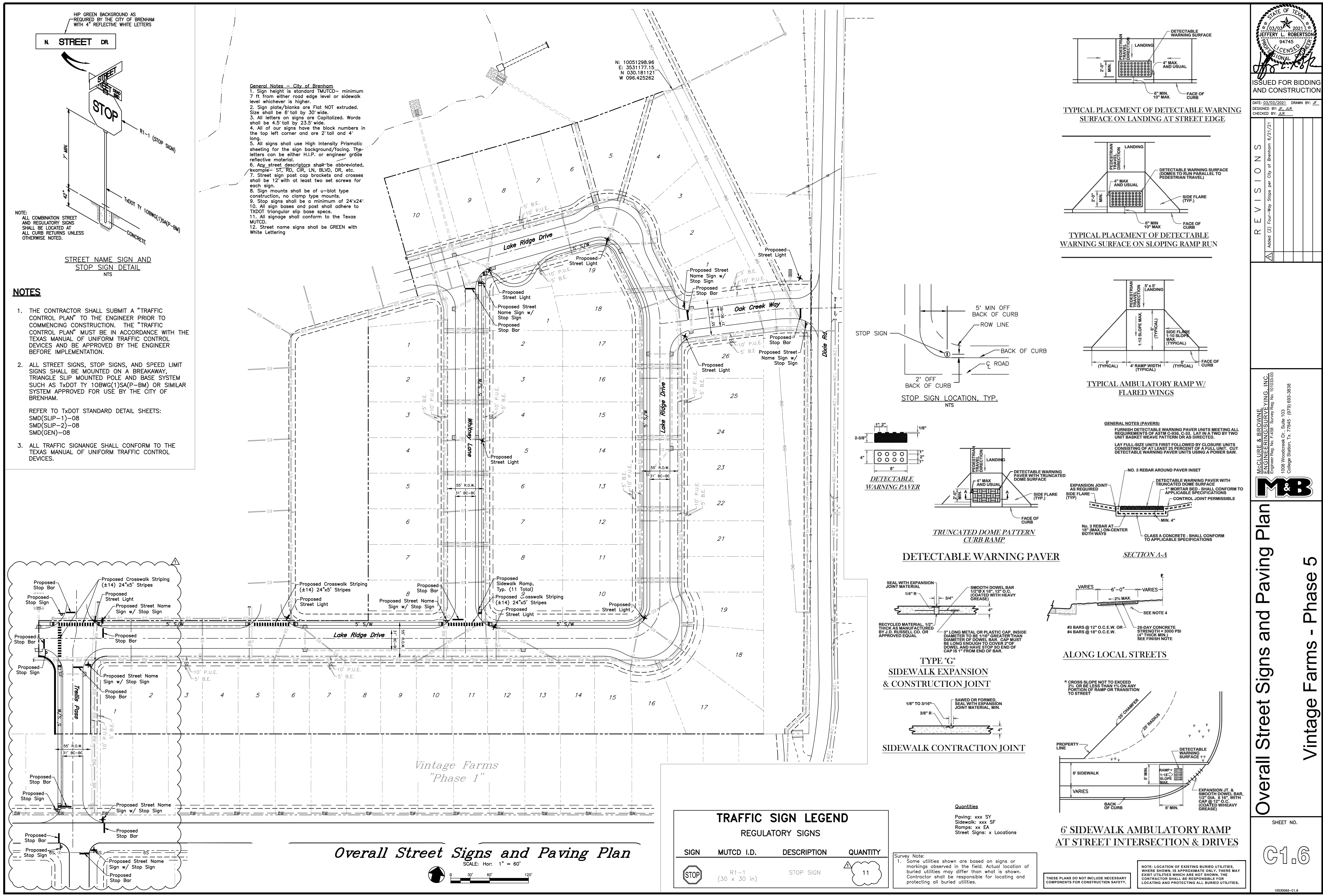
MARCH, 2021
SCALE 1"=20'

Owner:
CTX Land Investments LLC &
Ranier & Son Development Company
4090 South TX Highway 6
College Station, TX 77845
(979) 690-1222

Surveyor:
McClure & Browne Engineering/Surveying, Inc.
1008 Woodcreek Dr., Suite 103
College Station, Texas 77845
(979) 693-3838

Texas Firm Registration No. 10103300





STATE OF TEXAS

03/03/2021

JEFFERY L. ROBERTSON

94745

LICENSED PROFESSIONAL ENGINEER

ISSUED FOR BIDDING AND CONSTRUCTION

DATE: 03/03/2021 DRAWN BY: JLR
DESIGNED BY: JLR
CHECKED BY: JLR

REVISIONS

Added (2) Four-Way Stops per City of Brenham 6/21/21

McCLURE & BROWNE
ENGINEERING/SURVEYING, INC.
Engineer Reg. No. F-438 Survey Reg. No. 19103300
1008 Woodcreek Dr., Suite 103
College Station, TX 77845 (979) 695-3638

M&B

Overall Street Signs and Paving Plan

Vintage Farms - Phase 5

SHEET NO.

C1.6

10530092-C1.6

City of Brenham
Development Services Department



PUBLIC COMMENT FORM

All submitted forms will become a part of the public record.

Please return to:

City of Brenham

Attn: Development Services Dept., Case P-21-012

P.O. Box 1059

Brenham, Texas 77834-1059

Name:

James & Gloria Peterson

(please print)

Address:

2032 Muscadine Trail

Brenham, TX 77833

Signature:

Gloria Peterson

Date:

6/22/21

James Peterson, Esq.

I am FOR the requested REPLAT as explained on the attached public notice for P&Z Case P-21-012. (Please state reasons below)

☒ I am AGAINST the requested REPLAT as explained on the attached public notice for P&Z Case P-21-012. (Please state reasons below)

Date, Location, & Time of Planning and Zoning Commission meeting:

Monday, June 28, 2021, 5:15 PM

City Council Chambers, 2nd Floor, City of Brenham City Hall

200 West Vulcan Street, Brenham, Texas 77833

COMMENTS/REASONS:

See attached envelope
for list of concerns.

You may also submit comments via email to khodde@cityofbrenham.org. Please reference the case number in the subject line.
For questions regarding this proposal, please call the Development Services Department at (979) 337-7220.

**PERSONAL CONCERNS AND RECOMMENDATIONS—FOR VINTAGE FARMS
SUBDIVISION—BRENHAM, TX**

**RESIDENTS: DR. AND MRS. JAMES PETERSON
2032 MUSCADINE TRAIL**

DATE: JUNE 22, 2021

SPEEDING

It has become a critical concern! MUSCADINE is a straight path to reach Dixie Rd. once a vehicle has turned onto it from Trellis Pass. Our street has become a race track for some. Incredible speeds are reached in that short distance (3 lots—165'); young drivers and motorcyclists are the largest culprits. Those with dual exhausts find a strange satisfaction in the noise they can create! This route is being used as a shortcut by residents beyond the Dixie Rd. area.

CONGESTION

It has become a serious issue all times of day and night, particularly from about 7:00 A.M. to 7:00 P.M. Our home is the third lot (address 2032) after turning from Trellis Pass; therefore, we are serving as a funnel to the problem. There is a STOP sign on Trellis Pass, but it is basically ignored. Drivers make a safety decision immediately in the growing maze. The house 1 lot down (2034) normally has 1-2 vehicles parked in the street (often times 1 is immobile). Across from us is the large cluster mailbox where people park to get their mail; due to the danger we have noticed some are parking in front our home to cross the street to the boxes. They must feel it is safer. "Will I squeeze through the now-forced 1-lane street with traffic in both lanes?" It is now a board game!

To add to the quagmire is the construction of the The Cove and Phase 5 behind us. Vehicles which are connected to these developments are consistently using us as a thoroughfare. And it has just begun!!!

ENTRANCES AND EXITS FROM DIXIE RD. FOR PHASES 5—8

The residential entrance to Phase 5 will be from Dixie across from Confederate Rd. The other one will be in Phase 8 which is likely to be some time in the far future. Therefore; construction vehicles and materials for Phase 5 might have the entrance and exit designed in the future to use the Confederate Rd. intersection. But, when?

If we lived in any of the additions, we certainly wouldn't use Dixie Rd. due to its physical condition and safety. Our choices would be the main road into Vintage Farms, Trellis Pass or MUSCADINE TRAIL! If I we lived in The Cove, we would use the same routes. Who is responsible for all the damage that is occurring to our streets?

PEDESTRIAN CROSSWALKS

As common sense tells us, all intersections should be painted with designated paths directly on the streets.

STREET SIGNS

Street signs should be installed along the curbs indicating the population's need for safety: young children playing; school bus stops; 40% of the residents are retired and have special needs (wheelchairs, canes, vision and hearing impaired, and other handicapping conditions). Cluster mailboxes certainly are an issue!

STOP SIGNS

STOP signs should be installed at all corners (3 or 4)! And, enforced!!!

DOG PARK

A resident of our Phase 1 was told that Phase 5 was going to have a "dog park" near the entrance at Trellis Pass and MUSCADINE. This would cause concerns for several reasons: traffic congestion for those wanting to utilize the facility, odors and health issues.

We are sure other concerns will be created as this area is developing rather quickly!

James Peterson, Ed.D.

Gloria Peterson

June 22, 2021

Kimberly Hickson Spaw, Owner 2030 Muscadine Trail, 832-659-8199

Comments to the Replat of lots in Vintage Farms Subdivision.

I. Through Traffic.

Muscadine Trail/Trellis Pass/Vintage Farms Way is being used as a through street and is not designed as an Arterial street. Muscadine Trail and Trellis Pass are designed to the local street requirements with 55' ROW and 31' pavement, the narrowest street section. There are children, wheelchairs, and much activity around the mailbox on Muscadine Trail, and we are concerned that something can happen with the speeding traffic that we see on this street.

Volume of through traffic. There is significant through traffic on these three roads. An estimate of 10-15 cars in a 20-minute timeframe would equal 30 – 45 cars an hour, typically at rush hours during the week, other times on the weekend.

TIA. Can an actual Traffic Impact Analysis be done to understand the through traffic currently on Muscadine/Trellis/Vintage Farms Way? Please share the traffic impact analysis of the new phase of construction.

Signage. Muscadine Trail/Trellis Pass/Vintage Farms Way streets need to have speed signs, slow children playing, no through traffic and intersection stops.

Trellis Pass/Muscadine Trail. You have asked the team add a 4-way stop at Trellis Pass/Muscadine Trail on the drawings, thank you. There is one stop sign now at Trellis Pass/Muscadine Trail with no street markings. Can this intersection be upgraded immediately, with stripping for pedestrians, stop bar and 3-way stop? Adding the 4th stop when the street is complete.

Lake Ridge Drive/Trellis Pass. You noted this would also be a 4 way stop, with stop bars and pedestrian markings.

Trellis Pass/Vintage Farms Way. Can this be turned into a 3-way stop with markings?

Gated Community. Better yet, what about allowing this development to be a gated community? Is that a possibility? I suspect the neighbors would be in favor of this idea.

II. Arterial Streets

Dixie Road. What are the plans to improve this road? The city has annexed the property, is there a responsibility to upgrade Dixie Road, so people will use this street as you note the TIA says? Neighboring traffic is not using Dixie Road now. I understand that a low water crossing is a challenge at the outfall of this property, will this be addressed?

