



**NOTICE OF A REGULAR MEETING
BOARD OF ADJUSTMENT
MONDAY, SEPTEMBER 14, 2026, AT 5:15 P.M.
SECOND FLOOR CITY HALL
COUNCIL CHAMBERS
200 W. VULCAN
BRENHAM, TEXAS**

1. Call Meeting to Order

2. Public Comments and Receipt of Petitions

[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 discusses and act upon it individually as part of the Regular Agenda.

4-a. Minutes from August 10, 2026, Board of Adjustment Meeting.

REGULAR AGENDA

5. Public hearing, Discussion and Possible Action on Case Number VARIANCE-26-0005: A request by Stephen & Jeanette Forman for a variance from the City of Brenham Code of Ordinances, Appendix A – Zoning, Part II, Division 2, Section 2.05(1)(a)(ii) to allow a 5-foot south side yard setback, where a minimum 10-foot side yard setback is required for construction of an attached carport at 607 Alma Street, described as Lot 4, Block A of the Woodlawn Heights Addition in Brenham, Washington County, Texas.

6. Adjourn.

CERTIFICATION

I certify that a copy of September 14, 2026, agenda of items to be considered by the Board of Adjustment, was posted to the City Hall bulletin board at 200 W. Vulcan, Brenham, Texas on September 8, 2026, at 4:00 p.m.

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 seventy-two (72) hours before the meeting) by calling (979) 337-7567 for assistance.
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I certify that the attached notice and agenda of items to be considered by the Board of Adjustment was removed by me from the City Hall bulletin board on the _____ day of _____, 2026 at _____ am/pm.

Signature

Title

CITY OF BRENHAM BOARD OF ADJUSTMENT MINUTES

August 10, 2026

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

A regular meeting of the Board of Adjustment was held on August 10, 2026, at 5:15 pm in the Brenham Municipal Building, City Council Chambers, at 200 West Vulcan Street, Brenham, Texas.

Commissioners present:

Jon Hodde, Chairman
Dax Flisowski
Darren Huckert
Arlen Thielemann
Mary Lou Winkelmann

Commissioners absent:

None

Staff present:

Stephanie Doland, Development Services Director
Shauna Laauwe, City Planner
Kristina Garza, Development Services Intern
Kim Hodde, Planning Technician

Citizens / Media present:

Jake Carlile
Rachel Hays
BeverlyYancy

1. Call Meeting to Order

Chairman Hodde called the meeting to order at 5:15 p.m. with a quorum of five (5) Commissioners present.

2. Public Comments and Receipt of Petitions

There were no comments and/or receipt of petitions.

3. Reports and Announcements

Shauna Laauwe introduced Kristina Garza as the Development Services Intern and stated that she would be with the City until December and hopefully be able to present a case to the Board. Ms. Garza was welcomed by the Board.

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 discusses and act upon it individually as part of the Regular Agenda.

4-a. Minutes from May 11, 2026, Board of Adjustment Meeting.

Chairman Hodde called for any corrections or additions to the minutes as presented. A motion was made by Commissioner Flisowski and seconded by Commissioner Huckert to **approve** the Consent Agenda (item 4-a), as presented. The motion carried unanimously.

REGULAR AGENDA

5. **Public hearing, Discussion and Possible Action on Case Number VARIANCE-26-0004: A request by Jake Carlile / Arete Property Group for variances from the City of Brenham Code of Ordinances, Appendix A – Zoning, Part II, Division 2, Section 2.05(2)(c)(ii) to allow 25-foot lot widths for proposed Lots 2, 3, & 4, where a minimum 30-foot lot width is required for a townhome development to be located on Clay Street, on properties described as Lots 65-D (and 0.034-acre of Magnolia Street) and 65-E (and 0.034-acre of Magnolia Street) of the College Heights Addition in Brenham, Washington County, Texas.**

Shauna Laauwe, City Planner, presented the staff report for Case No. VARIANCE-26-0004. Ms. Laauwe stated that this is a request from Jake Carlile / Arete Property Group as the applicant, for 5-foot variances to the minimum lot widths (25-foot lot widths requested instead of the required 30-foot) for three interior lots of a proposed townhome development. The owners are Zoleta Evans Yancy & Roosevelt Yancy and Bulah Mask & Robert Mask. City of Brenham Zoning Ordinance Appendix A – Zoning, Part II, Division 2, Section 2.05(2)(c)(ii) addresses the Townhome Development requirements. The subject properties are two undeveloped lots on the south side of Clay Street identified as Lots 65-D (and 0.034-acre of Magnolia Street) and 65-E (and 0.034-acre of Magnolia Street) of the College Heights Addition. The subject properties are located on the the south side of Clay Street, east of Sabine Street and southwest of Brown Street. The subject properties and adjacent properties are zoned R-2, Mixed Residential and B-1, Local Business Mixed Use farther to the east and developed with a mix of single family residential and multifamily residential. There is a 30 unit Townhome development to the northwest of this proposed development, two duplexes adjacent to the west and a large rural lot adjacent to the east of the subject properties. Brown Street is predominately single-family residences. The future land use map envisions this property as multifamily residential use.

