

**AGENDA
PLANNING COMMISSION
REGULAR MEETING
3:30 p.m. Tuesday, January 7, 2025
City Council Chambers, 2nd Floor of City Hall
823 Rosenberg, Galveston, Texas**

**One or more members of the Planning Commission may attend the meeting by
videoconference.**

**A quorum of the members of the Planning Commission will be physically present at the
meeting location.**

1. Call Meeting To Order
2. Attendance
3. Conflict Of Interest
4. Public Comment

Request to Address Commission on Agenda Items Without Public Hearings and Non-Agenda Items (three-minute maximum per speaker. If speaking through a translator, six-minute maximum per speaker)

5. Old Business And Associated Public Hearings

A. LICENSE TO USE

1. 24P-044 (Adjacent To 1522 Ball / Avenue H) Request For A License To Use In Order To Place A Charging Station In The City Of Galveston Right-Of-Way. Adjacent Property Is Legally Described As M.B. Menard Survey, Lot 12, Block 315, In The City And County Of Galveston, Texas. Applicant: Jason Johnston Property Owners: Jason And Danielle Johnston

Documents:

[24P-044_PKT.PDF](#)

B. PLANNED UNIT DEVELOPMENT

1. 24P-042 (101 14th Street, 1405-1415 Harborside Drive) Request For A Planned Unit Development (PUD) Overlay District For A "Restaurant, Drive-In/Through", "Parking Lot, Commercial Surface Parking Area", And "Electric Vehicle Charging Station". Properties Are Legally Described As M.B. Menard Survey, Lots 4, 5, 6, And The North 70 Feet Of Lot 7 (7-1), Block 674, In The City And County Of Galveston, Texas. Applicant: Michael Gaertner Property Owner: Christopher And Kathleen Frederickson

Documents:

[24P-042 - STF PKT - FOR 01-07-2025 PC MTG.PDF](#)

6. New Business And Associated Public Hearings

A. PLANNED UNIT DEVELOPMENT

1. 24P-045 (2018 60th Street) Request To Revoke A Planned Unit Development (PUD)

Approved Under Ordinance 22-065. Property Is Legally Described As Lot 8R, Of Two West, In The City And County Of Galveston Texas. Applicant: Development Services Department Property Owner: Tricon Enterprises, Inc.

Documents:

[24P-045 - STF PKT.PDF](#)

7. Adjournment

I certify that the above Notice of Meeting was posted in a place convenient to the public in compliance with Chapter 551 of the Texas Government Code on December 31, 2024 at 3:35 P.M.

Prepared by: Karina Rosales, Planning Technician

IN ACCORDANCE WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA), PERSONS IN NEED OF A SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHALL, WITHIN THREE (3) DAYS PRIOR TO ANY PROCEEDING, CONTACT THE CITY SECRETARY'S OFFICE, SUITE 201, 823 ROSENBERG, GALVESTON, TX 77550 (409-797-3510)

MEMBERS OF CITY COUNCIL MAY BE ATTENDING AND PARTICIPATING IN THIS MEETING



24P-044

MEMORANDUM

TO: Rusty Walla, Planning Commission Chairperson and Planning Commissioners

FROM: Daniel Lunsford
Senior Planner
Development Services Department

DATE: December 31, 2024

RE: **24P-044 (Adjacent to 1522 Ball / Avenue H)** Request for a License to Use in order to place a charging station in the City of Galveston right-of-way. Adjacent property is legally described as M.B. Menard Survey, Lot 12, Block 315, in the City and County of Galveston, Texas.
Applicant: Jason Johnston
Property Owners: Jason and Danielle Johnston

At the December 2, 2024 regular meeting, Landmark Commission recommended deferral of this request until their December 16, 2024 meeting in order for the applicant to be present to answer questions and provide more detailed information about the proposal and site conditions. This deferred Planning Commission case 24P-044 to the January 7, 2025, meeting.

This was the first request for deferral and there were no costs associated with the request.

Attached is the original staff report.



24P-044

STAFF REPORT

ADDRESS:

1522 Ball / Avenue H

LEGAL DESCRIPTION:

Adjacent property is legally described as M.B. Menard Survey, Lot 12, Block 315, in the City and County of Galveston, Texas.

APPLICANT/REPRESENTATIVE:

Jason Johnston

ADJACENT PROPERTY OWNER:

Jason and Danielle Johnston

EASEMENT OWNER:

City of Galveston

HISTORIC DISTRICT:

East End

REQUEST:

License to Use

APPLICABLE REGULATIONS:

Section 13.202 of the LDR
 Chapter 32-5 of the City Code of Ordinances

STAFF RECOMMENDATION:

Approval with Conditions

EXHIBITS:

- A – Applicant’s Submittal
- B – Photographs

STAFF:

Daniel Lunsford
 Senior Planner
 (409) 797-3659
 dlunsford@galvestontx.gov

Public Notice and Comment:

Sent	Returned	In Favor	Opposed	No Comment
25				

Per Section 13.308 of the Land Development Regulations and state law, written public notice of this request is required. Public notices are sent to all property owners within 200 feet of the subject site and are sent to the address on file with the Galveston Central Appraisal District.