III. Construction Traffic

Currently, the contractor is using the lots 19-21 to access the new property. We knew the development would be built out per the original plan; we didn't know we would have a second round of construction traffic to build the new development phases. What are the proposed building procedures, and when can we expect the contractor to use the construction entrance off Dixie?

Stephanie, you noted once the extension of Trellis Pass is complete into the new development, the contractor can no longer use this route for construction of the new development, please conform. Will the developer put up signage at Trellis Pass noting "no" construction traffic once complete?

June 22, 2021

Kimberly Hickson Spaw, Owner 2030 Muscadine Trail, 832-659-8199

Comments to the Concept Plan – Vintage Farms Subdivision

IV. Trellis Pass/Lake Ridge Drive

Confirming this will be a 4-way stop once complete.

Drawings note asphalt streets, is this the final direction? The current subdivision is concrete.

V. Open Drainage

At the SW corner of Lake Ridge Drive, it appears to be a 90-degree bend in open drainage, which with two drains flowing into this area. It does not appear this will be a practical situation to handle the 12" rains we experience. Would a possible solution be to pipe the 90 and outlet to the open area beyond this turn?

Is this drainage lined with concrete or will the developer be using Low Impact Design methods for the water transfer?

VI. Dog Park

Dog Park is not desired by the residents I spoke with over the weekend. The streets will be lined with cars of dog park guests. Are the streets here widened to handle the extra parking? The current shown location (I realize you said this is not flushed out) is really hidden. Most dog parks are visible, eyes on the street for safety reasons. This location would be behind 6' backyard fences.

Same comment about the Pavilion, where are people going to park, what are the hours of use, is loud music allowed and is this for Vintage Farms residents only? Looks like a long way to carry your BBQ.

We appreciate the open areas and bringing nature into the community, the current walking trails are almost never used. This could be different, and it would be great to build amenities for the neighborhood and not try to be a city park. I see many attempts to create a neighborhood park, and typically it is outsiders who come and use the parklike spaces.

VII. Landscape

Will the developer continue the landscape plans that exist in Phase 1? Oak lined streets native plants, or perennial pollinators?

VIII. Elevation of Lots/Houses

We are concerned that the houses along Lake Ridge Drive will be built up higher than the houses on Muscadine Trail and therefore drain water towards these backyards. Please confirm that the finished floor elevations along Lake Ridge Drive are lower than that of Muscadine Trail. This follows the original land pattern and was a major consideration when buying along Muscadine Trail.

IX. Construction Sequence

In a perfect world, it would be great to have the developer start to develop houses that back Muscadine Trail first. As seen in the current development, once they start building on a street, it quickly fills up. Building on the South side of Lake Ridge Drive first would be great.

DRAFT

Consider the access points, cars parking and security

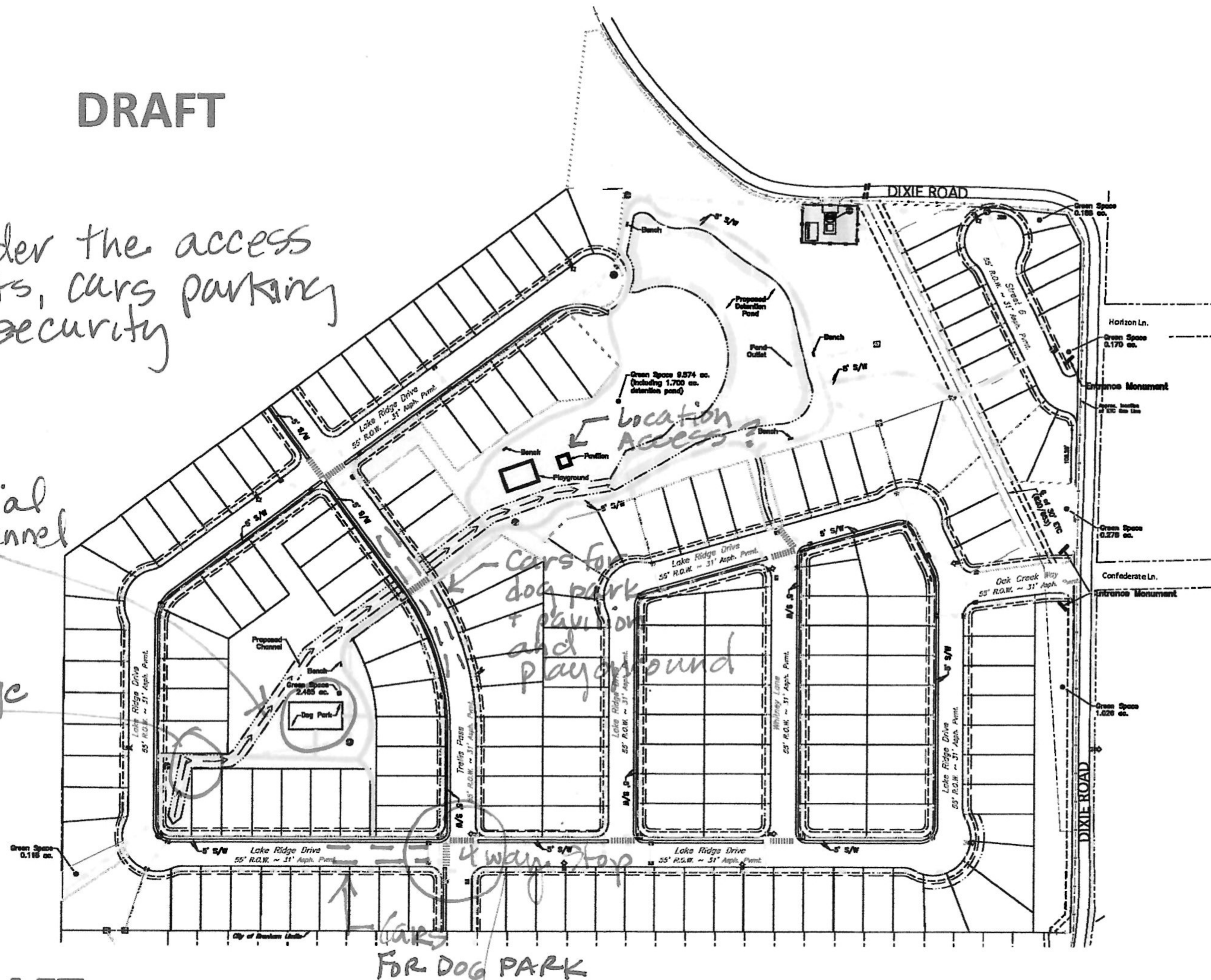
material of Channel

90° drainage

Cars for dog park + play area and playground

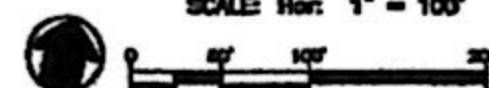
FOR DOG PARK

DRAFT



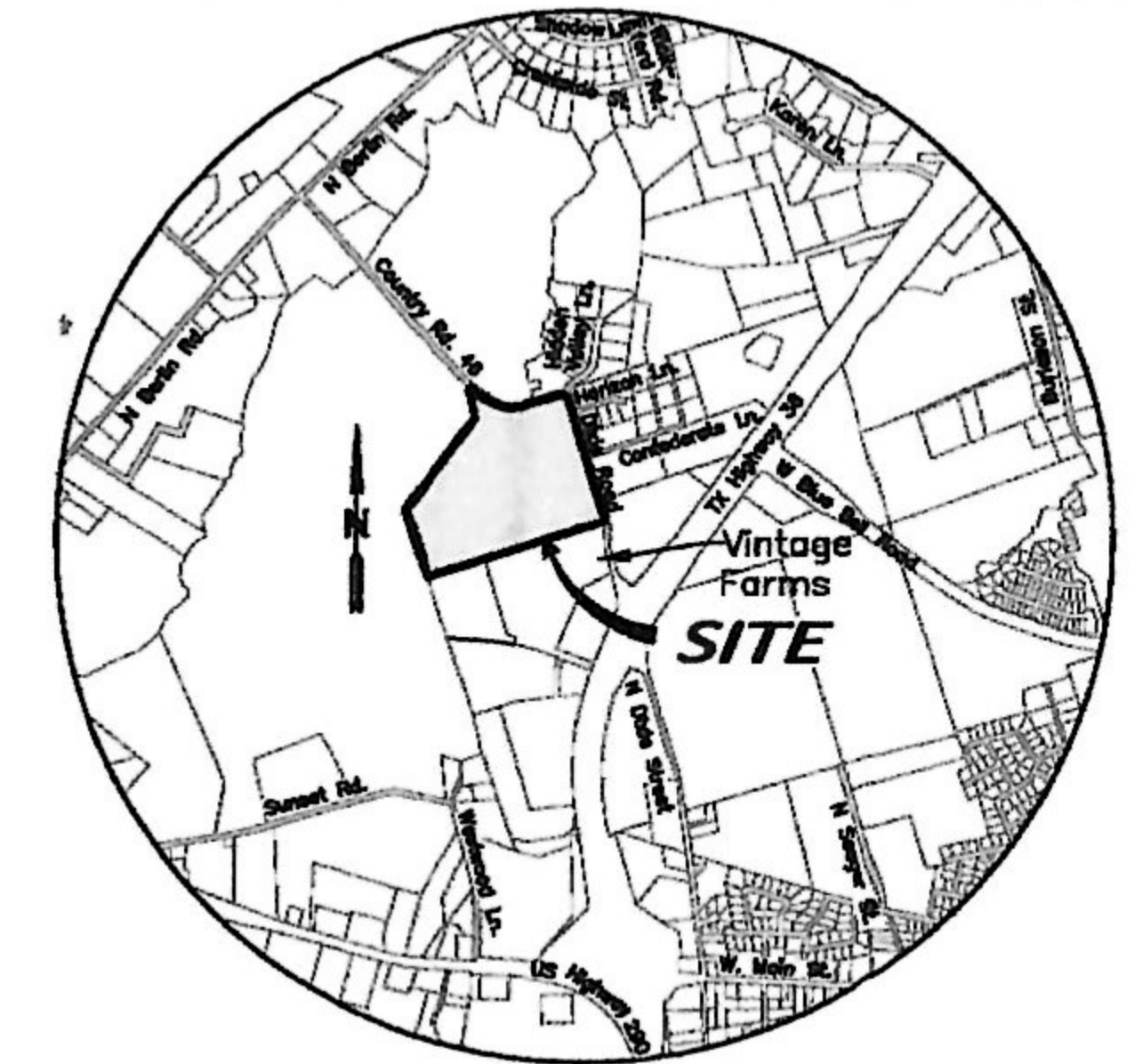
Concept Plan

SCALE: Hor: 1" = 100'



Total Project Area: 52.428 Acres
Green Space: 13,817 sq. ft.
Detention: 1,700 sq. ft.
Lots: 180