The two subject properties have been vacant for over ten years. Each lot is 0.203-acres. These lots currently meet the requirements for single-family homes, duplexes, twin homes, and a triplex/fourplex. The current zoning regulations require that a townhome development lot have a minimum lot width of 30-feet and a lot depth of 100-feet. These two lots combined are 0.406-acres or 17,685 square feet with a combined lot width of 147.47 feet. For a five-unit townhome development, a minimum lot width of 150 square feet would be required. The applicant proposes to replat the two lots into one lot and construct a five-unit townhome development on these combined lots. The applicant proposes lot widths of 36.23 feet for the two end units and 25-foot lot widths for the three interior lots. Since the

two end units are required to have a 10-foot side setback, the building lot width for all five units would be 25-feet so they would all appear uniform.

Therefore, the applicant is requesting a variance for a 5-foot reduction in the minimum required 30-foot lot widths for the three interior lots for construction of a five-unit townhome development.

STAFF ANALYSIS

- Strict enforcement would eliminate a dwelling unit and create unnecessary hardship.
- The Housing Task Force and Comprehensive Plan supports compatible infill development.
- The requested lot width of 25 feet gives similar building widths as the exterior lots when accounting for the side setbacks.
- The development meets all other lot requirements.
- The need for the variance was not wholly created by the applicant.
- Granting the variance will not be materially detrimental or injurious to other properties.

Notices were mailed to property owners within 200 feet of the subject property regarding this request on July 30, 2026. Staff did not receive any written comments regarding this request.

Staff reviewed the request and ***recommended approval*** of the requested variances to allow up to a 5-foot reduction in the required 30-foot lot width (minimum 25-foot lot widths) for interior lots, so long as the minimum lot size of 3,000 square feet is met, for a townhome development to be located on Clay Street.

Commissioner Thielemann noted that due to the varied lot depth proposed Lot 4, which is proposed as 25-feet by an average of 112.62-feet, would be slightly under the required 3,000 square foot lot area. Ms. Laauwe responded that Mr. Carlile would be required to make the lots meet the minimum lot area.

Commissioner Huckert asked if then Ebenezer Townhome development meets the 30-foot lot width. Ms. Laauwe responded that the Ebenezer lots are 30-foot wide; however, they received a variance for the side street setbacks.

Ms. Laauwe clarified that each unit would be required to have two off-street parking spaces and that this will be one building with contiguous walls.

Chairman Hodde opened the Public Hearing at 5:32 p.m. and asked for any comments. There were no citizen comments.

Chairman Hodde closed the Public Hearing at 5:33 p.m. and re-opened the Regular Session.

A motion was made by Commissioner Huckert and seconded by Commissioner Flisowski to **approve** the request from Jake Carlile / Arete Property Group for variances to allow minimum 25-foot lot widths for interior lots, so long as the minimum lot size of 3,000 square feet is met, where a minimum 30-foot lot width is required for a townhome development to be located on Clay Street, on properties described as Lots 65-D (and 0.034-acre of Magnolia Street) and 65-E (and 0.034-acre of Magnolia Street) of the College Heights Addition, as presented. The motion carried unanimously (5-0).

6. Adjourn

A motion was made by Commissioner Winkelmann and seconded by Commissioner Thielemann to adjourn the meeting at 5:34 p.m. The motion carried unanimously (5-0).

The City of Brenham appreciates the participation of our citizens, and the role of the Board of Adjustment in this decision-making process.

Certification of Meeting Minutes:

Jon E. Hodde, Chairman

September 14, 2026
Meeting Date

Attest, Staff Secretary

September 14, 2026
Meeting Date

CASE NUMBER: VARIANCE-26-0005
VARIANCE REQUEST: 607 ALMA STREET

STAFF CONTACT: Shauna Laauwe, City Planner

OWNERS/APPLICANTS: Stephen and Jeanette Forman

ADDRESS/LOCATION: 607 Alma Street (Exhibit "A")

LEGAL DESCRIPTION: Lot 4, Block A of the Woodlawn Heights Addition

LOT AREA: 0.24 acres (10,389 square feet)

**ZONING DISTRICT/
USE:** R-2, Mixed Residential District / Single Family Residence
(Exhibit "B")

**COMP PLAN
FUTURE LAND USE:** Single-Family Residential

REQUEST: A request for a variance from the City of Brenham Code of Ordinances, Appendix A – Zoning, Part II, Division 2, Section 2.05(1)(a)(ii) to allow a 5-foot south side yard setback, where a minimum 10-foot side yard setback is required for construction of an attached carport at 607 Alma Street (Exhibit "C").

BACKGROUND:

The subject property is a 10,389 square feet lot addressed as 607 Alma Street that is generally located on the west side of Alma Street, east of Hosea Street and north of E. Academy Street. The subject property and all surrounding properties are within an R-2, Mixed Residential Use District and developed with residential uses. While the R-2 District allows for a variety of residential uses, the subject property and along Alma Street are developed as single-family homes.

