AGENDA

CITY OF PEARLAND
PLANNING & ZONING COMMISSION

June 6, 2016 **6:30 p.m.**

Daniel Tunstall
CHAIRPERSON

Thomas Duncan
P&Z VICE-CHAIRPERSON

COMMISSIONERS

Troy Pradia

Derrell Isenberg

Mary Starr

Ginger McFaddin

David Selsky

In accordance with the Texas Open Meeting Act the Agenda is posted for public information, at all times, for at least 72 hours preceding the scheduled time of the meeting on the bulletin board located at the front entrance of the City Hall, 3519 Liberty Drive.

AGENDA - REGULAR MEETING OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF PEARLAND, TEXAS, MONDAY, JUNE 6, 2016, AT 6:30 P.M., HELD IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS

I. CALL TO ORDER

II. CONSENT AGENDA

All items listed under the "Consent Agenda" are considered to be routine and require little or no deliberation by the P&Z Commission. These items will be enacted / approved by one motion unless a commissioner requests separate action on an item, in which event the item will be removed from the Consent Agenda and considered by separate action *(ix. Matters removed from Consent Agenda).* Approval of the Consent Agenda enacts the items of legislation.

A. CONSIDERATION & POSSIBLE ACTION – EXCUSED ABSENCE

1. Excuse the absence of P&Z Commissioner David Selsky from the May 16, 2016 P&Z Regular Meeting.

B. CONSIDERATION AND POSSIBLE ACTION – PRELIMINARY PLAT OF BAKER'S LANDING SECTION 2A

A request of Jason Price, LJA Engineering, the applicant; on behalf of D.R. Horton, Texas, Ltd, owner; for approval of the Preliminary Plat of Bakers Landing Section 2A, creating 50 single family lots and 4 reserves on 10.800 acres of land.

General Location: East side of Galveston Avenue between Hampshire Street and future Kaman Lane.

C. CONSIDERATION AND POSSIBLE ACTION – PRELIMINARY PLAT OF BAKER'S LANDING TOWNHOMES

A request of Jason Price, LJA Engineering, the applicant; on behalf of D.R. Horton, Texas, Ltd, owner; for approval of the Preliminary Plat of Bakers Landing Townhomes, creating 48 townhome lots and 6 reserves on 7.576 acres of land.

General Location: West side of Galveston Avenue between Hampshire Street and future Kaman Lane.

D. CONSIDERATION AND POSSIBLE ACTION – PRELIMINARY PLAT OF RIVERSTONE RANCH SECTION 7

A request of Jennifer Curtis of BGE / Kerry R. Gilbert & Associates, on behalf of Shannon Wiespape of Meritage Homes, owner: to approve the Preliminary of Riverstone Ranch Section 7 creating 48 single family lots and 5 reserves.

General Location: South of Hughes Ranch Road and north of Clear Creek.

E. CONSIDERATION AND POSSIBLE ACTION – PRELIMINARY PLAT OF SHADOW CREEK RANCH SCHOOL SITE NO. 5

A request of Jason Price, LJA Engineering, the applicant; on behalf of Alvin Independent School District, owner; for approval of the Preliminary Plat of Shadow Creek Ranch School Site No. 5 creating 1 lot on 30.192 acres of land.

General Location: Northwest quadrant of Broadway Street and Kingsley Drive.

F. CONSIDERATION AND POSSIBLE ACTION – FINAL PLAT OF STEWART HEIGHTS SECTION 2

A request of Rene Rodriguez, LJA Engineering, the applicant; on behalf of Ethan Springer of Savannah Development Limited, owner; for approval of the Final Plat of Stewart Heights Section 2 creating 44 single family lots, and 1 reserve on 11.974 acres of land located at the southwest corner of future Savannah Parkway and Laurel Heights Drive.
General Location: Southwest corner of future Savannah Parkway and Laurel Heights Drive.

III. NEW BUSINESS

A. DISCUSSION ITEMS

1. Commissioners Activity Report
2. Articles:
   a. *22 Benefits of Urban Street Trees* by Dan Burden, Senior Urban Designer, Glatting Jackson and Walkable Communities, Inc; May, 2006.
   b. *Building a Better Foundation for Urban Retail's Future: Heeding Lessons of the Postwar Experience* by Robert Gibbs.
   c. *Trees and Human Health May Be Linked.* Science News, January 16, 2013.
3. Next P&Z Meeting, – June 20, 2016 – JPH and Regular P&Z meeting

IV. ADJOURNMENT

This site is accessible to disabled individuals. For special assistance, please call Young Lorfing at 281-652-1655 prior to the meeting so that appropriate arrangements can be made.

I, Judy Brown, Office Supervisor, of the City of Pearland, Texas, do hereby certify that the foregoing agenda was posted in a place convenient to the general public at City Hall on the 2nd day of June 2016, A.D., at 5:30 p.m.

_____
Judy Brown, Office Supervisor

Agenda removed _____ day of June_____, 2016.

II. Consent Agenda Items

All items listed under the “Consent Agenda” are considered to be routine and require little or no deliberation by the P&Z Commission. These items will be enacted / approved by one motion unless a commissioner requests separate action on an item, in which event the item will be removed from the Consent Agenda and considered by separate action (ix. Matters removed from Consent Agenda). Approval of the Consent Agenda enacts the items of legislation.

Consideration & Possible Action -

A. Excused Absence
B. Preliminary Plat of Baker’s Landing Section 2A
C. Preliminary Plat of Baker’s Landing Townhomes
D. Preliminary Plat of Riverstone Ranch Section 7
E. Preliminary Plat of Shadow Creek Ranch School Site No. 5
F. Final Plat of Stewart Heights Section 2

A. Consideration & Possible Action-Excused Absence

Excuse the absence of P&Z Commissioner David Selsky from the May 16, 2016 P&Z Regular Meeting.

B. Consideration & Possible Action – Preliminary Plat of Baker's Landing Section 2A

A request of Jason Price, LJA Engineering, the applicant; on behalf of D.R. Horton, Texas, Ltd, owner; for approval of the Preliminary Plat of Bakers Landing Section 2A, creating 50 single family lots and 4 reserves on 10.800 acres of land.

General Location: East side of Galveston Avenue between Hampshire Street and future Kaman Lane.

Staff Report

To: Planning and Zoning Commission

From: Planning Department VH (Staff Planner)

Meeting Date: June 6, 2016

Re: A request of Jason Price, LJA Engineering, the applicant; on behalf of D.R. Horton, Texas, Ltd, owner; for approval of the Preliminary Plat of Bakers Landing Section 2A, creating 50 single family lots and 4 reserves on 10.800 acres of land, to wit:

Legal Description: A subdivision of 10.800 acres of land in the A.C.H.&B. Survey, Abstract 147 and the H.T. & B.R.R. Company Survey 11, Abstract 239, City of Pearland, Brazoria County, Texas, being out of Tracts M, L and P, Pearland Pavilion, A subdivision recorded on Volume 17, Pages 385-386, Plat Records of Brazoria County, Texas.

General Location: the east side of Galveston Avenue between Hampshire Street and future Kaman Lane.

SUMMARY

The request will result in the creation of 50 single family residential lots and 4 reserves in conformance to the Master Plat of Bakers Landing and the approved Bakers Landing Planned Development. The lots will be approximately 55 feet wide and 125 feet deep.

SITE HISTORY

This plat is located in the area covered by the Bakers Landing Master Plat approved on January 4, 2016.

STAFF RECOMMENDATION

Staff recommends approval of the Preliminary Plat of Bakers Landing Section 2A, as proposed by the applicant, for the following reasons:

1. The proposed preliminary plat conforms to the Master Plat of Bakers Landing.
2. The proposed preliminary plat conforms to the Bakers Landing Planned Development.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

The Future Land Use Plan 2015 shows the area under review designated as Village District. All of the surrounding property including the non-residential property to the north is shown as Village District.

SURROUNDING ZONING AND LAND USES

The applicant's property is located in the recently approved Bakers Landing Planned Development district. The property outside the plat under review located between Galveston Avenue and Main Street is located within the Bakers Landing Planned Development. The non-residential property to the north along Beechcraft Street is zoned GC- General Commercial.

	ZONING	LAND USE
NORTH	The Bakers Landing PD / General Commercial (GC)	Commercial
SOUTH	The Bakers Landing PD	Undeveloped
EAST	The Bakers Landing PD	Undeveloped
WEST	The Bakers Landing PD	Undeveloped

CONFORMANCE WITH THE UNIFIED DEVELOPMENT CODE (UDC)

The lots meet the minimum lot width of 55 feet as specified by the Planned Development. The flowing table shows the difference between the lot area and setback standards for the underlying R-4 Single Family zoning district and the standards for the Bakers Landing 55 foot wide lots.

Parameter	UDC Standards	Bakers Landing 55 foot Lot Standard
Minimum Lot Width	50 feet	55 feet
Minimum Lot Depth	90 feet	125 feet
Minimum Lot Area	5,000 square feet	6,875 feet
Front Setback	20 feet	25 feet (cul de sacs 20 feet)

CONFORMANCE WITH THE THOROUGHFARE PLAN

Hampshire Street and Galveston Avenue are both shown as Minor Collector Streets of sufficient width. The future Westland Lane and Kaman Lane will both be local streets with 50 feet of right-of-way.

UTILITES AND INFRASTRUCTURE

Water and sewer lines are located along Main Street, Hampshire Street, Galveston Avenue and Old Alvin Road. Water and sewer lines will need to be extended to the lots located in Bakers Landing Section 2A.

DRAINAGE

A Detention Improvement Agreement has been approved by the City.

PARKS, OPEN SPACE, AND TREES

Parkland fees of $750.00 per lot, or one acre for 50 dwelling units are required at the time of final plat.

ADDITONAL COMMENTS

This request has been reviewed by the City's Development Review Committee and there were no additional comments.

SUPPORTING DOCUMENTS

- Aerial Map
- Zoning Map
- Future Land Use Plan 2015
- Preliminary Plat of Bakers Landing Section 2A

Aerial Map

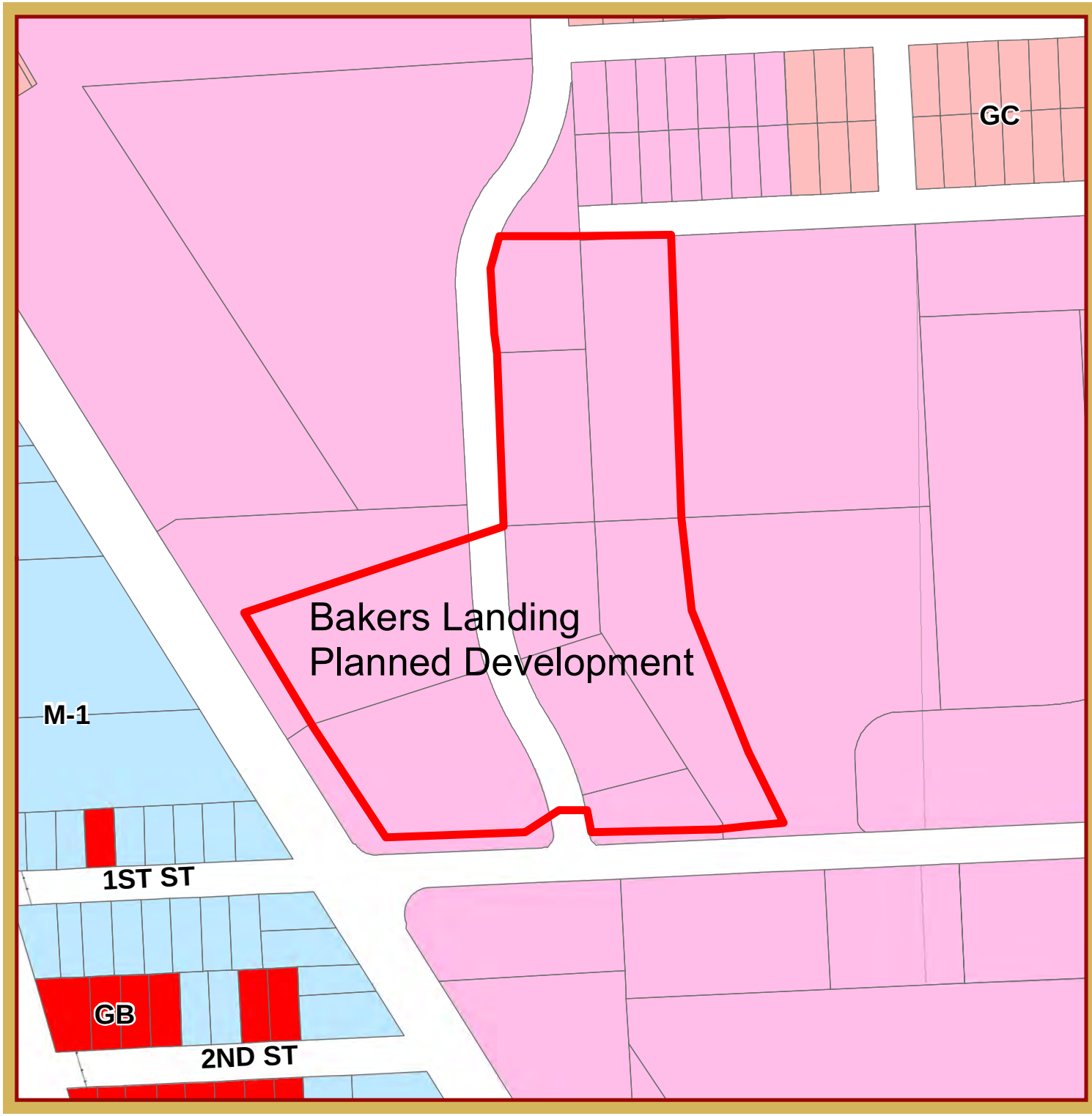
Preliminary Plat of Bakers Landing Section 2A

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

1 inch = 237 feet

OCTOBER 2014
PLANNING DEPARTMENT

N



Zoning Map

Preliminary Plat of Bakers Landing Section 2A

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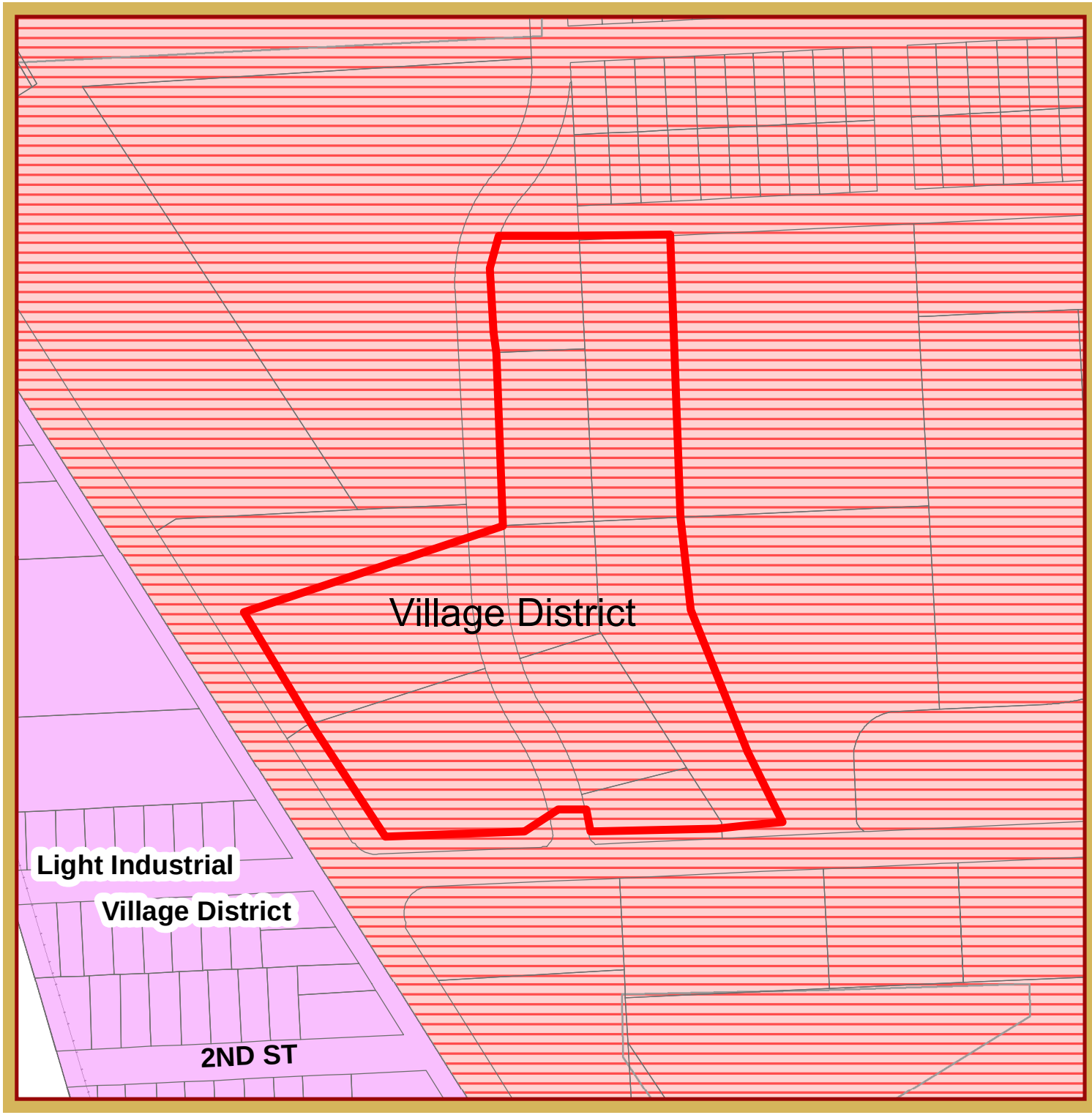
1 inch = 237 feet

OCTOBER 2014
PLANNING DEPARTMENT

N



Future Land Use Plan 2015

Preliminary Plat of Bakers Landing Section 2A

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1 inch = 237 feet

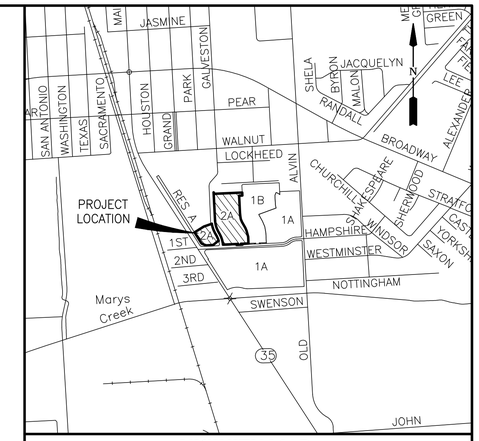
OCTOBER 2014
PLANNING DEPARTMENT

N

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 02°38'04" E	50.00'
L2	S 87°21'56" W	54.80'
L3	S 05°24'03" E	55.05'
L4	S 08°50'02" E	50.25'
L5	S 22°54'26" E	51.75'
L6	S 21°37'27" E	53.31'
L7	S 87°21'51" W	123.88'
L8	S 87°21'51" W	100.00'
L9	S 87°21'51" W	249.18'
L10	S 74°25'21" W	15.00'
L11	S 30°01'22" E	58.88'
L12	S 02°38'09" E	44.41'
L13	S 30°01'22" E	58.88'
L14	S 02°38'09" E	19.41'
L15	N 02°38'09" W	19.41'
L16	N 30°01'22" W	58.88'
L17	S 63°22'05" W	46.96'
L18	N 63°22'05" E	46.96'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC	CHORD	CHORD BEARING
C1	25.00'	89°46'51"	39.17'	35.29'	S 47°44'39" E
C2	25.00'	66°25'17"	28.98'	27.39'	S 59°25'29" E
C3	25.00'	66°25'19"	28.98'	27.39'	N 54°09'11" E
C4	20.00'	10°47'58"	3.77'	3.76'	N 11°42'51" W
C5	458.48'	25°53'54"	207.24'	205.48'	N 19°15'51" W
C6	429.33'	29°21'35"	220.00'	217.60'	N 17°32'01" W
C7	489.33'	8°29'49"	72.57'	72.50'	S 13°19'00" E
C8	489.33'	14°39'05"	125.13'	124.79'	S 24°53'06" E
C9	398.48'	16°38'10"	115.70'	115.29'	S 23°53'44" E
C10	300.00'	27°10'09"	142.26'	140.93'	S 16°26'18" E
C11	500.00'	27°23'13"	239.00'	236.73'	N 16°19'46" W
C12	25.00'	90°13'09"	39.37'	35.42'	S 42°15'21" W
C13	275.00'	27°10'09"	130.40'	129.18'	S 16°26'18" E
C14	525.00'	27°23'13"	250.95'	248.56'	S 16°19'46" E
C15	25.00'	89°59'59"	39.27'	35.36'	S 47°38'09" E
C16	25.00'	90°00'00"	39.27'	35.36'	N 42°21'51" E
C17	475.00'	27°23'13"	227.05'	224.89'	N 16°19'46" W
C18	325.00'	27°10'09"	154.11'	152.67'	N 16°26'18" W
C19	25.00'	89°46'51"	39.17'	35.29'	N 47°44'39" W
C20	25.00'	90°13'09"	39.37'	35.42'	S 42°15'21" W
C21	25.00'	84°25'06"	36.83'	33.59'	N 74°25'22" W
C22	25.00'	48°11'23"	21.03'	20.41'	S 39°16'24" W
C23	50.00'	276°22'46"	241.19'	66.67'	N 26°37'55" W
C24	25.00'	48°11'23"	21.03'	20.41'	N 87°27'46" E
C25	25.00'	84°25'16"	36.84'	33.59'	N 21°09'27" E
C26	383.48'	16°38'04"	111.33'	110.94'	N 23°53'41" W
C27	504.33'	2°34'45"	22.70'	22.70'	N 30°55'20" W
C28	504.33'	6°04'18"	53.44'	53.42'	N 20°35'43" W
C29	504.33'	8°12'00"	72.18'	72.12'	N 13°27'54" W

RESERVE TABLE			
RESERVE	ACREAGE	SQ.FT.	TYPE
A	0.080	3,495	RESTRICTED TO LANDSCAPE/OPEN SPACE
B	0.040	1,747	RESTRICTED TO LANDSCAPE/OPEN SPACE
C	0.045	1,947	RESTRICTED TO LANDSCAPE/OPEN SPACE
D	0.041	1,784	RESTRICTED TO LANDSCAPE/OPEN SPACE
TOTAL	0.206	8,973	



SCALE: 1"=60'

VICINITY MAP
SCALE: 1"= 1,200'

KEY MAP NO. 615N & P

LEGEND

EXIST.	INDICATES EXISTING
U.E.	INDICATES UTILITY EASEMENT
STM.S.E.	INDICATES STORM SEWER EASEMENT
W.S.E.	INDICATES WATER AND SEWER EASEMENT
D.E.	INDICATES DRAINAGE EASEMENT
B.C.P.R.	INDICATES BRAZORIA COUNTY PLAT RECORDS
B.C.D.R.	INDICATES BRAZORIA COUNTY DEED RECORDS
B.C.C.F.	INDICATES BRAZORIA COUNTY CLERK'S FILE
B.C.O.R.	INDICATES BRAZORIA COUNTY OFFICIAL RECORDS
B.C.O.P.R.	INDICATES BRAZORIA COUNTY OFFICIAL PUBLIC RECORDS
B.C.M.U.D.	INDICATES BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT
B.C.C.R.	INDICATES BRAZORIA COUNTY CLERK'S RECORDS
☼	INDICATES PROPOSED STREET LIGHT
✲	INDICATES EXISTING STREET LIGHT
	INDICATES STREET NAME CHANGE
F.N.	INDICATES FILE NUMBER
S.N.	INDICATES SEE NOTE
VOL.	INDICATES VOLUME
PG.	INDICATES PAGE
P.O.B.	INDICATES POINT OF BEGINNING
T.B.M.	INDICATES TEMPORARY BENCHMARK
R.O.W.	INDICATES RIGHT-OF-WAY
DOC.	INDICATES DOCUMENT

PRELIMINARY PLAT OF
BAKERS LANDING
SECTION 2A

A SUBDIVISION OF 10.800 ACRES OF LAND SITUATED IN THE A. C. H. & B. SURVEY, ABSTRACT 147 AND THE H.T. & B.R.R. COMPANY SURVEY 11, ABSTRACT 239, CITY OF PEARLAND, BRAZORIA COUNTY, TEXAS, BEING OUT OF TRACTS M, L AND P, PEARLAND PAVILLION, A SUBDIVISION RECORDED IN VOLUME 17, PAGES 385-386, PLAT RECORDS OF BRAZORIA COUNTY, TEXAS.

50 LOTS 4 RESERVES (0.206 ACRES) 3 BLOCKS

MAY 10, 2016 JOB NO. 1931-1930P-309

OWNERS:

D.R. HORTON-TEXAS, LTD.
A TEXAS LIMITED PARTNERSHIP
CHRIS LINDHORST, PRESIDENT
14100 SOUTHWEST FREEWAY, SUITE 500, SUGAR LAND, TEXAS 77478
PHONE: (281) 566-2100

ENGINEER:

LJA Engineering, Inc.
2929 Briarpark Drive
Suite 600
Houston, Texas 77042
Phone 713.953.5200
Fax 713.953.5026
FRN - F-1386
T.B.P.L.S. Firm No. 10110501

Date\Time : Tue, 10 May, 2016, 11:37am
Path\Name : S:\Projdat\PEARLAND\1931\PREPLT\Bakers Landing 2A_PP.dwg

DIR._____
SURV._____
MYLAR CHECK: JAP
CAD: JAP

STATE OF TEXAS
COUNTY OF BRAZORIA

WE, D.R. HORTON–TEXAS, LTD., A TEXAS LIMITED PARTNERSHIP, ACTING BY AND THROUGH CHRIS LINDHORST, PRESIDENT, BEING AN OFFICER OF D.R. HORTON–TEXAS, LTD., A TEXAS LIMITED PARTNERSHIP, HEREINAFTER REFERRED TO AS OWNERS OF THE 10.800 ACRE TRACT DESCRIBED IN THE ABOVE AND FOREGOING PLAT OF BAKERS LANDING SECTION 2A, DO HEREBY MAKE AND ESTABLISH SAID SUBDIVISION PLAT OF SAID PROPERTY ACCORDING TO ALL LINES, DEDICATIONS, RESTRICTIONS AND NOTATIONS ON SAID PLAT AND HEREBY DEDICATE TO THE USE OF THE PUBLIC FOREVER, ALL STREETS, ALLEYS, PARKS, WATER COURSES, DRAINS, EASEMENTS AND PUBLIC PLACES SHOWN THEREON FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED; AND DO HEREBY BIND OURSELVES, OUR HEIRS AND ASSIGNS TO WARRANT AND FOREVER DEFEND THE TITLE TO THE LAND SO DEDICATED.

FURTHER, OWNERS HAVE DEDICATED AND BY THESE PRESENTS DO DEDICATE TO THE USE OF THE PUBLIC FOR PUBLIC UTILITY PURPOSES FOREVER UNOBSTRUCTED AERIAL EASEMENTS. THE AERIAL EASEMENTS SHALL EXTEND HORIZONTALLY AN ADDITIONAL ELEVEN FEET, SIX INCHES (11' 6") FOR TEN FEET (10' 0") PERIMETER GROUND EASEMENTS OR SEVEN FEET, SIX INCHES (7' 6") FOR FOURTEEN FEET (14' 0") PERIMETER GROUND EASEMENTS OR FIVE FEET, SIX INCHES (5' 6") FOR SIXTEEN FEET (16' 0") PERIMETER GROUND EASEMENTS, FROM A PLANE SIXTEEN FEET (16' 0") ABOVE GROUND LEVEL UPWARD, LOCATED ADJACENT TO AND ADJOINING SAID PUBLIC UTILITY EASEMENTS THAT ARE DESIGNATED WITH AERIAL EASEMENTS (U.E. AND A.E.) AS INDICATED AND DEPICTED, HEREON, WHEREBY THE AERIAL EASEMENT TOTALS TWENTY ONE FEET, SIX INCHES (21' 6") IN WIDTH.

FURTHER, OWNERS HAVE DEDICATED AND BY THESE PRESENTS DO DEDICATE TO THE USE OF THE PUBLIC FOR PUBLIC UTILITY PURPOSES FOREVER UNOBSTRUCTED AERIAL EASEMENTS. THE AERIAL EASEMENTS SHALL EXTEND HORIZONTALLY AN ADDITIONAL TEN FEET (10' 0") FOR TEN FEET (10' 0") BACK–TO–BACK GROUND EASEMENTS, OR EIGHT FEET (8' 0") FOR FOURTEEN FEET (14' 0") BACK–TO–BACK GROUND EASEMENTS OR SEVEN FEET (7' 0") FOR SIXTEEN FEET (16' 0") BACK–TO–BACK GROUND EASEMENTS, FROM A PLANE SIXTEEN FEET (16' 0") ABOVE GROUND LEVEL UPWARD, LOCATED ADJACENT TO BOTH SIDES AND ADJOINING SAID PUBLIC UTILITY EASEMENTS THAT ARE DESIGNATED WITH AERIAL EASEMENTS (U.E. AND A.E.) AS INDICATED AND DEPICTED HEREON, WHEREBY THE AERIAL EASEMENT TOTALS THIRTY FEET (30' 0") IN WIDTH.

FURTHER, OWNERS DO HEREBY CERTIFY THAT WE ARE THE OWNERS OF ALL PROPERTY IMMEDIATELY ADJACENT TO THE BOUNDARIES OF THE ABOVE AND FOREGOING SUBDIVISION OF BAKERS LANDING SECTION 2A WHERE BUILDING SETBACK LINES OR PUBLIC UTILITY EASEMENTS ARE TO BE ESTABLISHED OUTSIDE THE BOUNDARIES OF THE ABOVE AND FOREGOING SUBDIVISION AND DO HEREBY MAKE AND ESTABLISH ALL BUILDING SETBACK LINES AND DEDICATE TO THE USE OF THE PUBLIC, ALL PUBLIC UTILITY EASEMENTS SHOWN IN SAID ADJACENT ACREAGE.

IN TESTIMONY WHEREOF, D.R. HORTON–TEXAS, LTD., A TEXAS LIMITED PARTNERSHIP, HAS CAUSED THESE PRESENTS TO BE SIGNED BY CHRIS LINDHORST, ITS PRESIDENT, THEREUNTO AUTHORIZED, THIS _____ DAY OF _____, 2016.

D.R. HORTON–TEXAS, LTD.
A TEXAS LIMITED PARTNERSHIP

BY: _____
CHRIS LINDHORST, PRESIDENT

STATE OF TEXAS
COUNTY OF HARRIS

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED CHRIS LINDHORST, PRESIDENT OF D.R. HORTON–TEXAS, LTD., A TEXAS LIMITED PARTNERSHIP, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED AND IN THE CAPACITY THEREIN AND HEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS _____ DAY OF _____, 2016.