Drawn By: JF
Date: 6/18/21



Vicinity Map
SCALE: NTS

DRAFT

Concept Plan

Vintage Farms Subdivision

180 Lots

52.428 ACRE TRACT

OUT OF THE CALLED 61.00 ACRE BAKER TRACT
RECORDED IN VOLUME 815, PAGE 93

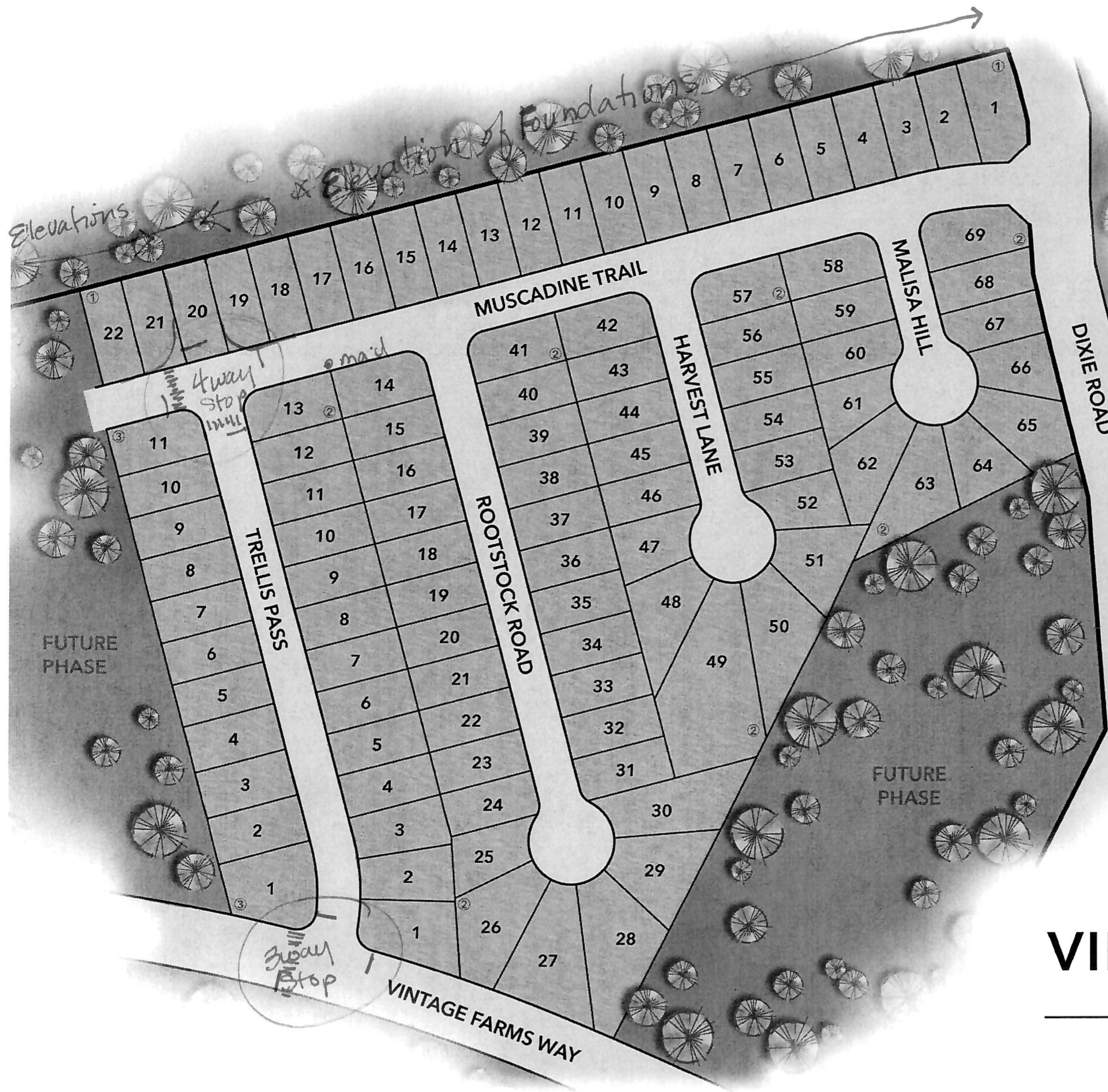
PHILLIP COE SURVEY, A-31
WASHINGTON COUNTY, TEXAS

June 2021
SCALE 1" = 100'

Client:
Renter and Sons Development, LLC
4000 S.H. 6 South
College Station, TX 77945
877-550-1222

Engineer:
McClure & Brown Engineering/Surveying, Inc.
1005 Woodcreek Dr., Suite 103
College Station, Texas 77945
(979) 653-3535
Prof. Reg. No. F-438

MB



VINTAGE FARMS

PHASE I

BRENHAM, TX

Kim Hodde

From: James Kowis <james.kowis@gmail.com>
Sent: Thursday, June 24, 2021 8:59 AM
To: Kim Hodde
Cc: Stephanie Doland
Subject: Case Numbers P-21-012 and P-21-014; Ranier and Son Development

We live at 2028 Muscadine Trail in Vintage Farms, Phase I and our lot abuts Phase V of the Vintage Farms Planned Development District which is currently under construction.

We are not opposed to the development; however, we have several comments/questions/concerns related to the matters before you that we think need to be addressed.

First: Through Traffic

Our greatest concern is that many people who are north bound on Dixie Road use Vintage Farms as a cut-through (northbound on Highway 36, left on Vintage Farms Way, right on Trellis Pass, right on Muscadine Trail then left on Dixie Road) to avoid the stop light at Blue Bell Road (FM 577) and Highway 36. The streets in our neighborhood were not built as arterial streets. We have enough traffic on Muscadine from neighborhood residents who want to go north on Highway 36 due to the awkward and dangerous nature of making a U-turn at Highways 290 and 36. This will only get worse with the proposed construction to redo that interchange.

The volume of drivers cutting through the neighborhood is astounding. We have observed 10-20 vehicles an hour. During morning and evening rush hours even more. We have observed, almost daily, these cut-thru motorists driving very aggressively through the neighborhood. We have observed these drivers passing other drivers on Muscadine on several occasions with a road rage attitude toward the drivers that they passed. The only stop sign in Phase I is the one at Trellis Pass and Muscadine Trail, however, we have observed many drivers do not stop. This reckless attitude in a residential neighborhood is our concern, especially since our neighborhood has many young children and toddlers who live along this route and routinely play outside in or along the streets. This route also has the school bus stops, mail kiosks and a lady in a wheelchair lives on Muscadine.

Our overall concern is that these drivers want to avoid the red light at Highway 36 and Blue Bell Road and are using a residential neighborhood as a quicker way to get home. We expect that this will continue as a problem in Phase V-VIII of the Vintage Farms development.

Can the developer or the City put up "NO THRU TRAFFIC" signs in Phase I and Phase V and can it be enforced such that this type of traffic issue can be dealt with? Could additional stop signs be put up at the major intersections in the neighborhoods (Phase I and Phase V) to slow the through traffic down? Lastly, can the police come out on a routine basis and set up and catch some of these aggressive drivers? Is a gated community even possible?

Second: Construction Traffic

We saw in the notice of public hearing that Phase V will have an entrance on Dixie Road. Is there any way that construction vehicles could start using that entrance rather than the streets in Phase I of Vintage Farms now

that Phase I is almost completely built out? We are starting to see the wear and tear on the main streets in Phase I.

Third: Park Area

In the proposed concept plan submitted, there is reference to a dog park being developed in a later phase of the development. We are opposed to a dog park being located in the neighborhood. Traffic, parking, and noise are our major concerns with a dog park being built. Will the proposed park and walking trails be limited to residents or will they be open to the public?

Fourth: Crosswalks

We have noticed on our walks in the existing neighborhood that some crosswalks are marked in Phase II of the development, but other crosswalks in Phases I and II are not marked. Shouldn't all crosswalks be appropriately marked?

Fifth: Drainage

Is the proposed detention pond appropriately sized for the increased rate and volume of flow due to the increased non-pervious cover being added by the new homes in the new phases of the development and the silt loading due to construction? During the most recent rains, water from this drainage area overflowed Dixie Road below the detention pond. What is or will be done to alleviate that hazard?

In the original proposed development plans, there were two lakes shown. Why was the upstream lake removed, and the downstream lake now shown as a detention pond? Will the detention pond retain or store any water after a rainfall event, or will it completely be completely drained?

Please confirm that there will be no drainage from the lots along the south side of Lake Ridge Drive onto the lots along the north side of Muscadine Trail? If so, what is the remedy if such drainage does come onto the Muscadine Trail lots?

Thank you for your consideration of our concerns,

James and Dabney Kowis
2028 Muscadine Trail
512-656-3416
512-217-0532

Email: james.kowis@gmail.com



CASE NUMBER P-21-014

**ZONE CHANGE REQUEST – Amendment to the Planned Development District
Ordinance No. O-20-058 on 52.428 acres of land south and west of Dixie Road**

STAFF CONTACT: Stephanie Doland, Director of Development Services

OWNERS: Ranier & Son Development Company (**Stylecraft Builders**)

APPLICANT: Owner

ADDRESS/LOCATION: South and west of Dixie Road (Exhibit B).

LEGAL DESCRIPTION: Tract 7 of the Phillip Coe Survey, A-31

LOT AREA: Approximately 52.428 acres of land

ZONING DISTRICT/USE: Planned Development District / Vacant undeveloped land (Exhibit C)

FUTURE LAND USE: Single-Family Residential

REQUEST: A request to amend the Planned Development District Ordinance No. O-20-028 on 52.428 acres of land south and west of Dixie Road (Exhibit A).

BACKGROUND:

The subject property is located generally south and west of Dixie Road and north of Muscadine Trail. The property is currently vacant land and was annexed into the City of Brenham city limits on May 21, 2020 and assigned the zoning distinction of Planned Development District. The subject tract is north of the existing Vintage Farms Subdivision which is currently under construction by Stylecraft Builders. The subject 52+ acres of land is also planned for additional Single-Family homes by Stylecraft Builders and the infrastructure for Phase 5 of the development is also currently under construction.

Stephen Grove, with Stylecraft Builders has submitted an application requesting to amend the existing PD zoning on the above described tract of land. The existing PD includes the amenity of a four acre retention pond (wet pond) to serve as an amenity pond for the Vintage Farms Subdivision. However, following the passage of the currently adopted PD it has been brought to Stylecraft's attention that a surface water permit shall be obtained from TCEQ to continue the use of the retention pond for "commercial use." The pond configuration was approved by the Texas Water Commission in 1985 and the pond was constructed under the agricultural use status. With the proposed change in use classification from agricultural to a residential subdivision development TCEQ no longer allows the pond to remain in the existing configuration without prior approval of a surface water permit. The surface water permit process and review timeline is between two and four years before a determination will be made. Stylecraft cannot risk denial of the TCEQ permit after the subdivision has been constructed, and as such are requesting to pursue a PD amendment and develop a deeper dry detention pond in place of the existing retention pond structure. Additionally, Stylecraft is proposing to build both active and passive park amenities in its place.

With the proposed PD amendment, the subject 52-acre tract of land will now include 13 acres of greenspace to include a deeper dry detention pond to hold storm water runoff and drainage capacity associated with the development of streets, sidewalks, public infrastructure, and all residential homes. Within the 13-acre dedicated greenspace Stylecraft proposes to include covered playground equipment, a pavilion, dog park, park benches, and walking trails all to be maintained by the HOA. For a complete list of revisions to the existing PD please refer to Attachment A which includes a redline version of the proposed PD amendments.