The subject property is developed with a 3320 square foot single-family home constructed in 1946 and additional accessory structures built in 2019. The existing home predates the subdivision and zoning regulations that were adopted in 1968. The subject property meets the current lot regulations of lot width, depth and lot area for a single-family use. However, the structure is legally nonconforming to the current minimum required 25-foot

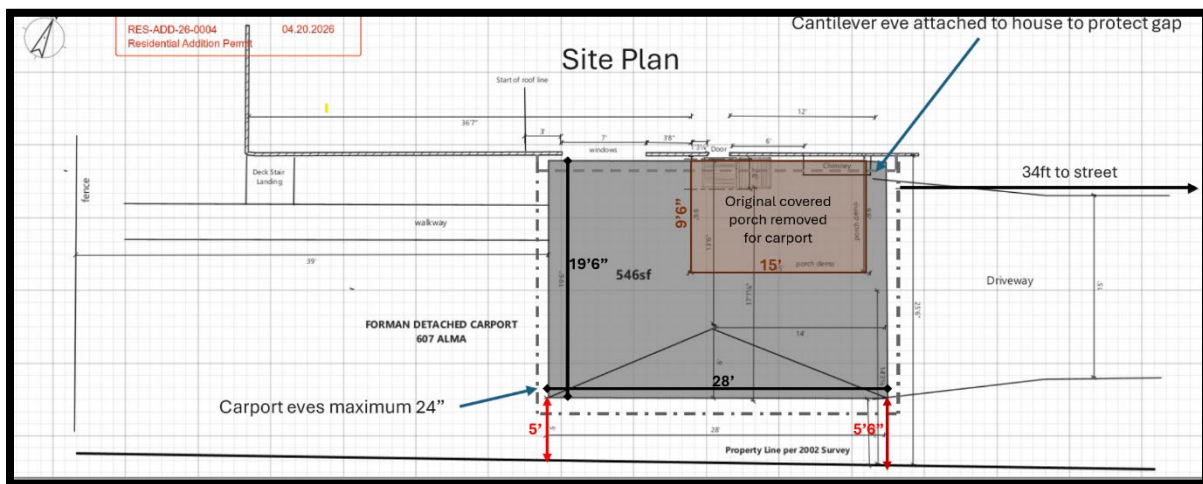
Figure 1



front yard and 10-foot north side yard setbacks, with the provided survey depicting a front yard setback of 24.1-feet and a north side yard setback of 4.6-feet. Originally, the existing home had a south side yard setback of 14.3-feet with a covered porch (See Figure 2) and a rear yard setback of approximately 80 feet, which are in compliance with the current zoning regulations.

In April 2026, the property owner and applicant, Mr. Stephen Forman, applied for a building permit for several interior remodeling projects as well as for the construction of a proposed 12 foot in height, 19'6" x 28' (546 SF) detached carport. The existing zoning regulations require that an **attached** carport meet the same setbacks as the principal structure; therefore, a side setback of 10-feet would be required. When the applicant applied for a carport permit, there was discrepancy on the application as it stated the carport was a **detached** carport, which would require only a 5-foot side setback as an accessory structure. Once the 546 square foot carport was constructed, it was discovered during the inspection, that it was actually attached to the principal dwelling. Therefore, the applicant is requesting a variance for a 5-foot reduction in the minimum required 10-foot south side yard setback to allow a south side setback of 5-feet for construction of an attached carport.

Figure 2



APPLICABLE SECTION OF ORDINANCE AND ANALYSIS:

(Sec.5.02)(132)Variance: A type of relief that may be granted by the Board of Adjustment in order to accommodate appropriate development of a particular parcel of land that cannot otherwise be appropriately developed. The granting of such relief is subject to the standards and procedures as established in part IV, Variances, Special Exceptions, Nonconforming Uses and Appeals, Division 1. The Board may not grant variances to use requirements or procedural requirements related to the granting of a variance.

(DIVISION 2. VARIANCES Sec. 1. Limitations.) The Board of Adjustment shall have the authority to grant variances in accordance with the standards and procedures provided herein, from any and all technical requirements of the zoning ordinance, but may not grant variances to use requirements or procedural requirements or for procedural requirements for hearing or notice, provided that:

- (1) *Such modifications are necessary to accommodate appropriate development of a particular parcel of land that is restricted by attributes inherent in the land such as area, shape or slope to the extent that it cannot otherwise be appropriately developed.*

The subject property is a historical home built in 1946 with no garage. As this property and many of the properties around it have been built with no garage, carports are prevalent in order to provide the same protection as the standard two-car garage of today. A pervious porch that extended 9 feet 6 inches into

the side yard was removed to accommodate the carport. Given this, the carport and overall home structure is 10 feet wider than the previous structure footprint, resulting in a minimal increase in density from the viewpoint of passersby and surrounding neighbors. Granting the variance would be reasonable in removing an extra vehicle off the streets for the safety of the applicants and other residents.