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

I, HEATHER L. SIDES, A REGISTERED PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION ON THE GROUND IN ACCORDANCE WITH THE INFORMATION PROVIDED ME AND CORRECTLY REPRESENTS THE FACTS AS FOUND AT THE TIME OF SURVEY AND IS TRUE AND CORRECT AND THAT ALL BOUNDARY CORNERS, LOT CORNERS, ANGLE POINTS, AND POINTS OF CURVATURE ARE PROPERLY MARKED WITH 5/8 INCH DIAMETER IRON RODS WITH PLASTIC CAP MARKED "LJA ENG" THREE FEET LONG OR AS SHOWN ON THE PLAT (SEE NOTE 4).

_____
HEATHER L. SIDES, R.P.L.S., P.L.S., CFedS
REGISTERED PROFESSIONAL LAND SURVEYOR
TEXAS REGISTRATION NO. 5997

THIS IS TO CERTIFY THAT THE PLANNING AND ZONING COMMISSION OF THE CITY OF PEARLAND, TEXAS HAS APPROVED THIS PLAT AND SUBDIVISION OF BAKERS LANDING SECTION 2A AND IS IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF PEARLAND AS SHOWN HEREON AND AUTHORIZES THE RECORDING OF THIS PLAT THIS _____ DAY OF _____, 2016.

_____
DANIEL TUNSTALL, CHAIRPERSON
CITY PLANNING AND ZONING COMMISSION
CITY OF PEARLAND, TEXAS

APPROVED FOR THE CITY OF PEARLAND, TEXAS THIS _____ DAY OF _____, 2016.

_____ _____
DARRIN COKER, CITY OF PEARLAND, CITY ATTORNEY
SUSAN POLKA, P.E., CITY OF PEARLAND, CITY ENGINEER

NOTES:

1. THIS PLAT HAS BEEN PREPARED TO MEET THE REQUIREMENTS OF THE STATE OF TEXAS, BRAZORIA COUNTY AND THE CITY OF PEARLAND.
2. THIS PLAT WAS PREPARED FROM INFORMATION PROVIDED BY STEWART TITLE COMPANY, FILE NO. 1650012TR, DATED MAY 10, 2016.
3. ALL BEARINGS ARE TO THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE.
4. FIVE–EIGHTS INCH (5/8") IRON RODS THREE FEET IN LENGTH ARE SET ON ALL PERIMETER BOUNDARY CORNERS, UNLESS OTHERWISE NOTED. BLOCK CORNERS OR STREET RIGHT–OF–WAYS HAVE NOT BEEN MONUMENTED.
5. BENCHMARK: CITY OF PEARLAND MONUMENT GPS–1: BRASS CAP SET FLUSH IN CONCRETE IN FRONT OF CITY HALL 3519 LIBERTY DRIVE PEARLAND TX, 77581. POINT IS LOCATED +/– 46 FEET NORTHWEST OF THE NORTHERLY CORNER OF THE CONCRETE CITY HALL SIGN AND +/– 15 FEET SOUTHEAST OF THE SOUTHEASTERLY EDGE OF PAVEMENT OF LIBERTY DRIVE.

   ELEVATION = 45.19 FEET NGVD29 1987 ADJ.
6. TBM INDICATES TEMPORARY BENCHMARK. TBM "A": TOP OF A 5/8" IRON ROD WITH PLASTIC CAP STAMPED LJA CONTROL AT THE SOUTHEAST CORNER OF THE INTERSECTION OF SOUTH MAIN STREET AND HAMPSHIRE STREET. THE POINT IS LOCATED +/– 5 FEET SOUTH OF THE SOUTHERN EDGE OF PAVEMENT OF HAMPSHIRE STREET AND +/– 39 FEET EAST OF THE PROJECTED EASTERLY EDGE OF PAVEMENT LINE OF SOUTH MAIN STREET.

   ELEVATION = 48.00 FEET NGVD29 1987 ADJ.
7. THIS TRACT LIES IN ZONE "AE" AND "X" OF THE FLOOD INSURANCE RATE MAP (F.I.R.M.) FOR BRAZORIA COUNTY, TEXAS, DATED JUNE 5, 1989, MAP NO. 48339C 0045J. CONTACT THE BRAZORIA COUNTY FLOODPLAIN ADMINISTRATOR FOR THE FLOOD INFORMATION.

   ALL FLOOD PLAIN INFORMATION IN THE PLAT REFLECTS THE STATUS PER THE FEMA MAP THAT IS EFFECTIVE AT THE TIME THE PLAT IS RECORDED. FLOOD PLAIN STATUS IS SUBJECT TO CHANGE AS FEMA FIRM MAPS ARE UPDATED.
8. ANY CONSTRUCTION PROPOSED TO BE INSTALLED WITHIN A DEDICATED EASEMENT WITH PRESCRIBED RIGHTS TO A PRIVATE ENTITY MAY REQUIRE THE PERMISSION OF THE PRIVATE ENTITY PRIOR TO THE START OF CONSTRUCTION. FAILURE TO SECURE SUCH PERMISSION MAY RESULT IN THE RIGHT HOLDER(S) OF THE EASEMENT REMOVING ANY UNAPPROVED PAVEMENT, STRUCTURES, UTILITIES, OR OTHER FACILITIES LOCATED WITHIN THE EASEMENT. THE RESPONSIBILITY OF SECURING APPROVAL FROM THE PRIVATE ENTITIES TO BUILD WITHIN AN EASEMENT IS SOLELY THAT OF THE PROPERTY OWNER.
9. ACCESS RIGHTS TO PARKING AREAS AND DRIVEWAYS ARE HEREBY GRANTED TO ALL ADJOINING RESIDENTIAL PROPERTIES.
10. THE MINIMUM SLAB ELEVATION FOR ALL BUILDINGS LOCATED WITHIN THE BOUNDARIES OF THIS PLAT SHALL BE THE HIGHER OF (1) EITHER 12 INCHES ABOVE THE TOP OF CURB ELEVATION FOR A CURB STREET OR 12 INCHES ABOVE THE ELEVATION OF THE EDGE OF THE ROADWAY IF NO CURB EXISTS, OR (2) 12 INCHES ABOVE THE 100 YEAR FLOODPLAIN WATER SURFACE ELEVATION FOR STRUCTURES TO BE LOCATED WITHIN THE 100 YEAR FLOODPLAIN.
11. ANY PROPOSED DRAINAGE SYSTEM FOR THIS SUBDIVISION SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF PEARLAND AND BRAZORIA DRAINAGE DISTRICT #4.
12. THIS PROPERTY IS LOCATED WITHIN HARRIS–BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 509.
13. ALL LANDSCAPING AND STRUCTURES, INCLUDING FENCES AT INTERSECTIONS SHALL CONFORM TO THE CITY OF PEARLAND AND AASHTO SITE DISTANCE REQUIREMENTS FOR MOTORISTS.
14. DRIVEWAY REQUIREMENTS FOR THE LOCATION, WIDTHS AND OFFSETS FROM AN INTERSECTION AND ANY EXISTING DRIVEWAY OR PROPOSED DRIVEWAYS, SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF PEARLAND ENGINEERING DESIGN CRITERIA MANUAL AND UNIFIED DEVELOPMENT CODE.
15. ALL SUBDIVISION COMMON AREAS INCLUDING BUT NOT LIMITED TO DETENTION FACILITIES, EASEMENTS, AND OPEN SPACE WITHIN THE BOUNDARIES OF THIS PLAT SHALL BE MAINTAINED BY A HOMEOWNERS ASSOCIATION, COMMERCIAL PROPERTY ASSOCIATION OR OTHER ENTITY AND SHALL NOT BE THE RESPONSIBILITY OF THE CITY OF PEARLAND OR BRAZORIA COUNTY.
16. ALL FENCING ALONG CORRIDOR OVERLAY DISTRICTS AND ABUTTING NON–RESIDENTIAL IS TO BE SHOWN ON THE BAKERS LANDING MASTER PLAT.
17. STREET NAMES WILL BE USED TO ASSIGN ADDRESSES FOR PERMITS OR UTILITIES, INFRASTRUCTURE AND AMENITIES.

A 10.80 ACRE TRACT OF LAND, LOCATED IN THE H.T.&B. R.R. CO. SURVEY, A–239, BRAZORIA COUNTY, TEXAS, AND THE A.C.H.&B SURVEY, A–147, BRAZORIA COUNTY, TEXAS, OUT OF TRACTS 1–A, 1–B, AND 7 DESCRIBED IN THE 74.72 ACRE DEED FROM FELTON M. BAKER AND MARCY C. BAKER REVOCABLE TRUST TO D.R. HORTON–TEXAS, LTD., A TEXAS LIMITED PARTNERSHIP, RECORDED UNDER FILE NUMBER 2015058656 OF THE OFFICIAL PUBLIC RECORDS OF BRAZORIA COUNTY, TEXAS, SAID 10.80 ACRE TRACT MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS: (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, NAD83, 1993 ADJUSTMENT).

TRACT 1 – 2.074 ACRES

BEGINNING AT A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE SOUTHEAST CORNER OF THE HEREIN DESCRIBED TRACT, COMMON TO THE NORTHEAST CORNER OF RESERVE "A" OF BAKERS LANDING RESERVES A SUBDIVISION OF RECORD UNDER FILE NUMBER 2016015048 OF THE OFFICIAL PUBLIC RECORDS OF BRAZORIA COUNTY, TEXAS, IN THE WEST RIGHT–OF–WAY LINE OF SOUTH GALVESTON AVENUE (60' WIDE) RECORDED UNDER VOLUME 17, PAGE 387, OF THE BRAZORIA COUNTY PLAT RECORDS;

THENCE, ALONG SAID RESERVE "A" AND THE HEREIN DESCRIBED TRACT THE FOLLOWING FIVE (5) BEARINGS AND DISTANCES:
THENCE, SOUTH 74° 25' 21" WEST, 15.00 FEET, TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;
THENCE, SOUTH 51° 00' 50" WEST, 101.53 FEET, TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;
THENCE, SOUTH 87° 21' 51" WEST, 117.77 FEET, TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;
THENCE, NORTH 67° 54' 33" WEST, 81.07 FEET, TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE MOST WESTERLY SOUTHWEST CORNER OF THE HEREIN DESCRIBED TRACT;
THENCE, NORTH 32° 16' 27" WEST, 222.53 FEET, TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 57° 45' 48" EAST, 183.47 FEET, TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 71° 02' 36" EAST, 141.54 FEET, TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE NORTHEAST CORNER OF THE HEREIN DESCRIBED TRACT, IN THE WEST RIGHT–OF–WAY OF SAID SOUTH GALVESTON AVENUE, THE BEGINNING OF A CURVE;

THENCE, 72.57 FEET ALONG THE SAID WEST RIGHT–OF–WAY LINE, ALONG THE ARC OF A NON–TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 489.33 FEET, A CENTRAL ANGLE OF 08° 29' 49", AND A CHORD WHICH BEARS SOUTH 13° 19' 00" EAST 72.50 FEET TO A 5/8" IRON ROUND FOUND FOR THE BEGINNING OF A; COMPOUND CURVE;

THENCE, 125.13 FEET ALONG THE ARC OF A NON–TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 489.33 FEET, A CENTRAL ANGLE OF 14° 39' 05", AND A CHORD WHICH BEARS SOUTH 24° 53' 06" EAST 124.79 FEET TO A POINT FOR CORNER, FROM WHICH A 1/2" IRON ROD BEARS SOUTH 65° 33' 51" EAST, 0.21', THE BEGINNING OF A REVERSE CURVE;

THENCE, 115.70 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 398.48 FEET, A CENTRAL ANGLE OF 16° 38' 10", AND A CHORD WHICH BEARS SOUTH 23° 53' 44" EAST 115.29 FEET TO THE POINT OF BEGINNING AND CONTAINING 2.074 ACRES OF LAND.

TRACT 2 – 8.725 ACRES

BEGINNING AT A 5/8" IRON ROD SET FOR THE SOUTHWEST CORNER OF THE HEREIN DESCRIBED TRACT, COMMON TO THE NORTHWEST CORNER OF RESERVE "B" OF SAID BAKERS LANDING RESERVES, IN THE NORTHEAST RIGHT–OF–WAY CUTBACK CURVE AT THE INTERSECTION OF SAID SOUTH GALVESTON AVENUE AND HAMPSHIRE STREET (60' WIDE) RECORDED UNDER VOLUME 17, PAGE 387, OF THE BRAZORIA COUNTY PLAT RECORDS, THE BEGINNING OF A CURVE TO THE RIGHT;

THENCE, 3.77 FEET ALONG SAID NORTHEAST RIGHT–OF–WAY CUTBACK CURVE, ALONG THE ARC OF A NON–TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET, A CENTRAL ANGLE OF 10° 47' 58", AND A CHORD WHICH BEARS NORTH 11° 42' 51" WEST 3.76 FEET TO 5/8" IRON ROD FOUND FOR THE NORTH END OF SAID NORTHEAST RIGHT–OF–WAY CUTBACK CURVE, THE BEGINNING OF A REVERSE CURVE;

THENCE, 207.24 FEET ALONG THE EAST RIGHT–OF–WAY LINE OF AFORESAID SOUTH GALVESTON AVENUE, ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 458.48 FEET, A CENTRAL ANGLE OF 25° 53' 54", AND A CHORD WHICH BEARS NORTH 19° 15' 51" WEST 205.48 FEET TO A POINT FOR CORNER, FROM WHICH A 5/8" IRON ROD BEARS SOUTH 38° 43' 02" EAST, 0.28', THE BEGINNING OF A REVERSE CURVE;

THENCE, 220.00 FEET ALONG THE EAST RIGHT–OF–WAY LINE OF SAID SOUTH GALVESTON AVENUE, ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, (AT 109.96' PASSING A 1/2" IRON ROD FOUND FOR THE MIDPOINT OF SAID CURVE), HAVING A RADIUS OF 429.33 FEET, A CENTRAL ANGLE OF 29° 21' 35", AND A CHORD WHICH BEARS NORTH 17° 32' 01" WEST 217.60 FEET TO 1/2" IRON ROD FOUND FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 02° 51' 13" WEST, 471.33 FEET ALONG THE EAST RIGHT–OF–WAY LINE OF SAID SOUTH GALVESTON AVENUE, TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT, THE BEGINNING OF A CURVE;

THENCE, 39.17 FEET ALONG THE ARC OF A NON–TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 89° 46' 51", AND A CHORD WHICH BEARS SOUTH 47° 44' 39" EAST 35.29 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 87° 21' 56" EAST, 455.09 FEET A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 02° 38' 04" EAST, 50.00 FEET A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 87° 21' 56" WEST, 54.80 FEET A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 02° 51' 13" EAST, 290.38 FEET A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 05° 24' 03" EAST, 55.05 FEET A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 08° 50' 02" EAST, 50.25 FEET A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 22° 54' 26" EAST, 51.75 FEET A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 30° 01' 22" EAST, 111.62 FEET A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 21° 37' 27" EAST, 53.31 FEET A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 15° 26' 00" EAST, 105.08 FEET A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 02° 38' 09" EAST, 111.46 FEET, TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE MOST EASTERLY SOUTHEAST CORNER OF THE HEREIN DESCRIBED TRACT, IN THE NORTH LINE OF RESERVE "C" OF AFORE SAID BAKERS LANDING RESERVES;

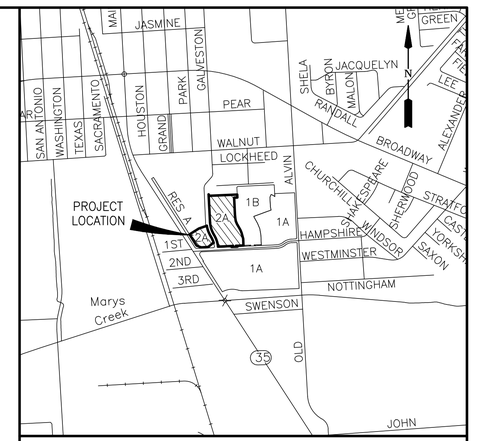
THENCE, SOUTH 87° 21' 51" WEST, 123.88 FEET ALONG THE NORTH LINE OF SAID RESERVE "C", TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT, COMMON TO THE NORTHWEST CORNER OF SAID RESERVE "C", THE BEGINNING OF A CURVE;

THENCE, 28.98 FEET ALONG THE ARC OF A NON–TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 66° 25' 19", AND A CHORD WHICH BEARS SOUTH 59° 25' 30" EAST 27.39 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE SOUTHEAST CORNER OF THE HEREIN DESCRIBED TRACT, COMMON TO THE SOUTHWEST CORNER OF SAID RESERVE "C", IN THE NORTH RIGHT–OF–WAY LINE OF AFORESAID HAMPSHIRE STREET;

THENCE, SOUTH 87° 21' 51" WEST, 100.00 FEET ALONG SAID NORTH RIGHT–OF–WAY LINE TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE SOUTHWEST CORNER OF THE HEREIN DESCRIBED TRACT, COMMON TO THE SOUTHEAST CORNER OF AFORE SAID RESERVE "B", THE BEGINNING OF A CURVE;

THENCE, 28.98 FEET ALONG THE ARC OF A NON–TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 66° 25' 19", AND A CHORD WHICH BEARS NORTH 54° 09' 11" EAST 27.39 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT, COMMON TO THE NORTHEAST CORNER OF SAID RESERVE "B";

THENCE, SOUTH 87° 21' 51" WEST, 249.18 FEET ALONG THE NORTH LINE OF SAID RESERVE "B", TO THE POINT OF BEGINNING AND CONTAINING 8.725 ACRES OF LAND.



VICINITY MAP
SCALE: 1"= 1,200'

KEY MAP NO. 615N & P

PRELIMINARY PLAT OF

BAKERS LANDING
SECTION 2A

A SUBDIVISION OF 10.800 ACRES OF LAND SITUATED IN THE A. C. H. & B. SURVEY, ABSTRACT 147 AND THE H.T. & B.R.R. COMPANY SURVEY 11, ABSTRACT 239, CITY OF PEARLAND, BRAZORIA COUNTY, TEXAS, BEING OUT OF TRACTS M, L AND P, PEARLAND PAVILLION, A SUBDIVISION RECORDED IN VOLUME 17, PAGES 385–386, PLAT RECORDS OF BRAZORIA COUNTY, TEXAS.

50 LOTS 4 RESERVES (0.206 ACRES) 3 BLOCKS

MAY 10, 2016 JOB NO. 1931–1930P–309

OWNERS:

D.R. HORTON–TEXAS, LTD.
A TEXAS LIMITED PARTNERSHIP
CHRIS LINDHORST, PRESIDENT
14100 SOUTHWEST FREEWAY, SUITE 500, SUGAR LAND, TEXAS 77478
PHONE: (281) 566–2100

ENGINEER:

LJA Engineering, Inc.
2929 Briarpark Drive
Suite 600
Houston, Texas 77042
Phone 713.953.5200
Fax 713.953.5026
FRN - F-1386
T.B.P.L.S. Firm No. 10110501

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SURV. _____
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C. Consideration & Possible Action – Preliminary Plat of Baker's Landing Townhomes

A request of Jason Price, LJA Engineering, the applicant; on behalf of D.R. Horton, Texas, Ltd, owner; for approval of the Preliminary Plat of Bakers Landing Townhomes, creating 48 townhome lots and 6 reserves on 7.576 acres of land.

General Location: West side of Galveston Avenue between Hampshire Street and future Kaman Lane.

Staff Report

To: Planning and Zoning Commission

From: Planning Department VH (Staff Planner)

Meeting Date: June 6, 2016

Re: Preliminary Plat of Bakers Landing Townhomes

A request of Jason Price, LJA Engineering, the applicant; on behalf of D.R. Horton, Texas, Ltd, owner; for approval of the Preliminary Plat of Bakers Landing Townhomes, creating 48 townhome lots and 6 reserves on 7.576 acres of land, described to wit:

Legal Description: A subdivision of 7.576 acres of land in the H.T.&B.R.R. Company Survey, Abstract 239, City of Pearland, Brazoria County, Texas, being out of Tracts M, L, and P, Pearland Pavilion, a subdivision recorded in Volume 17, Pages 385-386, Plat Records of Brazoria County, Texas.

General Location: the west side of Galveston Avenue between Hampshire Street and future Kaman Lane.

SUMMARY

The request will result in the creation of 48 townhome residential lots and 6 reserves in conformance to the Master Plat of Bakers Landing and the approved Bakers Landing Planned Development.

SITE HISTORY

This plat is located in the area covered by the Bakers Landing Master Plat approved on January 4, 2016.

STAFF RECOMMENDATION

Staff recommends approval of the Preliminary Plat of Bakers Landing Section 2A, as proposed by the applicant, for the following reasons:

1. The proposed preliminary plat conforms to the Master Plat of Bakers Landing.

2. The proposed preliminary plat conforms to the Bakers Landing Planned Development.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

The Future Land Use Plan 2015 shows the area under review as well as the surrounding properties designated as Village District.

SURROUNDING ZONING AND LAND USES

The applicant's property is located in the recently approved Bakers Landing Planned Development district. All of the surrounding property including the landscaping reserves is located inside the Bakers Landing Planned Development.

	ZONING	LAND USE
NORTH	The Bakers Landing PD	Undeveloped
SOUTH	The Bakers Landing PD	Undeveloped
EAST	The Bakers Landing PD	Undeveloped
WEST	The Bakers Landing PD	Undeveloped

CONFORMANCE WITH THE UNIFIED DEVELOPMENT CODE (UDC)

The interior lots meet the minimum lot width of 24 feet while the end lots meet the minimum lot width of 28 feet as specified by the Planned Development. The flowing table shows the difference between the lot area and setback standards for the TH – Townhome zoning district and the standards for the Bakers Landing Townhomes.

Parameter	UDC Standard	Bakers Landing Standard
Minimum Lot Width	30 feet	End Units: 28 feet. Interior Units: 24 feet
Minimum Lot Depth	90 feet	125 feet
Front Setback	20 feet	25 feet
Rear Setback	10 feet	20 feet

CONFORMANCE WITH THE THOROUGHFARE PLAN

Galveston Avenue is both shown as a Minor Collector Street of sufficient Width. The future Kaman Lane and Lancer Circle will both be local streets with 50 feet of right-of-way.

UTILITIES AND INFRASTRUCTURE

Water and sewer lines are located along Main Street, Hampshire Street, Galveston Avenue and Old Alvin Road. Water and sewer lines will need to be extended to the lots located in Bakers Landing Townhomes.

DRAINAGE

A Detention Improvement Agreement has been approved by the City.

PARKS, OPEN SPACE, AND TREES

Parkland fees of $750.00 per lot, or one acre for 50 dwelling units are required at the time of final plat.

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ADDITONAL COMMENTS

This request has been reviewed by the City's Development Review Committee and there were no additional comments.

SUPPORTING DOCUMENTS

- Aerial Map
- Zoning Map
- Future Land Use Plan 2015
- Preliminary Plat of Bakers Landing Townhomes

Aerial Map

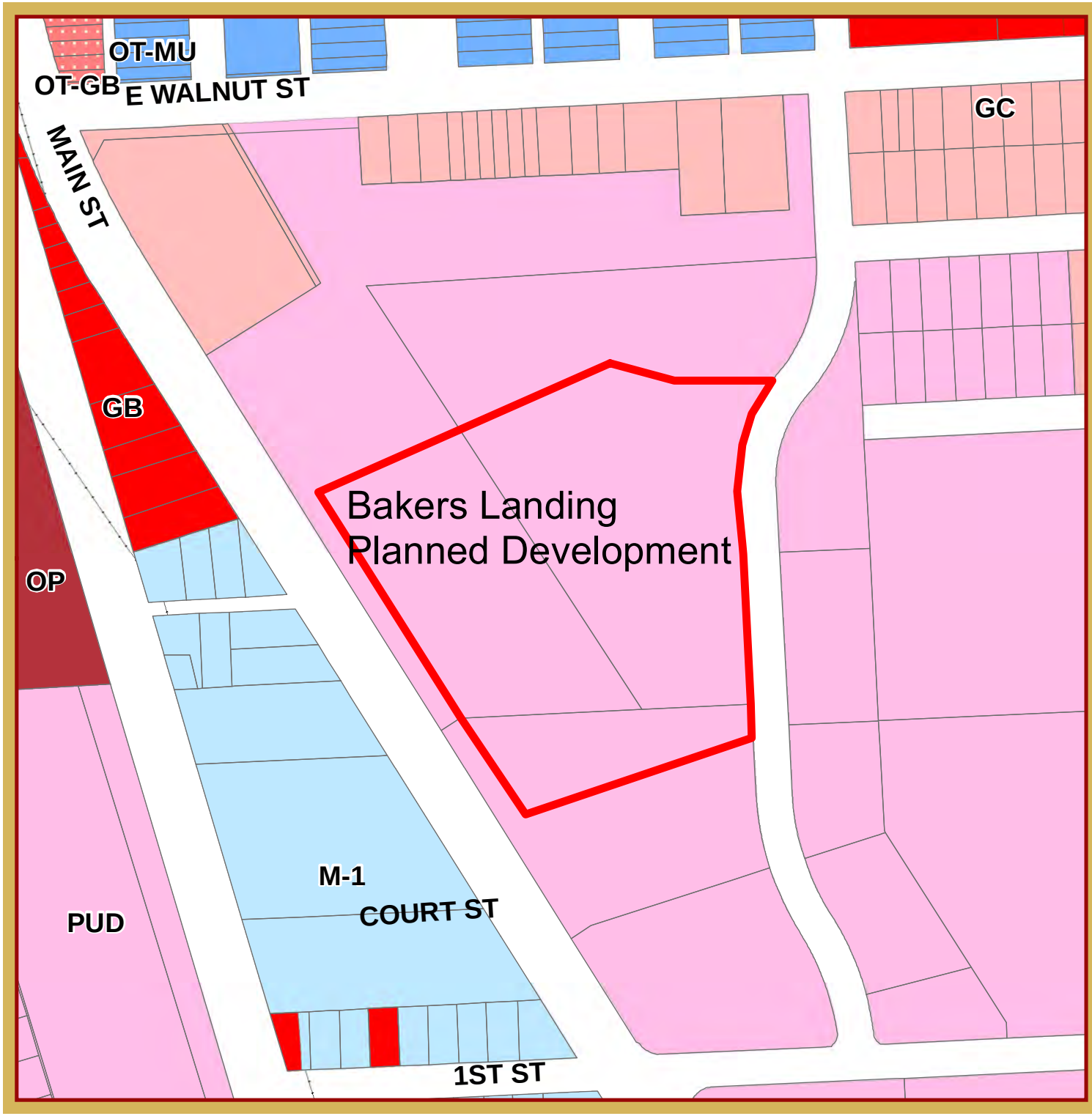
Preliminary Plat of Bakers Landing Townhomes

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

1 inch = 237 feet

OCTOBER 2014
PLANNING DEPARTMENT

N



Zoning Map

Preliminary Plat of Bakers Landing Townhomes

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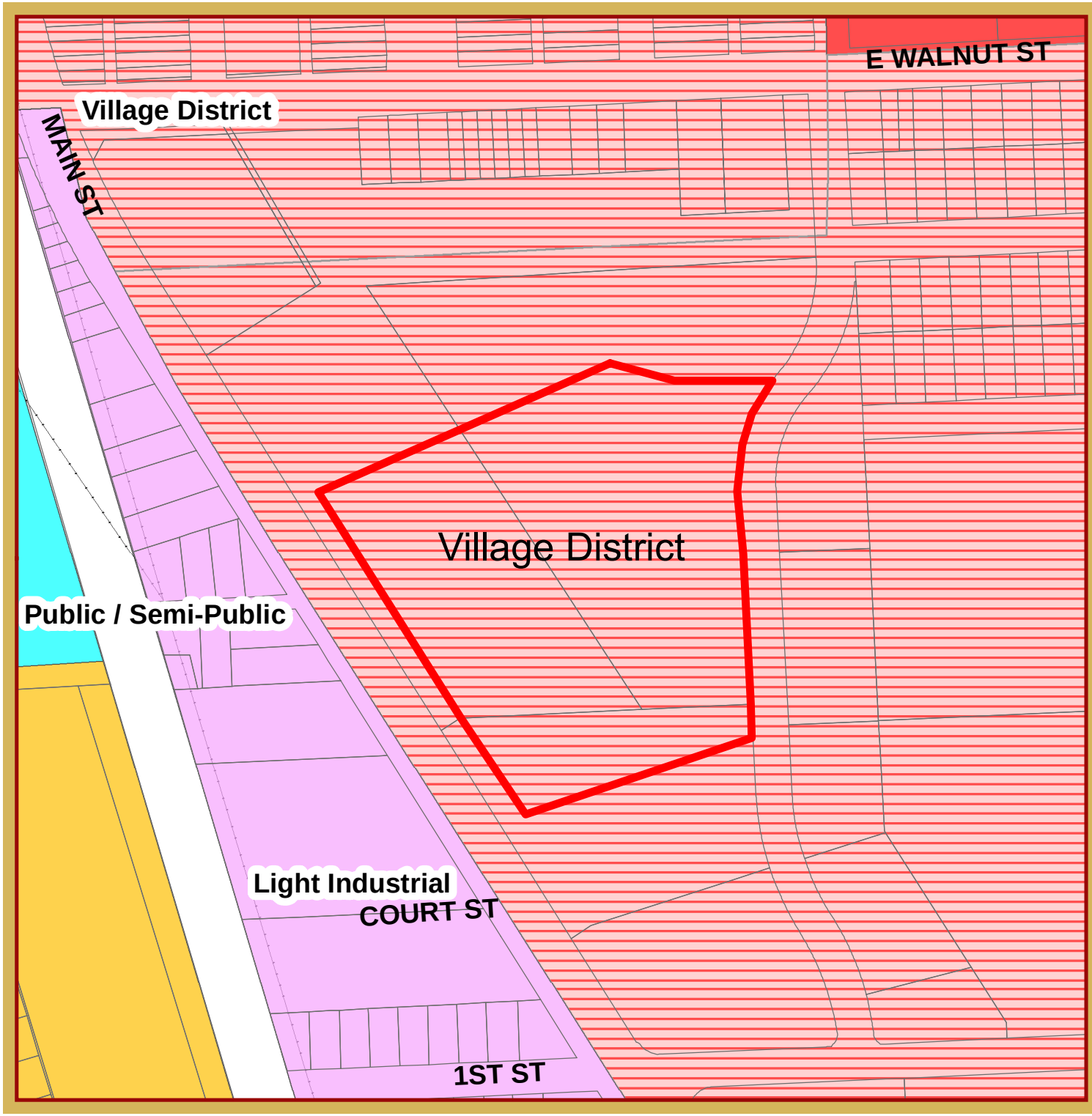
1 inch = 237 feet