City Department Notification Responses:

- Airport: No Objection
- Building Division: No Objection
- Coastal Resources: No Objection
- Fire Marshal: No Objection
- Fire Chief: No Objection
- Police Chief: No Objection
- Public Works: No Objection

Private Utilities Notification Responses:

- AT&T: No Objection
- Comcast: No Objection
- CenterPoint Energy: No Objection
- Texas Gas Service: No Objection



Background Information

In 2018 a similar request was presented to the Planning Commission for a charger at 2328 Avenue M in the Silk Stocking historic district. Planning Commission approved that request (18P-017).

Executive Summary

The applicant is requesting a Permanent License to Use to place a car charging station in the City’s right-of-way along Ball Street / Avenue H in order to charge a personal electric vehicle the applicant owns. The adjacent residence also owned by the applicant occupies the majority of the lot, leaving little off-street parking area as an option.

Physical Characteristics

Please see Exhibit C for photographs of the current condition. If approved, the applicant is proposing to construct a housing for the charging station and install associated electrical lines underground.

License to Use

A License to Use (LTU) is required prior to placing items within or otherwise obstructing City right-of-ways in accordance with Chapter 32-5 of the City Code of Ordinances. When located within a historic district, the Landmark Commission reviews the request and provides a recommendation to the Planning Commission. The Planning Commission has the final decision authority for LTU requests. The Planning Commission will review on December 3, 2024.

Staff Recommendation

The property does not have adequate space for off-street parking from the alley due to existing structures. It is unknown if there is adequate space for off-street parking in the front yard; regardless, new driveways and curb cuts in the historic districts is prohibited without Landmark Commission approval. The request for a License to Use is the most straightforward solution.

Electric vehicle chargers can be thought of as spiritual successors to historic hitching posts. Hitching posts were used in the pre-automobile era to tether horses. Horses were, of course, a common form a transportation before automobiles. Hitching posts are found in the historic districts and are considered to be contributing elements. Historic districts are also neighborhoods inhabited by modern residents, and the needs of modern residents should be recognized.

Staff does have concerns with the impact the proposed installation may have on existing, adjacent street trees. Staff recommends locating the charging station as far away from all street trees as possible in order to minimize potential damage to the root systems.

Staff recommends approval of the request with the following conditions:

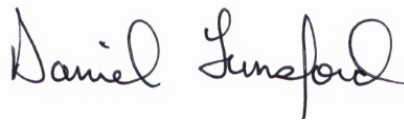
Specific Conditions:

1. The applicant shall conform to the site plan in Exhibit A for the placement of the charging station;
2. After the execution of the License to Use Agreement, the applicant shall secure all required permits and inspections;
 - a. The applicant or designee shall coordinate with outside utilities to ensure no conflicts exist;
 - b. The adjacent street trees shall be protected from damage during installation of the charger and associated infrastructure;
3. All charging cords shall be secured or removed from the right-of-way when not in use;
4. The automobiles shall be parked in the correct direction when charging (facing west);
5. The applicant shall be responsible for any damage to the right-of-way area caused by the installation and maintenance of the charging station, and should the right-of-way be damaged in any way, the applicant shall repair the area;

Standard Conditions:

6. The Licensee shall conform to all comments/conditions received from City departments and shall obtain all required permits, construction documents, and inspections. Should conformance with the comments/conditions require alterations to the project, as approved, the case must be returned to the Planning Commission for additional review and approval. Failure to comply with all comments/conditions may result in penalties and/or revocation of this permit;
7. The cleaning of the debris from the site shall be the responsibility of the Licensee;
8. The Licensee and all of the Licensee's rights granted are conditioned that owners of utility facilities, whether publicly or privately owned, have at all times access to the property made subject of the License, together with the right to enter the property and excavate for the purpose of repairing, replacing, locating and maintaining such utility facilities, if any;
9. The Licensee shall execute the License to Use Agreement within 90-days from the date the Planning Commission approved the License to Use, otherwise the Agreement shall be of no further effect and shall be considered as having been canceled fully;
- 10. LICENSEE UNDERTAKES AND PROMISES TO HOLD THE CITY OF GALVESTON HARMLESS AND TO INDEMNIFY AND DEFEND IT AGAINST ALL SUITS JUDGMENTS, COSTS, EXPENSES AND DAMAGES THAT MAY ARISE OR GROW OUT OF THE USE OR GRANT OF THE LICENSE TO USE CITY RIGHT-OF-WAY UNDER THIS AGREEMENT REGARDLESS OF FAULT;**
11. The City does retain the right and option to cancel the License and terminate all rights of the License upon ninety (90) days written notice of such cancellation and termination, sent to Licensee at the mailing address provided herein; and, Licensee agrees and shall be obligated to vacate the property made subject of the license and to remove all improvements and/or obstruction located thereon at Licensee's own expense prior to the expiration of said 90-day notification period