- (2) *The granting of the variance will not be materially detrimental or injurious to other property or improvements in the neighborhood in which the subject property is located, nor impair an adequate supply of light or air to adjacent property, nor substantially increase the congestion in the public streets, nor increase the danger of fire, or in any way endanger the public health, safety and well-being of the neighborhood in which the subject property is located.*

Granting the variance to allow a 5-foot reduction in the minimum required 10-foot south side yard setback to allow a south side setback of 5-feet for an attached carport would not be materially detrimental or injurious to other properties and improvements in the general vicinity of the subject property. The carport is an open sided structure and maintains a 5-foot separation from the property line. The addition is not expected to create adverse impacts in respect to light, air, drainage, access, visibility, or general character of the neighborhood. The proposed construction of the structure is designed and constructed in compliance with the building and structural requirements including reasonable steps to ensure that roof runoff and drainage are managed by way of gutter and drains. The homes on Alma Street predate the zoning regulations as they were constructed in the 1920s to 1940s. The property adjacent to the subject property to the north (701 Alma Street) completed a similar structure built in 1925 to enable a two-car width driveway and carport. The structure found on this property (701 Alma Street) is approximately 1 foot from the property line. Similarly the property found across the street (700 Alma Street) has a carport built in 1925 that sits approximately 2 feet from the property line. Staff finds that the proposed setbacks if granted will not materially detrimental to other properties or improvements in the general vicinity.

- (3) *The literal enforcement of the ordinance would work on unnecessary hardship.*

The literal enforcement of this ordinance would prohibit the property owner from making reasonable use of their property by placing the carport within the minimum 10-foot side yard setback. Being that the carport is 28 ft x 19.6 ft strictly enforcing the ordinance would impose a substantial restriction resulting in the carport only fitting the width of one car and obstructing the full width and uses of the driveway. Thus, granting a variance to allow for a 5-foot side yard setback would be reasonable.

- (4) *The piece of property is unique and contains properties or attributes not common to other similarly situated properties.*

The subject property is unique in that the street and lot characteristics foster a narrow residential environment. With the neighborhood being historical, inconsistent property lines and varying setbacks are a common occurrence creating instances where new development goes against modern regulations. Staff recognizes that adhering to the 10-foot setback when attached to the residence would materially restrict the usable area available for the carport and result in a carport that is less functional given the present configuration of the property and properties adjacent to the subject property.

(5) *The need for the variance was not created by the applicant.*

The applicant states that the narrow width of the street and lot creates no other option to construct a carport that would sustain two vehicles to continue to keep their vehicles and street safe. The requested variance would allow the property owner to build a carport with a 5-foot setback being a reasonable balance between the City's setback requirements and the property's existing limitations.

(6) *The hardship to be suffered through the literal enforcement of the ordinance would not be financial alone.*

The hardship suffered through the literal enforcement of the ordinance would not be financial alone. Without the variance, the carport would either be required to be reduced by 5-feet that would result in accommodating one vehicle and partially obstructing the driveway or detaching the carport. Detaching the carport would require an additional variance amount of less than 5-feet from the property line and the nonconforming residence located at 605 Alma Street that has a near zero-lot side setback.

(7) *The granting of the variance would not be injurious to the public health, safety and welfare or defeat the intent of the philosophy contained in the Zoning Ordinance.*

The intent of side yard setbacks are to provide separation between uses for light and air and reduced density. On the subject property, the carport will not decrease light and air to the adjacent property and the 5-foot setback meets the building code for separation between structures. The granting of the variance would not be injurious to the public health, safety, and welfare of the community nor would it defeat the intent of the philosophy contained in the zoning ordinance. If approved, the proposed carport will meet the residential character of similar carports along Alma Street and the surrounding neighborhood.

STAFF RECOMMENDATION:

Staff has reviewed the request and ***recommends approval*** of the requested variances to allow a 5-foot reduction in the minimum required 10-foot south side yard setback for construction of an attached carport structure located at 607 Alma Street.

PUBLIC COMMENTS:

Property owners within 200 feet of the subject property were mailed notifications of this proposal on September 3, 2026. Any public comments will be provided in the Board of Adjustment Packet or during the public hearing.

EXHIBITS:

- A. Aerial Map
- B. Zoning Map
- C. Applicant Variance Responses
- D. Site Survey
- E. Site Plan & Carport Elevations
- F. Photos by Applicant
- G. Building Inspection Photos

EXHIBIT "A"
AERIAL MAP



Location Map
Side Yard Setback Variance
607 Alma Street

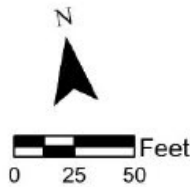


EXHIBIT "B"
ZONING MAP



Zoning Map
Side Yard Setback Variance
607 Alma Street

Zoning
R2 Mixed Residential

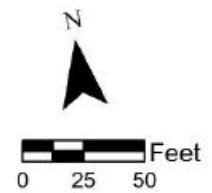


EXHIBIT "C"
APPLICANT VARIANCE RESPONSES

- 1. Such modifications are necessary to accommodate appropriate development of a particular parcel of land that is restricted by attributes inherent in the land such as area, shape or slope to the extent that it cannot otherwise be appropriately developed.**

The requested 5-foot setback is the minimum variance necessary to accomplish the proposed improvement in a practical manner due to the unique street and lot characteristic of my property. Alma Street is one of the narrowest residential streets in the City. At a total 24 foot width, it is at least 6 feet less than current residential requirements. As a result, street parking is very limited. If cars are parked on both sides of the street, access is restricted to a very tight one lane. As a result, most of my neighbors have made improvement allowing them to get their vehicles off the street with a driveways and carports for two vehicles.