OCTOBER 2014
PLANNING DEPARTMENT

N



Future Land Use Plan 2015

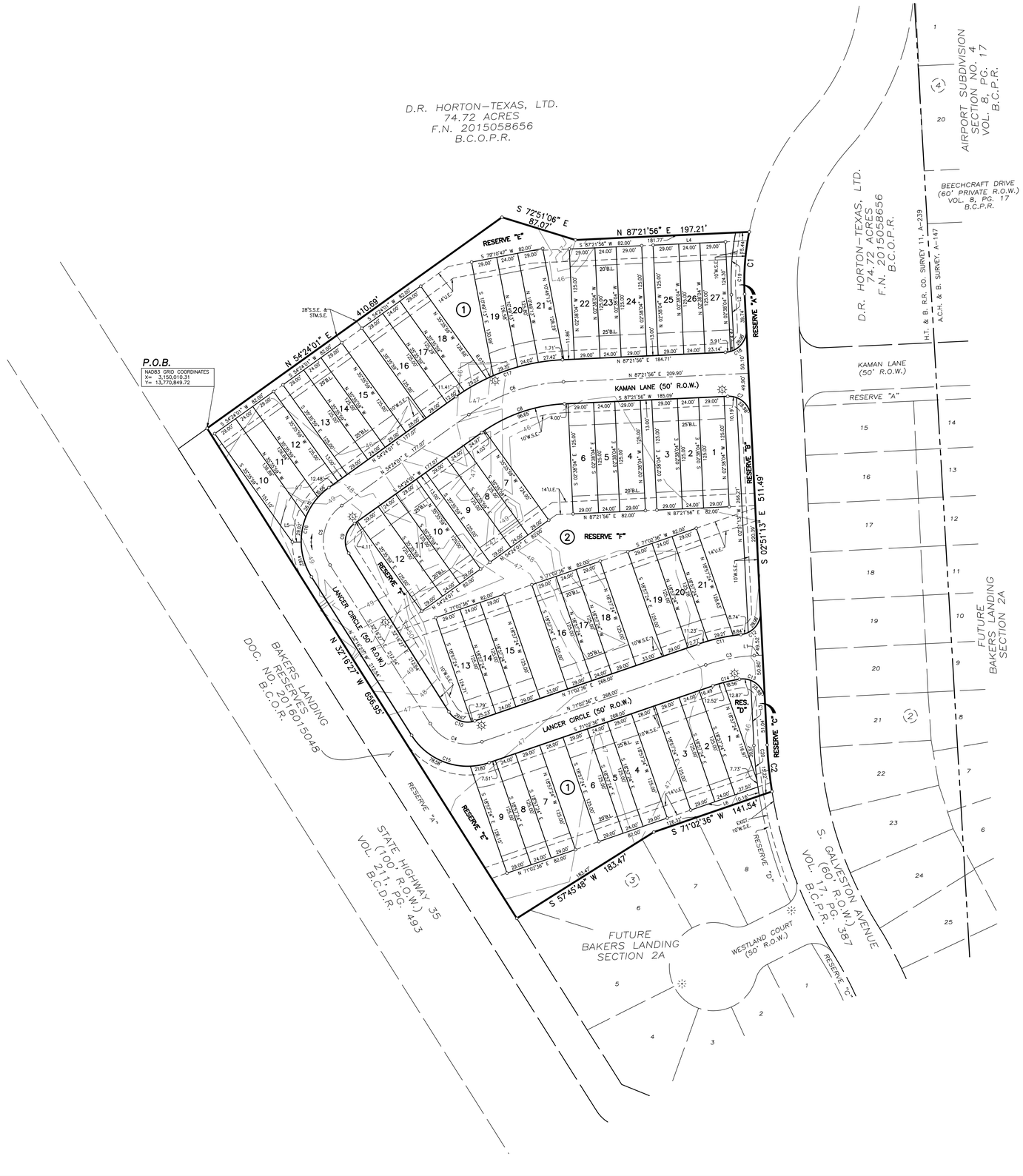
Preliminary Plat of Bakers Landing Townhomes

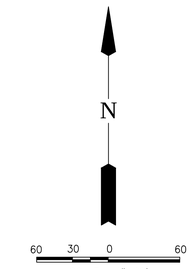
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

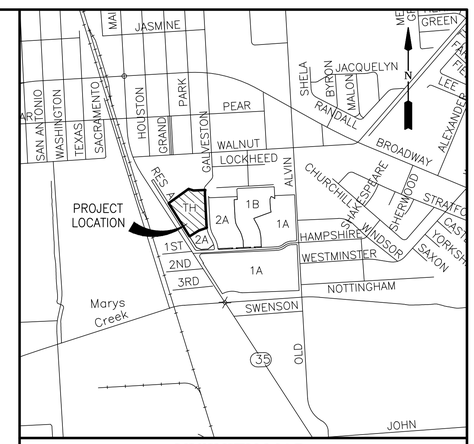
1 inch = 237 feet

OCTOBER 2014
PLANNING DEPARTMENT

N







VICINITY MAP
SCALE: 1"= 1,200'

KEY MAP NO. 615N & P

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 87°08'47" E	9.51'
L2	N 02°51'13" W	62.65'
L3	N 02°51'13" W	73.85'
L4	S 87°21'56" W	82.00'
L5	N 89°31'23" E	10.00'
L6	N 71°02'36" E	80.50'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC	CHORD	CHORD BEARING
C1	285.00'	14°14'46"	70.86'	70.68'	S 04°16'10" W
C2	489.33'	6°12'42"	53.05'	53.02'	S 05°57'44" E
C3	200.00'	16°06'11"	56.21'	56.03'	S 79°05'42" W
C4	50.00'	76°40'57"	66.92'	62.03'	S 70°36'55" E
C5	50.00'	86°40'28"	75.64'	68.63'	S 11°03'47" W
C6	200.00'	32°57'55"	115.07'	113.49'	S 70°52'58" W
C7	25.00'	89°46'51"	39.17'	35.29'	N 47°44'39" W
C8	175.00'	32°57'55"	100.69'	99.30'	S 70°52'58" W
C9	25.00'	86°40'28"	37.82'	34.31'	S 11°03'47" W
C10	25.00'	76°40'57"	33.46'	31.02'	S 70°36'55" E
C11	225.00'	12°33'00"	49.28'	49.19'	N 77°19'06" E
C12	25.00'	86°26'48"	37.72'	34.24'	N 40°22'12" E
C13	25.00'	95°55'42"	41.86'	37.14'	N 50°49'04" W
C14	175.00'	10°10'28"	31.08'	31.04'	S 76°07'50" W
C15	75.00'	76°40'57"	100.38'	93.05'	N 70°36'55" W
C16	75.00'	86°40'28"	113.46'	102.94'	N 11°03'47" E
C17	225.00'	32°57'55"	129.45'	127.68'	N 70°52'58" E
C18	25.00'	90°13'09"	39.37'	35.42'	N 42°15'21" E
C19	300.00'	13°31'53"	70.85'	70.69'	N 03°54'43" E
C20	504.33'	6°31'17"	57.40'	57.37'	N 06°06'16" W

LEGEND

EXIST.	INDICATES EXISTING
U.E.	INDICATES UTILITY EASEMENT
STM.S.E.	INDICATES STORM SEWER EASEMENT
W.S.E.	INDICATES WATER AND SEWER EASEMENT
D.E.	INDICATES DRAINAGE EASEMENT
B.C.P.R.	INDICATES BRAZORIA COUNTY PLAT RECORDS
B.C.D.R.	INDICATES BRAZORIA COUNTY DEED RECORDS
B.C.C.F.	INDICATES BRAZORIA COUNTY CLERK'S FILE
B.C.O.R.	INDICATES BRAZORIA COUNTY OFFICIAL RECORDS
B.C.O.P.R.	INDICATES BRAZORIA COUNTY OFFICIAL PUBLIC RECORDS
B.C.M.U.D.	INDICATES BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT
B.C.C.R.	INDICATES BRAZORIA COUNTY CLERK'S RECORDS
☼	INDICATES PROPOSED STREET LIGHT
☼	INDICATES EXISTING STREET LIGHT
	INDICATES STREET NAME CHANGE
F.N.	INDICATES FILE NUMBER
S.N.	INDICATES SEE NOTE
VOL.	INDICATES VOLUME
PG.	INDICATES PAGE
P.O.B.	INDICATES POINT OF BEGINNING
T.B.M.	INDICATES TEMPORARY BENCHMARK
R.O.W.	INDICATES RIGHT–OF–WAY
DOC.	INDICATES DOCUMENT

RESERVE TABLE			
RESERVE	ACREAGE	SQ.FT.	TYPE
A	0.044	1,907	RESTRICTED TO LANDSCAPE/OPEN SPACE
B	0.087	3,801	RESTRICTED TO LANDSCAPE/OPEN SPACE
C	0.042	1,841	RESTRICTED TO LANDSCAPE/OPEN SPACE
D	0.042	1,850	RESTRICTED TO LANDSCAPE/OPEN SPACE
E	1.133	49,334	RESTRICTED TO LANDSCAPE/OPEN SPACE
F	1.148	50,006	RESTRICTED TO LANDSCAPE/OPEN SPACE
TOTAL	2.496	108,739	

PRELIMINARY PLAT OF

BAKERS LANDING
TOWNHOMES

A SUBDIVISION OF 7.576 ACRES OF LAND SITUATED IN THE H.T. & B.R.R. COMPANY SURVEY, ABSTRACT 239, CITY OF PEARLAND, BRAZORIA COUNTY, TEXAS, BEING OUT OF TRACTS M, L AND P, PEARLAND PAVILLION, A SUBDIVISION RECORDED IN VOLUME 17, PAGES 385–386, PLAT RECORDS OF BRAZORIA COUNTY, TEXAS.

48 LOTS 6 RESERVES (2.496 ACRES) 2 BLOCKS

MAY 10, 2016 JOB NO. 1931–1940P–309

OWNERS:

D.R. HORTON-TEXAS, LTD.
A TEXAS LIMITED PARTNERSHIP
CHRIS LINDHORST, PRESIDENT
14100 SOUTHWEST FREEWAY, SUITE 500, SUGAR LAND, TEXAS 77478
PHONE: (281) 566–2100

ENGINEER:

LJA Engineering, Inc.
2929 Briarpark Drive
Suite 600
Houston, Texas 77042
Phone 713.953.5200
Fax 713.953.5026
FRN - F-1386
T.B.P.L.S. Firm No. 10110501

DIR._____ SURV._____ MYLAR CHECK: JAP CAD:_____

Date/Time : Tue, 10 May 2016, 1:26pm
Path\Name : I:\Projdat\PLATTING\1931\PREPLT\Bakers Landing Townhomes_PP.dwg

STATE OF TEXAS
COUNTY OF BRAZORIA

WE, D.R. HORTON–TEXAS, LTD., A TEXAS LIMITED PARTNERSHIP, ACTING BY AND THROUGH CHRIS LINDHORST, PRESIDENT, BEING AN OFFICER OF D.R. HORTON–TEXAS, LTD., A TEXAS LIMITED PARTNERSHIP, HEREINAFTER REFERRED TO AS OWNERS OF THE 7.576 ACRE TRACT DESCRIBED IN THE ABOVE AND FOREGOING PLAT OF BAKERS LANDING TOWNHOMES, DO HEREBY MAKE AND ESTABLISH SAID SUBDIVISION PLAT OF SAID PROPERTY ACCORDING TO ALL LINES, DEDICATIONS, RESTRICTIONS AND NOTATIONS ON SAID PLAT AND HEREBY DEDICATE TO THE USE OF THE PUBLIC FOREVER, ALL STREETS, ALLEYS, PARKS, WATER COURSES, DRAINS, EASEMENTS AND PUBLIC PLACES SHOWN THEREON FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED; AND DO HEREBY BIND OURSELVES, OUR HEIRS AND ASSIGNS TO WARRANT AND FOREVER DEFEND THE TITLE TO THE LAND SO DEDICATED.

FURTHER, OWNERS HAVE DEDICATED AND BY THESE PRESENTS DO DEDICATE TO THE USE OF THE PUBLIC FOR PUBLIC UTILITY PURPOSES FOREVER UNOBSTRUCTED AERIAL EASEMENTS. THE AERIAL EASEMENTS SHALL EXTEND HORIZONTALLY AN ADDITIONAL ELEVEN FEET, SIX INCHES (11' 6") FOR TEN FEET (10' 0") PERIMETER GROUND EASEMENTS OR SEVEN FEET, SIX INCHES (7' 6") FOR FOURTEEN FEET (14' 0") PERIMETER GROUND EASEMENTS OR FIVE FEET, SIX INCHES (5' 6") FOR SIXTEEN FEET (16' 0") PERIMETER GROUND EASEMENTS, FROM A PLANE SIXTEEN FEET (16' 0") ABOVE GROUND LEVEL UPWARD, LOCATED ADJACENT TO AND ADJOINING SAID PUBLIC UTILITY EASEMENTS THAT ARE DESIGNATED WITH AERIAL EASEMENTS (U.E. AND A.E.) AS INDICATED AND DEPICTED, HEREON, WHEREBY THE AERIAL EASEMENT TOTALS TWENTY ONE FEET, SIX INCHES (21' 6") IN WIDTH.

FURTHER, OWNERS HAVE DEDICATED AND BY THESE PRESENTS DO DEDICATE TO THE USE OF THE PUBLIC FOR PUBLIC UTILITY PURPOSES FOREVER UNOBSTRUCTED AERIAL EASEMENTS. THE AERIAL EASEMENTS SHALL EXTEND HORIZONTALLY AN ADDITIONAL TEN FEET (10' 0") FOR TEN FEET (10' 0") BACK–TO–BACK GROUND EASEMENTS, OR EIGHT FEET (8' 0") FOR FOURTEEN FEET (14' 0") BACK–TO–BACK GROUND EASEMENTS OR SEVEN FEET (7' 0") FOR SIXTEEN FEET (16' 0") BACK–TO–BACK GROUND EASEMENTS, FROM A PLANE SIXTEEN FEET (16' 0") ABOVE GROUND LEVEL UPWARD, LOCATED ADJACENT TO BOTH SIDES AND ADJOINING SAID PUBLIC UTILITY EASEMENTS THAT ARE DESIGNATED WITH AERIAL EASEMENTS (U.E. AND A.E.) AS INDICATED AND DEPICTED HEREON, WHEREBY THE AERIAL EASEMENT TOTALS THIRTY FEET (30' 0") IN WIDTH.

FURTHER, OWNERS DO HEREBY CERTIFY THAT WE ARE THE OWNERS OF ALL PROPERTY IMMEDIATELY ADJACENT TO THE BOUNDARIES OF THE ABOVE AND FOREGOING SUBDIVISION OF BAKERS LANDING TOWNHOMES WHERE BUILDING SETBACK LINES OR PUBLIC UTILITY EASEMENTS ARE TO BE ESTABLISHED OUTSIDE THE BOUNDARIES OF THE ABOVE AND FOREGOING SUBDIVISION AND DO HEREBY MAKE AND ESTABLISH ALL BUILDING SETBACK LINES AND DEDICATE TO THE USE OF THE PUBLIC, ALL PUBLIC UTILITY EASEMENTS SHOWN IN SAID ADJACENT ACREAGE.

IN TESTIMONY WHEREOF, D.R. HORTON–TEXAS, LTD., A TEXAS LIMITED PARTNERSHIP, HAS CAUSED THESE PRESENTS TO BE SIGNED BY CHRIS LINDHORST, ITS PRESIDENT, THEREUNTO AUTHORIZED, THIS _____ DAY OF _____, 2016.

D.R. HORTON–TEXAS, LTD.
A TEXAS LIMITED PARTNERSHIP

BY: _____
CHRIS LINDHORST, PRESIDENT

STATE OF TEXAS
COUNTY OF HARRIS

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED CHRIS LINDHORST, PRESIDENT OF D.R. HORTON–TEXAS, LTD., A TEXAS LIMITED PARTNERSHIP, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED AND IN THE CAPACITY THEREIN AND HEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS _____ DAY OF _____, 2016.

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

I, HEATHER L. SIDES, A REGISTERED PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION ON THE GROUND IN ACCORDANCE WITH THE INFORMATION PROVIDED ME AND CORRECTLY REPRESENTS THE FACTS AS FOUND AT THE TIME OF SURVEY AND IS TRUE AND CORRECT AND THAT ALL BOUNDARY CORNERS, LOT CORNERS, ANGLE POINTS, AND POINTS OF CURVATURE ARE PROPERLY MARKED WITH 5/8 INCH DIAMETER IRON RODS WITH PLASTIC CAP MARKED "LJA ENG" THREE FEET LONG OR AS SHOWN ON THE PLAT (SEE NOTE 4).

_____
HEATHER L. SIDES, R.P.L.S., P.L.S., CFedS
REGISTERED PROFESSIONAL LAND SURVEYOR
TEXAS REGISTRATION NO. 5997

THIS IS TO CERTIFY THAT THE PLANNING AND ZONING COMMISSION OF THE CITY OF PEARLAND, TEXAS HAS APPROVED THIS PLAT AND SUBDIVISION OF BAKERS LANDING TOWNHOMES AND IS IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF PEARLAND AS SHOWN HEREON AND AUTHORIZES THE RECORDING OF THIS PLAT THIS _____ DAY OF _____, 2016.

_____
DANIEL TUNSTALL, CHAIRPERSON
CITY PLANNING AND ZONING COMMISSION
CITY OF PEARLAND, TEXAS

APPROVED FOR THE CITY OF PEARLAND, TEXAS THIS _____ DAY OF _____, 2016.

_____
DARRIN COKER
CITY OF PEARLAND, CITY ATTORNEY

_____
SUSAN POLKA, P.E.
CITY OF PEARLAND, CITY ENGINEER

NOTES:

1. THIS PLAT HAS BEEN PREPARED TO MEET THE REQUIREMENTS OF THE STATE OF TEXAS, BRAZORIA COUNTY AND THE CITY OF PEARLAND.
2. THIS PLAT WAS PREPARED FROM INFORMATION PROVIDED BY STEWART TITLE COMPANY, FILE NO. 1650012TR, DATED MAY 10, 2016. THE SURVEYOR HAS NOT ABSTRACTED THE ABOVE DESCRIBED PROPERTY.
3. ALL BEARINGS ARE TO THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE.
4. FIVE–EIGHTS INCH (5/8") IRON RODS THREE FEET IN LENGTH ARE SET ON ALL PERIMETER BOUNDARY CORNERS, UNLESS OTHERWISE NOTED. BLOCK CORNERS OR STREET RIGHT–OF–WAYS HAVE NOT BEEN MONUMENTED.
5. BENCHMARK: CITY OF PEARLAND MONUMENT GPS–1: BRASS CAP SET FLUSH IN CONCRETE IN FRONT OF CITY HALL 3519 LIBERTY DRIVE PEARLAND TX, 77581. POINT IS LOCATED +/– 46 FEET NORTHWEST OF THE NORTHERLY CORNER OF THE CONCRETE CITY HALL SIGN AND +/– 15 FEET SOUTHEAST OF THE SOUTHEASTERLY EDGE OF PAVEMENT OF LIBERTY DRIVE.

   ELEVATION = 45.19 FEET NGVD29 1987 ADJ.
6. TBM INDICATES TEMPORARY BENCHMARK, TBM "A": TOP OF A 5/8" IRON ROD WITH PLASTIC CAP STAMPED LJA CONTROL AT THE SOUTHEAST CORNER OF THE INTERSECTION OF SOUTH MAIN STREET AND HAMPSHIRE STREET. THE POINT IS LOCATED +/– 5 FEET SOUTH OF THE SOUTHERN EDGE OF PAVEMENT OF HAMPSHIRE STREET AND +/– 39 FEET EAST OF THE PROJECTED EASTERLY EDGE OF PAVEMENT LINE OF SOUTH MAIN STREET.

   ELEVATION = 48.00 FEET NGVD29 1987 ADJ.
7. THIS TRACT LIES IN ZONE "AE" AND "X" OF THE FLOOD INSURANCE RATE MAP (F.I.R.M.) FOR BRAZORIA COUNTY, TEXAS, DATED JUNE 5, 1989, MAP NO. 48339C 0045J. CONTACT THE BRAZORIA COUNTY FLOODPLAIN ADMINISTRATOR FOR THE FLOOD INFORMATION.

   ALL FLOOD PLAIN INFORMATION IN THE PLAT REFLECTS THE STATUS PER THE FEMA MAP THAT IS EFFECTIVE AT THE TIME THE PLAT IS RECORDED. FLOOD PLAIN STATUS IS SUBJECT TO CHANGE AS FEMA FIRM MAPS ARE UPDATED.
8. ANY CONSTRUCTION PROPOSED TO BE INSTALLED WITHIN A DEDICATED EASEMENT WITH PRESCRIBED RIGHTS TO A PRIVATE ENTITY MAY REQUIRE THE PERMISSION OF THE PRIVATE ENTITY PRIOR TO THE START OF CONSTRUCTION. FAILURE TO SECURE SUCH PERMISSION MAY RESULT IN THE RIGHT HOLDER(S) OF THE EASEMENT REMOVING ANY UNAPPROVED PAVEMENT, STRUCTURES, UTILITIES, OR OTHER FACILITIES LOCATED WITHIN THE EASEMENT. THE RESPONSIBILITY OF SECURING APPROVAL FROM THE PRIVATE ENTITIES TO BUILD WITHIN AN EASEMENT IS SOLELY THAT OF THE PROPERTY OWNER.
9. ACCESS RIGHTS TO PARKING AREAS AND DRIVEWAYS ARE HEREBY GRANTED TO ALL ADJOINING RESIDENTIAL PROPERTIES.
10. THE MINIMUM SLAB ELEVATION FOR ALL BUILDINGS LOCATED WITHIN THE BOUNDARIES OF THIS PLAT SHALL BE THE HIGHER OF (1) EITHER 12 INCHES ABOVE THE TOP OF CURB ELEVATION FOR A CURB STREET OR 12 INCHES ABOVE THE ELEVATION OF THE EDGE OF THE ROADWAY IF NO CURB EXISTS, OR (2) 12 INCHES ABOVE THE 100 YEAR FLOODPLAIN WATER SURFACE ELEVATION FOR STRUCTURES TO BE LOCATED WITHIN THE 100 YEAR FLOODPLAIN.
11. ANY PROPOSED DRAINAGE SYSTEM FOR THIS SUBDIVISION SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF PEARLAND AND BRAZORIA DRAINAGE DISTRICT #4.
12. THIS PROPERTY IS LOCATED WITHIN HARRIS–BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 509.
13. ALL LANDSCAPING AND STRUCTURES, INCLUDING FENCES AT INTERSECTIONS SHALL CONFORM TO THE CITY OF PEARLAND AND AASHTO SITE DISTANCE REQUIREMENTS FOR MOTORISTS.
14. DRIVEWAY REQUIREMENTS FOR THE LOCATION, WIDTHS AND OFFSETS FROM AN INTERSECTION AND ANY EXISTING DRIVEWAY OR PROPOSED DRIVEWAYS, SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF PEARLAND ENGINEERING DESIGN CRITERIA MANUAL AND UNIFIED DEVELOPMENT CODE.
15. ALL SUBDIVISION COMMON AREAS INCLUDING BUT NOT LIMITED TO DETENTION FACILITIES, EASEMENTS, AND OPEN SPACE WITHIN THE BOUNDARIES OF THIS PLAT SHALL BE MAINTAINED BY A HOMEOWNERS ASSOCIATION, COMMERCIAL PROPERTY ASSOCIATION OR OTHER ENTITY AND SHALL NOT BE THE RESPONSIBILITY OF THE CITY OF PEARLAND OR BRAZORIA COUNTY.
16. ALL FENCING ALONG CORRIDOR OVERLAY DISTRICTS AND ABUTTING NON–RESIDENTIAL IS TO BE SHOWN ON THE BAKERS LANDING MASTER PLAT.
17. STREET NAMES WILL BE USED TO ASSIGN ADDRESSES FOR PERMITS OR UTILITIES, INFRASTRUCTURE AND AMENITIES.

A 7.576 ACRE TRACT OF LAND, LOCATED IN THE H.T.&B. R.R. CO. SURVEY, A–239, BRAZORIA COUNTY, TEXAS, OUT OF TRACT 1–A DESCRIBED IN THE 74.72 ACRE DEED FROM FELTON M. BAKER AND MARCY C. BAKER REVOCABLE TRUST TO D.R. HORTON–TEXAS, LTD., A TEXAS LIMITED PARTNERSHIP, RECORDED UNDER FILE NUMBER 2015058656 OF THE OFFICIAL PUBLIC RECORDS OF BRAZORIA COUNTY, TEXAS, SAID 7.576 ACRE TRACT MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS: (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, NAD83, 1993 ADJUSTMENT).

BEGINNING AT A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE WEST CORNER OF THE HEREIN DESCRIBED TRACT, COMMON TO THE NORTH CORNER OF RESERVE "A" OF BAKERS LANDING RESERVES A SUBDIVISION OF RECORD UNDER FILE NUMBER 2016015048 OF THE OFFICIAL PUBLIC RECORDS OF BRAZORIA COUNTY, TEXAS;

THENCE, NORTH 54° 24' 01" EAST, 410.69 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 72° 51' 06" EAST, 87.07 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 87° 21' 56" EAST, 197.21 FEET TO A TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE NORTHEAST CORNER OF THE HEREIN DESCRIBED TRACT IN THE WEST RIGHT–OF–WAY OF SOUTH GALVESTON AVENUE (60' RIGHT–OF–WAY) RECORDED UNDER VOLUME 17, PAGE 387, OF THE BRAZORIA COUNTY PLAT RECORDS, THE BEGINNING OF A CURVE;

THENCE, 70.86 FEET ALONG SAID WEST RIGHT–OF–WAY LINE, ALONG THE ARC OF A NON–TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 285.00 FEET, A CENTRAL ANGLE OF 14° 14' 46", AND A CHORD WHICH BEARS SOUTH 04° 16' 10" WEST 70.68 FEET TO A 1/2" IRON ROD FOUND FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

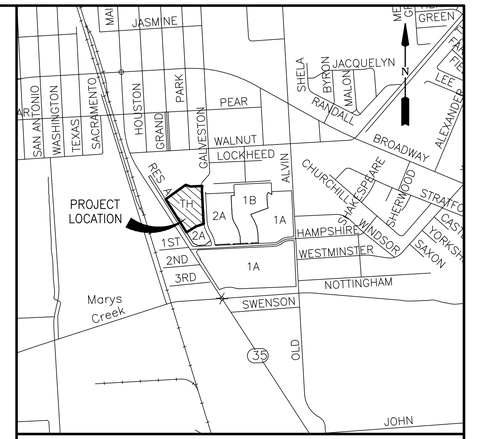
THENCE, SOUTH 02° 51' 13" EAST, ALONG SAID WEST RIGHT–OF–WAY LINE, (AT 358.44 FEET PASSING A 1/2" IRON ROD) 511.49 FEET TO 5/8" IRON ROD FOUND FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT , THE BEGINNING OF A CURVE;

THENCE, 53.05 FEET ALONG SAID WEST RIGHT–OF–WAY LINE, ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 489.33 FEET, A CENTRAL ANGLE OF 06° 12' 42", AND A CHORD WHICH BEARS SOUTH 05° 57' 44" EAST 53.02 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE SOUTHEAST CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 71° 02' 36" WEST, 141.54 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR AN ANGLE CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 57° 45' 48" WEST, 183.47 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "LJA ENG" SET FOR THE SOUTHWEST CORNER OF THE HEREIN DESCRIBED TRACT IN THE NORTHEAST LINE OF AFORE SAID RESERVE "A";

THENCE, NORTH 32° 16' 27" WEST, 656.95 FEET ALONG SAID NORTHEAST LINE TO THE POINT OF BEGINNING AND CONTAINING 7.576 ACRES OF LAND.



VICINITY MAP
SCALE: 1"= 1,200'

KEY MAP NO. 615N & P

PRELIMINARY PLAT OF

BAKERS LANDING TOWNHOMES

A SUBDIVISION OF 7.576 ACRES OF LAND SITUATED IN THE H.T. & B.R.R. COMPANY SURVEY, ABSTRACT 239, CITY OF PEARLAND, BRAZORIA COUNTY, TEXAS, BEING OUT OF TRACTS M, L AND P, PEARLAND PAVILLION, A SUBDIVISION RECORDED IN VOLUME 17, PAGES 385–386, PLAT RECORDS OF BRAZORIA COUNTY, TEXAS.

48 LOTS 6 RESERVES (2.496 ACRES) 2 BLOCKS

MAY 10, 2016 JOB NO. 1931–1940P–309

OWNERS:

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ENGINEER:

LJA Engineering, Inc.
2929 Briarpark Drive Phone 713.953.5200
Suite 600 Fax 713.953.5026
Houston, Texas 77042 FRN - F-1386
T.B.P.L.S. Firm No. 10110501

DIR._____
MYLAR CHECK: SURV. _____
CAD: JAP _____
Date\Time : Tue, 10 May 2016 - 1:29pm
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D. Consideration & Possible Action – Preliminary Plat of Riverstone Ranch

A request of Jennifer Curtis of BGE / Kerry R. Gilbert & Associates, on behalf of Shannon Wiespape of Meritage Homes, owner: to approve the Preliminary of Riverstone Ranch Section 7 creating 48 single family lots and 5 reserves.

General Location: South of Hughes Ranch Road and north of Clear Creek.

Staff Report

To: Planning and Zoning Commission

From: Planning Department VH (Staff Planner)

Meeting Date: June 6, 2016

Re: A request of Jennifer Curtis of BGE / Kerry R. Gilbert & Associates, on behalf of Shannon Wiespape of Meritage Homes, owner: to approve the Preliminary of Riverstone Ranch Section 7 creating 48 single family lots and 5 reserves, described to wit:

Legal Description: Being 16.0 acres of land out of the T.J. Green Survey, A-320, City of Pearland, Harris County, Texas and also being a replat of part of tract one drainage easement, out of Green Tee Terrace Section Seven, as recorded at film code No. 352061, H.C.M.R.

General Location: South of Hughes Ranch Road and north of Clear Creek.

SUMMARY

On behalf of Shannon Wiespape of Meritage Homes, Jennifer Curtis of BGE / Kerry R. Gilbert & Associates is requesting approval of a Preliminary Plat of Riverstone Ranch Section 7, a proposed subdivision of 48 single family lots and 5 reserves located on approximately 16.0 acres. This section of Riverstone Ranch will be accessed primarily from future Highland Meadows Drive and Meadow Wind Drive.

SITE HISTORY

The preliminary plat is located in an area covered by the Riverstone Ranch Cluster Development Plan adopted on December 4, 2006

STAFF RECOMMENDATION

Staff recommends approval of the Preliminary Plat of Riverstone Ranch Section 7 for the following reasons:

1. It conforms to the approved Riverstone Ranch Cluster Development Plan

2. The proposed preliminary plat will not cause any adverse impacts on the surrounding properties.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

The property is shown as Low Density Residential. However the Cluster Development Plan allows the platting of smaller lots along with open space reserves to decrease the density of the development to conform to the Land Use Designation.