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, that 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.).
- 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.
- 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.
- Compatibility of fringe or adjacent uses, or measures to buffer the neighborhood from incompatible development.
- 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.
- 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.
- 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.

ANALYSIS OF CITY OF BRENHAM ZONING POLICIES:

The purpose of zoning policies is to provide guidelines for considering future amendments to the zoning ordinance (Part 1, Section 4 of Appendix A – "Zoning" of the Brenham Code of Ordinances). They are as follows:

- (1) The city's zoning should recognize and seek to preserve the small-town attributes that make Brenham a special place for its citizens to live, work and play.

The subject property is currently located generally west of the intersection of State Highway 36 N and Dixie Road. Property located to the south is zoned Planned Development District and is

currently being developed with a Mixed-Use development, primarily the single-family residential subdivision known as Vintage Farms. Property to the east and across Dixie Road is developed and zoned with a mixture of uses, including rural residential along Dixie and industrial along SH 36 N. Stylecraft Builders intends to develop these 50+ acres of land with additional phases of single-family homes. The additional phases of Vintage Farms is proposed to be traditional single-family homes, whereas The Cove at Vintage Farms is planned to be developed with patio homes.

The proposed development plan deviates from the City of Brenham standard zoning by including a mixture of lot sizes including 35% of the subdivision at 7,000 square feet or greater (City standard) and the remainder at 6,600 square feet or greater. Current standards for the existing Vintage Farms Subdivision allow for all lots to be 6,600 square feet or greater. In this portion of the subdivision Stylecraft proposes reduced side building setbacks of 7.5-feet (15-foot standard) and a rear setback of 20-feet (25-foot standard). Stylecraft also proposes to include 60% masonry on all front facades.

The Cove portion of the proposed development plan is planned to be developed with a single cul-de-sac for construction of patio homes. Patio homes are sometimes referred to zero-lot line or garden style homes and are typically located on 4,000 square foot (smaller) lots and have a reduced setback. Stylecraft proposes the patio homes within this portion of the development be located on lots that are between 4,400 and 5,700 square feet. Homes within this portion of the development are planned to include 20% masonry on all front facades.

In exchange for the deviations to the City of Brenham subdivision standards, Stylecraft proposes amenities including a minimum of 2,800 linear feet of eight-foot wide concrete walking trails, sidewalks along both sides of the street and a 13-acre greenspace/public park to contain a covered playground, pavilion, dog park and detention pond to serve the 52-acre development.

The City of Brenham Subdivision and Zoning Ordinances seek to establish standards which provide for the orderly, safe, and healthful development of the community and protect the morals and general welfare of residents and citizens while protecting small town character as reflected in the Comprehensive Plan. Staff finds that the proposed PD meets the intent of the development standards by providing neighborhood design characteristics and elements which make a subdivision attractive and valuable for the long-term.

- (2) The city's zoning should be guided by the future land use plan and other applicable guidelines found in the Comprehensive Plan.

The future land use map portion of Plan 2040: Historic Past, Bold Future, suggests the subject property may be appropriate for single-family residential uses. If the requested zone change were approved, the subject property would allow for development in keeping with the Future Land Use Plan and policies by allowing a single-family home subdivision with a mixture of housing types at this location.

Furthermore, the proposed PD includes amenities and subdivision design characteristics that exceed the City's standard subdivision and zoning standards as recommended in Plan 2040. Plan 2040 includes an excerpt which highlights what neighborhood attributes contribute to a sustainable and attractive subdivision. The applicants are proposing to meet a majority of these guidelines by providing features such as, traffic calming measures, street scaping, a covered playground, pavilion, designated dog park, a regional walking trail and a design with equal importance to pedestrian and vehicular traffic. Staff finds that the proposed request is aligned with the goals and land use policies established in the Comprehensive Plan.

- (3) The city's zoning should be designed to facilitate the more efficient use of existing and future city services and utility systems in accordance with the Comprehensive Plan.

The subject property has access to City of Brenham water, gas and sanitary sewer along Dixie Road as well as access to additional services within the existing Vintage Farms Subdivision. Stylecraft is currently working on extending services along Dixie Road to serve the development. The 52+ acres are within the Bluebonnet electric service area and the applicant has been in contact with this provider for extension of services.

- (4) The city's zoning should be organized and as straight forward as possible to minimize use problems and enforcement problems.

The proposed zone change, if approved, will be reflected on the City of Brenham zoning map available for citizen viewing on the City of Brenham homepage.

- (5) The city's zoning process should be fair and equitable, giving all citizens adequate information and opportunity to be heard prior to adoption of zoning amendments.

Property owners within 200 feet of the project site were mailed notifications of this request on June 17, 2021. The Notice of Public Hearing was published in the Brenham Banner on June 15, 2021. Any public comments submitted to staff will be provided in the Planning & Zoning Commission and City Council packets or during the public hearing.

- (6) The city's zoning should ensure that adequate open space is preserved as residential and commercial development and redevelopment occur.

If approved, the subject property will be required to adhere to site development standards established in the proposed PD, all applicable ordinances adopted by the City of Brenham and not specified in the PD document. Furthermore, adherence to adopted building codes, maximum impervious coverage requirements, and drainage standards for property zoned R-1 and R-2 shall apply to the subject tract. The Vintage Farms Subdivision plan includes development of a 13-acre park with multi-use trails, a covered playground, pavilion, and dog park to account for a mixture of lot sizes in the development, specifically those which fall below the adopted minimum lot size of 7,000 square feet. Staff finds that the public green space requirements will ensure that adequate open spaces are maintained throughout the proposed subdivision.

- (7) The city's zoning should ensure Brenham's attractiveness for the future location of business and housing by preserving an attractive and safe community environment in order to enhance the quality of life for all of its residents.

Staff believes that the requested zoning and associated land uses are appropriate in this location given adjacent zoning designations, existing development in the vicinity, and conformance with the City's adopted future land use map.

- (8) The city's zoning ordinance should preserve neighborhood culture by retaining and promoting land uses consistent with the community's plan for the development and/or redevelopment of its neighborhoods.

The applicant proposes a variety of subdivision standards that contribute to quality neighborhood culture and promote land development consistent with adopted development standards and the adopted Comprehensive Plan. For example, the City of Brenham subdivision ordinance does not

currently require the development of sidewalks or parks within a single-family home subdivision. However, the applicant proposes to provide 5-foot wide sidewalks on one side of the street as well as a 13-acre park, and regional concrete trails. While smaller than normal lot sizes are proposed, the aforementioned amenities meet the intent of the ordinance in terms of preserving open spaces within the development.

Additionally, the applicant proposes landscaping on each platted lot and throughout the development. Each lot within the subdivision shall be fully sodded and have either one canopy tree or two ornamental trees to contribute to an aesthetic street scape. Similar to Vintage Farms, Stylecraft plans to include a wooden fence with masonry columns along Dixie Street and landscaping throughout the development in common areas and along rights-of-way. The City's development standards do not require the aforementioned fence or landscaping standards for residential development and staff finds that these offerings (and the additional proposed standards) will ensure the long-term viability of the subdivision. In summary, staff finds that the proposed PD, will allow for the development of a single-family neighborhood in accordance with the adopted development standards and Plan 2040 in terms of promoting land uses consistent with the community's plan.

- (9) The city's zoning should protect existing and future residential neighborhoods from encroachment by incompatible uses.

The subject property is adjacent to vacant land, Dixie Road and Vintage Farms Subdivision. Staff is unable to determine any incompatible uses or development with the proposed PD.

- (10) The city's zoning should assist in stabilizing property values by limiting or prohibiting the development of incompatible land uses or uses of land or structures, which negatively impact adjoining properties.

Staff is unable to determine any destabilizing effects on the neighboring properties should this rezoning request be approved.

- (11) The city's zoning should make adequate provisions for a range of commercial uses in existing and future locations that are best suited to serve neighborhood, community, and regional markets.

If approved, the proposed rezoning will allow for the development of a single-family home subdivision. The subject property is adjacent to a local street and therefore not located in an area where commercial development is likely to develop. The nearest land currently available for Commercial development is located southeast of the subject tract immediately adjacent to SH 36 N and planned for Commercial Development with the original Vintage Farms PD.

- (12) The city's zoning should give reasonable accommodation to legally existing incompatible uses, but it should be fashioned in such a way that over time, problem areas will experience orderly change through redevelopment that gradually replaces the nonconforming uses.

The property is currently under construction for the development of additional single-family homes. Staff is not aware of any hindrances on the property created by legally existing incompatible uses. The proposed rezoning will allow for compatible, legally conforming development.

- (13) The city's zoning should provide for orderly growth and development throughout the city.

Staff finds that the proposed rezoning change will allow for the orderly growth and development in the general vicinity and throughout the city. Furthermore, the proposed rezoning is in accordance with the City's adopted Future Land Use Map and Comprehensive Plan.

PLANNED DEVELOPMENT DISTRICT GENERAL GUIDELINES:

In addition to the zoning policies above, Planned Development Districts must also meet the following guidelines:

- (1) A Planned Development District shall conform to applicable regulations and standards established by this ordinance.

The zoning regulations that PD deviates from do not undermine the density requirements or intent of the single-family residential zoning district. Furthermore, modifications to lot size and setbacks are accommodated by quality neighborhood design standards as specified in the Comprehensive Plan, Plan 2040.

- (2) A Planned Development District should be compatible with existing or permitted uses on abutting sites, in terms of use, building height, bulk and scale, setbacks and open spaces, landscaping, drainage, or access and circulation features.

This proposed single-family residential development is compatible with the surrounding land uses, including Dixie Street, rural residential and industrial uses. The proposed PD includes the underlying R-1 and R-2 zoning district standards and does not deviate from building height, drainage, access, or impervious coverage requirements. As mentioned above, the smaller than standard lot sizes and reduced setbacks proposed are mitigated by the 13-acre park and trail system proposed within the development.

- (3) A Planned Development District shall not create unfavorable effects or impacts on other existing or permitted uses on abutting sites that cannot be mitigated by the provisions of the planned development.

There are no foreseen unfavorable effects or impacts on the area.

- (4) A Planned Development District shall not adversely affect the safety and convenience of vehicular and pedestrian circulation in the vicinity, including traffic reasonably expected to be generated by the proposed development and other uses reasonably anticipated in the area considering existing zoning and land uses in the area.

This property is adjacent to the existing Vintage Farms Subdivision and the attached conceptual plan shows connection between the two phases of construction. The existing subdivision currently has two access points to SH 36 N, one direct access and one access point through Vintage Farms Way (Trellis Pass). Trellis Pass at the connection between Phases 1 and 5 will include two four-way stops within a 300' block face. The four-way stops will slow traffic and will mitigate against cut-through traffic. State Highway 36 is a freeway that is capable of handling large volumes of traffic and will serve as the primary route for traffic into and out of the subdivision. In addition to connection to the existing subdivision, Stylecraft intends to construct a primary entrance along Dixie Road across from Confederate Lane.

A feature of quality neighborhood design listed in Plan 2040 includes placing equal importance on vehicular and pedestrian traffic. The proposed subdivision layout includes mindful block lengths and pedestrian crosswalks in an effort to increase pedestrian safety within the subdivision, specifically to connect homes to the regional trail system and park amenities. Staff finds the proposed PD accounts for the safety and convenience of vehicular and pedestrian traffic generated within the development.