At the same time, however, as a historical neighborhood, lot widths are very narrow. As originally built, the narrow side yards only provided access to one-car width access which was probably consistent with vehicular traffic of that time. In a modern neighborhood, the size of my house size would warrant a 2 car garage and driveway, especially considering the need to have off street parking for residents and guests. To build a sufficient parking area and carport for two vehicles, construction required removing an existing screen porch to gain width but, even then, still needs the maximum allowable distance to property line in order to accommodate 2 vehicles. If the City requires the additional 5 feet of setback, the action would materially restrict the usable area available for the carport and make the carport impractical or substantially less functional given the configuration of the property. Without the variance, at least one car would be back on the street restricting street access.

There is no reasonable alternative location on this particular property that would provide the same residential benefit without creating substantially greater impacts, compromising the intended use of the property, or making the proposed improvement impractical.

- 2. The granting of the variance will not be materially detrimental or injurious to other property or improvements in the neighborhood in which the subject property is located, nor impair an adequate supply of light or air to adjacent property, nor substantially increase the congestion in the public streets, nor increase the danger of fire, or in any way endanger the public health, safety and well being of the neighborhood in which the subject property is located**

The proposed variance will not materially impair the use or value of neighboring property. The proposed carport will maintain a 5-foot separation from the property line and will remain open-sided. The improvement is not expected to create significant adverse impacts with respect to light, air, access, drainage, visibility, or the general residential character of the neighborhood. The proposed construction is designed and constructed in compliance with applicable building, structural, drainage, and other safety requirements. The building inspector has even commented on the quality of the construction. The adjacent property occupant approved the construction from the beginning and the offsite owner recently toured the construction and complimented the project keeping the design and integrity of the unique stone construction of the house. The plan includes reasonable steps to ensure that roof runoff and drainage are managed by way of gutters and drains channeling runoff to the back of the property (actually better drainage than previously existed.) The construction does not create a nuisance or adverse condition for adjoining property.

The carport and driveway design is consistent with the residential character and customary use of the property. It is intended solely to provide covered parking and protection for vehicles and does not introduce a use that is inconsistent with surrounding residential properties. Importantly, as the photo exhibits show, the property adjacent to the subject property to the north (701 Alma) completed similar construction to enable a two-car width driveway and carport. That carport appears to extend fully to or near the property line with no setback. The property across the street to the east

(700 Alma) also constructed a two-car width carport and driveway extending fully to what appears to be the property line. Even with the requested variance, our subject carport would remain further from the actual property line (5ft) than either of these “zero-lot line” carports. As mentioned previously, one of the main reasons for building the two-car width carport was to substantially decrease public street congestion. Lastly, Brenham has previously granted variances for similar carport construction. See Variance-25-0010, unanimously approved at Board of Adjustment meeting October 13, 2025 (granting a reduction of the setback from property line from 5 feet to 10inches).

3. The literal enforcement of the ordinance would work on unnecessary hardship.

The circumstances necessitating the requested variance arise from the existing physical configuration of the property and street rather than from an attempt by the applicant to create a hardship for purposes of obtaining a variance. The applicant is seeking only the relief necessary to make a reasonable use of the existing residential property. Strict application of the 10-foot attached-structure setback would impose a substantial practical restriction on this particular property that is not necessary to protect neighboring property or preserve the character of the neighborhood. A 5-foot setback provides a reasonable balance between the City's setback requirements and the property's existing physical limitations.

4. The piece of property is unique and contains properties or attributes not common to other similarly situated properties.

The requested 5-foot setback is the minimum variance necessary to accomplish the proposed improvement in a practical manner due to the unique street and lot characteristic of my property. Alma Street is one of the most narrow residential streets in the City. At a total 24 foot width, it is at least 6 feet less than current residential requirements. As a result, street parking is very limited. If cars are parked on both sides of the street, access is restricted to a very tight one lane. As a result, most of my neighbors have made improvement allowing them to get their vehicles off the street with a driveways and carports for two vehicles.

At the same time, however, as a historical neighborhood, lots widths are very narrow and property lines inconsistent. As originally built, the narrow side yards only provided access to one-car width access which was probably consistent with vehicular traffic of that time. In a modern neighborhood, the size of my house size would warrant a 2 car garage and driveway, especially considering the need to have off street parking for residents and guests. To build a sufficient parking area and carport for two vehicles, construction required removing an existing screen porch to gain width but, even then, still needed the maximum allowable distance to property line in order to accommodate 2 vehicles. If the City requires the additional 5 feet of setback, the action would materially restrict the usable area available for the carport and make the carport impractical or substantially less functional given the configuration of the property. Without the variance, at least one car would be back on the street restricting street access.

There is no reasonable alternative location on this particular property that would provide the same residential benefit without creating substantially greater impacts, compromising the intended use of the property, or making the proposed improvement impractical.