SURROUNDING ZONING AND LAND USES

	Zoning	Land Use
North	R-1 Cluster	Developing Single Family Homes
South	R-1 Cluster	Undeveloped
East	R-4 Single Family	Single Family Homes
West	R-1 Cluster	Developing Single Family Homes

CONFORMANCE WITH THE UNIFIED DEVELOPMENT CODE (UDC)

The proposed lots will generally be 65 feet wide by 135 to 150 feet deep. The property is zoned R-1 Cluster which will increases open space within the subdivision by creating lots that are smaller than the 8,800 square feet normally required within the R-1 Single Family district.

The Cluster Plan provides for a maximum number of 1,200 single family lots if the San Jacinto Community College develops a campus on land set aside for that purpose. If the San Jacinto Community College decides not to develop the property set aside for a campus, the development will be developed to a maximum of 1,600 single family units. The cluster plan also states that 12 acres will be dedicated for parkland if 1,200 single family units are developed or 16 acres if 1,600 single family dwelling units are developed.

The following chart indicates what has been platted so far:

1	Total Recorded Lots (Section 4)	55
2	# Lots Previously Proposed (Sections 5 & 6)	244
3	# Lots Proposed in this Section	48
4	Total Proposed and Recorded Lots (#1 + #2 + #3)	347
5	# Amenitized Detention Ponds Recorded (Section 4)	1
6	# Amenitized Detention Ponds Proposed (Sections 5&6)	2
7	# Pocket Parks Recorded	0
8	# Pocket Parks Proposed (Sections 6 & 7)	2

One amenitized detention facility and one Pocket Park will be developed for every 200 lots recorded. A private recreation facility will be built within 1 year of the recordation of the 500th lot. Although this plat provides primarily residential lots, Reserve B is set aside for .28 acres of park space. Reserves A and C are located adjacent to the neighboring amenititized detention basin located outside the area covered by the preliminary plat. Reserve D is set aside for drainage. Reserve E is set aside as landscaping and open space located along the future Highland Meadows Drive.

CONFORMANCE WITH THE THOROUGHFARE PLAN

The subdivision will be accessed from Meadow Wind Drive to the north and east and future Highland Meadows Drive to the south. The proposed subdivision will be served by one street with a 50 foot right of way that is labeled as Briarstone Bluff Crossing, Dovetail Lane, and Pine Ledge Road. The section labeled Briarstone Bluff Crossing will connect to future Highland Meadows Drive while the Pine Ledge Road end of the street will connect to Meadow Wind Drive.

UTILITIES AND INFRASTRUCTURE

The property is located within the Harris – Brazoria County Municipal Utility District No. 509.

DRAINAGE

A Drainage Study will need to be reviewed and approved prior to approval of the final plat.

PARKS, OPEN SPACE, AND TREES

The Riverstone Ranch Cluster Development Plan specifies that land will be dedicated

for parkland and will be improved with park amenities.
.

ADDITONAL COMMENTS

This request has been reviewed by the City's Development Review Committee and there were no additional comments.

SUPPORTING DOCUMENTS

- Aerial Map
- Zoning Map
- Future Land Use Plan 2015
- Preliminary Plat of Riverstone Ranch Section 7

Aerial Map

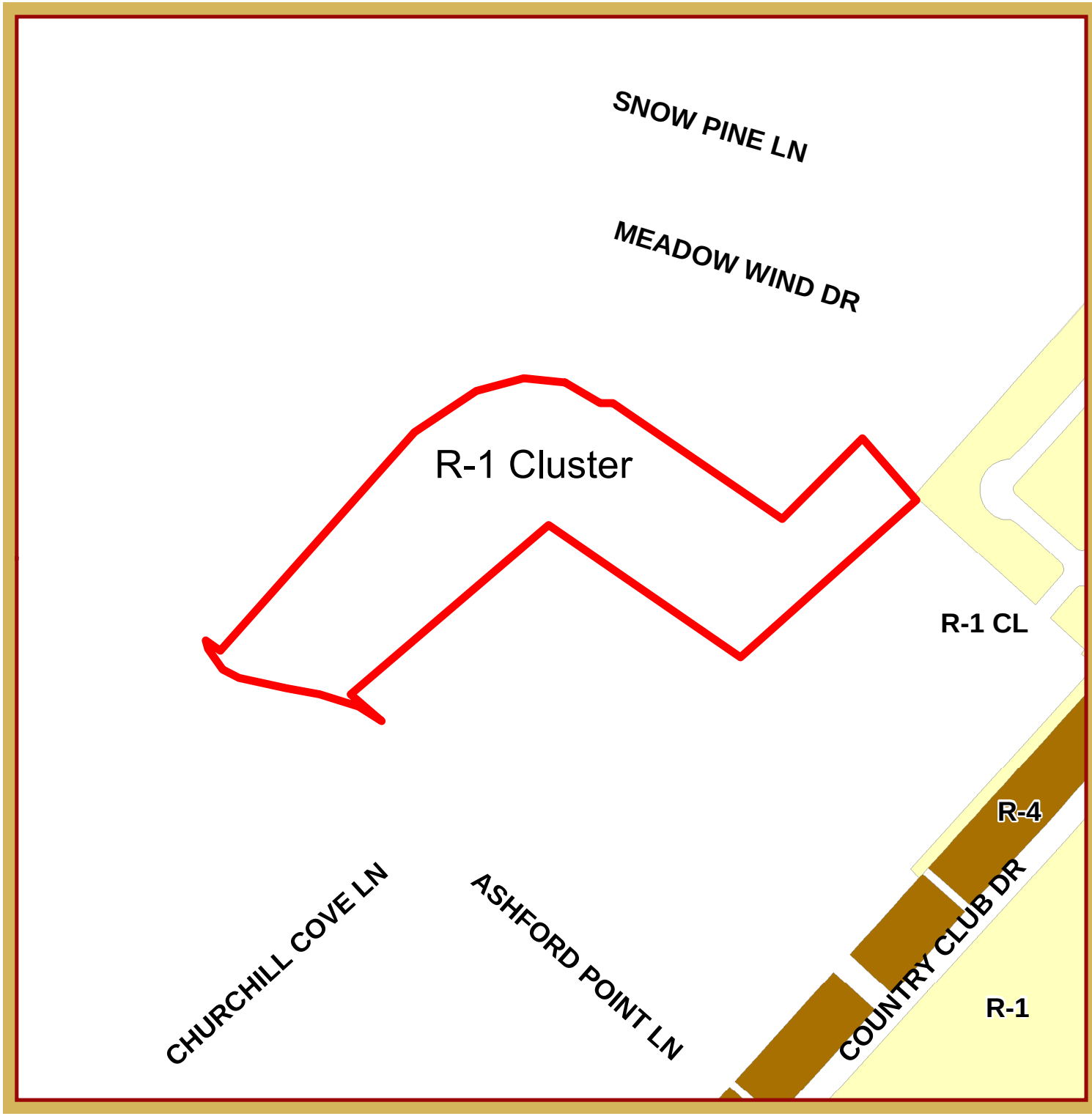
Preliminary Plat of Riverstone Ranch Section 7

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

1 inch = 355 feet

OCTOBER 2014
PLANNING DEPARTMENT

N



Zoning Map

Preliminary Plat of Riverstone Ranch Section 7

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1 inch = 355 feet

OCTOBER 2014
PLANNING DEPARTMENT

N

Future Land Use Plan 2015

Preliminary Plat of Riverstone Ranch Section 7

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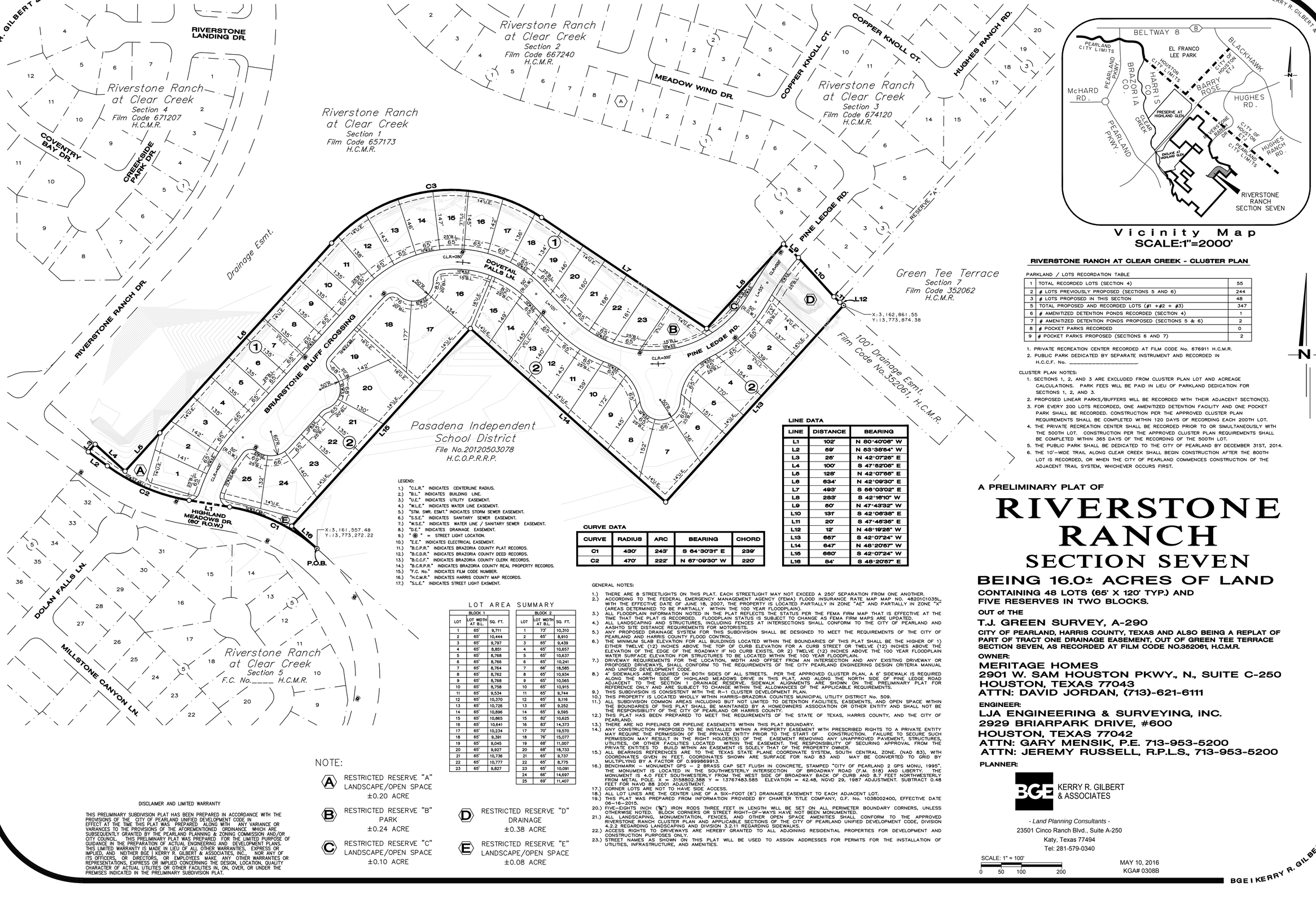
1 inch = 355 feet

OCTOBER 2014
PLANNING DEPARTMENT

N



Vicinity Map
SCALE:1"=2000'

RIVERSTONE RANCH AT CLEAR CREEK - CLUSTER PLAN

PARKLAND / LOTS RECORDATION TABLE

1	TOTAL RECORDED LOTS (SECTION 4)	55
2	# LOTS PREVIOUSLY PROPOSED (SECTIONS 5 AND 6)	244
3	# LOTS PROPOSED IN THIS SECTION	48
5	TOTAL PROPOSED AND RECORDED LOTS (#1 +#2 + #3)	347
6	# AMENITIZED DETENTION PONDS RECORDED (SECTION 4)	1
7	# AMENITIZED DETENTION PONDS PROPOSED (SECTIONS 5 & 6)	2
8	# POCKET PARKS RECORDED	0
9	# POCKET PARKS PROPOSED (SECTIONS 6 AND 7)	2

1. PRIVATE RECREATION CENTER RECORDED AT FILM CODE No. 676911 H.C.M.R.
2. PUBLIC PARK DEDICATED BY SEPARATE INSTRUMENT AND RECORDED IN H.C.C.F. No. _____

CLUSTER PLAN NOTES:

1. SECTIONS 1, 2, AND 3 ARE EXCLUDED FROM CLUSTER PLAN LOT AND ACREAGE CALCULATIONS. PARK FEES WILL BE PAID IN LIEU OF PARKLAND DEDICATION FOR SECTIONS 1, 2, AND 3.
2. PROPOSED LINEAR PARKS/BUFFERS WILL BE RECORDED WITH THEIR ADJACENT SECTION(S).
3. FOR EVERY 200 LOTS RECORDED, ONE AMENITIZED DETENTION FACILITY AND ONE POCKET PARK SHALL BE RECORDED. CONSTRUCTION PER THE APPROVED CLUSTER PLAN REQUIREMENTS SHALL BE COMPLETED WITHIN 120 DAYS OF RECORDING EACH 200TH LOT.
4. THE PRIVATE RECREATION CENTER SHALL BE RECORDED PRIOR TO OR SIMULTANEOUSLY WITH THE 500TH LOT. CONSTRUCTION PER THE APPROVED CLUSTER PLAN REQUIREMENTS SHALL BE COMPLETED WITHIN 365 DAYS OF THE RECORDING OF THE 500TH LOT.
5. THE PUBLIC PARK SHALL BE DEDICATED TO THE CITY OF PEARLAND BY DECEMBER 31ST, 2014.
6. THE 10'-WIDE TRAIL ALONG CLEAR CREEK SHALL BEGIN CONSTRUCTION AFTER THE 800TH LOT IS RECORDED, OR WHEN THE CITY OF PEARLAND COMMENCES CONSTRUCTION OF THE ADJACENT TRAIL SYSTEM, WHICHEVER OCCURS FIRST.

LEGEND:

1.) "C.L.R." INDICATES CENTERLINE RADIUS.
2.) "B.L." INDICATES BUILDING LINE.
3.) "U.E." INDICATES UTILITY EASEMENT.
4.) "W.L.E." INDICATES WATER LINE EASEMENT.
5.) "STM. SWR. ESMT." INDICATES STORM SEWER EASEMENT.
6.) "S.S.E." INDICATES SANITARY SEWER EASEMENT.
7.) "W.S.E." INDICATES WATER LINE / SANITARY SEWER EASEMENT.
8.) "D.E." INDICATES DRAINAGE EASEMENT.
9.) " ⓢ " = STREET LIGHT LOCATION.
10.) "E.E." INDICATES ELECTRICAL EASEMENT.
11.) "B.C.P.R." INDICATES BRAZORIA COUNTY PLAT RECORDS.
12.) "B.C.D.R." INDICATES BRAZORIA COUNTY DEED RECORDS.
13.) "B.C.C.F." INDICATES BRAZORIA COUNTY CLERK RECORDS.
14.) "B.C.R.P.R." INDICATES BRAZORIA COUNTY REAL PROPERTY RECORDS.
15.) "F.C. No." INDICATES FILM CODE NUMBER.
16.) "H.C.M.R." INDICATES HARRIS COUNTY MAP RECORDS.
17.) "S.L.E." INDICATES STREET LIGHT EASMENT.

CURVE DATA

CURVE	RADIUS	ARC	BEARING	CHORD
C1	430'	243'	S 64°30'31" E	239'
C2	470'	222'	N 67°09'30" W	220'

LINE DATA

LINE	DISTANCE	BEARING
L1	102'	N 80°40'06" W
L2	58'	N 53°38'54" W
L3	25'	N 42°07'25" E
L4	100'	S 47°52'05" E
L5	128'	N 42°07'55" E
L6	634'	N 42°09'30" E
L7	493'	S 56°03'02" E
L8	283'	S 42°16'10" W
L9	50'	N 47°43'32" W
L10	131'	S 42°06'38" E
L11	20'	S 47°45'35" E
L12	12'	N 48°19'25" W
L13	657'	S 42°07'24" W
L14	647'	N 48°20'57" W
L15	660'	S 42°07'24" W
L16	84'	S 48°20'57" E

GENERAL NOTES:

1.) THERE ARE 8 STREETLIGHTS ON THIS PLAT. EACH STREETLIGHT MAY NOT EXCEED A 250' SEPARATION FROM ONE ANOTHER.
2.) ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP MAP NO. 48201C1035L, WITH THE EFFECTIVE DATE OF JUNE 18, 2007, THE PROPERTY IS LOCATED PARTIALLY IN ZONE "AE" AND PARTIALLY IN ZONE "X" (AREAS DETERMINED TO BE PARTIALLY WITHIN THE 100 YEAR FLOODPLAIN).
3.) ALL FLOODPLAIN INFORMATION NOTED IN THE PLAT REFLECTS THE STATUS PER THE FEMA FIRM MAP THAT IS EFFECTIVE AT THE TIME THAT THE PLAT IS RECORDED. FLOODPLAIN STATUS IS SUBJECT TO CHANGE AS FEMA FIRM MAPS ARE UPDATED.
4.) ALL LANDSCAPING AND STRUCTURES, INCLUDING FENCES AT INTERSECTIONS SHALL CONFORM TO THE CITY OF PEARLAND AND AASHTO SITE DISTANCE REQUIREMENTS FOR MOTORISTS.
5.) ANY PROPOSED DRAINAGE SYSTEM FOR THIS SUBDIVISION SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF PEARLAND AND HARRIS COUNTY FLOOD CONTROL.
6.) THE MINIMUM SLAB ELEVATION FOR ALL BUILDINGS LOCATED WITHIN THE BOUNDARIES OF THIS PLAT SHALL BE THE HIGHER OF 1) EITHER TWELVE (12) INCHES ABOVE THE TOP OF CURB ELEVATION FOR A CURB STREET OR TWELVE (12) INCHES ABOVE THE ELEVATION OF THE EDGE OF THE ROADWAY IF NO CURB EXISTS, OR 2) TWELVE (12) INCHES ABOVE THE 100 YEAR FLOODPLAIN WATER SURFACE ELEVATION FOR STRUCTURES TO BE LOCATED WITHIN THE 100 YEAR FLOODPLAIN.
7.) DRIVEWAY REQUIREMENTS FOR THE LOCATION, WIDTH AND OFFSET FROM AN INTERSECTION AND ANY EXISTING DRIVEWAY OR PROPOSED DRIVEWAYS, SHALL CONFORM TO THE REQUIREMENTS OF THE CITY PEARLAND ENGINEERING DESIGN CRITERIA MANUAL AND UNIFIED DEVELOPMENT CODE.
8.) 4' SIDEWALKS ARE REQUIRED ON BOTH SIDES OF ALL STREETS. PER THE APPROVED CLUSTER PLAN, A 6' SIDEWALK IS REQUIRED ALONG THE NORTH SIDE OF HIGHLAND MEADOWS DRIVE IN THIS PLAT, AND ALONG THE NORTH SIDE OF PINE LEDGE ROAD ADJACENT TO THE SECTION 1 DRAINAGE RESERVE. SIDEWALK ALIGNMENTS ARE SHOWN ON THE PRELIMINARY PLAT FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE WITHIN THE ALLOWANCES OF THE APPLICABLE REQUIREMENTS.
9.) THIS SUBDIVISION IS CONSISTENT WITH THE R-1 CLUSTER DEVELOPMENT PLAN.
10.) THIS PROPERTY IS LOCATED WHOLLY WITHIN HARRIS–BRAZORIA COUNTIES MUNICIPAL UTILITY DISTRICT No. 509.
11.) ALL SUBDIVISION COMMON AREAS INCLUDING BUT NOT LIMITED TO DETENTION FACILITIES, EASEMENTS, AND OPEN SPACE WITHIN THE BOUNDARIES OF THIS PLAT SHALL BE MAINTAINED BY A HOMEOWNERS ASSOCIATION OR OTHER ENTITY AND SHALL NOT BE THE RESPONSIBILITY OF THE CITY OF PEARLAND OR HARRIS COUNTY.
12.) THIS PLAT HAS BEEN PREPARED TO MEET THE REQUIREMENTS OF THE STATE OF TEXAS, HARRIS COUNTY, AND THE CITY OF PEARLAND.
13.) THERE ARE NO PIPELINES OR PIPELINE EASEMENTS WITHIN THIS PLAT BOUNDARY.
14.) ANY CONSTRUCTION PROPOSED TO BE INSTALLED WITHIN A PROPERTY EASEMENT WITH PRESCRIBED RIGHTS TO A PRIVATE ENTITY MAY REQUIRE THE PERMISSION OF THE PRIVATE ENTITY PRIOR TO THE START OF CONSTRUCTION. FAILURE TO SECURE SUCH PERMISSION MAY RESULT IN THE RIGHT HOLDER(S) OF THE EASEMENT REMOVING ANY UNAPPROVED PAVEMENT, STRUCTURES, UTILITIES, OR OTHER FACILITIES LOCATED WITHIN THE EASEMENT. THE RESPONSIBILITY OF SECURING APPROVAL FROM THE PRIVATE ENTITIES TO BUILD WITHIN AN EASEMENT IS SOLELY THAT OF THE PROPERTY OWNER.
15.) ALL BEARINGS REFERENCES ARE TO THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, (NAD 83), WITH COORDINATES GIVEN IN FEET. COORDINATES SHOWN ARE SURFACE FOR NAD 83 AND MAY BE CONVERTED TO GRID BY MULTIPLYING BY A FACTOR OF 0.999869913.
16.) BENCHMARK = MONUMENT GPS -- 2 BRASS CAP SET FLUSH IN CONCRETE, STAMPED "CITY OF PEARLAND 2 GPS MONU, 1995". THE MONUMENT IS LOCATED IN THE SOUTHWESTERLY INTERSECTION OF BROADWAY ROAD (F.M. 518) AND LIBERTY. THE MONUMENT IS 4.0 FEET SOUTHWESTERLY FROM THE WEST SIDE OF BROADWAY BACK OF CURB AND 8.7 FEET NORTHWESTERLY FROM METAL POLE. X = 3158802.388 Y = 13767483.585 ELEVATION = 42.48, NGVD 29, 1987 ADJUSTMENT. SUBTRACT 0.48 FEET FOR NAVD 88 2001 ADJUSTMENT.
17.) CORNER LOTS ARE NOT TO HAVE SIDE ACCESS.
18.) ALL LOT LINES ARE THE CENTER LINE OF A SIX-FOOT (6') DRAINAGE EASEMENT TO EACH ADJACENT LOT.
19.) THIS PLAT WAS PREPARED FROM INFORMATION PROVIDED BY CHARTER TITLE COMPANY, G.F. No. 1038002400, EFFECTIVE DATE 06-16-2015.
20.) FIVE-EIGHTS INCH (⅝") IRON RODS THREE FEET IN LENGTH WILL BE SET ON ALL PERIMETER BOUNDARY CORNERS, UNLESS OTHERWISE NOTED. BLOCK CORNERS OR STREET RIGHT-OF-WAYS HAVE NOT BEEN MONUMENTED.
21.) ALL LANDSCAPING, MONUMENTATION, FENCES, AND OTHER OPEN SPACE AMENITIES SHALL CONFORM TO THE APPROVED RIVERSTONE RANCH CLUSTER PLAN AND APPLICABLE SECTIONS OF THE CITY OF PEARLAND UNIFIED DEVELOPMENT CODE, DIVISION 4.2.2 REGARDING LANDSCAPING AND DIVISION 3.2.11 REGARDING SIDEWALKS.
22.) ACCESS RIGHTS TO DRIVEWAYS ARE HEREBY GRANTED TO ALL ADJOINING RESIDENTIAL PROPERTIES FOR DEVELOPMENT AND CONSTRUCTION PURPOSES ONLY.
23.) STREET NAMES AS SHOWN ON THIS PLAT WILL BE USED TO ASSIGN ADDRESSES FOR PERMITS FOR THE INSTALLATION OF UTILITIES, INFRASTRUCTURE, AND AMENITIES.

LOT AREA SUMMARY

BLOCK 1		
LOT	LOT WIDTH AT B.L.	SQ. FT.
1	65'	9,711
2	65'	10,444
3	65'	9,797
4	65'	8,851
5	65'	8,768
6	65'	8,766
7	65'	8,764
8	65'	8,762
9	65'	8,768
10	65'	8,758
11	65'	9,534
12	65'	10,370
13	65'	10,726
14	65'	10,896
15	65'	10,865
16	65'	10,641
17	65'	10,234
18	65'	9,391
19	65'	9,045
20	65'	9,927
21	65'	10,736
22	65'	10,777
23	65'	9,827

BLOCK 2		
LOT	LOT WIDTH AT B.L.	SQ. FT.
1	73'	10,310
2	65'	8,910
3	65'	9,439
4	65'	10,657
5	65'	10,637
6	65'	10,241
7	66'	18,585
8	65'	10,934
9	65'	10,565
10	65'	10,915
11	65'	9,744
12	65'	9,116
13	65'	9,252
14	65'	9,595
15	82'	10,625
16	83'	14,373
17	70'	19,570
18	76'	15,077
19	68'	11,007
20	68'	18,733
21	65'	9,737
22	65'	8,775
23	65'	10,091
24	66'	14,697
25	69'	11,407

NOTE:

- (A) RESTRICTED RESERVE "A" LANDSCAPE/OPEN SPACE ±0.20 ACRE
- (B) RESTRICTED RESERVE "B" PARK ±0.24 ACRE
- (C) RESTRICTED RESERVE "C" LANDSCAPE/OPEN SPACE ±0.10 ACRE
- (D) RESTRICTED RESERVE "D" DRAINAGE ±0.38 ACRE
- (E) RESTRICTED RESERVE "E" LANDSCAPE/OPEN SPACE ±0.08 ACRE

DISCLAIMER AND LIMITED WARRANTY

THIS PRELIMINARY SUBDIVISION PLAT HAS BEEN PREPARED IN ACCORDANCE WITH THE PROVISIONS OF THE CITY OF PEARLAND UNIFIED DEVELOPMENT CODE IN EFFECT AT THE TIME THIS PLAT WAS PREPARED ALONG WITH ANY VARIANCE OR VARIANCES TO THE PROVISIONS OF THE AFOREMENTIONED ORDINANCE WHICH ARE SUBSEQUENTLY GRANTED BY THE PEARLAND PLANNING & ZONING COMMISSION AND/OR CITY COUNCIL. THIS PRELIMINARY PLAT WAS PREPARED FOR THE LIMITED PURPOSE OF GUIDANCE IN THE PREPARATION OF ACTUAL ENGINEERING AND DEVELOPMENT PLANS. THIS LIMITED WARRANTY IS MADE IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, AND NEITHER BGE | KERRY R. GILBERT & ASSOCIATES, INC., NOR ANY OF ITS OFFICERS, OR DIRECTORS, OR EMPLOYEES MAKE ANY OTHER WARRANTIES OR REPRESENTATIONS, EXPRESS OR IMPLIED CONCERNING THE DESIGN, LOCATION, QUALITY CHARACTER OF ACTUAL UTILITIES OR OTHER FACILITIES IN, ON, OVER, OR UNDER THE PREMISES INDICATED IN THE PRELIMINARY SUBDIVISION PLAT.

A PRELIMINARY PLAT OF

RIVERSTONE RANCH
SECTION SEVEN

BEING 16.0± ACRES OF LAND

CONTAINING 48 LOTS (65' X 120' TYP.) AND FIVE RESERVES IN TWO BLOCKS.

OUT of THE

T.J. GREEN SURVEY, A-290

CITY OF PEARLAND, HARRIS COUNTY, TEXAS AND ALSO BEING A REPLAT OF PART OF TRACT ONE DRAINAGE EASEMENT, OUT OF GREEN TEE TERRACE SECTION SEVEN, AS RECORDED AT FILM CODE NO.352061, H.C.M.R.

OWNER:
MERITAGE HOMES
2901 W. SAM HOUSTON PKWY., N., SUITE C-250
HOUSTON, TEXAS 77043
ATTN: DAVID JORDAN, (713)-621-6111

ENGINEER:
LJA ENGINEERING & SURVEYING, INC.
2929 BRIARPARK DRIVE, #600
HOUSTON, TEXAS 77042
ATTN: GARY MENSIK, P.E. 713-953-5200
ATTN: JEREMY RUSSELL, R.P.L.S., 713-953-5200

PLANNER:
BGE | KERRY R. GILBERT & ASSOCIATES
- Land Planning Consultants -
23501 Cinco Ranch Blvd., Suite A-250
Katy, Texas 77494
Tel: 281-579-0340

SCALE: 1" = 100'
0 50 100 200

MAY 10, 2016
KGA# 0308B

E. Consideration & Possible Action – Preliminary Plat of Shadow Creek Ranch School Site No. 5

A request of Jason Price, LJA Engineering, the applicant; on behalf of Alvin Independent School District, owner; for approval of the Preliminary Plat of Shadow Creek Ranch School Site No. 5 creating 1 lot on 30.192 acres of land.

General Location: Northwest quadrant of Broadway Street and Kingsley Drive.

Staff Report

To: Planning and Zoning Commission

From: Planning Department VH (Staff Planner)

Meeting Date: June 6, 2016

Re: A request of Jason Price, LJA Engineering, the applicant; on behalf of Alvin Independent School District, owner; for approval of the Preliminary Plat of Shadow Creek Ranch School Site No. 5 creating 1 lot on 30.192 acres of land, described to wit:

Legal Description: A Subdivision of 30.192 acres of land situated in the H.T.&B.R.R. Company Survey, Section 83, Abstract 305, City of Pearland, Brazoria County, Texas.

General Location: Northwest quadrant of Broadway Street and Kingsley Drive.

SUMMARY

On behalf of the Alvin Independent School District owner, Jason Price, LJA Engineering, has submitted a request for approval of the Preliminary Plat of Shadow Creek Ranch School Site No. 5 creating 1 lot on 30.192 acres of land located in the Northwest quadrant of Broadway Street and Kingsley Drive. The lot will have 985.35 feet of frontage along Broadway Street and approximately 421.3 feet of frontage along Kingsley Drive. The west property line extending to the back of the property from Broadway is 1380.64 long. The intention of the plat is to provide property for a Junior High School campus for the Alvin Independent School District.

SITE HISTORY

The property under review is located in the area covered by the original Shadow Creek Ranch P.U.D. dated September 8, 1999. The map in the document designated the area under review as a school site.

STAFF RECOMMENDATION

Staff recommends approval of the Preliminary Plat of Shadow Creek Ranch School Site No. 5 as proposed by the applicant for the following reasons.

1. The proposed preliminary plat conforms to the Shadow Creek Ranch P.U.D., which designated the property for a school site.