- (5) A Planned Development District must reasonably protect persons and property from erosion, flood or water damage, fire, noise, glare, and similar hazards or impacts.

Stylecraft has provided the City of Brenham with a complete drainage analysis and report for the proposed 52-acre tract of land. The stormwater modeling conducted for the development was reviewed by the City's engineering consultant, Strand Associates. The stormwater modeling and proposed drainage plans were conducted by a licensed Professional Engineer and further are reviewed by a licensed Professional Engineer. City staff in conjunction with Strand Associates has evaluated the proposed drainage and detention plans to include stormwater runoff calculations, designs and best practices. Should the proposed PD amendment be approved, Stylecraft's project engineers shall resubmit civil engineer plans for any changes to the proposed detention and drainage plans including the removal of the existing wet retention pond for the redesign and reconfiguration as a dry detention pond. Upon submittal, City Staff combined with Strand Associates will once again review the proposed plans for adherence with adopted stormwater and detention requirements.

- (6) A Planned Development District shall not adversely affect traffic control or adjacent properties by inappropriate location, lighting, or types of signs.

Staff is unable to determine any adverse impacts caused by inappropriate lighting or types of signs. As with all new single-family development, an increase in traffic is expected around the subject property. The developer has provided the City with a Traffic Impact Analysis showing the vehicle trips generated with the proposed expansion. Furthermore, the proposed street design throughout the subdivision is designed with traffic calming measures such as, road alignment and curvature, four-way stops and enhanced pedestrian crosswalks. While increased traffic around and through the development is expected, staff finds the street design and connections account for the expected increase such that adverse impacts are mitigated. Additional consideration for the eventual widening of Dixie Road is needed and as such the proposed PD amendment includes additional right-of-way dedication by Stylecraft for the widening and improvement of Dixie Rd adjacent to the subject property.

- (7) A Planned Development District must protect the public health, safety, or welfare, and shall not be materially injurious to properties or improvements in the vicinity.

This request should not have any adverse impact on the public health, safety or welfare of adjacent property or property in the general vicinity. Furthermore, the proposed amenities within the subdivision will enhance the public health and welfare of the Vintage Farms homeowners and City of Brenham residents in general.

Staff recommends approval of the proposed amendment to the Planned Development District (PD) zoning designation on the 52.428-acre tract known as the Lakes of Vintage Farms Planned Development.

EXHIBITS:

- A. Existing Redlined Planned Development District and Exhibits
- B. Aerial Map
- C. Zoning Map
- D. Future Land Use Map
- E. Site Photos
- F. Citizen Comments

EXHIBIT "A"

Existing Redlined Planned Development District and Exhibits

SECTION I.

PURPOSE AND INTENT. ~~The Lakes at Vintage Farms~~ This Planned Development District (~~"The Lakes PD"~~) which will contain Vintage Farms Phases 5 – 8 is intended to guide land use and physical development of the subject property. This development plan is enacted as a means to provide the City of Brenham and the Developer with alternative standards set forth by the City for their mutual benefit. ~~The Lakes PD~~ This PD is intended to add this approximately 52.428 acre tract of land to the existing Vintage Farms Subdivision ("Vintage Farms") development by incorporating the existing design and feel of Vintage Farms while providing new elements which will ~~differentiate The Lakes at Vintage Farms as unique~~ enhance the overall livability and enjoyment. Additionally, ~~The Lakes PD~~ this PD looks to improve property utilization by facilitating the highest and best uses, provide quality cost-efficient housing, strengthen the area economy, and enhance the general welfare of the surrounding community. ~~The Lakes PD~~ It reflects the goals of the City's adopted Comprehensive Plan - Historic Past, Bold Future: Plan 2040 which establishes recommendations for developing quality neighborhood design. To this end, ~~The Lakes~~ this addition at to Vintage Farms shall include public amenities such as, but not limited to, sidewalks, landscaping, and parkland which exceed City of Brenham subdivision standards and are intended to provide a valuable product for the Brenham community. ~~The Lakes PD~~ It ~~With this Ordinance shall allow~~ only single-family residential uses as described herein shall be permitted on ~~the~~ approximately 52.428 acres of land out of the Phillip Coe Survey, being generally west of Dixie Road and State Highway 36 (Concept Plan - Exhibit A).

SECTION II.

LAND USE AND PHYSICAL DEVELOPMENT.

~~The Lakes at Vintage Farms by Stylecraft Builders will~~ This addition to the community ~~will~~ shall be ~~be~~ managed and maintained by the ~~existing~~ expanded Vintage Farms Homeowners Association ("HOA") to include all single-family residents of Vintage Farms Subdivision. ~~but shall be subject to a separate Declaration of Covenants, Conditions and Restrictions from the current Declaration pertaining to Vintage Farms.~~ Nothing herein shall modify or amend the existing ordinances or Declaration applicable to Vintage Farms.

- A. No floor plan shall be repeated on the lot directly across the street, diagonally across the street, or within two (2) lots on either side of the subject lot.
- B. Minimum square footage of each home shall be 1,200 square feet exclusive of garages, porches, patios, and areas of the home that are not conditioned space (heat/AC). This square footage minimum matches the existing restrictions in Vintage Farms.
- C. Each single-family dwelling shall include, at a minimum, a two-car private, enclosed garage.
- D. Each home in Planning Area 1 (Exhibit A) shall have a minimum of 60% masonry on its front face exclusive of windows, doors, eaves, gables, trim work, walls above roof lines, and entryways/porches/patios.

- E. Each home in Planning Area 2 (Exhibit A) shall have a minimum of 20% masonry on its front face exclusive of windows, doors, eaves, gables, trim work, walls above roof lines, and entryways/porches/patios.
- F. The required minimum right-of-way shall be a 55-foot wide publicly dedicated right-of-way with 30-foot wide pavement, measured back-of-curb to back-of-curb.
- G. A minimum of 4,500 linear feet of five foot (5') wide concrete sidewalks and concrete trails shall be constructed within the residential area, and a minimum of 2,800 linear feet of eight foot (8') wide concrete sidewalks shall be constructed in the greenspace/common areas. The Developer shall provide:
 - a. Minimum of 4,500 linear feet of five foot (5') wide concrete sidewalks on one side of the streets, which shall correspond with the same look and feel of the design and layout of Vintage Farms.
 - b. Minimum of 2,800 linear feet of eight foot (8') wide concrete trails within the greenspace ~~around the lakes~~ and common areas throughout the development to be consistent with the trail system of Vintage Farms. The final location of the trail system may differ from what is shown on Exhibit A because the exact location and design shall be determined by the ~~topography and~~ topography and location of preserved trees, if any are able to remain.
 - c. Pedestrian connectivity to the existing phase of Vintage Farms sidewalks and trails, as shown on Exhibit A.
 - d. Five (5) pedestrian access points connecting the greenspace trails to the neighborhood sidewalk system.
- H. Landscape/Fencing
 - a. Perimeter fencing shall be installed along Dixie Road, and shall be stained, capped, and trimmed wooden privacy fence with steel posts to match the existing perimeter fence in Vintage Farms, Phase 1. This fencing will be maintained by the HOA.
 - b. Ten (10) masonry columns shall be installed in the perimeter fencing installed along Dixie Road, and shall be maintained by the HOA.
 - c. Each lot shall be landscaped and irrigated, at a minimum, with fully sodded in ~~the front~~ yard.
 - d. Single-family residential lots shall have at least one (1) two-inch (2'') or larger caliper (measured six inches (6'') above the tree base) canopy or shade tree or two (2) non-canopy ornamental trees, as well as a minimum of five (5) one-gallon shrubs, planted in the front yard of the residence prior to the Certificate of Occupancy being issued by the City.
 - e. Community Trees - Prior to the first Certificate of Occupancy being issued by the City for each phase of the development, community trees shall be planted throughout the development at a ratio of at least one-half (1/2) of the total number of lots in each phase as reflected on the final plat. Required trees shall be planted in common areas, greenspace, along trails and sidewalks and other areas viewable to the public. Fifty percent (50%) of the required trees shall be canopy trees measuring at least six feet (6') tall and two inches (2'') in caliper when measured six inches (6'') from the ground.
 - f. Preservation of trees – In accordance with Appendix A - Zoning, Part II, Division 1, Section 12.05 (3) of the City of Brenham Code of Ordinances, developer shall receive credit for each existing tree that is preserved towards

the number of community trees that are required by Section II (h)(e) herein above.

I. Greenspace

- a. Developer shall reserve a minimum of fifteen (135) acres of greenspace and common area for neighborhood use, ~~including four (4) acres of lakes~~, all of which shall be maintained by the HOA.
- ~~a.b.~~ Developer shall provide a covered playground equipment facilities with at least five (5) play elements, park benches, and associated landscaping all of which shall be maintained by the HOA.
- c. Developer shall provide at minimum a 400 square foot pavilion and two picnic tables in the greenspace/park area with the location and size to be determined based on topography, ~~location of preserved trees~~, and final design of trail system. Pavilion and associated landscaping shall be maintained by the HOA
- d. Developer shall provide a minimum 4,000 square foot, fenced dog park which shall include at least one of each of the following: play elements, a park bench, a trash can, and associated landscaping all of which shall be maintained by the HOA. Placement of the dog park shall be the maximum distance away from adjacent residential property lines as feasible to provide an adequate buffer between the dog park and residential dwelling unit.
- ~~b.e.~~ Developer shall install signage ~~around the lakes in the greenspace~~ with posted rules and warnings regarding usage and safety. Signage shall establish park hours of operation. This signage shall be maintained and updated by the HOA.

J. Right-of-Way Dedication

- a. At the time of a road widening project conducted by the City of Brenham, 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.

SECTION III.

SUBDIVISION OF LAND. The development of land within ~~The Lakes at Vintage Farms~~ this the subject 52-acre tract includes two different single-family dwelling products. Dwellings located in Planning Area 1 (Exhibit A) shall comply with the development standards applicable to properties in a Single-Family Residential (R-1) zoning district, and dwellings located in Planning Area 2 (Exhibit A) shall comply with the development standards applicable to properties in a Mixed Residential (R-2) zoning district, except as follows:

- A. Planning Area 1 - ~~The Lakes at Vintage Farms~~ Vintage Farms Phases 5-7 – Single-Family Residential Detached Homes
 - a. 100% of the lots shall be a minimum of 6,600 square feet
 - b. 35% of the lots shall be a minimum of 7,000 square feet
 - c. Minimum lot width shall be 55 feet except for radial lots which shall be a minimum 50 feet measured at the front setback.
 - d. Minimum lot depth shall be 120 feet (determined by the average of the two side lot lines) except for radial lots which shall have an average minimum lot depth of 110 feet.
 - e. Front yards shall be setback a minimum of 25 feet as per current City development requirements.
 - f. Side yards shall be setback a minimum of 7.5 feet unless adjacent to a side street in which case the minimum shall be 15 feet.