5. The need for the variance was not created by the applicant.

The circumstances necessitating the requested variance arise from the existing physical configuration of the property and street rather than from an attempt by the applicant to create a hardship for purposes of obtaining a variance. The applicant is seeking only the relief necessary to make a reasonable use of the existing residential property. Strict application of the 10-foot attached-structure setback would impose a substantial practical restriction on this particular property that is not necessary to protect neighboring property or preserve the character of the neighborhood. A 5-foot setback provides a reasonable balance between the City's setback requirements and the property's existing physical limitations.

6. The hardship to be suffered through the literal enforcement of the ordinance would not be financial alone.

Strict application of the 10-foot attached-structure setback would impose a substantial practical restriction on this particular property that would not be financial alone. The purpose of the requested variance is to have a practical improvement eliminating on street parking and street congestion. Enforcement would result in ongoing practical, non-financial, hardship.

7. The granting of the variance would not be injurious to the public health, safety and welfare or defeat the intent of the philosophy contained in the zoning ordinance.

The proposed carport will maintain a 5-foot separation from the property line and will remain open-sided. Overall distance between the structures is consistent with the rest of the neighborhood. The improvement is not expected to create significant adverse impacts with respect to light, air, access, drainage, visibility, or the general residential character of the neighborhood. The proposed construction is designed and constructed in compliance with applicable building, structural, drainage, and other safety requirements. Brenham has previously granted variances for similar carport construction. See Variance-25-0010, unanimously approved at Board of Adjustment meeting October 13, 2025 (granting a reduction of the setback from property line from 5 feet to 10inches).