2. The proposed preliminary plat will not cause any adverse impacts on the surrounding properties.

3. The request is in conformance with the thoroughfare plan.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

The applicant's property is located in an area shown as Medium Density Residential. School sites are often placed in or near the residential areas they serve. The non-residential uses located on the corners of het Broadway and Kingsley intersection are shown as a Major Retail Node. The following land uses are shown on the Future Land Use Plan 2015:

	Future Land Use	Land Use
North	Low Density Residential / Public, Semi-public	Single Family Residential and Elementary School
South	Low Density Residential	Commercial Development
East	High Density Residential	Multifamily Residential and Commercial
West	Medium Density Residential	Single Family Residential

SURROUNDING ZONING AND LAND USES

The plat under review and all of the neighboring property north of Broadway Street is located in the Shadow Creek Ranch P.U.D. Most of the land north of Broadway is developed with residential uses. The main exception is the park and elementary school to the north. The land to the south is located in the Shadow Creek Ranch Addendum adopted on February 27, 2006. The southeast corner of Broadway and Kingsley Drive is located in the Kingsley and Broadway Planned Development. All for corners of the Broadway and Kingsley intersection are develop with non-residential uses. A daycare center is located on the northwest corner of the Broadway and Kingsley while the three remaining corners are developed with retail uses.

	Zoning	Land Use
North	Shadow Creek Ranch P.U.D.	Single Family Residential and Elementary School
South	Shadow Creek Ranch Addendum / Kingsley & Broadway Planned Development	Commercial Development
East	Shadow Creek Ranch P.U.D.	Multifamily Residential and Commercial
West	Shadow Creek Ranch P.U.D.	Single Family Residential

CONFORMANCE WITH THE UNIFIED DEVELOPMENT CODE (UDC)

The Unified Development Code (UDC) does not apply to the subject development as the property is located within the Shadow Creek Ranch Planned Unit Development (PUD) and was approved prior to the adoption of the UDC. Regulations from the previous Land Use and Urban Development Ordinance apply.

CONFORMANCE WITH THE THOROUGHFARE PLAN

Broadway Street is shown on the city GIS a Major Thoroughfare of Sufficient Width while Kingsley Boulevard is shown as a Secondary Thoroughfare of Sufficient Width. The plat submitted shows that both streets have the required right of way widths.

UTILITIES AND INFRASTRUCTURE

Water and Sewer lines are located along both Broadway Street and Kingsley Boulevard.

DRAINAGE

A drainage study would need to be approved prior to issuance of a building permit.

PARKS, OPEN SPACE, AND TREES

Park fees and parkland dedication are not required for non-residential subdivisions.
.

IMPACT ON EXISTING AND FUTURE DEVELOPMENT

This plat would serve the needs of the neighboring residential areas by providing land for a public educational facility.

ADDITONAL COMMENTS

This request has been reviewed by the City's Development Review Committee and there were no additional comments.

SUPPORTING DOCUMENTS

- Aerial Map
- Zoning Map
- Future Land Use Plan 2015
- Preliminary Plat of Shadow Creek Ranch School Site No. 5

Aerial Map

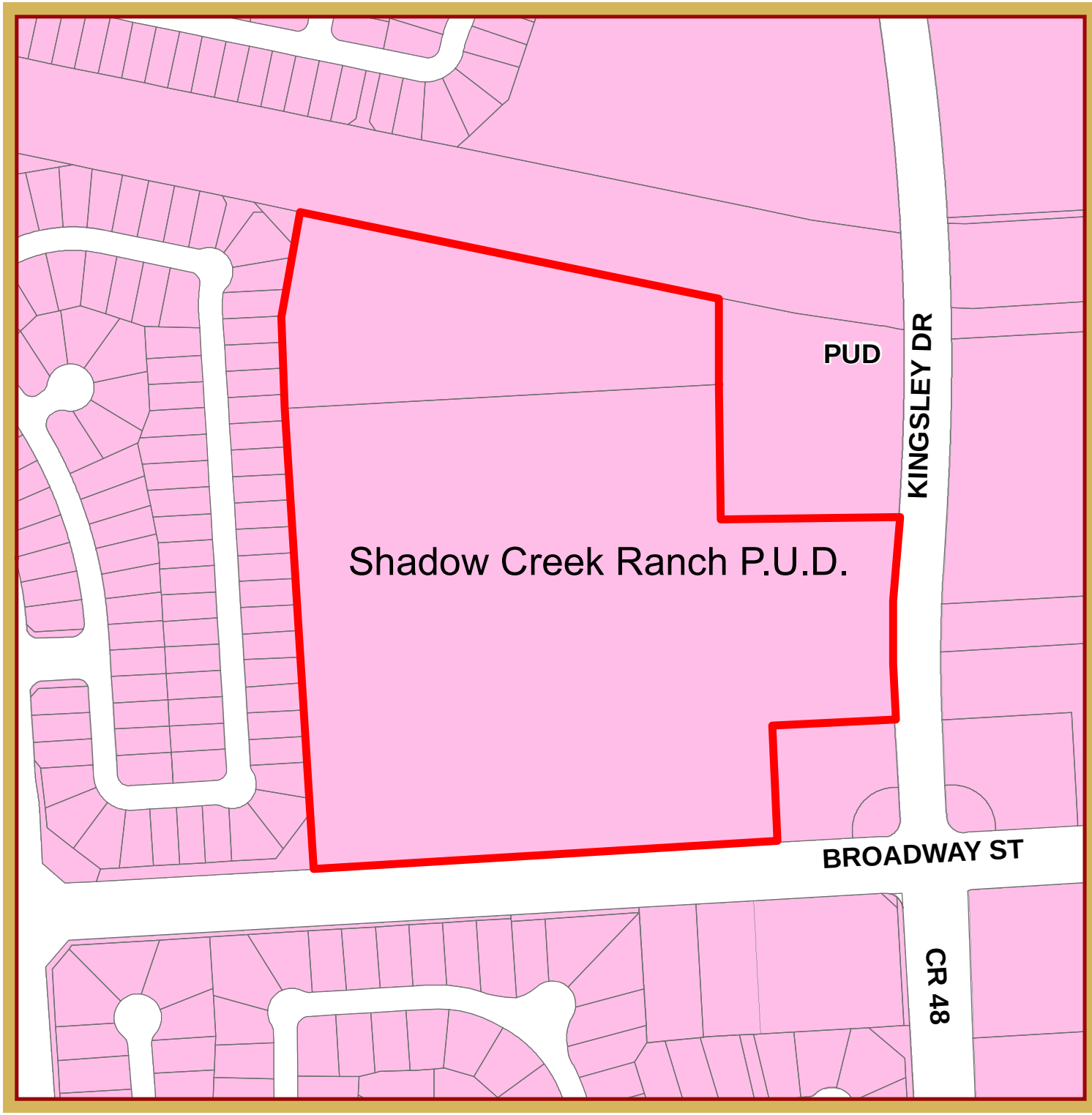
Preliminary Plat of Shadow Creek Ranch School Site No. 5

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

1 inch = 296 feet

OCTOBER 2014
PLANNING DEPARTMENT

N



Zoning Map

Preliminary Plat of Shadow Creek Ranch School Site No. 5

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

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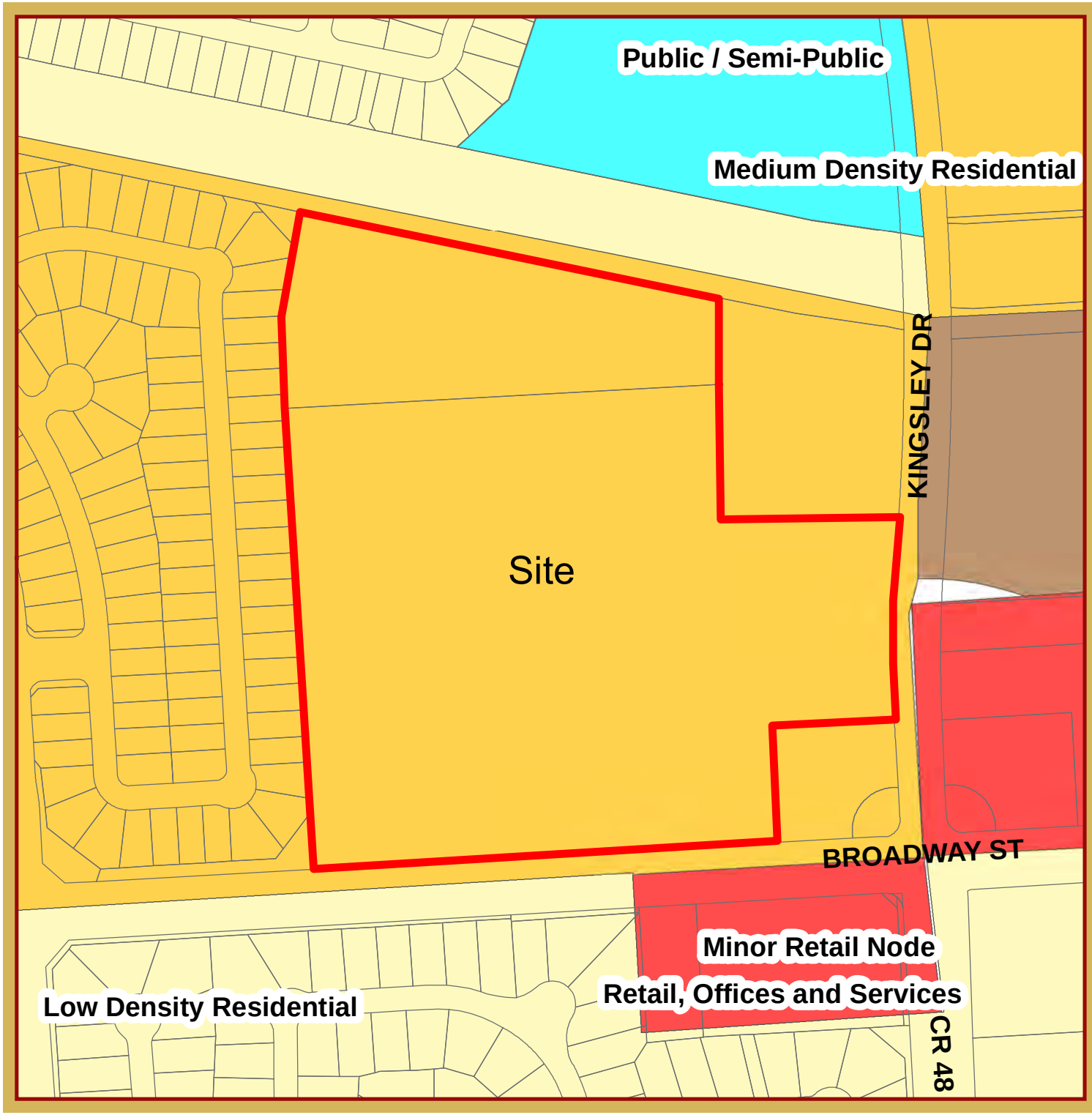
OCTOBER 2014
PLANNING DEPARTMENT

N



Future Land Use Plan 2015

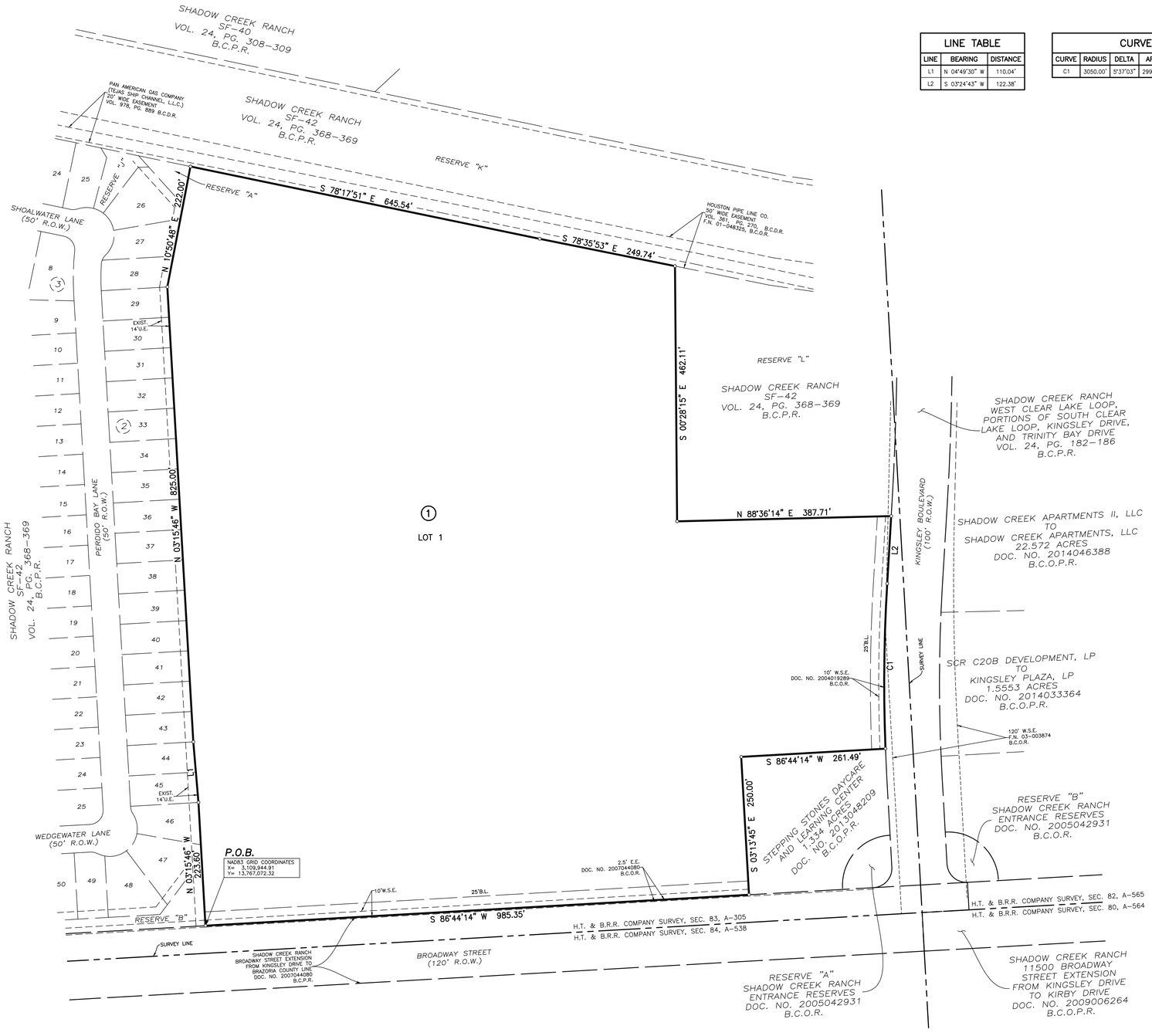
Preliminary Plat of Shadow Creek Ranch School Site No. 5

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

1 inch = 296 feet

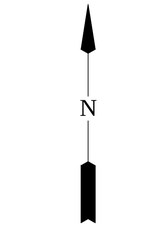
OCTOBER 2014
PLANNING DEPARTMENT

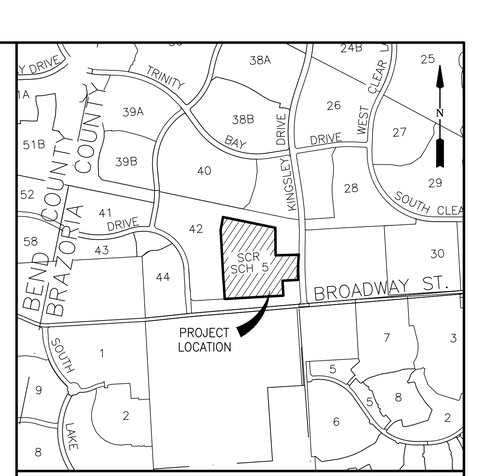
N



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 04°49'30" W	110.04'
L2	S 03°24'43" W	122.38'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC	CHORD	CHORD BEARING
C1	3050.00'	5°37'03"	299.04'	298.92'	S 00°36'12" W





VICINITY MAP
SCALE: 1"= 1,200'

KEY MAP NO. 612P & Q

NOTES:

1. THIS PLAT HAS BEEN PREPARED TO MEET THE REQUIREMENTS OF THE STATE OF TEXAS, BRAZORIA COUNTY AND THE CITY OF PEARLAND.
2. THIS PLAT WAS PREPARED FROM INFORMATION PROVIDED BY STEWART TITLE COMPANY, FILE NO. 1650151CPL, DATED MAY 9, 2016. THE SURVEYOR HAS NOT ABSTRACTED THE ABOVE PROPERTY.
3. ALL BEARINGS ARE BASED ON THE TEXAS COORDINATE SYSTEM, SOUTH CENTRAL ZONE (NAD 27). COORDINATES SHOWN ARE GRID (NAD 83) AND MAY BE CONVERTED TO SURFACE BY DIVIDING BY 0.99987.
4. ALL SUBDIVISION COMMON AREAS INCLUDING BUT NOT LIMITED TO DETENTION FACILITIES, EASEMENTS, AND OPEN SPACE WITHIN THE BOUNDARIES OF THIS PLAT SHALL BE MAINTAINED BY A HOMEOWNERS ASSOCIATION, COMMERCIAL PROPERTY ASSOCIATION OR OTHER ENTITY AND SHALL NOT BE THE RESPONSIBILITY OF THE CITY OF PEARLAND OR BRAZORIA COUNTY.
5. FIVE-EIGHTHS INCH (5/8") IRON RODS THREE FEET IN LENGTH ARE SET ON ALL PERIMETER BOUNDARY CORNERS, UNLESS OTHERWISE NOTED. BLOCK CORNERS OR STREET RIGHT-OF-WAYS HAVE NOT BEEN MONUMENTED.
6. BENCHMARK: MONUMENT GPS - 9 BRASS CAP SET FLUSH IN CONCRETE, STAMPED "CITY OF PEARLAND 9 GPS MONU. 1995". THE MONUMENT IS LOCATED IN THE NORTHWEST CORNER OF THE INTERSECTION OF THE WEST ACCESS ROAD TO HIGHWAY 288 AND COUNTY ROAD 92 AND F.M. 518. THE MONUMENT IS APPROXIMATELY 500 FEET NORTH OF COUNTY ROAD 92 AND 32.5 FEET NORTHWEST OF THE SOUTHWEST CORNER OF A CONCRETE PAD FOR STORM SEWER DRAIN INLETS.

   ELEV.= 59.03, NGVD 29, 1987 ADJUSTMENT
   (ADD 0.19 FEET FOR NAVD 88, 1991 ADJUSTMENT)

   SITE TBM-A: CUT BOX IN CONCRETE TOP OF THE NORTHEAST CORNER ON A TYPE "E" INLET AT THE NORTH SIDE OF WEST BROADWAY STREET +/- 570 FEET WEST OF THE INTERSECTION OF THE SOUTHBOUND LANE OF KINGSLEY DRIVE AND WEST BROADWAY STREET.

   ELEV. = 62.52 FEET NAVD 88 1991 ADJ.
7. ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM), MAP NO. 48039C 0020 H, REVISED SEPTEMBER 22, 1999, SUBJECT TRACT LIES WHOLLY WITHIN ZONE X (UN-SHADED) DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.

   ALL FLOOD PLAIN INFORMATION IN THE PLAT REFLECTS THE STATUS PER THE FEMA MAP THAT IS EFFECTIVE AT THE TIME THE PLAT IS RECORDED. FLOOD PLAIN STATUS IS SUBJECT TO CHANGE AS FEMA FIRM MAPS ARE UPDATED.
8. ANY CONSTRUCTION PROPOSED TO BE INSTALLED WITHIN A DEDICATED EASEMENT WITH PRESCRIBED RIGHTS TO A PRIVATE ENTITY MAY REQUIRE THE PERMISSION OF THE PRIVATE ENTITY PRIOR TO THE START OF CONSTRUCTION. FAILURE TO SECURE SUCH PERMISSION MAY RESULT IN THE RIGHT HOLDER(S) OF THE EASEMENT REMOVING ANY UNAPPROVED PAVEMENT, STRUCTURES, UTILITIES, OR OTHER FACILITIES LOCATED WITHIN THE EASEMENT. THE RESPONSIBILITY OF SECURING APPROVAL FROM THE PRIVATE ENTITIES TO BUILD WITHIN AN EASEMENT IS SOLELY THAT OF THE PROPERTY OWNER.
9. ANY PROPOSED DRAINAGE SYSTEM FOR THIS SUBDIVISION SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF PEARLAND AND BRAZORIA DRAINAGE DISTRICT NO. 4.
10. THIS PROPERTY IS WITHIN BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 26, AT THE TIME OF PLATTING.
11. ALL LANDSCAPING AND STRUCTURES, INCLUDING FENCES AT INTERSECTIONS SHALL CONFORM TO THE CITY OF PEARLAND AND AASHTO SITE DISTANCE REQUIREMENTS FOR MOTORISTS.
12. DRIVEWAY REQUIREMENTS FOR THE LOCATION, WIDTHS AND OFFSETS FROM AN INTERSECTION AND ANY EXISTING DRIVEWAY OR PROPOSED DRIVEWAYS, SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF PEARLAND ENGINEERING DESIGN CRITERIA MANUAL AND UNIFIED DEVELOPMENT CODE.

LEGEND

EXIST.	INDICATES EXISTING
U.E.	INDICATES UTILITY EASEMENT
W.S.E.	INDICATES WATER AND SEWER EASEMENT
D.E.	INDICATES DRAINAGE EASEMENT
E.E.	INDICATES ELECTRICAL EASEMENT
B.C.O.R.	INDICATES BRAZORIA COUNTY OFFICIAL RECORDS
B.C.D.R.	INDICATES BRAZORIA COUNTY DEED RECORDS
B.C.C.F.	INDICATES BRAZORIA COUNTY CLERKS FILE
B.C.O.P.R.	INDICATES BRAZORIA COUNTY OFFICIAL PUBLIC RECORDS
B.C.M.U.D.	INDICATES BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT
B.C.P.R.	INDICATES BRAZORIA COUNTY PLAT RECORDS
☼	INDICATES PROPOSED STREET LIGHT
☼	INDICATES EXISTING STREET LIGHT
F.N.	INDICATES FILE NUMBER
DOC.	INDICATES DOCUMENT
NO.	INDICATES NUMBER
VOL.	INDICATES VOLUME
PG.	INDICATES PAGE
R.O.W.	INDICATE RIGHT-OF-WAY

DEVELOPMENT PLAT OF
SHADOW CREEK RANCH
SCHOOL SITE NO. 5

A SUBDIVISION OF 30.192 ACRES OF LAND SITUATED IN THE H.T. & B.R.R. COMPANY SURVEY, SECTION 83, ABSTRACT 305, CITY OF PEARLAND, BRAZORIA COUNTY, TEXAS.

0 LOTS 0 RESERVES 0 BLOCKS

MAY 10, 2016 JOB NO. 0040-1007-309

OWNERS:

ALVIN INDEPENDENT SCHOOL DISTRICT

JAMES GILCREASE, ED. D., SUPERINTENDENT

301 EAST HOUSE STREET, ALVIN, TEXAS 77584

PH. (281) 331-1130

ENGINEER:

LJA Engineering, Inc.

2929 Briarpark Drive
Suite 600
Houston, Texas 77042

Phone 713.953.5200
Fax 713.953.5026
FRN - F-1386
T.B.P.L.S. Firm No. 10110501

CAD: ____ JAP ____ MYLAR CHECK: SURV. ____ DIR. ____

Date/Time : Tue, 10 May 2016 - 1:55pm
Path/Name : L:\Projdet\PLATTING\0040\PREPLT\AlvinISD_SCR School 5_PP.dwg

STATE OF TEXAS
COUNTY OF BRAZORIA

WE, ALVIN INDEPENDENT SCHOOL DISTRICT, ACTING BY AND THROUGH JAMES GILCREASE, ED. D., SUPERINTENDENT AND MARYANNE MCWHIRTER, SECRETARY, BEING OFFICERS OF ALVIN INDEPENDENT SCHOOL DISTRICT, OWNERS HEREINAFTER REFERRED TO AS OWNERS OF THE PROPERTY SUBDIVIDED IN THIS PLAT OF SHADOW CREEK RANCH SCHOOL SITE NO. 5, 30.192 ACRES OUT OF THE H.T. & B.R.R. COMPANY SURVEY SECTION 83, ABSTRACT 305, CITY OF PEARLAND, BRAZORIA COUNTY, TEXAS, DO HEREBY MAKE SUBDIVISION OF SAID PROPERTY FOR AND ON BEHALF OF SAID ALVIN INDEPENDENT SCHOOL DISTRICT, ACCORDING TO THE LINES, LOTS, STREETS, ALLEYS, RESERVES, PARKS, AND EASEMENTS AS SHOWN HEREON AND DEDICATE FOR PUBLIC USE AS SUCH THE STREETS, ALLEYS, PARKS, AND EASEMENTS SHOWN HEREON FOREVER, AND DO HEREBY WAIVE ALL CLAIMS FOR DAMAGES OCCASIONED BY THE ESTABLISHMENT OF GRADES AS APPROVED FOR THE STREETS AND DRAINAGE EASEMENTS DEDICATED, OR OCCASIONED BY THE ALTERATION OF THE SURFACE, OR ANY PORTION OF THE STREETS OR DRAINAGE EASEMENTS TO CONFORM TO SUCH GRADES, AND DO HEREBY BIND OURSELVES, OUR HEIRS, SUCCESSORS AND ASSIGNS TO WARRANT AND DEFEND THE TITLE TO THE LAND SO DEDICATED.

FURTHER, OWNERS HAVE DEDICATED AND BY THESE PRESENTS DO DEDICATE TO THE USE OF THE PUBLIC, FOR PUBLIC UTILITY PURPOSES FOREVER, UNOBSTRUCTED AERIAL EASEMENTS. THE AERIAL EASEMENTS SHALL EXTEND HORIZONTALLY AN ADDITIONAL ELEVEN FEET, SIX INCHES (11'6") FOR TEN FEET (10'0") PERIMETER GROUND EASEMENTS OR SEVEN FEET, SIX INCHES (7'6") FOR FOURTEEN FEET (14'0") PERIMETER GROUND EASEMENTS OR FIVE FOOT, SIX INCHES (5'6") FOR SIXTEEN FEET (16'0") PERIMETER GROUND EASEMENTS, FROM A PLANE SIXTEEN FEET (16'0") ABOVE GROUND LEVEL UPWARD, LOCATED ADJACENT TO AND ADJOINING SAID PUBLIC UTILITY EASEMENTS THAT ARE DESIGNATED WITH AERIAL EASEMENTS (U.E. AND A.E.) AS INDICATED AND DEPICTED HEREON WHEREBY EACH AERIAL EASEMENT TOTALS TWENTY-ONE FEET, SIX INCHES (21'6") IN WIDTH.

FURTHER, OWNERS HAVE DEDICATED AND BY THESE PRESENTS DO DEDICATE TO THE USE OF THE PUBLIC, FOR PUBLIC UTILITY PURPOSES FOREVER, UNOBSTRUCTED AERIAL EASEMENTS. THE AERIAL EASEMENTS SHALL EXTEND HORIZONTALLY AN ADDITIONAL TEN FEET (10'0") FOR TEN FEET (10'0") BACK-TO-BACK GROUND EASEMENTS, OR EIGHT FEET (8'0") FOR FOURTEEN FEET (14'0") BACK-TO-BACK GROUND EASEMENTS OR SEVEN FEET (7'0") FOR SIXTEEN FEET (16'0") BACK-TO-BACK GROUND EASEMENTS, FROM A PLANE SIXTEEN FEET (16'0") ABOVE GROUND LEVEL UPWARD, LOCATED ADJACENT TO BOTH SIDES AND ADJOINING SAID PUBLIC UTILITY EASEMENTS THAT ARE DESIGNATED WITH AERIAL EASEMENTS (U.E. AND A.E.) AS INDICATED AND DEPICTED HEREON, WHEREBY EACH AERIAL EASEMENT TOTALS THIRTY FEET (30'0") IN WIDTH.

ALVIN INDEPENDENT SCHOOL DISTRICT, BY AND THROUGH ITS DULY UNDERSIGNED OFFICER, HEREBY STATES THAT HE FULLY REALIZES THAT HE IS APPLYING FOR A PERMIT FROM THE CITY OF PEARLAND TO BUILD WITHIN ONE HUNDRED FEET OF AN EXISTING OIL OR GAS PIPELINE EASEMENT AND THAT THE CITY OF PEARLAND CONSIDERS BUILDING NEAR SUCH A PIPELINE EASEMENT TO HAVE CERTAIN INHERENT DANGERS INCLUDING, BUT NOT LIMITED TO, EXPLOSION AND RELEASE OF NOXIOUS, TOXIC AND FLAMMABLE SUBSTANCES. FOR THE AFOREMENTIONED REASONS, ALVIN INDEPENDENT SCHOOL DISTRICT, DOES HEREBY RELEASE AND AGREES TO FOREVER HOLD HARMLESS THE CITY OF PEARLAND, TEXAS, ITS OFFICERS, SUCCESSORS, AND ASSIGNS FROM ALL LIABILITY IN ANY WAY ARISING FROM THE BUILDING, USE OR HABITATION OF THE STRUCTURE DESCRIBED IN THE SAID PERMIT.

IN TESTIMONY HERETO, ALVIN INDEPENDENT SCHOOL DISTRICT, HAS CAUSED THESE PRESENTS TO BE SIGNED BY JAMES GILCREASE, ED. D., SUPERINTENDENT, THEREUNTO AUTHORIZED, BY ITS SECRETARY, MARYANNE MCWHIRTER, THIS _____ DAY OF _____, 2016.

ALVIN INDEPENDENT SCHOOL DISTRICT

BY: _____
JAMES GILCREASE, ED. D., SUPERINTENDENT

ATTEST:_____
MARYANNE MCWHIRTER, SECRETARY

STATE OF TEXAS
COUNTY OF BRAZORIA

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED JAMES GILCREASE, ED. D., SUPERINTENDENT OF ALVIN INDEPENDENT SCHOOL DISTRICT, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED AND IN THE CAPACITY THEREIN AND HEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS _____ DAY OF _____, 2016.

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

STATE OF TEXAS
COUNTY OF BRAZORIA

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED MARYANNE MCWHIRTER, SECRETARY OF ALVIN INDEPENDENT SCHOOL DISTRICT, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT SHE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED AND IN THE CAPACITY THEREIN AND HEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS _____ DAY OF _____, 2016.

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

I, HEATHER L. SIDES, A REGISTERED PROFESSIONAL LAND SURVEYOR, AM REGISTERED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF SURVEYING AND HEREBY CERTIFY THAT THE ABOVE SUBDIVISION IS TRUE AND CORRECT; WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND; THAT ALL BOUNDARY CORNERS, ANGLE POINTS, POINTS OF CURVATURE AND OTHER POINTS OF REFERENCE HAVE BEEN MARKED WITH IRON (OR OTHER SUITABLE PERMANENT METAL) PIPES OR RODS HAVE AN OUTSIDE DIAMETER OF NOT LESS THAN FIVE EIGHTHS (5/8) INCH AND A LENGTH OF NOT LESS THAN THREE (3) FEET WITH PLASTIC CAP MARKED "LJA ENG" UNLESS OTHERWISE NOTED (SEE NOTE 5).