- g. Rear yards shall be setback a minimum of 20 feet
- B. Planning Area 2 - The Cove at Vintage Farms – Patio Homes
 - a. 100% of the lots shall be a minimum of 4,400 square feet
 - b. 30% of the lots shall be a minimum of 5,700 square feet
 - c. Minimum lot width shall be 40 feet
 - d. Minimum lot depth shall be 120 feet (determined by the average of the two side lot lines). Three lots shall be permitted to have a minimum lot depth of 100 feet, as established in current City development requirements.
 - e. Front yards shall be setback a minimum of 20 feet
 - f. Side yards shall be setback a minimum of 5 feet unless adjacent to a side street in which case the minimum shall be 15 feet. Distances between adjacent patio homes shall not be less than 10 feet. Lots adjacent to common areas shall maintain the 5-foot side setback.
 - g. Rear yards shall be setback a minimum of 15 feet

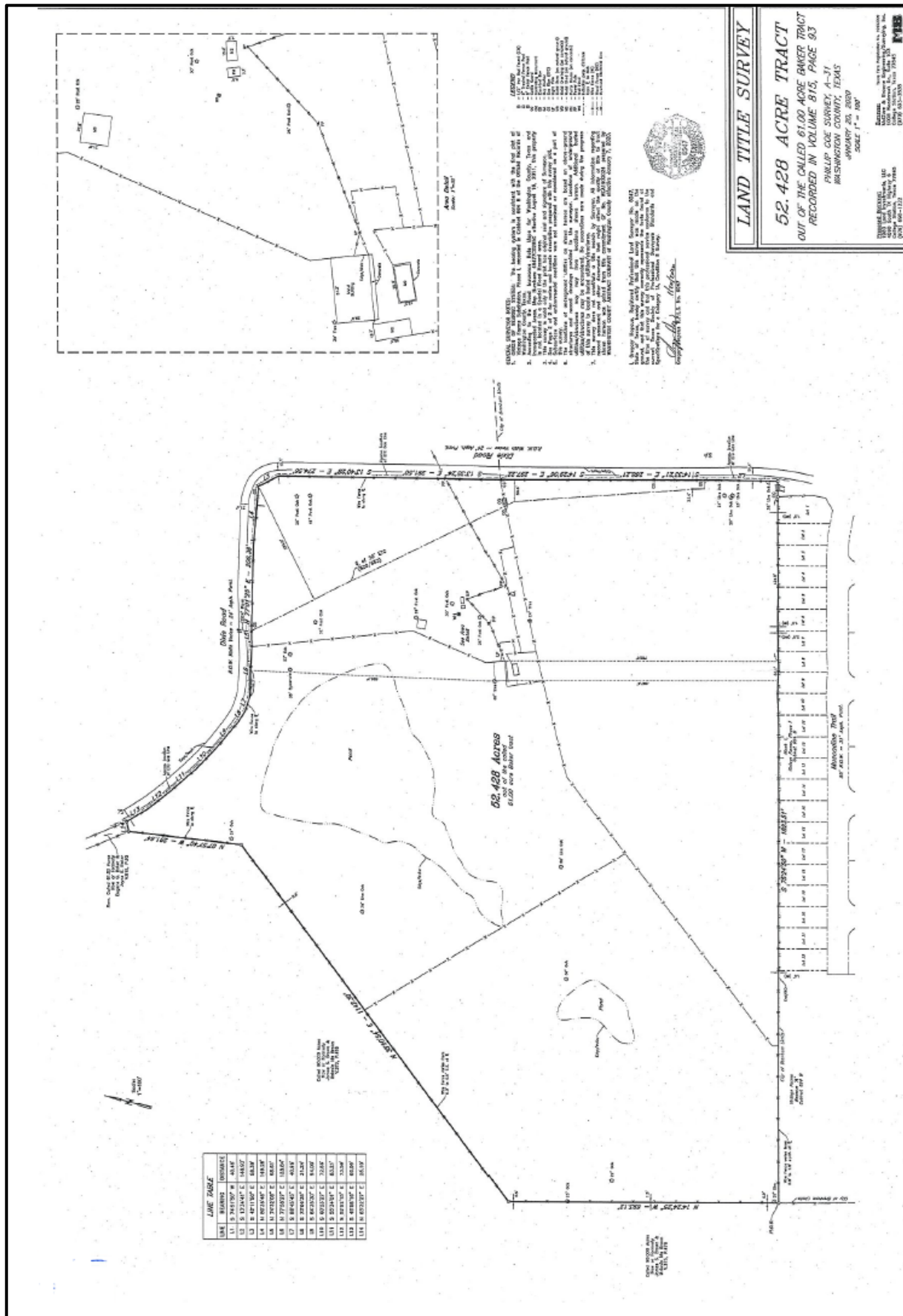


EXHIBIT "B"

AERIAL MAP



Aerial Map The Lakes at Vintage Farms






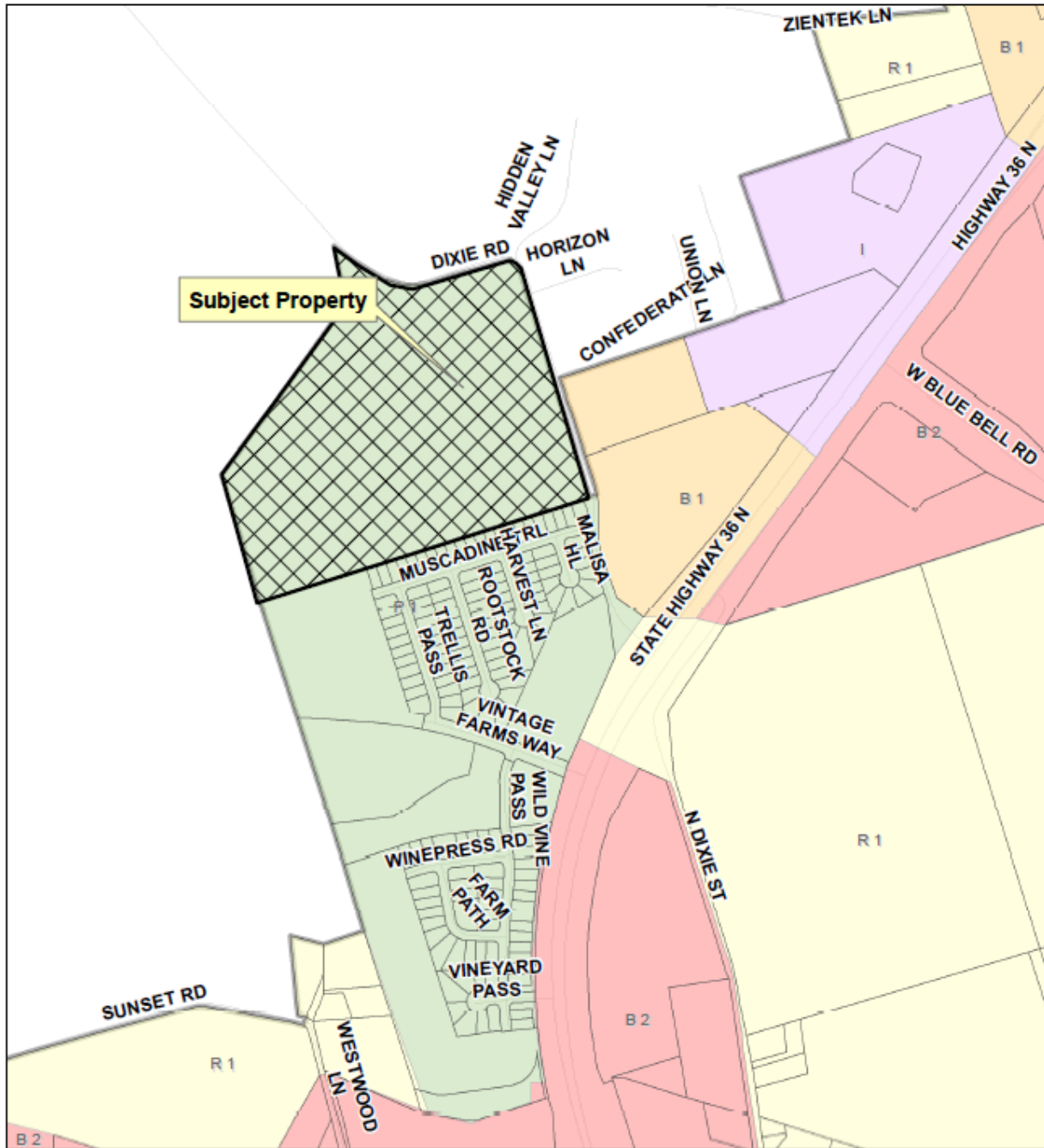
-  City Parcels
-  City Roads
-  City Limits



EXHIBIT "C" ZONING MAP



The Lakes at Vintage Farms

- | | | |
|---------------------------------------|------------------------------------------------|----------------------------------|
| City Parcels | B4 Neighborhood Business District | R1 Residential Single Family |
| B1 Local Business Mixed | Downtown Business/Residential Overlay District | R2 Mixed Residential |
| B2 Commercial Research and Technology | I Industrial | R3 Manufactured Home Residential |
| B3 Historical and Central Business | P1 Planned Development | City Roads |
| | | City Limits |



1 inch = 722 feet



EXHIBIT "D"
FUTURE LAND USE MAP



Legend	
City Limits	Multi-Family Residential
Future Land Use Plan	
FLU_FINAL	
Rural	Mixed Use Blinn Adjacent
Open Space	Mixed Use Downtown Adjacent
Park	Corridor Mixed Use
Estate Residential	Planned Development
Single Family Residential	Downtown
Manufactured Homes	Local Public Facilities
	Commercial
	Industrial

Future Land Use Map



1 inch = 568 feet



EXHIBIT "E"



View from Dixie Road – Vintage Farms Subdivision in Background



Subject Property facing west from Dixie Road

City of Brenham
Development Services Department



PUBLIC COMMENT FORM

All submitted forms will become a part of the public record.

Please return to:

City of Brenham

Attn: Development Services Dept., Case P-21-014

P.O. Box 1059

Brenham, Texas 77834-1059

Name:

(please print)

Address:

James & Gloria Peterson

2032 Muscadine Trail

Brenham, TX 77833

Signature:

Date:

Gloria Peterson

James Peterson, E.L.D.

I am FOR the requested REZONING REQUEST as explained on the attached public notice for P&Z Case P-21-014. (Please state reasons below)

I am AGAINST the requested REZONING REQUEST as explained on the attached public notice for P&Z Case P-21-014. (Please state reasons below)

Date, Location, & Time of **Planning and Zoning Commission** meeting:

Monday, June 28, 2021, 5:15 PM

City Council Chambers, 2nd Floor, City of Brenham City Hall

200 West Vulcan Street, Brenham, Texas 77833

Date, Location, & Time of **City Council** meeting:

Thursday, July 1, 2021, 1:00 PM

City Council Chambers, 2nd Floor, City of Brenham City Hall

200 West Vulcan Street, Brenham, Texas 77833

COMMENTS/REASONS:

See attached envelope for
list of concerns.

You may also submit comments via email to khodde@cityofbrenham.org. Please reference the case number in the subject line.
For questions regarding this proposal, please call the Development Services Department at (979) 337-7220.