EXHIBIT "D"
SITE SURVEY

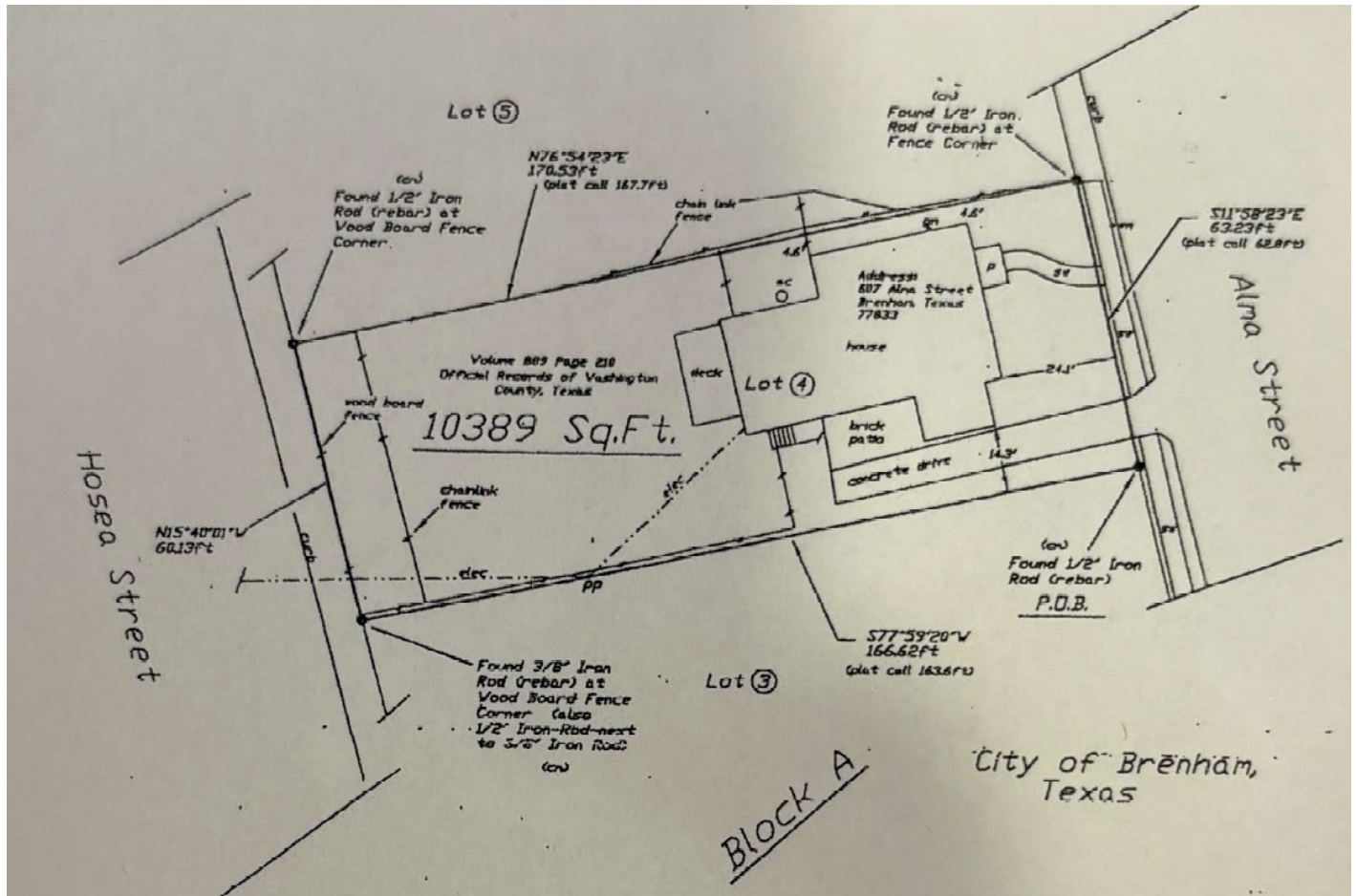
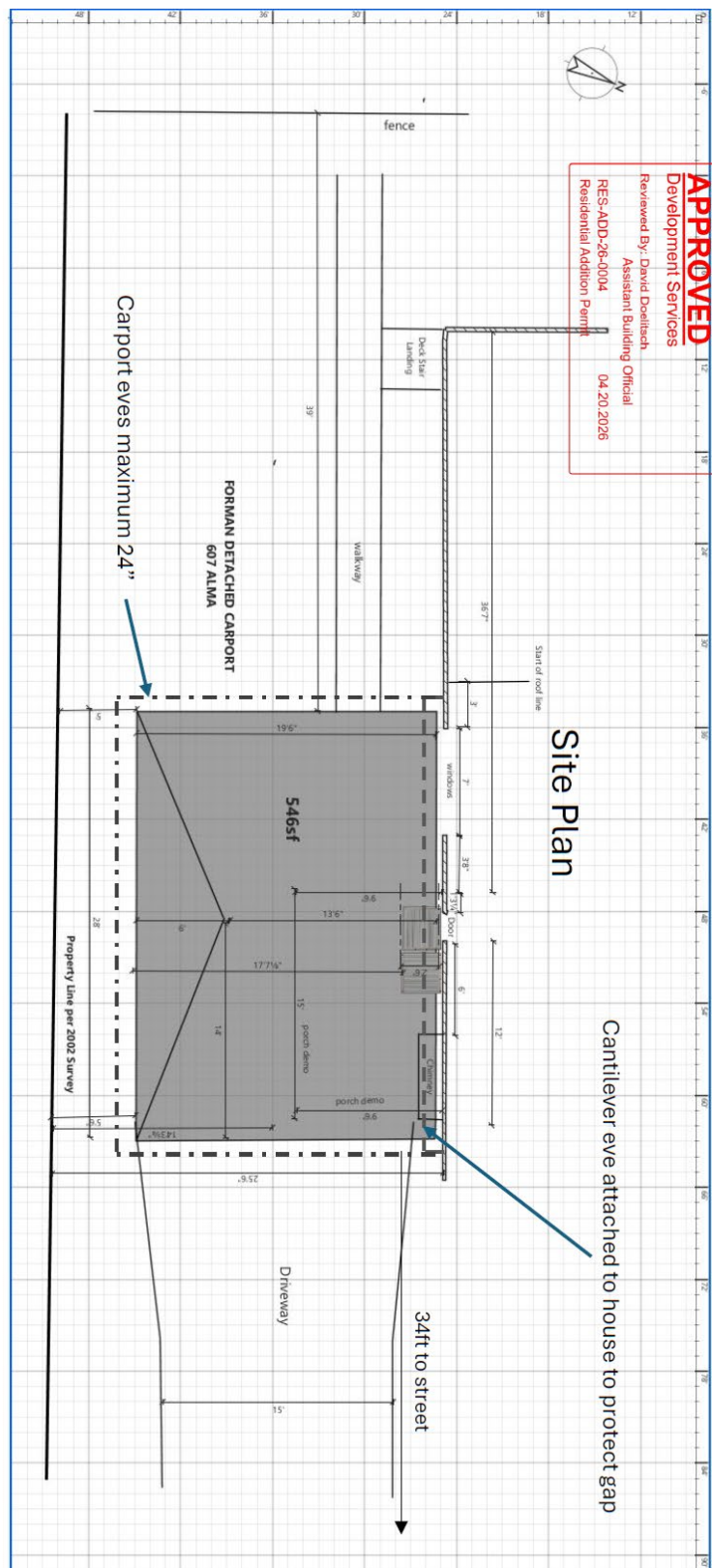


EXHIBIT "E"
SITE PLAN & ELEVATIONS



Stephen Forman Detached Carport and Driveway Plans
607 Alma Lane, Brenham, TX 77833