_____
HEATHER L. SIDES, R.P.L.S., P.L.S., CFedS
REGISTERED PROFESSIONAL LAND SURVEYOR
TEXAS REGISTRATION NO. 5997

THIS IS TO CERTIFY THAT THE PLANNING AND ZONING COMMISSION OF THE CITY OF PEARLAND, TEXAS HAS APPROVED THIS PLAT AND SUBDIVISION OF SHADOW CREEK RANCH SCHOOL SITE NO. 5 AND IS IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF PEARLAND AS SHOWN HEREON AND AUTHORIZES THE RECORDING OF THIS PLAT THIS _____ DAY OF _____, 2016.

_____
DANIEL TUNSTALL, CHAIRPERSON
CITY PLANNING & ZONING COMMISSION
CITY OF PEARLAND, TEXAS

APPROVED FOR THE CITY OF PEARLAND, TEXAS THIS _____ DAY OF _____, 2016.

_____
DARRIN COKER
CITY OF PEARLAND, CITY ATTORNEY

_____
SUSAN POLKA, P.E.
CITY OF PEARLAND, CITY ENGINEER

A 30.192 ACRE TRACT OF LAND LOCATED IN THE H.T. & B. R.R. CO. SURVEY, SECTION 83, ABSTRACT 305, CITY OF PEARLAND, BRAZORIA COUNTY, TEXAS, WHICH IS ALL OF THE 30.192 ACRE TRACT DESCRIBED IN THE DEED FROM SHADOW CREEK RAND DEVELOPMENT COMPANY TO ALVIN INDEPENDENT SCHOOL DISTRICT UNDER DOCUMENT NUMBER 2010026512 OF THE OFFICIAL PUBLIC RECORDS OF BRAZORIA COUNTY, TEXAS, SAID 30.192 ACRES OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (ALL BEARINGS REFERENCED TO THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, NAD27);

BEGINNING AT A FOUND 5/8-INCH IRON ROD WITH PLASTIC CAP STAMPED "LJA ENG" FOR THE SOUTHEAST CORNER OF RESTRICTED RESERVE "B" OF SHADOW CREEK RANCH SF-42, A SUBDIVISION OF RECORD IN VOLUME 24, PAGES 368-369, OF THE PLAT RECORD OF SAID BRAZORIA COUNTY, TEXAS (B.C.P.R.), SAID POINT BEING ON THE NORTH RIGHT-OF-WAY LINE OF BROADWAY STREET (120 FEET WIDE) AS SHOWN ON THE FINAL RIGHT-OF-WAY PLAT OF SHADOW CREEK RANCH BROADWAY STREET EXTENSION FROM KINGSLEY DRIVE TO BRAZORIA COUNTY LINE, A SUBDIVISION OF RECORD UNDER DOCUMENT NUMBER 2007044080, B.C.P.R.;

THENCE, ALONG THE EASTERLY LINE OF SAID SHADOW CREEK RANCH SF-42 THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

1. NORTH 03° 15' 46" WEST, 223.60 FEET TO A POINT FOR CORNER;
2. NORTH 04° 49' 30" WEST, 110.04 FEET TO A POINT FOR CORNER;
3. NORTH 03° 15' 46" WEST, 825.00 FEET TO A POINT FOR CORNER;
4. THENCE, NORTH 10° 50' 48" EAST, 222.00 FEET TO A 5/8-INCH IRON ROD WITH PLASTIC CAP STAMPED "LJA ENG" FOUND FOR THE NORTHEAST CORNER OF RESTRICTED RESERVE "A" OF SAID SHADOW CREEK RANCH SF-42, SAME BEING THE SOUTHERN LINE OF RESTRICTED RESERVE "K" OF SAID SHADOW CREEK RANCH SF-42;

THENCE, SOUTH 78° 17' 51" EAST, ALONG THE SOUTHERLY LINE OF SAID RESTRICTED RESERVE "K", 645.54 FEET TO A 5/8-INCH IRON ROD WITH PLASTIC CAP STAMPED "WEST BELT" FOUND FOR CORNER;

THENCE, SOUTH 78° 35' 53" EAST, CONTINUING ALONG THE SOUTHERLY LINE OF SAID RESTRICTED RESERVE "K", 249.74 FEET TO THE NORTHEAST CORNER OF THE HEREIN DESCRIBED TRACT, COMMON TO THE NORTHWEST CORNER OF RESTRICTED RESERVE "L" OF SAID SHADOW CREEK RANCH SF-42 AND THE 3.832 ACRE TRACT DESCRIBED IN THE DEED FROM SHADOW CREEK RANCH DEVELOPMENT COMPANY LIMITED PARTNERSHIP TO SHADOW CREEK RANCH MAINTENANCE ASSOCIATION UNDER DOCUMENT NUMBER 2009056290 OF THE OFFICIAL PUBLIC RECORDS OF BRAZORIA COUNTY, TEXAS;

THENCE, SOUTH 00° 28' 15" EAST, ALONG THE WESTERLY LINE OF SAID RESTRICTED RESERVE "L", 462.11 FEET TO A 5/8-INCH IRON ROD WITH PLASTIC CAP STAMPED "LJA ENG" FOUND FOR THE SOUTHWEST CORNER OF SAID RESTRICTED RESERVE "L" AND SAID 3.832 ACRE TRACT;

THENCE, NORTH 88° 36' 14" EAST, ALONG THE SOUTHERLY LINE OF SAID RESTRICTED RESERVE "L", 387.71 FEET TO THE SOUTHEAST CORNER OF SAID RESTRICTED RESERVE "L" AND SAID 3.832 ACRE TRACT, SAID POINT BEING ON THE WESTERLY RIGHT-OF-WAY LINE OF KINGSLEY DRIVE (100 FEET WIDE), AS SHOWN ON SHADOW CREEK RANCH WEST CLEAR LAKE LOOP, PORTIONS OF SOUTH CLEAR LAKE LOOP, KINGSLEY DRIVE, AND TRINITY BAY DRIVE, A SUBDIVISION OF RECORD IN VOLUME 24, PAGES 182-186, B.C.P.R. FROM WHICH A CHISELED "X" SET IN CONCRETE BEARS SOUTH 61° 17' 54" WEST, 0.93 FEET;

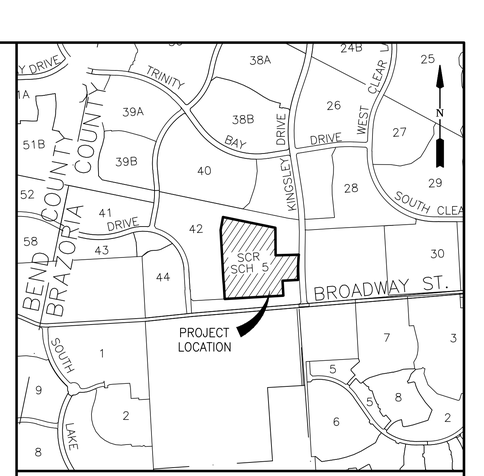
THENCE, SOUTH 03° 24' 43" WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF KINGSLEY DRIVE, 122.38 FEET TO A FOUND 5/8-INCH IRON ROD WITH PLASTIC CAP STAMPED "LJA ENG" FOR THE BEGINNING OF A CURVE;

THENCE, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF KINGSLEY DRIVE, 299.04 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 3050.00 FEET, A CENTRAL ANGLE OF 05° 37' 03", AND A CHORD THAT BEARS SOUTH 00° 36' 12" WEST, 298.92 FEET TO A CHISELED "X" FOUND FOR THE NORTHEAST CORNER OF THE 1.334 ACRE TRACT DESCRIBED IN THE DEED FROM SHADOW CREEK RANCH DEVELOPMENT COMPANY TO STEPPING STONES DAYCARE AND LEARNING CENTER UNDER DOCUMENT NUMBER 2013048209 OF THE OFFICIAL PUBLIC RECORDS OF BRAZORIA COUNTY, TEXAS;

THENCE, SOUTH 86° 44' 14" WEST, DEPARTING SAID WESTERLY RIGHT-OF-WAY LINE OF KINGSLEY DRIVE, 261.49 FEET TO THE NORTHWEST CORNER OF SAID 1.334 ACRE TRACT;

THENCE, SOUTH 03° 13' 45" EAST, 250.00 FEET TO THE SOUTHWEST CORNER OF SAID 1.334 ACRE TRACT, IN THE AFORESAID NORTHERLY RIGHT-OF-WAY LINE OF BROADWAY STREET;

THENCE, SOUTH 86° 44' 14" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF BROADWAY STREET, 985.35 FEET TO THE POINT OF BEGINNING AND CONTAINING 30.192 ACRES OF LAND.



VICINITY MAP
SCALE: 1"= 1,200'

KEY MAP NO. 612P & Q

DEVELOPMENT PLAT OF
SHADOW CREEK RANCH
SCHOOL SITE NO. 5

A SUBDIVISION OF 30.192 ACRES OF LAND SITUATED IN THE H.T. & B.R.R. COMPANY SURVEY, SECTION 83, ABSTRACT 305, CITY OF PEARLAND, BRAZORIA COUNTY, TEXAS.

0 LOTS 0 RESERVES 0 BLOCKS

MAY 10, 2016 JOB NO. 0040-1007-309

OWNERS:

ALVIN INDEPENDENT SCHOOL DISTRICT

JAMES GILCREASE, ED. D., SUPERINTENDENT

301 EAST HOUSE STREET, ALVIN, TEXAS 77584

PH. (281) 331-1130

ENGINEER:

LJA Engineering, Inc.
2929 Briarpark Drive
Suite 600
Houston, Texas 77042
Phone 713.953.5200
Fax 713.953.5026
FRN - F-1386
T.B.P.L.S. Firm No. 10110501

SHEET 2 OF 2

CAD: ____ JAP ____ MYLAR CHECK: SURV: _____ DIR: _____

Date\Time : Tue, 10 May 2016 1:56pm
Path\Name : I:\Projpak\CAD\Engr\0040\PREPLT\AlvinISD_SCR School 5_PP.dwg

F. Consideration & Possible Action – Final Plat of Stewart Heights Section 2

A request of Rene Rodriguez, LJA Engineering, the applicant; on behalf of Ethan Springer of Savannah Development Limited, owner; for approval of the Final Plat of Stewart Heights Section 2 creating 44 single family lots, and 1 reserve on 11.974 acres of land located at the southwest corner of future Savannah Parkway and Laurel Heights Drive. General Location: Southwest corner of future Savannah Parkway and Laurel Heights Drive.

Staff Report

To: Planning and Zoning Commission

From: Planning Department VH (Staff Planner)

Meeting Date: June 6, 2016

Re: A request of Rene Rodriguez, LJA Engineering, the applicant; on behalf of Ethan Springer of Savannah Development Limited, owner; for approval of the Final Plat of Stewart Heights Section 2 creating 44 single family lots, and 1 reserve on 11.974 acres of land located at the southwest corner of future Savannah Parkway and Laurel Heights Drive, described to wit:

Legal Description: A subdivision of land situated in the H.T. & B.R.R. Company Survey, Abstract 302 and the A.C.H. & B. Survey, Abstract 403, Brazoria County, Texas.

General Location: Southwest corner of future Savannah Parkway and Laurel Heights Drive.

SUMMARY

On behalf of Savannah Development Ltd., owner, Rene Rodriguez, LJA Engineering, has submitted a request for approval of the Final Plat of Stewart Heights Section 2, creating 44 lots and 1 reserve on 11.974 acres of land located at the southwest corner of future Savannah Parkway and Laurel Heights Drive in the City of Pearland ETJ. The proposed lots are generally between 50 and 55 feet wide and are 125 to 145 feet deep.

SITE HISTORY

The Preliminary Plat of Stewart Heights of Savannah Section 2 was approved at the November 2, 2015 Planning and Zoning Commission meeting. The name was shortened by the developer to Stewart Height Section 2.

STAFF RECOMMENDATION

Staff recommends approval of the Final Plat of Stewart Heights Section 2 as proposed by the applicant for the following reasons:

1. The proposed plat will not cause any adverse impacts on the surrounding properties.

2. The request is in conformance to the Savannah Lakes Development Agreement.

3. The request conforms to the Preliminary Plat of Stewart Heights at Savannah Section 2.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

The subject property is shown as Low Density Residential on the Future Land Use Plan 2015. However, the property in question is covered by the Savannah Lakes Development Agreement.

Savannah Development Agreement

The development agreement shows this area as single family residential. The lots are generally 55 feet wide and 125 feet deep.

CONFORMANCE WITH THE UNIFIED DEVELOPMENT CODE (UDC)

The Unified Development Code (UDC) does not apply to the subject development as the property is located within the City of Pearland Extra-Territorial Jurisdiction (ETJ)

	Zoning	Land Use
North	ETJ	Future Stewart Heights Section 3
South	ETJ	Future Stewart Heights Section 1
East	ETJ	Undeveloped
West	ETJ	Future Stewart Heights Section 7

CONFORMANCE WITH THE THOROUGHFARE PLAN

The subject property will be served by Savannah Parkway, with 100 feet of Right-of-Way. Heather Field Drive and Trace Lane will both have a 60 foot right or way. The subdivision will have access from the future Stewart Heights Section 1 via Heather Field Lane and Stewart Height Section 7 via Saxon Cliff Lane. The north end of the plat will connect to Savannah Parkway via Trailstone Village Lane and Laurel Heights Drive.

TRAFFIC AND TRANSPORTATION

A Traffic Impact Analysis is not required.

UTILITIES AND INFRASTRUCTURE

This plat is located wholly within Municipal Utility District No. 22.

DRAINAGE

A Detention Improvement Agreement has been approved by the City.

PARKS, OPEN SPACE, AND TREES

Park fees are not required within the Savannah Lakes Development.

ADDITONAL COMMENTS

This request has been reviewed by the City's Development Review Committee and there were no additional comments.

SUPPORTING DOCUMENTS

- Aerial Map
- Zoning Map
- Future Land Use Plan 2015
- Final Plat of Stewart Heights Section 2

Aerial Map

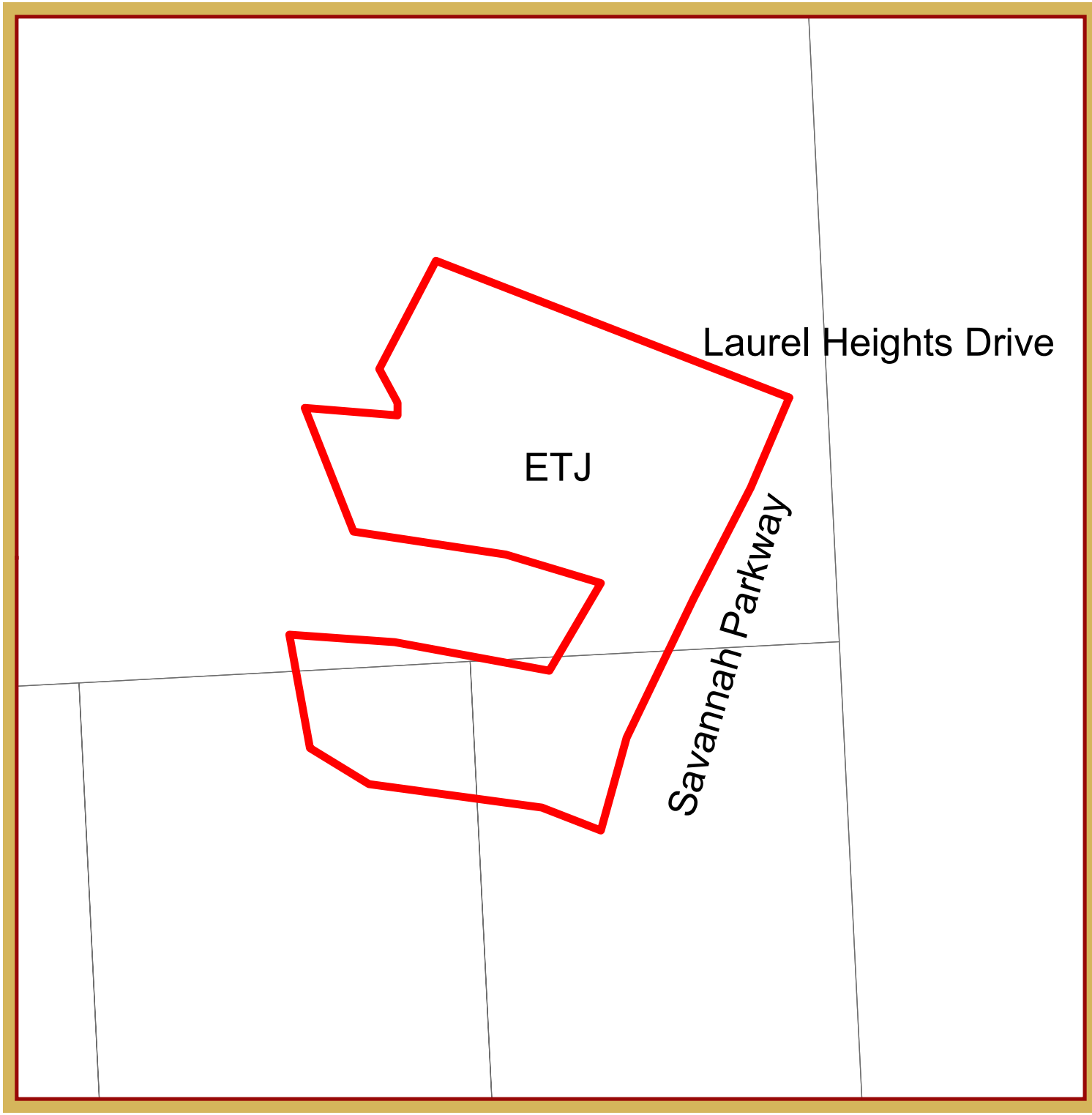
Final Plat of Stewart Heights Section 2

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

1 inch = 237 feet

OCTOBER 2014
PLANNING DEPARTMENT

N



Zoning Map

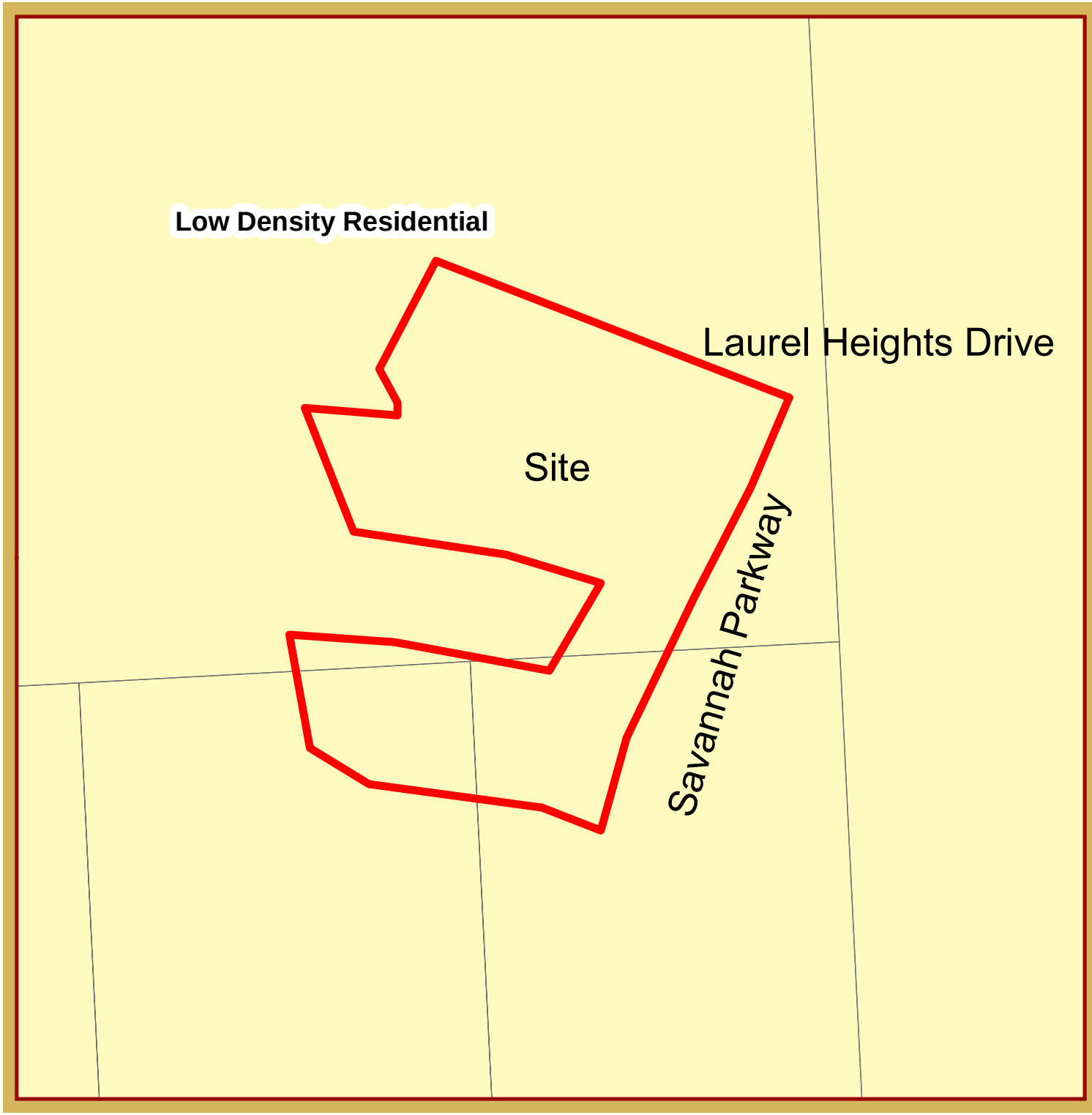
Final Plat of Stewart Heights Section 2

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

1 inch = 237 feet

OCTOBER 2014
PLANNING DEPARTMENT

N



Future Land Use Plan 2015

Final Plat of Stewart Heights Section 2

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

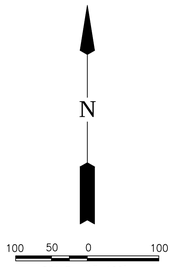
1 inch = 237 feet

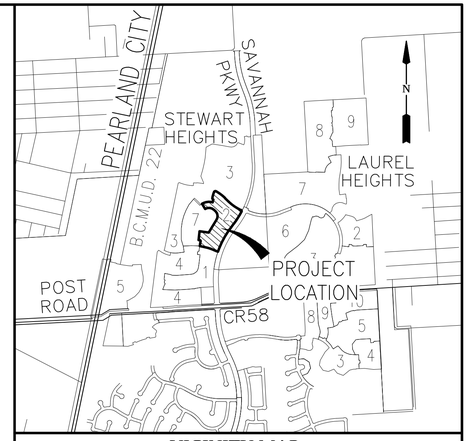
OCTOBER 2014
PLANNING DEPARTMENT

N

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 62Â°03'16" E	53.47'
L2	N 70Â°40'34" W	38.15'
L3	N 67Â°24'58" W	109.08'
L4	N 71Â°28'03" W	71.15'
L5	N 74Â°87'13" W	53.78'
L6	N 78Â°80'35" W	68.58'
L7	N 78Â°88'21" W	60.05'
L8	N 09Â°05'55" E	97.60'
L9	S 83Â°41'11" E	40.78'
L10	N 25Â°26'12" E	50.99'
L11	N 06Â°03'11" E	48.52'
L12	N 13Â°12'29" W	48.52'
L13	N 32Â°28'13" W	48.52'
L14	N 46Â°60'06" W	53.06'
L15	N 57Â°08'48" W	49.44'
L16	N 75Â°80'06" W	49.44'
L17	S 86Â°88'35" W	49.44'
L18	S 67Â°67'17" W	49.44'
L19	N 15Â°83'34" E	60.00'
L20	S 47Â°81'45" E	38.15'
L21	S 23Â°83'39" E	6.00'
L22	S 47Â°81'45" E	38.15'
L23	S 09Â°05'55" W	99.97'
L24	N 47Â°81'45" W	38.15'
L25	N 32Â°04'52" E	102.72'
L26	N 23Â°21'42" E	124.60'
L27	N 27Â°65'16" E	108.20'
L28	N 31Â°11'35" E	108.73'
L29	S 64Â°68'52" W	12.83'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC	CHORD	CHORD BEARING
C1	25.00'	94Â°49'34"	41.38'	36.81'	N 71Â°47'47" E
C2	920.00'	14Â°47'31"	237.52'	236.86'	S 53Â°23'40" E
C3	930.00'	16Â°03'22"	260.62'	259.76'	S 54Â°01'35" E
C4	25.00'	90Â°02'59"	39.29'	35.37'	S 17Â°01'46" E
C5	1950.00'	8Â°88'26"	294.08'	293.80'	S 32Â°8'57" W
C6	1800.00'	17Â°28'44"	549.12'	546.99'	S 27Â°3'48" W
C7	25.00'	92Â°81'55"	40.37'	36.13'	N 37Â°0'02" W
C8	1270.00'	0Â°45'47"	16.92'	16.92'	N 83Â°88'54" W
C9	280.00'	46Â°41'56"	228.21'	221.95'	N 81Â°67'36" E
C10	25.00'	81Â°66'38"	35.75'	32.78'	N 33Â°3'07" W
C11	470.00'	17Â°07'49"	140.52'	140.00'	N 15Â°89'06" E
C12	310.00'	27Â°09'41"	146.96'	145.58'	N 61Â°06'36" W
C13	300.00'	79Â°84'04"	416.62'	383.94'	N 07Â°84'43" W
C14	1975.00'	6Â°89'21"	235.17'	235.03'	S 28Â°87'38" W
C15	55.00'	81Â°89'49"	78.39'	71.92'	N 66Â°02'52" E
C16	1300.00'	11Â°04'34"	251.31'	250.92'	N 78Â°89'30" W
C17	340.00'	27Â°09'41"	161.18'	159.67'	S 61Â°06'36" E
C18	330.00'	79Â°84'04"	458.28'	422.33'	S 07Â°84'43" E
C19	1945.00'	6Â°60'30"	232.25'	232.11'	S 28Â°87'04" W
C20	25.00'	31Â°84'17"	13.78'	13.60'	S 09Â°24'40" W
C21	50.00'	144Â°67'45"	126.50'	95.36'	S 66Â°06'24" W
C22	25.00'	31Â°41'21"	13.83'	13.65'	N 57Â°85'24" W
C23	1270.00'	5Â°6'06"	116.78'	116.74'	N 75Â°84'07" W
C24	25.00'	92Â°81'55"	40.37'	36.13'	S 55Â°81'53" W
C25	1330.00'	11Â°04'34"	257.11'	256.71'	S 78Â°89'30" E
C26	25.00'	81Â°89'49"	35.63'	32.69'	N 66Â°02'52" E
C27	2005.00'	6Â°89'21"	238.74'	238.60'	N 28Â°87'38" E
C28	270.00'	79Â°84'04"	374.95'	345.54'	N 07Â°84'43" W
C29	280.00'	27Â°09'41"	132.74'	131.50'	N 61Â°06'36" W





VICINITY MAP
SCALE: 1"= 1,500'

KEY MAP NO. 652E

RESERVE TABLE			
RESERVE	ACREAGE	SQ.FT.	TYPE
A	1.692	73,721	RESTRICTED TO LANDSCAPE/OPEN SPACE
TOTAL	1.692	73,721	

	AVERAGE LOT WIDTH	AVERAGE LOT DEPTH
BLOCK 1	53.26'	135.88'
BLOCK 2	70.67'	119.59'

STREET NAME	LENGTH	CLASSIFICATION
GINGERWOOD TRACE	1,024.80'	PUBLIC
HEATHER FIELD	155.00'	PUBLIC
SAXON CLIFF	290.45'	PUBLIC

LOT	SQ. FT.
BLOCK 1	
LOT 1	7,987
LOT 2	7,898
LOT 3	8,098
LOT 4	7,393
LOT 5	8,114
LOT 6	8,893
LOT 7	8,963
LOT 8	9,173
LOT 9	8,963
LOT 10	9,173
LOT 11	8,963
LOT 12	8,725
LOT 13	7,961
LOT 14	7,150
LOT 15	7,150
LOT 16	7,227
LOT 17	7,311
LOT 18	7,315
LOT 19	7,315
LOT 20	7,153
LOT 21	9,550
LOT 22	13,576
LOT 23	7,283
LOT 24	7,101
LOT 25	9,156

LOT	SQ. FT.
BLOCK 2	
LOT 1	7,055
LOT 2	7,063
LOT 3	7,180
LOT 4	7,263
LOT 5	8,977
LOT 6	8,610
LOT 7	7,077
LOT 8	6,937
LOT 9	6,875
LOT 10	6,875
LOT 11	8,701
LOT 12	8,786
LOT 13	8,786
LOT 14	8,786
LOT 15	7,449
LOT 16	8,775
LOT 17	8,775
LOT 18	8,775
LOT 19	8,775

LEGEND

EXIST.	INDICATES EXISTING
U.E.	INDICATES UTILITY EASEMENT
STM.S.E.	INDICATES STORM SEWER EASEMENT
W.S.E.	INDICATES WATER AND SEWER EASEMENT
E.E.	INDICATES ELECTRICAL EASEMENT
B.C.P.R.	INDICATES BRAZORIA COUNTY PLAT RECORDS
B.C.D.R.	INDICATES BRAZORIA COUNTY DEED RECORDS
B.C.C.F.	INDICATES BRAZORIA COUNTY CLERKS FILE
B.C.O.R.	INDICATES BRAZORIA COUNTY OFFICIAL RECORDS
B.C.O.P.R.	INDICATES BRAZORIA COUNTY OFFICIAL PUBLIC RECORDS
B.C.M.U.D.	INDICATES BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT
☼	INDICATES PROPOSED STREET LIGHT
❊	INDICATES EXISTING STREET LIGHT
⟷	INDICATES STREET NAME CHANGE
F.N.	INDICATES FILE NUMBER
S.N.	INDICATES SEE NOTE
VOL.	INDICATES VOLUME
PG.	INDICATES PAGE
P.O.B.	INDICATES POINT OF BEGINNING
R.O.W.	INDICATES RIGHT-OF-WAY

FINAL PLAT OF
STEWART HEIGHTS SECTION TWO

A SUBDIVISION OF 11.974 ACRES OF LAND SITUATED IN THE H. T. & B.R.R. COMPANY SURVEY, ABSTRACT 302 AND THE A. C. H. & B. SURVEY, ABSTRACT 403, BRAZORIA COUNTY, TEXAS

44 LOTS 1 RESERVE (1.692 ACRES) 2 BLOCKS

MAY 23, 2016 JOB NO. 0388-1522-304

OWNERS:

SAVANNAH DEVELOPMENT, LTD.
A TEXAS LIMITED PARTNERSHIP
BY: LENNAR TEXAS HOLDING COMPANY
ITS GENERAL PARTNER
681 GREENS PARKWAY, SUITE 220, HOUSTON, TEXAS 77067
PH. (281) 875-1000

ENGINEER:

LJA Engineering, Inc.
2929 Briarpark Drive
Suite 600
Houston, Texas 77042
Phone 713.953.5200
Fax 713.953.5026
FRN - F-1386
T.B.P.L.S. Firm No. 10110501

CAD: JAP MYLAR CHECK: SURV: DIR:

Date\Time : May. 23, 2016 7:53am
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STATE OF TEXAS
COUNTY OF BRAZORIA

WE, SAVANNAH DEVELOPMENT, LTD., A TEXAS LIMITED PARTNERSHIP, ACTING BY AND THROUGH, JOHN W. HAMMOND, VICE PRESIDENT OF LENNAR TEXAS HOLDING COMPANY, A TEXAS CORPORATION, GENERAL PARTNER OF SAVANNAH DEVELOPMENT, LTD., A TEXAS LIMITED PARTNERSHIP, OWNERS OF THE PROPERTY SUBDIVIDED IN THIS PLAT OF STEWART HEIGHTS SECTION TWO, 11.974 ACRES OUT OF THE H.T. & B.R.R. COMPANY SURVEY, ABSTRACT 302 AND THE A. C. H. & B. SURVEY, ABSTRACT 403, CITY OF PEARLAND, BRAZORIA COUNTY, TEXAS, DO HEREBY MAKE SUBDIVISION OF SAID PROPERTY FOR AND ON BEHALF OF SAID PARTNERSHIP, ACCORDING TO THE LINES, LOTS, STREETS, ALLEYS, RESERVES, PARKS, AND EASEMENTS AS SHOWN HEREON AND DEDICATE FOR PUBLIC USE AS SUCH THE STREETS, ALLEYS, PARKS, AND EASEMENTS SHOWN HEREON FOREVER, AND DO HEREBY WAIVE ALL CLAIMS FOR DAMAGES OCCASIONED BY THE ESTABLISHMENT OF GRADES AS APPROVED FOR THE STREETS AND DRAINAGE EASEMENTS DEDICATED, OR OCCASIONED BY THE ALTERATION OF THE SURFACE, OR ANY PORTION OF THE STREETS OR DRAINAGE EASEMENTS TO CONFORM TO SUCH GRADES, AND DO HEREBY BIND OURSELVES, OUR HEIRS, SUCCESSORS AND ASSIGNS TO WARRANT AND DEFEND THE TITLE TO THE LAND SO DEDICATED.