**PERSONAL CONCERNS AND RECOMMENDATIONS—FOR VINTAGE FARMS
SUBDIVISION—BRENHAM, TX**

**RESIDENTS: DR. AND MRS. JAMES PETERSON
2032 MUSCADINE TRAIL**

DATE: JUNE 22, 2021

SPEEDING

It has become a critical concern! MUSCADINE is a straight path to reach Dixie Rd. once a vehicle has turned onto it from Trellis Pass. Our street has become a race track for some. Incredible speeds are reached in that short distance (3 lots—165'); young drivers and motorcyclists are the largest culprits. Those with dual exhausts find a strange satisfaction in the noise they can create! This route is being used as a shortcut by residents beyond the Dixie Rd. area.

CONGESTION

It has become a serious issue all times of day and night, particularly from about 7:00 A.M. to 7:00 P.M. Our home is the third lot (address 2032) after turning from Trellis Pass; therefore, we are serving as a funnel to the problem. There is a STOP sign on Trellis Pass, but it is basically ignored. Drivers make a safety decision immediately in the growing maze. The house 1 lot down (2034) normally has 1-2 vehicles parked in the street (often times 1 is immobile). Across from us is the large cluster mailbox where people park to get their mail; due to the danger we have noticed some are parking in front our home to cross the street to the boxes. They must feel it is safer. "Will I squeeze through the now-forced 1-lane street with traffic in both lanes?" It is now a board game!

To add to the quagmire is the construction of the The Cove and Phase 5 behind us. Vehicles which are connected to these developments are consistently using us as a thoroughfare. And it has just begun!!!

ENTRANCES AND EXITS FROM DIXIE RD. FOR PHASES 5—8

The residential entrance to Phase 5 will be from Dixie across from Confederate Rd. The other one will be in Phase 8 which is likely to be some time in the far future. Therefore; construction vehicles and materials for Phase 5 might have the entrance and exit designed in the future to use the Confederate Rd. intersection. But, when?

If we lived in any of the additions, we certainly wouldn't use Dixie Rd. due to its physical condition and safety. Our choices would be the main road into Vintage Farms, Trellis Pass or MUSCADINE TRAIL! If I we lived in The Cove, we would use the same routes. Who is responsible for all the damage that is occurring to our streets?

PEDESTRIAN CROSSWALKS

As common sense tells us, all intersections should be painted with designated paths directly on the streets.

STREET SIGNS

Street signs should be installed along the curbs indicating the population's need for safety: young children playing; school bus stops; 40% of the residents are retired and have special needs (wheelchairs, canes, vision and hearing impaired, and other handicapping conditions). Cluster mailboxes certainly are an issue!

STOP SIGNS

STOP signs should be installed at all corners (3 or 4)! And, enforced!!!

DOG PARK

A resident of our Phase 1 was told that Phase 5 was going to have a "dog park" near the entrance at Trellis Pass and MUSCADINE. This would cause concerns for several reasons: traffic congestion for those wanting to utilize the facility, odors and health issues.

We are sure other concerns will be created as this area is developing rather quickly!

James Peterson, Ed. D.

Gloria Peterson

Kim Hodde

From: James Kowis <james.kowis@gmail.com>
Sent: Thursday, June 24, 2021 8:59 AM
To: Kim Hodde
Cc: Stephanie Doland
Subject: Case Numbers P-21-012 and P-21-014; Ranier and Son Development

We live at 2028 Muscadine Trail in Vintage Farms, Phase I and our lot abuts Phase V of the Vintage Farms Planned Development District which is currently under construction.

We are not opposed to the development; however, we have several comments/questions/concerns related to the matters before you that we think need to be addressed.

First: Through Traffic

Our greatest concern is that many people who are north bound on Dixie Road use Vintage Farms as a cut-through (northbound on Highway 36, left on Vintage Farms Way, right on Trellis Pass, right on Muscadine Trail then left on Dixie Road) to avoid the stop light at Blue Bell Road (FM 577) and Highway 36. The streets in our neighborhood were not built as arterial streets. We have enough traffic on Muscadine from neighborhood residents who want to go north on Highway 36 due to the awkward and dangerous nature of making a U-turn at Highways 290 and 36. This will only get worse with the proposed construction to redo that interchange.

The volume of drivers cutting through the neighborhood is astounding. We have observed 10-20 vehicles an hour. During morning and evening rush hours even more. We have observed, almost daily, these cut-thru motorists driving very aggressively through the neighborhood. We have observed these drivers passing other drivers on Muscadine on several occasions with a road rage attitude toward the drivers that they passed. The only stop sign in Phase I is the one at Trellis Pass and Muscadine Trail, however, we have observed many drivers do not stop. This reckless attitude in a residential neighborhood is our concern, especially since our neighborhood has many young children and toddlers who live along this route and routinely play outside in or along the streets. This route also has the school bus stops, mail kiosks and a lady in a wheelchair lives on Muscadine.

Our overall concern is that these drivers want to avoid the red light at Highway 36 and Blue Bell Road and are using a residential neighborhood as a quicker way to get home. We expect that this will continue as a problem in Phase V-VIII of the Vintage Farms development.

Can the developer or the City put up "NO THRU TRAFFIC" signs in Phase I and Phase V and can it be enforced such that this type of traffic issue can be dealt with? Could additional stop signs be put up at the major intersections in the neighborhoods (Phase I and Phase V) to slow the through traffic down? Lastly, can the police come out on a routine basis and set up and catch some of these aggressive drivers? Is a gated community even possible?

Second: Construction Traffic

We saw in the notice of public hearing that Phase V will have an entrance on Dixie Road. Is there any way that construction vehicles could start using that entrance rather than the streets in Phase I of Vintage Farms now

that Phase I is almost completely built out? We are starting to see the wear and tear on the main streets in Phase I.

Third: Park Area

In the proposed concept plan submitted, there is reference to a dog park being developed in a later phase of the development. We are opposed to a dog park being located in the neighborhood. Traffic, parking, and noise are our major concerns with a dog park being built. Will the proposed park and walking trails be limited to residents or will they be open to the public?

Fourth: Crosswalks

We have noticed on our walks in the existing neighborhood that some crosswalks are marked in Phase II of the development, but other crosswalks in Phases I and II are not marked. Shouldn't all crosswalks be appropriately marked?

Fifth: Drainage

Is the proposed detention pond appropriately sized for the increased rate and volume of flow due to the increased non-pervious cover being added by the new homes in the new phases of the development and the silt loading due to construction? During the most recent rains, water from this drainage area overflowed Dixie Road below the detention pond. What is or will be done to alleviate that hazard?

In the original proposed development plans, there were two lakes shown. Why was the upstream lake removed, and the downstream lake now shown as a detention pond? Will the detention pond retain or store any water after a rainfall event, or will it completely be completely drained?

Please confirm that there will be no drainage from the lots along the south side of Lake Ridge Drive onto the lots along the north side of Muscadine Trail? If so, what is the remedy if such drainage does come onto the Muscadine Trail lots?

Thank you for your consideration of our concerns,

James and Dabney Kowis
2028 Muscadine Trail
512-656-3416
512-217-0532

Email: james.kowis@gmail.com



CASE NUMBER P-21-015
AUTOMOBILE (CAR) WASH IN B-1 ZONING DISTRICT

On Friday, May 25th, Development Services staff met with Grant Lischka, PE for a pre-development meeting regarding a proposed automatic car wash to be located at 1413 W. Main Street. The subject property is 0.61-acres and currently zoned B-1, Local Business/Mixed Residential District. The B-1 District does not allow car washes as either a permitted use or specific use. In 1996, Ordinance O-96-018 (see below excerpt) was adopted that included amended definitions for an Automobile (car wash) and an Automobile Detail Shop.

- **Automobile (car) wash:** A building or portion thereof containing facilities for coin operated, self-service washing of automobiles. This may include the production line methods with chain conveyor, bower, steam cleaning device, or other mechanical devices.
- **Automobile Detail Shop:** A facility which provides for the cleaning, polishing, and waxing of automobiles.

Ordinance O-96-018 also supplemented Automobile detail shops as a permitted use (Section 3.02) in the B-1 District, but stayed silent on automatic car washes. Automobile (car) washes are listed as a permitted use in the B-2, Commercial Research and Technology District (Section 4.02(3)(b)).

Staff advised Grant that the proposed car wash was not a permitted use for the subject property. Staff also advised Grant that a rezoning could not be supported as it would be considered a spot zoning and that the Future Land Use Plan shows West Main Street as a Mixed-Use Corridor that is in line with the existing B-1 zoning.

On Thursday, June 3rd, Staff met with Todd Felder and Tyson Felder, the new property owners of 1413 W Main. City Staff reiterated the zoning issues and why a rezoning could not be supported by staff. The B-1 District allows residential uses and the subject property has an adjacent residential use to the west and an adjacent R-1 zoning designation to the south. Staff expressed concern that the noise and other variables of a car wash were not compatible with adjacent and nearby residential uses. Staff advised that the only way that a car wash would be considered for the site would be if a text amendment were approved to allow automatic car washes as a specific use in the B-1 District. Staff further advised that, even with a text amendment, a Specific Use Permit would not be guaranteed for the subject property. Should the zoning ordinance be amended and a specific use permit applied for the subject property, staff would ask the applicant to address noise levels, bufferyard requirements, and all applicable site development factors for consideration by the Planning and Zoning Commission and for final approval by City Council.

Car wash technology, to include noise levels, has likely greatly improved since 1996. Mr. Felder has provided product specification for a dryer application that is located within a covered structure thus reducing the noise level of the dryer equipment. For reference, the product specifications are attached and the last page includes decibel readings that place the dryer equipment comparable to street traffic