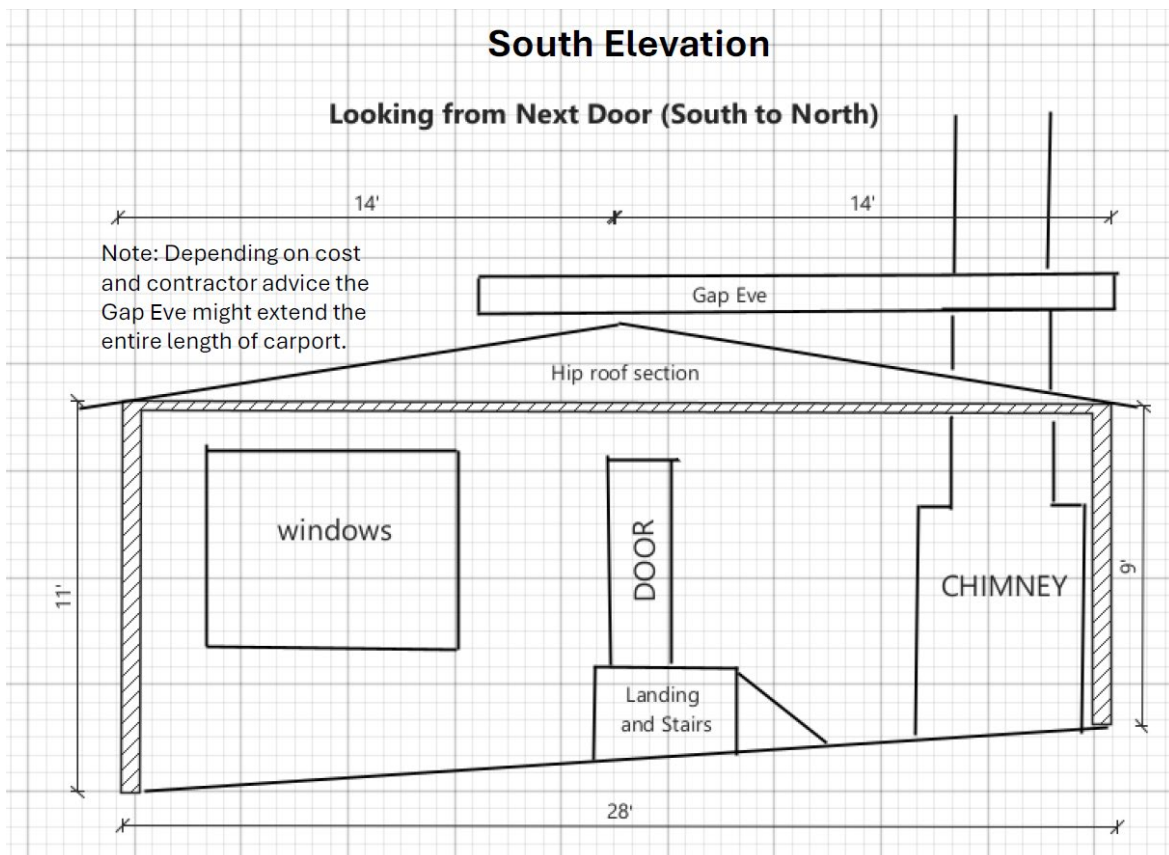
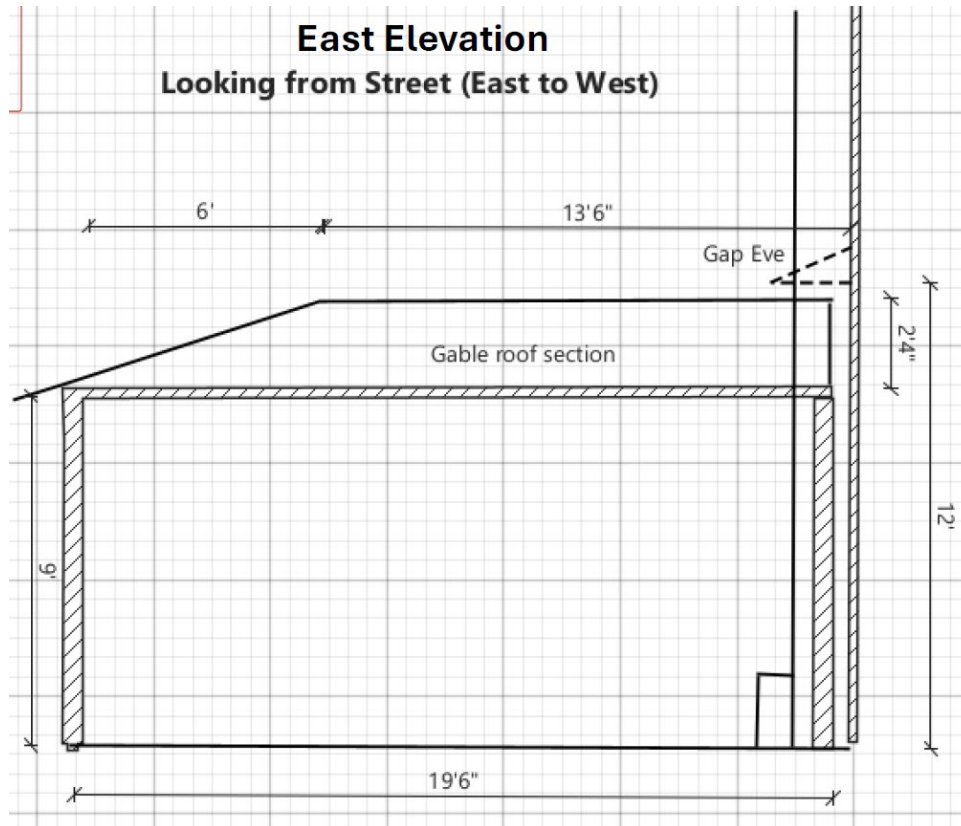


EXHIBIT "F"
PHOTOS BY APPLICANT



Subject Carport at 607 Alma St



701 Alma Carport (adjacent to the north)





Separation between 605 & Subject Carport at 607 Alma Street



Existing Carport across street at 700 Alma Street

EXHIBIT "G"
BUILDING INSPECTION PHOTOS



Building inspection photos showing the carport structure flush and attached to the principal structure.