FURTHER, OWNERS HAVE DEDICATED AND BY THESE PRESENTS DO DEDICATE TO THE USE OF THE PUBLIC, FOR PUBLIC UTILITY PURPOSES FOREVER, UNOBSTRUCTED AERIAL EASEMENTS. THE AERIAL EASEMENTS SHALL EXTEND HORIZONTALLY AN ADDITIONAL ELEVEN FEET, SIX INCHES (11'6") FOR TEN FEET (10'0") PERIMETER GROUND EASEMENTS OR SEVEN FEET, SIX INCHES (7'6") FOR FOURTEEN FEET (14'0") PERIMETER GROUND EASEMENTS OR FIVE FOOT, SIX INCHES (5'6") FOR SIXTEEN FEET (16'0") PERIMETER GROUND EASEMENTS, FROM A PLANE SIXTEEN FEET (16'0") ABOVE GROUND LEVEL UPWARD, LOCATED ADJACENT TO AND ADJOINING SAID PUBLIC UTILITY EASEMENTS THAT ARE DESIGNATED WITH AERIAL EASEMENTS (U.E. AND A.E.) AS INDICATED AND DEPICTED HEREON WHEREBY EACH AERIAL EASEMENT TOTALS TWENTY-ONE FEET, SIX INCHES (21'6") IN WIDTH.

FURTHER, OWNERS HAVE DEDICATED AND BY THESE PRESENTS DO DEDICATE TO THE USE OF THE PUBLIC, FOR PUBLIC UTILITY PURPOSES FOREVER, UNOBSTRUCTED AERIAL EASEMENTS. THE AERIAL EASEMENTS SHALL EXTEND HORIZONTALLY AN ADDITIONAL TEN FEET (10'0") FOR TEN FEET (10'0") BACK-TO-BACK GROUND EASEMENTS, OR EIGHT FEET (8'0") FOR FOURTEEN FEET (14'0") BACK-TO-BACK GROUND EASEMENTS OR SEVEN FEET (7'0") FOR SIXTEEN FEET (16'0") BACK-TO-BACK GROUND EASEMENTS, FROM A PLANE SIXTEEN FEET (16'0") ABOVE GROUND LEVEL UPWARD, LOCATED ADJACENT TO BOTH SIDES AND ADJOINING SAID PUBLIC UTILITY EASEMENTS THAT ARE DESIGNATED WITH AERIAL EASEMENTS (U.E. AND A.E.) AS INDICATED AND DEPICTED HEREON, WHEREBY EACH AERIAL EASEMENT TOTALS THIRTY FEET (30'0") IN WIDTH.

FURTHER, OWNERS DO HEREBY CERTIFY THAT WE ARE THE OWNERS OF ALL PROPERTY IMMEDIATELY ADJACENT TO THE BOUNDARIES OF THE ABOVE AND FORGOING SUBDIVISION OF STEWART HEIGHTS SECTION TWO WHERE BUILDING SETBACK LINES OR PUBLIC UTILITY EASEMENTS ARE TO BE ESTABLISHED OUTSIDE THE BOUNDARIES OF THE ABOVE AND FORGOING SUBDIVISION AND DO HEREBY MAKE AND ESTABLISH ALL BUILDING SETBACK LINES AND DEDICATE TO THE USE OF THE PUBLIC, ALL PUBLIC UTILITY EASEMENTS SHOWN IN SAID ADJACENT ACREAGE.

IN TESTIMONY HERETO, SAVANNAH DEVELOPMENT, LTD., A TEXAS LIMITED PARTNERSHIP, HAS CAUSED THESE PRESENTS TO BE SIGNED BY LENNAR TEXAS HOLDING COMPANY, A TEXAS CORPORATION, ITS GENERAL PARTNER, BY JOHN W. HAMMOND, VICE PRESIDENT, THIS _____ DAY OF _____, 2016.

SAVANNAH DEVELOPMENT, LTD.
A TEXAS LIMITED PARTNERSHIP

BY: LENNAR TEXAS HOLDING COMPANY,
A TEXAS CORPORATION,
ITS GENERAL PARTNER

BY: _____
JOHN W. HAMMOND, VICE PRESIDENT

STATE OF TEXAS
COUNTY OF HARRIS

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED JOHN W. HAMMOND, VICE PRESIDENT OF LENNAR TEXAS HOLDING COMPANY, A TEXAS CORPORATION, GENERAL PARTNER OF SAVANNAH DEVELOPMENT, LTD., A TEXAS LIMITED PARTNERSHIP, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED AND IN THE CAPACITY THEREIN AND HEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS _____ DAY OF _____, 2016.

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

I, HEATHER L. SIDES, A REGISTERED PROFESSIONAL LAND SURVEYOR, AM REGISTERED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF SURVEYING AND HEREBY CERTIFY THAT THE ABOVE SUBDIVISION IS TRUE AND CORRECT; WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND; THAT ALL BOUNDARY CORNERS, ANGLE POINTS, POINTS OF CURVATURE AND OTHER POINTS OF REFERENCE HAVE BEEN MARKED WITH IRON (OR OTHER SUITABLE PERMANENT METAL) PIPES OR RODS HAVE AN OUTSIDE DIAMETER OF NOT LESS THAN FIVE EIGHTHS (5/8) INCH AND A LENGTH OF NOT LESS THAN THREE (3) FEET WITH PLASTIC CAP MARKED "LJA ENG" UNLESS OTHERWISE NOTED (SEE NOTE 5).

_____
HEATHER L. SIDES, R.P.L.S., P.L.S., CFedS
REGISTERED PROFESSIONAL LAND SURVEYOR
TEXAS REGISTRATION NO. 5997

NOTES:

1. THIS PLAT HAS BEEN PREPARED TO MEET THE REQUIREMENTS OF THE STATE OF TEXAS, BRAZORIA COUNTY AND THE CITY OF PEARLAND.

2. THIS PLAT WAS PREPARED FROM INFORMATION PROVIDED BY STEWART TITLE COMPANY, FILE NO. 1503940828, DATED APRIL 1, 2016.

3. ALL BEARINGS REFERENCED ARE TO THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE. THE COORDINATES SHOWN ARE GRID AND CAN BE BROUGHT TO SURFACE BY DIVIDING BY AN ADJUSTMENT FACTOR OF 0.99986942341.

4. ALL SUBDIVISION COMMON AREAS INCLUDING BUT NOT LIMITED TO DETENTION FACILITIES, EASEMENTS AND OPEN SPACE WITHIN THE BOUNDARIES OF THIS PLAT SHALL BE MAINTAINED BY A HOMEOWNERS ASSOCIATION, COMMERCIAL PROPERTY ASSOCIATION OR OTHER ENTITY AND SHALL NOT BE THE RESPONSIBILITY OF THE CITY OF PEARLAND.

5. FIVE-EIGHTHS INCH (5/8") IRON RODS WITH PLASTIC CAP MARKED "LJA ENG" THREE FEET IN LENGTH HAVE BEEN SET ON ALL PERIMETER BOUNDARY CORNERS, UNLESS OTHERWISE NOTED. BLOCK CORNERS OR STREET RIGHT-OF-WAYS HAVE NOT BEEN MONUMENTED.

6. BENCHMARK: CITY OF PEARLAND C.P. 10
BRASS CAP SET FLUSH IN CONCRETE STAMPED 'CITY OF PEARLAND 10 GPS MONU, 1995'. THE MONUMENT IS LOCATED NORTHERLY ALONG THE SOUTHBOUND LANES OF HIGHWAY 288, APPROXIMATELY 2,000 FEET SOUTHERLY FROM THE INTERSECTION OF F.M. 518 AND HIGHWAY 288. THE MONUMENT IS WESTERLY 21 FEET FROM THE WEST EDGE OF ASPHALT OF THE SOUTHBOUND HIGHWAY 288 AND APPROXIMATELY 185 FEET FROM A LARGE HIGHWAY LIGHT POLE #288 8.

ELEVATION: 59.29 (NGVD 29, '87 ADJUSTMENT)

7. T.B.M. "LJA-1": BOX CUT IN CURB AT THE NOSE OF THE SOUTH MEDIAN OF SAVANNAH PARKWAY AT THE INTERSECTION OF POST ROAD (C.R. 58)

ELEV.= 65.88 (NGVD 29, 1978 ADJUSTMENT)

8. THIS TRACT LIES IN ZONE "X" OF THE F.I.R.M. FLOOD INSURANCE RATE MAP FOR BRAZORIA COUNTY, TEXAS, DATED JUNE 5, 1989, MAP NO. 48039C 0020H. CONTACT THE BRAZORIA COUNTY FLOODPLAIN ADMINISTRATOR FOR THE FLOOD INFORMATION.

ALL FLOODPLAIN INFORMATION NOTED IN THE PLAT REFLECTS THE STATUS PER THE FEMA FIRM MAP THAT IS EFFECTIVE AT THE TIME THE PLAT IS RECORDED. FLOODPLAIN STATUS IS SUBJECT TO CHANGE AS FEMA FIRM MAPS ARE UPDATED.

9. ANY CONSTRUCTION PROPOSED TO BE INSTALLED WITHIN A PROPERTY EASEMENT WITH PRESCRIBED RIGHTS TO A PRIVATE ENTITY MAY REQUIRE THE PERMISSION OF THE PRIVATE ENTITY PRIOR TO THE START OF CONSTRUCTION. FAILURE TO SECURE SUCH PERMISSION MAY RESULT IN THE RIGHT HOLDER(S) OF THE EASEMENT REMOVING ANY UNAPPROVED PAVEMENT, STRUCTURES, UTILITIES OR OTHER FACILITIES LOCATED WITHIN THE EASEMENT. THE RESPONSIBILITY OF SECURING APPROVAL FROM THE PRIVATE ENTITIES TO BUILD WITHIN AN EASEMENT IS SOLELY THAT OF THE OWNER.

10. MINIMUM SLAB ELEVATIONS ARE ESTABLISHED AS FOLLOWS:

A. 15 INCHES ABOVE NATURAL GROUND AT THE HIGHEST POINT ON PERIMETER OF THE SLAB,

OR

B. 18 INCHES ABOVE THE HIGHEST ELEVATION OF CURB ADJACENT TO THE LOT.

THE HIGHEST OF THE ABOVE-CITED ELEVATIONS SHALL PREVAIL AS THE MINIMUM SLAB ELEVATION, WHEN NO MINIMUM SLAB ELEVATION IS SHOWN ON THIS PLAN, THE HIGHER OF THE TWO ELEVATIONS REQUIRED BY ITEMS A OR B ABOVE SHALL PREVAIL.

11. ANY PROPOSED DRAINAGE SYSTEM FOR THIS SUBDIVISION SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF PEARLAND AND BRAZORIA DRAINAGE DISTRICT NO. 4.

12. THIS PROPERTY IS LOCATED WHOLLY WITHIN BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 22, AT THE TIME OF PLATTING.

13. ALL LANDSCAPING AND STRUCTURES, INCLUDING FENCES AT INTERSECTIONS SHALL CONFORM TO THE CITY OF PEARLAND AND AASHTO SITE DISTANCE REQUIREMENTS FOR MOTORISTS.

14. DRIVEWAY REQUIREMENTS FOR THE LOCATION, WIDTHS AND OFFSETS FROM AN INTERSECTION AND ANY EXISTING DRIVEWAY OR PROPOSED DRIVEWAYS, SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF PEARLAND ENGINEERING DESIGN CRITERIA MANUAL AND UNIFIED DEVELOPMENT CODE.

15. LOTS WHICH SIDE ONTO A PUBLIC STREET RIGHT-OF-WAY ARE DENIED DIRECT DRIVEWAY ACCESS TO THE SIDING PUBLIC STREET.

16. A FOUR-FOOT SIDEWALK IS REQUIRED ON BOTH SIDES OF ALL STREETS CONTAINED WITHIN THIS PLAT.

17. MAINTENANCE OF ALL DISTRICT DRAINAGE FACILITIES IS THE OBLIGATION OF BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 22, AND NOT BRAZORIA COUNTY.

18. THERE ARE 7 PROPOSED STREET LIGHTS SHOWN ON THIS PLAT.

APPROVED BY THE BOARD OF COMMISSIONERS ON _____

_____ _____
BRAZORIA DRAINAGE DISTRICT NO. 4 DATE

_____ _____
DISTRICT ENGINEER DATE

THE ABOVE HAVE SIGNED THESE PLANS AND/OR PLAT BASED ON THE RECOMMENDATION OF THE DISTRICT'S ENGINEER WHO HAS REVIEWED ALL SHEETS PROVIDED AND FOUND THEM TO BE IN GENERAL COMPLIANCE WITH THE DISTRICT'S "RULES, REGULATIONS, AND GUIDELINES". THIS APPROVAL IS ONLY VALID FOR THREE HUNDRED SIXTY-FIVE (365) CALENDAR DAYS. AFTER THAT TIME RE-APPROVAL IS REQUIRED. PLEASE NOTE, THIS DOES NOT NECESSARILY MEAN THAT ALL THE CALCULATIONS PROVIDED IN THESE PLANS AND/OR PLATS HAVE BEEN COMPLETELY CHECKED AND VERIFIED. PLANS SUBMITTED HAVE BEEN PREPARED, SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED TO PRACTICE ENGINEERING IN THE STATE OF TEXAS AND PLAT HAS BEEN SIGNED AND SEALED BY A REGISTERED PROFESSIONAL LAND SURVEYOR LICENSED TO PRACTICE IN THE STATE OF TEXAS, WHICH CONVEYS THE ENGINEER'S AND/OR SURVEYOR'S RESPONSIBILITY AND ACCOUNTABILITY.

THIS IS TO CERTIFY THAT THE PLANNING AND ZONING COMMISSION OF THE CITY OF PEARLAND, TEXAS HAS APPROVED THIS PLAT AND SUBDIVISION OF STEWART HEIGHTS SECTION TWO AND IS IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF PEARLAND AS SHOWN HEREON AND AUTHORIZES THE RECORDING OF THIS PLAT THIS _____ DAY OF _____, 2016.

_____
DANIEL TUNSTALL, CHAIRPERSON
CITY PLANNING & ZONING COMMISSION
CITY OF PEARLAND, TEXAS

APPROVED FOR THE CITY OF PEARLAND, TEXAS THIS _____ OF _____, 2016.

_____ _____
DARRIN COKER, CITY OF PEARLAND, CITY ATTORNEY
SUSAN POLKA, P.E., CITY OF PEARLAND, CITY ENGINEER

BEING 11.974 ACRES OF LAND LOCATED IN THE A. C. H. & B. SURVEY, ABSTRACT 403, BRAZORIA COUNTY, TEXAS AND THE H.T. & B. R.R. CO. SURVEY, ABSTRACT 302, BRAZORIA COUNTY, TEXAS, MORE PARTICULARLY BEING A PORTION OF THAT CERTAIN CALLED 299.509 ACRE TRACT (DESCRIBED AS TRACT 3) CONVEYED TO SAVANNAH DEVELOPMENT, LTD. BY AN INSTRUMENT OF RECORD UNDER FILE NUMBER 00-0372203 IN THE OFFICIAL RECORDS OF BRAZORIA COUNTY, TEXAS (B.C.O.R.) AND FILE NUMBER 2000080225 IN THE OFFICIAL PUBLIC RECORDS OF FORT BEND COUNTY, TEXAS (F.B.C.O.P.R.); SAID 11.974 ACRES BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (ALL BEARINGS REFERENCED TO THE TEXAS COORDINATE SYSTEM, SOUTH CENTRAL ZONE, NAD83 (NA2011) EPOCH 2010.00);

COMMENCING FOR REFERENCE AT A 5/8-INCH IRON ROD FOUND MARKING THE NORTHWEST CORNER OF THAT CERTAIN CALLED 46.05 ACRE TRACT CONVEYED TO SAVANNAH DEVELOPMENT, LTD. BY AN INSTRUMENT OF RECORD IN DOCUMENT NUMBER 2005000371, B.C.O.R., SAME BEING THE SOUTHWEST CORNER OF THAT CERTAIN CALLED 74.931 ACRE TRACT CONVEYED TO TYRONE DORIAN, LILLIE DORIAN, FELIPE GARCIA AND LOUISA GARCIA BY AN INSTRUMENT OF RECORD UNDER DOCUMENT NUMBER 1998019056, B.C.O.R., AND BEING ON THE EASTERLY LINE OF SAID 299.509 ACRE TRACT, FROM WHICH A 5/8-INCH IRON ROD WITH CAP STAMPED "BROWN & GAY" FOUND FOR THE SOUTHEAST CORNER OF SAID 74.931 ACRE TRACT BEARS NORTH 86° 55' 16" EAST, 923.29 FEET;

THENCE, SOUTH 30° 55' 53' WEST, 912.17 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED TRACT, THE BEGINNING OF A CURVE;

THENCE, 294.08 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 1,950.00 FEET, A CENTRAL ANGLE OF 08° 38' 26", AND A CHORD WHICH BEARS SOUTH 32° 18' 57" WEST 293.80 FEET TO A POINT FOR CORNER;

THENCE, SOUTH 36° 38' 10" WEST, 131.88 FEET TO A POINT FOR CORNER, THE BEGINNING OF A CURVE;

THENCE, 549.12 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 1,800.00 FEET, A CENTRAL ANGLE OF 17° 28' 44", AND A CHORD WHICH BEARS SOUTH 27° 53' 48" WEST 546.99 FEET TO A POINT FOR CORNER;

THENCE, NORTH 70° 50' 34" WEST, 38.15 FEET TO A POINT FOR CORNER;

THENCE, NORTH 67° 24' 58" WEST, 109.08 FEET TO A POINT FOR CORNER;

THENCE, NORTH 71° 28' 03" WEST, 71.15 FEET TO A POINT FOR CORNER;

THENCE, NORTH 74° 37' 13" WEST, 53.78 FEET TO A POINT FOR CORNER;

THENCE, NORTH 78° 20' 35" WEST, 68.58 FEET TO A POINT FOR CORNER;

THENCE, NORTH 78° 38' 21" WEST, 60.05 FEET TO A POINT FOR CORNER;

THENCE, NORTH 09° 05' 55" EAST, 97.60 FEET TO A POINT FOR CORNER, THE BEGINNING OF A CURVE;

THENCE, 40.37 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 92° 31' 55", AND A CHORD WHICH BEARS NORTH 37° 10' 02" WEST 36.13 FEET TO A POINT FOR CORNER, THE BEGINNING OF A COMPOUND CURVE;

THENCE, 16.92 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 1,270.00 FEET, A CENTRAL ANGLE OF 00° 45' 47", AND A CHORD WHICH BEARS NORTH 83° 48' 54" WEST 16.92 FEET TO A POINT FOR CORNER;

THENCE, NORTH 05° 48' 13" EAST, 184.81 FEET TO A POINT FOR CORNER;

THENCE, SOUTH 83° 41' 11" EAST, 40.78 FEET TO A POINT FOR CORNER;

THENCE, SOUTH 81° 28' 11" EAST, 155.35 FEET TO A POINT FOR CORNER;

THENCE, NORTH 30° 02' 00" EAST, 136.99 FEET TO A POINT FOR CORNER;

THENCE, NORTH 32° 02' 19" EAST, 166.29 FEET TO A POINT FOR CORNER;

THENCE, NORTH 25° 26' 12" EAST, 50.99 FEET TO A POINT FOR CORNER;

THENCE, NORTH 06° 03' 11" EAST, 48.52 FEET TO A POINT FOR CORNER;

THENCE, NORTH 13° 12' 29" WEST, 48.52 FEET TO A POINT FOR CORNER;

THENCE, NORTH 32° 28' 13" WEST, 48.52 FEET TO A POINT FOR CORNER;

THENCE, NORTH 46° 50' 06" WEST, 53.06 FEET TO A POINT FOR CORNER;

THENCE, NORTH 57° 08' 48" WEST, 49.44 FEET TO A POINT FOR CORNER;

THENCE, NORTH 75° 30' 06" WEST, 49.44 FEET TO A POINT FOR CORNER;

THENCE, SOUTH 86° 08' 35" WEST, 49.44 FEET TO A POINT FOR CORNER;

THENCE, SOUTH 67° 47' 17" WEST, 49.44 FEET TO A POINT FOR CORNER;

THENCE, NORTH 31° 23' 22" WEST, 125.00 FEET TO A POINT FOR CORNER, THE BEGINNING OF A CURVE;

THENCE, 228.21 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 280.00 FEET, A CENTRAL ANGLE OF 46° 41' 56", AND A CHORD WHICH BEARS NORTH 81° 57' 36" EAST 221.95 FEET TO A POINT FOR CORNER;

THENCE, NORTH 15° 18' 34" EAST, 60.00 FEET TO A POINT FOR CORNER, THE BEGINNING OF A CURVE;

THENCE, 35.75 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 81° 56' 38", AND A CHORD WHICH BEARS NORTH 33° 43' 07" WEST 32.78 FEET TO A POINT FOR CORNER, THE BEGINNING OF A COMPOUND CURVE;

THENCE, 140.52 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 470.00 FEET, A CENTRAL ANGLE OF 17° 07' 49", AND A CHORD WHICH BEARS NORTH 15° 49' 06" EAST 140.00 FEET TO A POINT FOR CORNER, THE BEGINNING OF A COMPOUND CURVE;

THENCE, 41.38 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 94° 49' 34", AND A CHORD WHICH BEARS NORTH 71° 47' 47" EAST 36.81 FEET TO A POINT FOR CORNER, THE BEGINNING OF A COMPOUND CURVE;

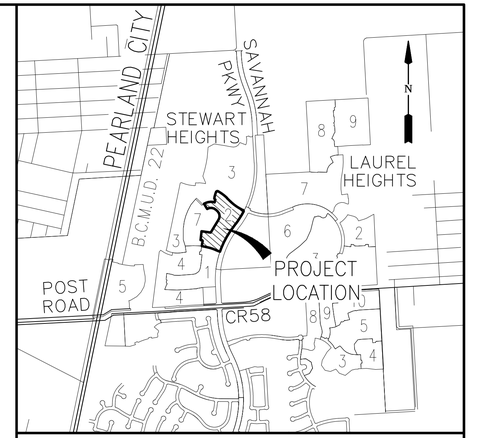
THENCE, 237.52 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 920.00 FEET, A CENTRAL ANGLE OF 14° 47' 31", AND A CHORD WHICH BEARS SOUTH 53° 23' 40" EAST 236.86 FEET TO A POINT FOR CORNER;

THENCE, SOUTH 45° 59' 54" EAST, 107.44 FEET TO A POINT FOR CORNER, THE BEGINNING OF A CURVE;

THENCE, 260.62 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 930.00 FEET, A CENTRAL ANGLE OF 16° 03' 22", AND A CHORD WHICH BEARS SOUTH 54° 01' 35" EAST 259.76 FEET TO A POINT FOR CORNER;

THENCE, SOUTH 62° 03' 16" EAST, 53.47 FEET TO A POINT FOR CORNER, THE BEGINNING OF A CURVE;

THENCE, 39.29 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 90° 02' 59", AND A CHORD WHICH BEARS SOUTH 17° 01' 46" EAST 35.37 FEET THE POINT OF BEGINNING AND CONTAINING 11.974 ACRES OF LAND.



VICINITY MAP
SCALE: 1"= 1,500'

KEY MAP NO. 652E

FINAL PLAT OF
STEWART HEIGHTS SECTION TWO

A SUBDIVISION OF 11.974 ACRES OF LAND SITUATED IN THE H. T. & B.R.R. COMPANY SURVEY, ABSTRACT 302 AND THE A. C. H. & B. SURVEY, ABSTRACT 403, BRAZORIA COUNTY, TEXAS

44 LOTS 1 RESERVE (1.692 ACRES) 2 BLOCKS

MAY 23, 2016 JOB NO. 0388-1522-304

OWNERS:

SAVANNAH DEVELOPMENT, LTD.
A TEXAS LIMITED PARTNERSHIP
BY: LENNAR TEXAS HOLDING COMPANY
ITS GENERAL PARTNER
681 GREENS PARKWAY, SUITE 220, HOUSTON, TEXAS 77067
PH. (281) 875-1000

ENGINEER:

LJA Engineering, Inc.
2929 Briarpark Drive
Suite 600
Houston, Texas 77042
Phone 713.953.5200
Fax 713.953.5026
FRN - F-1386
T.B.P.L.S. Firm No. 10110501

DIR._____
MYLAR CHECK: SURV. _____
CAD: JAP _____

Date\Time : Mon, 23 May 2016 - 7:54am
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IV. NEW BUSINESS

A. Discussion Items

A. DISCUSSION ITEMS

1. Commissioners Activity Report
2. Articles:
   a. *22 Benefits of Urban Street Trees* by Dan Burden, Senior Urban Designer, Glatting Jackson and Walkable Communities, Inc; May, 2006.
   b. *Building a Better Foundation for Urban Retail's Future: Heeding Lessons of the Postwar Experience* by Robert Gibbs.
   c. *Trees and Human Health May Be Linked.* Science News, January 16, 2013.
3. Next P&Z Meeting, June 20, 2016 – JPH and Regular P&Z meeting.

Building a Better Foundation for Urban Retail's Future

Heeding Lessons of the Postwar Experience

ROBERT GIBBS*

Abstract: *From the 1950s to 1970s, American cities experienced a significant retail market decline for a variety of reasons that impacted lifestyle choices and the economy. Mistakes made during that time due to poor urban planning and policy decisions left many urban residents looking for other places to shop and live. This article looks at lessons to be learned from these past errors to help plan and rebuild vital cities and walkable communities—and ensure successful retail projects—for extended periods of growth.*

Over 80% of Americans now reside in urbanized areas.[1] Observing this growing preference for urban living, many leading retailers, such as Wal-Mart, Target and Office Depot, have designed new, more flexible store formats that can be adapted to the historic buildings and smaller blocks found in traditional city centers (such as New York's Fifth Avenue in Figure 2-1).[2] As a result, downtowns and other urban areas have an opportunity to experience a rebirth as centers of regional commerce.

Such a situation would constitute a welcome reversal of fortune for American towns and cities, to an age when they still offered a wide range of goods and services, including groceries, hardware, apparel and home furnishings, while including at least one department store (in larger towns, often covering entire blocks). The stores in these sustainable urban centers were accessible to consumers by a walk or short drive.

How many urban areas ceded their historical role as their region's primary shopping destination to the suburbs—and why prospects look better than they have for awhile countering this trend—is analyzed in what follows.

Retail at the Crossroads of Urban Commerce

Retailers have always depended on passing traffic for their livelihood. Villages, towns, and cities have followed the changing fortunes of their major transportation systems: rivers, canals, railroads or highways.

Retailers, offices, and hotels sprang up to service individuals passing along these arteries. City halls, courthouses, libraries and post offices served as noncommercial anchors for communities, that is, as community anchors. Various land uses created a demand for each other by being located within a compact, walkable environment. (See Grand Rapids, Michigan, in Figure 2-2.)

During the peak commercial era of American cities, commonly acknowledged as the 1950s and 1960s, banks, cinemas, department stores, supermarkets and even automobile dealerships thrived as anchors in central business districts (CBDs). In this period, cities also accommodated large volumes of vehicular traffic, mass transportation and plenty of on-street parking. It was not uncommon for 20,000 to 30,000 cars to travel the typical American main street each day. Public and private large-scale anchors supplemented each other's functions and indirectly supported smaller independent retailers and chain stores.

Figure 2-1
Fifth Avenue, New York City

Source: Gibbs Planning Group, Inc.

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[1] Nate Berg, "America's Growing Urban Footprint," *The Atlantic* ("Cities" Blog), March 28, 2012, retrieved September 18, 2012.

[2] Stephanie Clifford, "Retailers' Idea: Think Smaller In Urban Push," *The New York Times*, July 26, 2012, p. A1, retrieved September 18, 2012.

Figure 2-2
Grand Rapids, Michigan Downtown, Circa 1940

Source: Gibbs Planning Group, Inc.

That situation is no longer the norm. Cities are ringed with shopping centers and big-box districts offering name brands and prices no longer available in downtowns. The remaining businesses in many cities tend to be based on entertainment, dining, or tourism, or are so unique that they have limited appeal to local residents. Surprisingly, many well-intended public policymakers have discouraged national chains from locating in downtowns, which has resulted in an undesirable situation: urban residents must drive to the suburbs for most of their primary goods and services.[3]

The success of suburban shopping centers profiting from these reverse commuters compels more downtown retailers to abandon the city for suburban locations. For convenience, urban residents, employment centers, and eventually government facilities follow, and the cycle of suburban sprawl continues.