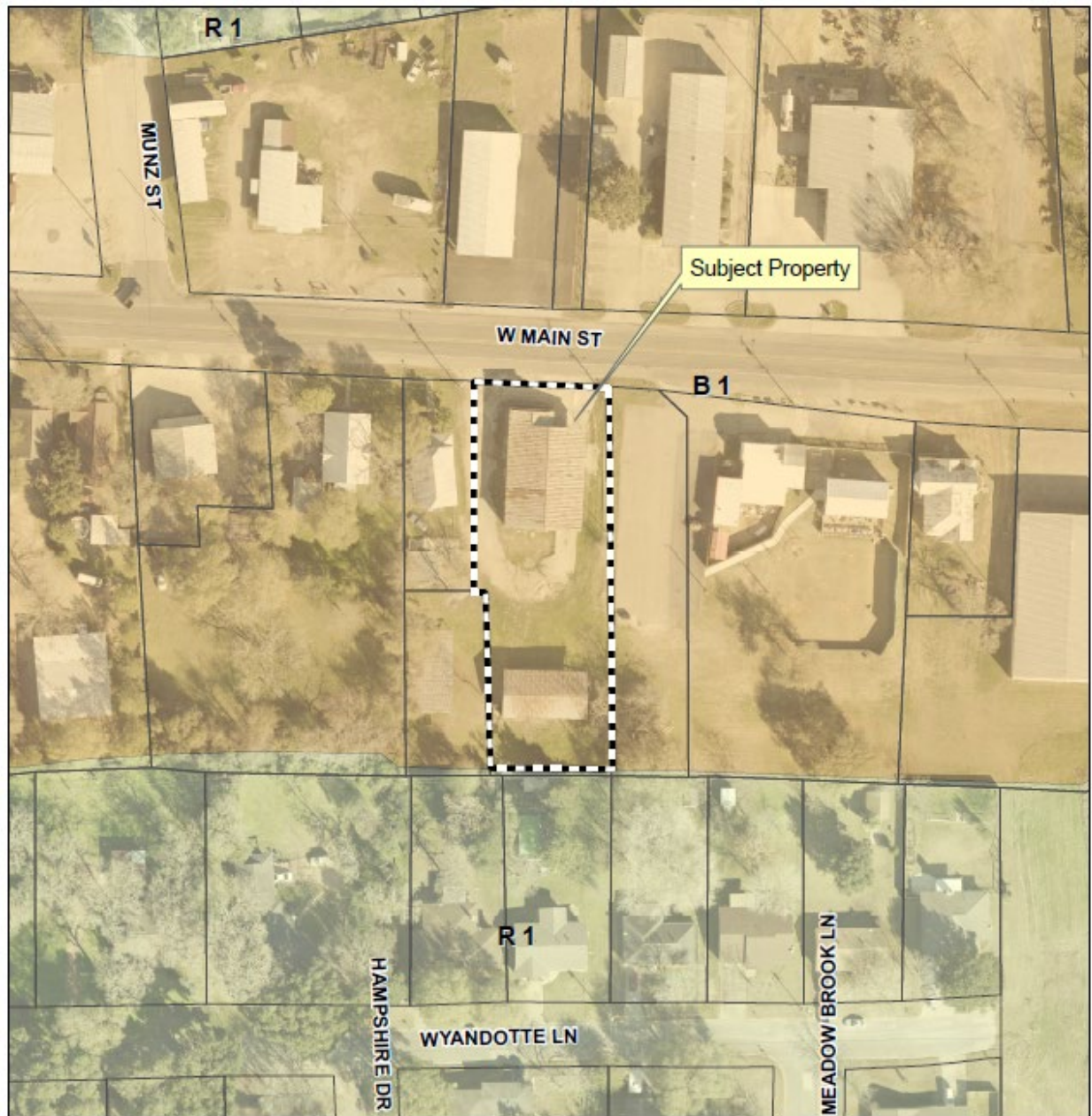
and a vacuum cleaner. Mr. Felder further stated that the car wash, if approved, could be set to restrict the usage of the dryer equipment to daylight hours.

City staff is seeking feedback and direction from the Commission concerning the proposed amendment to the City of Brenham Zoning Ordinance to allow an automobile car wash as a specific use permit in the B-1 district.

Attachments:

1. Zoning Map of Subject Property
2. Product Specifications Premier Dryer Equipment

Zoning Map Excerpt of the Subject Property



1413 W. Main Street

Zoning Districts

- B1 Local Business Mixed
- R1 Residential Single Family



1 inch = 95 feet





premier

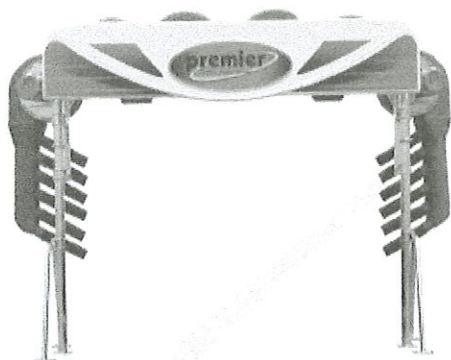
PREMIER COMPANIES

YOUR DRYER, VACUUM, LED LIGHTING AND SIGN MANUFACTURER

For questions or to request a quote please call 866.539.3100 or email sales@precisionlascutting.com

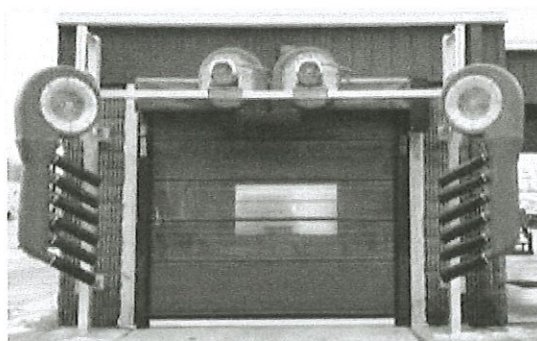
PREMIER DRYER APPLICATION OPTIONS

STANDARD ARCH



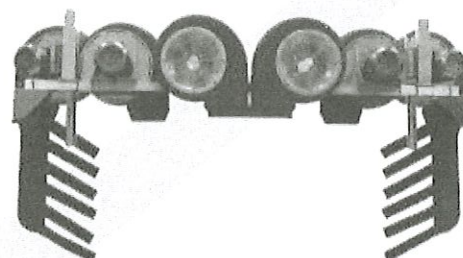
Pictured: Standard Arch, 6 Producer, E-trunks w/ bkts, Dual Nozzle with Fiberglass Cover on Front

EXTERIOR WALL MOUNT



Pictured: EMMWL, 4 Producer, E-trunks w/ bkts, Dual Nozzle

INTERIOR WALL MOUNT



Pictured: IWM, 6 Producer, E-trunks w/ bkts, Dual Nozzle

PRODUCER ROTATION DESCRIPTION



Left Hand Producer



Right Hand Producer

OPTIONS

- 5HP, 7.5HP, 10HP or 15HP Motors
- Aluminum & Stainless Steel Applications Available
- Fiberglass Cover with Custom Graphics Available
- Powder Coating Available
- UL Listed VFD & Standard Starter Panels Available
- LED Lighting Available
- Custom Applications Available

Producer Color Options:
Black, Blue, Red, Yellow, Granite Gray & Green

NOZZLE OPTIONS



Dual Nozzle



Round Discharge Nozzle

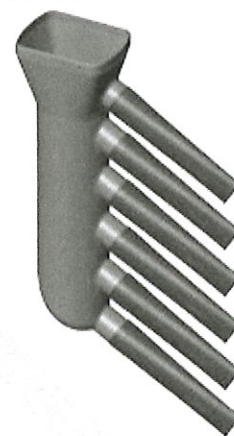


Dual Straight Nozzle

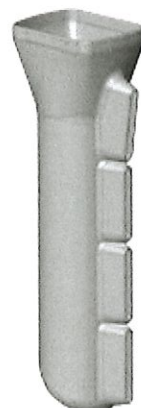


Standard Discharge Nozzle

Elephant Trunk Nozzle



Airknife Nozzle



8" Nozzle Extension

PREMIER COMPANIES

YOUR DRYER, VACUUM, LED LIGHTING AND SIGN MANUFACTURER

For questions or to request a quote please call 866.539.3100 or email sales@precisionlasercutting.com

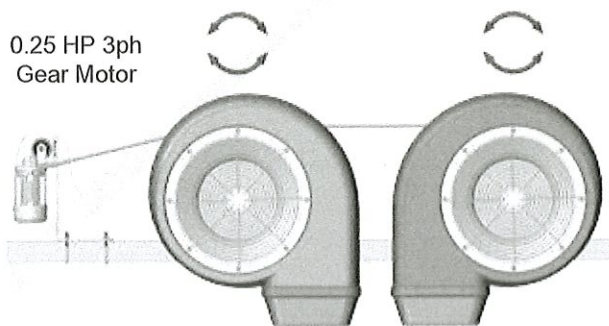
OSCILLATING OPTIONS

PRODUCERS

Motor Driven

DUAL OSCILLATOR

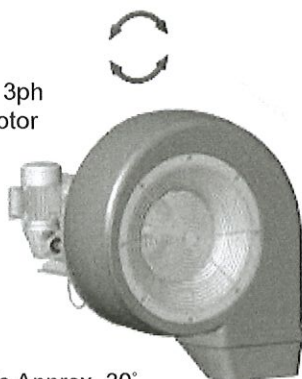
0.25 HP 3ph
Gear Motor



Approx. 30° Swing

SINGLE OSCILLATOR

0.16 HP 3ph
Gear Motor



May Be Set To Approx. 30°,
20°, or 15° Swing

NOZZLES

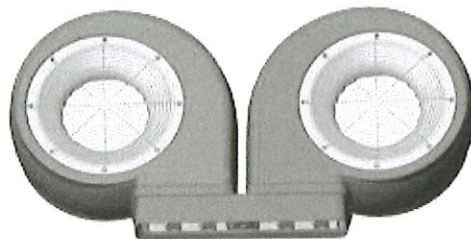
Air Driven

SINGLE OSCILLATING NOZZLE



2X Oscillating Blades
Approx. 50° Swing

DUAL OSCILLATING NOZZLE



4X Oscillating Blades
Approx. 50° Swing



FLIP NOZZLE

Air Outlet Direction Flips
Forward to Reverse as
Vehicle Passes

PREMIER COMPANIES

YOUR DRYER, VACUUM, LED LIGHTING AND SIGN MANUFACTURER

For questions or to request a quote please call 866.539.3100 or email sales@precisionlasercutting.com

PRODUCER SPECS

7.5 HP PRODUCER	10 HP PRODUCER	15 HP PRODUCER
208 V Fla - 18.6 amps	208 V Fla - 24.9 amps	208 V Fla - 36.2 amps
230 V Fla - 17.0 amps	230 V Fla - 22.5 amps	230 V Fla - 32.8 amps
460 V Fla - 8.5 amps	460 V Fla - 11.2 amps	460 V Fla - 16.4 amps
SF amps 1.3	SF amps 1.25/40	SF amps 1.25/40
CFM'S - 3525	CFM'S - 4200	CFM'S - 4500
Rpm 3525/ 60 Hz	Rpm 3490/ 60 Hz	Rpm 3500/ 60 Hz
Air Velocity - 120 mph	Air Velocity - 135 mph	Air Velocity - 142 mph
TEFC Motors/3Phase	TEFC Motors/3Phase	TEFC Motors/3Phase
Frame Size - 215 Tc	Frame Size - 215 Tc	Frame Size - 215 Tc
Total Weight - 220 lbs	Total Weight - 230 lbs	Total Weight - 230 lbs
Efficiency Level - (Minimum) 88.5% guaranteed efficiency Nema NCM efficiency (Normal) 90.2%	Efficiency Level - (Minimum) 88.5% guaranteed efficiency Nema NCM efficiency (Normal) 90.2%	Efficiency Level - (Minimum) 88.5% guaranteed efficiency Nema NCM efficiency (Normal) 90.2%

DECIBEL READINGS / LEVELS

DISTANCE FROM BAY	30HP EXIT DOOR CLOSED	30HP EXIT DOOR OPEN	60HP EXIT DOOR OPEN
10 ft	76	89	95
20 ft	72	87	89
30 ft	70	82	84
40 ft	66	78	79
50 ft	66	78	79
60 ft	64	75	76

*Decibel levels may drop 4 to 5 dB's or more with full cover surrounds or silencer cones.
Reading may vary, readings were concluded with Premier Plastic Housings.*

COMMON SOUNDS AND THEIR ESTIMATED DECIBEL LEVELS

Threshold of Hearing - 0 dB
Rustling Leaves - 10 dB
Busy Street Traffic - 70 dB
Vacuum Cleaner - 80 dB

Large Orchestra - 98 dB
Military Jet Take Off - 140 dB
Threshold of Pain - 140 dB
Perforation of Eardrum - 160 dB

PREMIER COMPANIES

YOUR DRYER, VACUUM, LED LIGHTING AND SIGN MANUFACTURER

For questions or to request a quote please call 866.539.3100 or email sales@precisionlasercutting.com