One stark manifestation of these trends can be found in this statistic: Between 1948 and 1967, the total retail market share in American city centers dropped by 16 percentage points.[4] What happened? Why did so many CBDs lose their commercial market share to the suburbs? Were shopping malls entirely to blame for retail stores leaving downtowns?

To be sure, several well-known trends—the postwar baby boom, federal housing policies and the rise of the interstate highway system—contributed to the suburbanization of America. But many downtowns worsened the situation by implementing a series of well-intended changes in policy planning and "improvements" that ended up negatively impacting their retail sales.

In many cases in this decisive quarter century of urban change, major shifts in a transportation system, such as the construction of a bypass highway or the removal of an entire street, precipitated a sharp decline in traffic and commerce. During that time, many urban planners theorized that reducing vehicular traffic would make downtowns more "pedestrian friendly." Unfortunately, as an unintended consequence, downtown retail sales plummeted and new shopping centers opened along the bypass roads, eventually creating commercial strips. Downtown retailers who could relocate to new suburban shopping centers did so. Sadly, transportation policymakers continue to promote the bypass highway as the best way to increase downtown commerce by removing the car and making the downtown more pedestrian friendly and walkable.

Urban Commercial Challenges

Opening a business in a historic urban area presents physical and political challenges not found in suburban shopping centers. When a business decides to locate in an urban center, it must find a suitable building in an appropriate location. While any given downtown has numerous individual properties available, the buildings are usually too small for modern retailers or require significant improvements for their adaptation. Often, historic buildings are not structurally equipped for contemporary uses.

The timeline for locating a space, negotiating a lease, obtaining the necessary government approvals, and coordinating the store's construction is too unpredictable for most small businesses. The uncertain and often subjective building permit process required in most cities is an unreasonable hardship for the independent and often undercapitalized store or restaurant owner. In many cases, the business owner must pay rent (with no sales revenue) for months while building a new store. Unfortunately, this process favors large regional and national chains over small, innovative start-up retailers and restaurants.

While many city centers have the demographics necessary to support the addition of thousands of square feet of new retail development, potentially generating millions of dollars in annual sales with consequent tax revenue, they often have an insufficient supply of suitable spaces and parking to accommodate such growth. The typical modern retailer requires 5,000 to 10,000 square feet (sf) of area, high ceilings, and on-site parking. Nonetheless, many prime retailers will modify and

[3] Boston, Charleston, Chicago, Portland, and numerous other cities represent an exception to this pattern.

[4] U.S. Bureau of the Census, *Statistical Abstract of the United States: 1984* (104th Edition), Washington, D.C., 1983, Table 1491, "Retail Trade—Summary: 1948 to 1977."

downsize their store prototypes for sites in popular and commercially successful historic districts, such as Charleston, Georgetown and Pioneer Square in Seattle. Smaller, multi-level stores, however, must yield higher sales to offset increased management and marketing expenses.

To create a profitable balance of new retailers in a CBD, older buildings or underused or vacant parcels need to be filled with viable businesses. Extensive interior modifications are often required, such as aligning floor levels, removing floors to raise ceiling heights, and addressing deviations from current building codes. Many small to medium-sized local, regional and national retailers can adapt their standard formats to buildings as shallow as 25 feet and as small as 200 sf. These micro-stores should be grouped around anchor-type tenants capable of attracting shoppers from outside the area. City-owned surface parking lots and underused properties represent opportunities for building in-fill anchors, such as a small department store or larger retailer establishment.

Urban Planning and Design

Urban environments are, by definition, congested, noisy and filled with distractions. The thriving CBDs of this country's past were, by today's standards, fairly utilitarian. Massive billboards, overhead wires, and worn concrete sidewalks were the norm, which did not seem to matter to the tens of thousands of people who shopped or worked downtown.

The commingling of these elements, however, produces unique city centers that are rarely duplicated from scratch. They help give authenticity to the city and should be respected. Taken too far, modern retail planning practices can result in turning a city into a lifeless shopping center.

After suffering the effects of poor planning and policy decisions, as well as losing most of their commerce to suburban centers, many cities attempted to revitalize themselves by turning their downtowns into facsimiles of the suburban malls with which they were competing. In fact, this was often done with great fanfare, and later failure, during the 1960s and 1970s when many streets were turned into pedestrian malls. In some cases, entire downtowns were torn down, forcing businesses to relocate to new suburban shopping malls outside their city limits. More than 200 North American cities closed their primary shopping streets entirely to automobiles and converted them into landscaped pedestrian-only malls.[5] If pedestrian-only walks worked in the suburban shopping center, then why not in downtowns?

Downtowns with busy streets and on-street parking provided residents and commuters with convenient access to a wide range of businesses and government uses. Depriving motorists of the opportunity to drive through the streets of a shopping district and directing them to remote parking lots created barriers too great for busy shoppers.

While parking in a remote lot or garage may make sense for an office worker or someone planning an afternoon of shopping, most quick in-and-out visits to downtown shops do not warrant remote parking. One-million-sf suburban regional malls, on the other hand, provide enough shopping venues to justify the challenge of finding a parking space in a large lot and then walking through it to destination stores and back.

Urban pedestrian malls only quickened the demise of hundreds of struggling small towns and cities. Only a handful of these malls have been successful in the United States.[6]

Today, many underserved city centers refuse to allow leading national retailers or discount department stores to open new units within their CBDs. This has resulted in retail deserts in many major cities, where large populations of urban residents are denied basic shopping necessities and choices.

The retail consumer-based market will eventually prevail. If there is a strong enough demand for an unmet commercial good or service downtown, some developer or retailer will find a way to satisfy that need. Numerous municipal governments have prevented "undesirable" retail stores from opening downtown, only to have one or more of these same stores open just across the city lines in another community.

Visual merchandisers, store planners and shopping-center developers have created proven techniques for attracting the shopper's attention and directing his or her (mostly her) movement and behavior. Store location, stairs, sculptures, benches, lighting, circulation and thousands of other details are precisely calculated and designed to extend mall shoppers' visits and increase their spending. (For example, many malls do not install clocks, since they can remind shoppers that it is time to return home.)

Pioneering shopping-center developer A. Alfred Taubman, while dealing with these factors as a young store planner, coined the term "threshold resistance,"

[5] See, for instance, Randal O'Toole's estimate in the "Room for Debate" blog post, "Pedestrian Malls: Back to the Future," *The New York Times*, February 27, 2009, retrieved Nov. 5, 2012.

[6] Among the more successful pedestrian malls are those in Boulder and Denver, CO; Burlington, Vt.; Third Street Promenade, Santa Monica, Calif.; and Charlottesville, Va.

defining it as: "*The physical and psychological barriers that stand between your shoppers and your merchandise. It's the force that keeps your customer from opening your door and coming in over the threshold.*"[7]

The architectural character and traditional urbanism of a historic city should be treated as assets and thus as beneficial to the planning process. Combined with proven retailing principles, they can create a sustainable urban shopping district, one capable of providing the goods and services needed and preferred by residents and tourists alike.

The shopping-center industry is, by its nature, trendy. Shopping centers also must keep the design and appointment of their stores, common areas, and furnishings as contemporary as possible. While fashion houses can update styles constantly, shopping districts require longer periods to update streetscape designs and furnishings. And unfortunately, newly-installed streetscape furnishings and detailing will inevitably become out-of-date. Even the most carefully designed and crafted bench will appear old-fashioned within 10 years.

Although up-to-date, well-designed, and maintained public spaces are essential to sustainable shopping areas, their contributions to retail sales are generally overrated. In reality, excessively detailed streetscapes, pavers, furnishings, banners, and lighting often distract the shopper's focus from storefronts and their window displays.

Several corollaries follow from the shopping-center industry's "eight-second rule," or the amount of time it takes the average shopper to walk past a 20-foot-wide storefront. If the store's entry is centered, the shopper will reach it in four seconds and, once past it, will rarely backtrack to shop. This leaves only one to two seconds for an arresting storefront display to motivate the pedestrian to enter the store. Overly busy or fussy designs for walkway paving and furnishings can distract the pedestrian's attention from the store window, resulting in a missed opportunity for a visit and a potential sale. A split second's distraction can translate into thousands of dollars in lost sales.

Too often municipal governments and shopping-center developers squander finite financial resources on the ground plane—sidewalks, curbs and streets—and ignore the more commercially important vertical plane: the built environment of storefront design, signage and visual merchandising.

For most of the late 19th and early 20th centuries, American cities prospered without many street trees or expensive streetscape furnishings. Rather, CBDs thrived as shopping destinations by having densely populated cores, mass transportation, large employment centers, on-street parking and numerous governmental and civic institutions. During the 1960s, America's larger cities began installing street trees and furnishings in an effort to revitalize downtowns in the wake of their loss of significant commercial market share to suburban shopping centers.

Even though they are a relatively recent phenomenon in many city centers, street trees enhance a downtown's uniqueness and authenticity, as demonstrated in research by Kathleen L. Wolf, a research social scientist at the University of Washington.[8] A well-planned, tree-lined urban street contributes to the shopper's perception that downtown stores offer quality goods and services not commonly found in shopping malls. (See, for instance, the Naples, Fla., shopping district in Figure 2-3.) However, street trees alone cannot solve the problems and challenges that commercial urban areas face. Frequently, too much emphasis has been placed on planting street trees and installing decorative streetscape enhancements in an effort to improve retail sales in historic downtowns.

In general, street trees should not replace on-street parking stalls. Numerous studies, however, have documented the benefits of tree canopies: they can effectively humanize urban spaces by providing shade and a sense of scale, and with other streetscape enhancements, they can positively affect a shopper's mood and thus increase retail sales.[9]

Studies dating back to the 1970s have documented the effects of greenery and other plant life on the "restorative experience," a concept advanced through two interpretations: *stress reduction theory* and *attention restoration theory*. The former theory contends that environments containing natural elements reduce levels of "physiological arousal" (stress) in the brain; the latter contends that the presence of vegetation in an environment is "uniquely capable" of effortlessly capturing attention, which allows those elements of the brain used for direct concentration to recuperate. This mitigates what is known as "directed attention fatigue" (DAF), or simply the depletion of the ability to focus on a directed task.

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[7] A. Alfred Taubman, *Threshold Resistance: The Extraordinary Career of a Luxury Retailing Pioneer* (New York: HarperCollins, 2007), pp. ix–x.

[8] Kathleen L. Wolf, "The Environmental Psychology of Shopping: Assessing the Value of Trees," *Research Review*, Vol. 14 (No. 3), 2007, pp. 39-43, retrieved September 25, 2012.

[9] For a useful summary of the literature, see Mardie Townsend and Rona Weerasuriya, "Beyond Blue to Green: The Benefits of Contact With Nature for Mental Health and Well-Being." Melbourne, Australia: Beyond Blue Limited, 2010, pp. 18-19.

Figure 2-3
Street Trees Along Fifth Avenue, Naples, Florida Shopping District

Source: Gibbs Planning Group, Inc.

These findings have ramifications for urban retail areas. It has been proven that shopping, as a goal-oriented activity constrained by many external factors, can induce a stressed state in the consumer. Research has also documented a positive correlation between shoppers' "mood state" and their willingness to buy; further, the mood state of retail employees correlates with job performance. The vast array of merchandising techniques retailers employ, when aggregated across the urban or mall setting, can result in DAF, a form of "information overload" that affects consumers. It has likewise been proven that DAF results in decreased consumer confidence because of poor or rushed purchasing decisions—which may translate into dissatisfaction with a specific store or the overall retail area.

Professor Wolf has completed several unique studies over the past decade concerning the effects of consumer responses on "forested retail settings," otherwise referred to as "Biophilic Store Design" (BSD).[10] Her results, as well as those of researchers following in her wake, are clear: the benefits of integrating BSD with commercial development outweigh the costs.[11]

Wolf's studies explored the interaction between natural elements in retail environments through extensive consumer surveys conducted at a range of retail settings across the United States. Notable findings include:

- *Image preference ratings of different retail settings increased directly with the inclusion of natural elements in those settings*. Depictions of high-quality settings, once greenery was removed, received scores comparable to those recorded for low-quality physical settings lacking vegetation.
- *Simple inclusion of trees in depictions of retail settings provided a statistically significant increase in perceptions of maintenance and retailer quality* when no other visual elements in the depictions were altered.
- *Retail settings containing trees elicited more positive behavioral expectations on the part of respondents*: they were willing to travel greater distances to those districts, willing to spend more time there, and willing to visit them more frequently.
- *Restorative experiences can provide retail businesses with a strategic advantage*. Wolf concludes that such experiences will "occur in green shopping contexts."[12]

The central plaza or square not only provides a pleasant amenity for a city or town center, it also facilitates the movement of shoppers around the center, making it easier for them to extend their visit and potentially spend more money. Once pedestrians reach the center court, a second department store and other high-volume impulse-purchase-oriented retailers are within plain sight. Since shoppers are already halfway to the second department store, it is easy for them to walk to these other stores for "just a quick look." Surrounding the main court are "must-have" retailer categories, such as coffee, cosmetics, jewelry and shoes, which benefit from high shopper traffic.

Many early town centers lined shops around a square. The square also provides an open area that allows pedestrians to see all encircling retailers from a single vantage point. Squares and plazas are often overly designed and filled with unnecessary furnishings and

[10] Stephen R. Kellert, Judith Heerwagen, and Martin Mador, *Biophilic Design: The Theory, Science, and Practice of Bringing Buildings to Life* (Hoboken, N.J.: Wiley, 2008). An overview of these studies is provided by Yannick Joye, Kim Willems, Malaika Brengman, and Kathleen Wolf, "The Effects of Urban Retail Greenery on Consumer Experience: Reviewing the Evidence from a Restorative Perspective," *Urban Forestry and Urban Greening*, Vol. 9 (No. 1), 2010, pp. 57–64. Included is an extensive literature review of previous findings that document the restorative effects of greenery in human-made environments (though not specifically retail environments). The article was summarized in Sally Augustin and Jean Marie Cackowski-Campbell, "Trees in Shopping Areas Add Value," *Landscape Architecture*, Vol. 100 (No. 5), 2010, pp. 54-56.

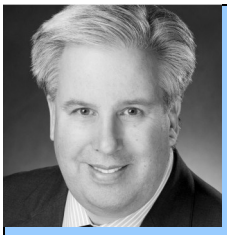
[11] Yannick Joye, Kim Willems, and Malaika Brengman, "Is Green Really the Colour of Money? A Conceptual Inquiry into the Effects of Greenery on the Consumer Experience," *Proceedings of the COST Action E39 International Conference on Forests, Trees, and Human Health and Well-Be*ing, Scandic Hamar, Hamar-Elverum, Norway. Organized by European Cooperation in Science and Technology (COST), August 27-30, 2008.

[12] An exception to these findings: restorative experiences would be relevant in utilitarian shopping centers but not in hedonistic ones.

landscaping. The most effective squares tend to be the simplest in design: walkways and a lawn surrounded by canopy trees are all that is necessary.

Conclusion

Whether a small hamlet nestled on rural crossroads or a major shopping center located at the intersection of two interstate highways, commerce needs both pedestrian and vehicular traffic to be economically viable. Over the past half century, urban planners discovered how the road to retail perdition could be paved by their own best intentions in the form of policy directives that took little account of how consumers act. If they hope to reap the advantage of current favorable demographic trends for urban markets, they will need to apply these lessons with skill and understanding.



Robert Gibbs of the Gibbs Planning Group (GPG) is considered a leading urban retail planning consultant by some of the most respected mayors, architects and real-estate developers in America. He is being honored by the Clinton Presidential Library in October for contributions to his field. Profiles describing his work in *The Atlantic Monthly*, *The New York Times* and *The Wall Street Journal* have noted his direct, unique approach to increasing market share for city-center shopping districts.

Before founding GPG in 1988, Gibbs worked for Taubman Centers. During the past 30 years, he has consulted on more than 500 new town and historic city centers around the world including in Auckland, New Zealand, as well as, in the United States, Cambridge, Charleston, Chicago, Denver, Houston, Portland and Seattle.

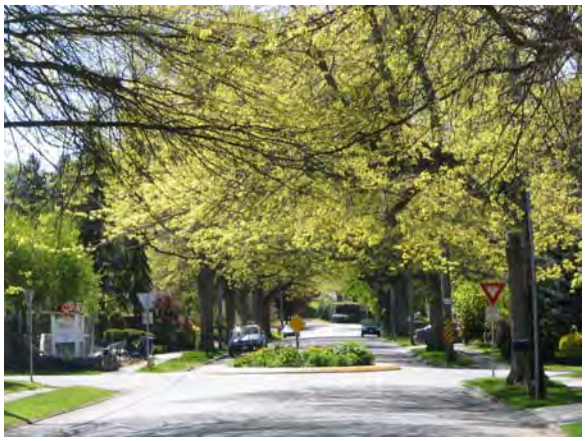
Author of *Theory and Practice of Urban Retail* and *The New Urban Retail Smart Code*, Gibbs also teaches a popular Executive Course at the Harvard Graduate School of Design on Urban Retail Development.

Gibbs resides in Detroit and Charleston with his wife of 35 years. He is a graduate of the University of Michigan, a member of the American Society of Landscape Architects, the ICSC and a charter member of the Congress for the New Urbanism. For further information regarding this article, he can be reached at: rgibbs@gibbsplanning.com.

22 Benefits of Urban Street Trees

By Dan Burden, Senior Urban Designer
Glatting Jackson and Walkable Communities, Inc; May, 2006

U.S Forest Service facts and figures and new traffic safety studies detail many urban street tree benefits. Once seen as highly problematic for many reasons, street trees are proving to be a great value to people living, working, shopping, sharing, walking and motoring in and through urban places.



For a planting cost of $250-600 (includes first 3 years of maintenance) a single street tree returns over $90,000 of direct benefits (not including aesthetic, social and natural) in the lifetime of the tree. Street trees (generally planted from 4 feet to 8 feet from curbs) provide many benefits to those streets they occupy. These trees provide so many benefits that they should always be considered as an urban area default street making feature. With new attentions being paid to global warming causes and impacts more is becoming known about the many negative environmental impacts of treeless urban streets. We are well on the way to recognizing the need for urban street trees to be the default design, rather than a luxury item to be tolerated by traffic engineering and budget conscious city administrators.

The many identified problems of street trees are overcome with care by designers. Generally street trees are placed each 15-30 feet. These trees are carefully positioned to allow adequate sight triangles at intersections and driveways, to not block illumination of the street from overhead lamps, and not impact lines above or below ground. Street trees of various varieties can be used in all climates, including semi-arid and even arid conditions.

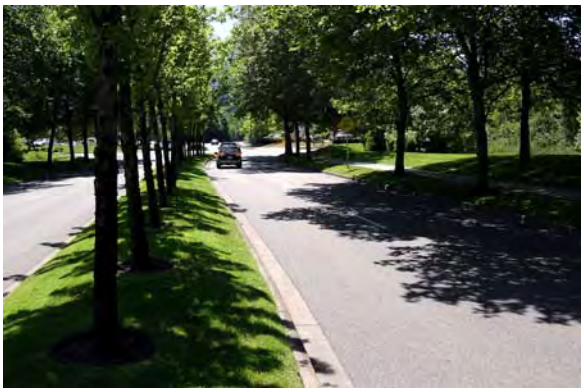
The science of street tree placement and maintenance is well known and observed in a growing number of communities (i.e. Chicago, Illinois; Sacramento, Davis, California; Eugene, Oregon; Seattle, Redmond, Olympia and Issaquah, Washington; Charlotte, N.C.). Although care and maintenance of trees in urban places is a costly task, the value in returned benefits is so great that a sustainable community cannot be imagined without these important green features.

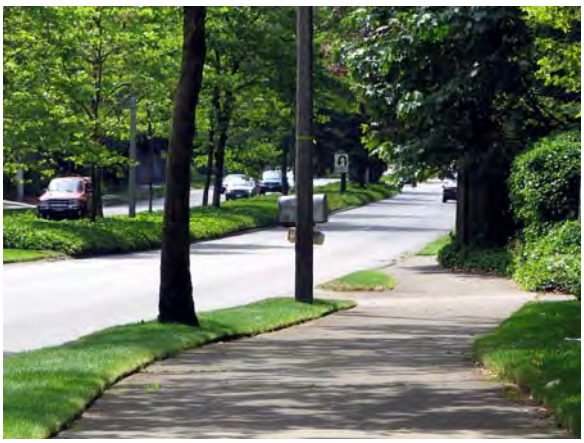
Properly placed and spaced urban street trees provide these benefits:

Increased motorized traffic and pedestrian safety (contrary to popular myths). See below article for details on mode safety enhancements. See especially the compilation of safety benefits detailed in, Safe Streets, Livable Streets, by Eric Dumbaugh Journal of the American Planning Association, Vol. 71, No. 3, Summer 2005. One such indication of increased safety with urban street trees is quoted from this document:

"Indeed, there is a growing body of evidence suggesting that the inclusion of trees and other streetscape features in the roadside environment may actually reduce crashes and injuries on urban roadways. Naderi (2003) examined the safety impacts of aesthetic streetscape enhancements placed along the roadside and medians of five arterial roadways in downtown Toronto. Using a quasi-experimental design, the author found that the inclusion of features such as trees and concrete planters along the roadside resulted in statistically significant reductions in the number of mid-block crashes along all five roadways, with the number of crashes decreasing from between 5 and 20% as a result of the streetscape improvements. While the cause for these reductions is not clear, the author suggests that the presence of a well defined roadside edge may be leading drivers to exercise greater caution."

1. **Reduced and more appropriate urban traffic speeds**. Urban street trees create vertical walls framing streets, and a defined edge, helping motorists guide their movement and assess their speed (leading to overall speed reductions). Street safety comparisons show a reduction of run-off-the-road crashes and overall crash severity when street tree sections are compared with equivalent treeless streets. (Texas A and M conducted simulation research which found people slow down while driving through a treed scape. These observations are also noted in the real world when following motorists along first a treed portion of a street, and then a non treed portion. Speed differentials of 3 mph to 15 mph are noted.





2. **Create safer walking environments**, by forming and framing visual walls and providing distinct edges to sidewalks so that motorists better distinguish between their environment and one shared with people. If a motorist were to significantly err in their urban driving task, street trees can deflect or fully stop a motorist from taking another human life.

3. **Trees call for planting strips**, which further separate motorists from pedestrians, buildings and other urban fabric.

4. **Increased security**. Trees create more pleasant walking environments, bringing about increased walking, talking, pride, care of place, association and therefore actual ownership and surveillance of homes, blocks, neighborhoods plazas, businesses and other civic spaces.

5. **Improved business.** Businesses on treescaped streets show 20% higher income streams, which is often the essential competitive edge needed for main street store success, versus competition from plaza discount store prices.

6. **Less drainage infrastructure.** Trees absorb the first 30% of most precipitation through their leaf system, allowing evaporation back into the atmosphere. This moisture never hits the ground. Another percentage (up to 30%) of precipitation is absorbed back into the ground and taken in and held onto by the root structure, then absorbed and then transpired back to the air. Some of this water also naturally percolates into the ground water and aquifer. Storm water runoff and flooding potential to urban properties is therefore reduced.

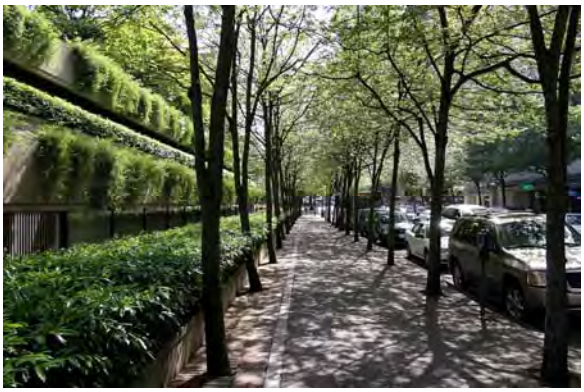
7. **Rain, sun, heat and skin protection.** For light or moderate rains, pedestrians find less need for rain protection. In cities with good tree coverage there is less need for chemical sun blocking agents. Temperature differentials of 5-15 degrees are felt when walking under tree canopied streets.

8. **Reduced harm from tailpipe emissions**. Automobile and truck exhaust is a major public health concern and contains significant pollutants, including carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), and particulate matter (PM). Tailpipe emissions are adding to asthma, ozone and other health impacts. Impacts are reduced significantly from proximity to trees.

9. **Gas transformation efficiency.** Trees in street proximity absorb 9 times more pollutants than more distant trees, converting harmful gasses back into oxygen and other useful and natural gasses.

10. **Lower urban air temperatures.** Asphalt and concrete streets and parking lots are known to increase urban temperatures 3-7 degrees. These temperature increases significantly impact energy costs to homeowners and consumers. A properly shaded neighborhood, mostly from urban street trees, can reduce energy bills for a household from 15-35%.

11. **Lower Ozone**. Increases in urban street temperatures that hover directly above asphalt where tailpipe emissions occur dramatically increase creation of harmful ozone and other gasses into more noxious substances impacting health of people, animals and surrounding agricultural lands.



12. **Convert streets, parking and walls into more aesthetically pleasing environments.** There are few streetmaking elements that do as much to soften wide, grey visual wastelands created by wide streets, parking lots and massive, but sometimes necessary blank walls than trees.

13. **Soften and screen necessary street features** such as utility poles, light poles and other needed street furniture. Trees are highly effective at screening those other vertical features to roadways that are needed for many safety and functional reasons.

14. **Reduced blood pressure, improved overall emotional and psychological health.** People are impacted by ugly or attractive environments where they spend time. Kathlene Wolf, Social Science Ph.D. University of Washington gave a presentation that said "the risk of treed streets was questionable compared to other types of accidents along with the increased benefit of trees on human behavior, health, pavement longevity, etc." She noted that trees have a calming and healing effect on ADHD adults and teens.

15. **Time in travel perception.** Other research and observations confirm that motorists perceive the time it takes to get through treed versus non-treed environments has a significant differential. A treeless environment trip is perceived to be longer than one that is treed (Walter Kulash, P.E.; speech circa 1994, Glatting Jackson).

16. **Reduced road rage**. Although this may at first seem a stretch, there is strong, compelling research that motorist road rage is less in green urban versus stark suburban areas. Trees and aesthetics, which are known to reduce blood pressure, may handle some of this calming effect.

17. **Improved operations potential.** When properly positioned and maintained, the backdrop of street trees allow those features that should be dominant to be better seen, such as vital traffic regulatory signs. The absence of a well developed Greenscape allows the sickly grey mass of strip to dominate the visual world. At the same time, poorly placed signs, signals, or poorly maintained trees reduces this positive gain, and thus proper placement and maintenance must be rigidly adhered to.

18. **Added value to adjacent homes, businesses and tax base.** Realtor based estimates of street tree versus non street tree comparable streets relate a $15-25,000 increase in home or business value. This often adds to the base tax base and operations budgets of a city allowing for added street maintenance. Future economic analysis may determine that this is a break-even for city maintenance budgets.

19. **Provides a lawn for a splash and spray zone, storage of snow, driveway elevation transition and more.** Tree lawns are an essential part of the operational side of a street.

20. **Filtering and screening agent.** Softens and screens utility poles, light poles, on-street and off-street parking and other features creating visual pollution to the street.

21. **Longer pavement life.** Studies conducted in a variety of California environments show that the shade of urban street trees can add from 40-60% more life to costly asphalt. This factor is based on reduced daily heating and cooling (expansion/contraction) of asphalt. As peak oil pricing increases roadway overlays, this will become a significant cost reduction to maintaining a more affordable roadway system.

22. **Connection to nature and the human senses.** Urban street trees provide a canopy, root structure and setting for important insect and bacterial life below the surface; at grade for pets and romantic people to pause for what pets and romantic people pause for; they act as essential lofty environments for song birds, seeds, nuts, squirrels and other urban life. Indeed, street trees so well establish natural and comfortable urban life it is unlikely we will ever see any advertisement for any marketed urban product, including cars, to be featured without street trees making the ultimate dominant, bold visual statement about place.

Science News

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Tree and Human Health May Be Linked

Jan. 16, 2013 — Evidence is increasing from multiple scientific fields that exposure to the natural environment can improve human health. In a new study by the U.S. Forest Service, the presence of trees was associated with human health.

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- Exotic Species

Living Well

Reference
- Gypsy moth
- Volcanic ash
- Controlled burn
- Old growth forest

For Geoffrey Donovan, a research forester at the Forest Service's Pacific Northwest Research Station, and his colleagues, the loss of 100 million trees in the eastern and midwestern United States was an unprecedented opportunity to study the impact of a major change in the natural environment on human health.

In an analysis of 18 years of data from 1,296 counties in 15 states, researchers found that Americans living in areas infested by the emerald ash borer, a beetle that kills ash trees, suffered from an additional 15,000 deaths from cardiovascular disease and 6,000 more deaths from lower respiratory disease when compared to uninfected areas. When emerald ash borer comes into a community, city streets lined with ash trees become treeless.

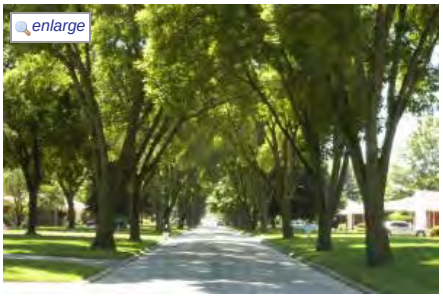
The researchers analyzed demographic, human mortality, and forest health data at the county level between 1990 and 2007. The data came from counties in states with at least one confirmed case of the emerald ash borer in 2010. The findings -- which hold true after accounting for the influence of demographic differences, like income, race, and education -- are published in the current issue of the American Journal of Preventive Medicine.

" There's a natural tendency to see our findings and conclude that, surely, the higher mortality rates are because of some confounding variable, like income or education, and not the loss of trees," said Donovan. "But we saw the same pattern repeated over and over in counties with very different demographic makeups."

Although the study shows the association between loss of trees and human mortality from cardiovascular and lower respiratory disease, it did not prove a causal link. The reason for the association is yet to be determined.

The emerald ash borer was first discovered near Detroit, Michigan, in 2002. The borer attacks all 22 species of North American ash and kills virtually all of the trees it infests.

The study was conducted in collaboration with David Butry, with the National Institute of Standards and Technology; Yvonne Michael, with Drexel University; and Jeffrey Prestemon, Andrew Liebhold, Demetrios Gatziolis, and Megan Mao, with the Forest Service's Southern, Northern, and Pacific Northwest Research Stations.



A tree-lined street in Toledo, Ohio in 2006, before emerald ash borer infestation. Three years later, in 2009, the invasive insect left these trees dead. (Credit: Dan Herms, Ohio State University)

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