Respectfully Submitted,



Daniel Lunsford
Senior Planner

November 20, 2024

Date

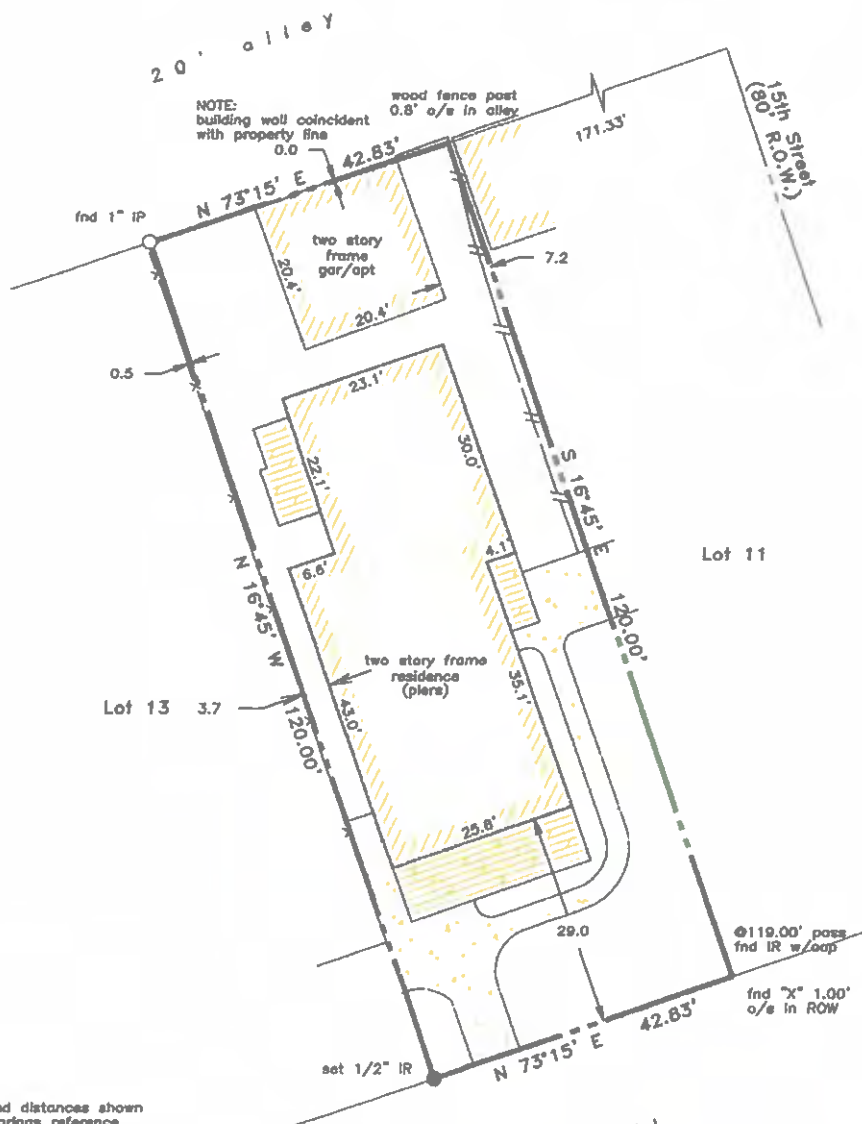


Catherine Gorman, AICP
Assistant Planning Director / HPO

November 20, 2024

Date

NATIONAL FLOOD INSURANCE PROGRAM
 FIRM Zone AE
 Panel 0026-E
 Community #485469
 December 6, 2002



NOTES:
 - True ground distances shown
 - Plat & bearings reference
 Plan of COG, Sandusky 1845
 - Survey monuments reconciled
 w/numerous previous surveys

Scale: 1" = 20'
 10 Feet 0 10 20 30

Ball
 (aka Avenue H)
 (70' R.O.W.)

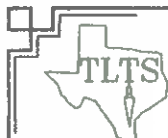
LAND TITLE SURVEY OF A TRACT OF LAND
 being Lot 12, in Block 315 in the City and
 County of Galveston, Texas.

Subject property: 1522 Ball
 Galveston County, Texas
 To M & K Diaz Real Estates Holdings, LLC,
 Allegiance Bank of Texas and
 Stewart Title Co., GF #15167030203;

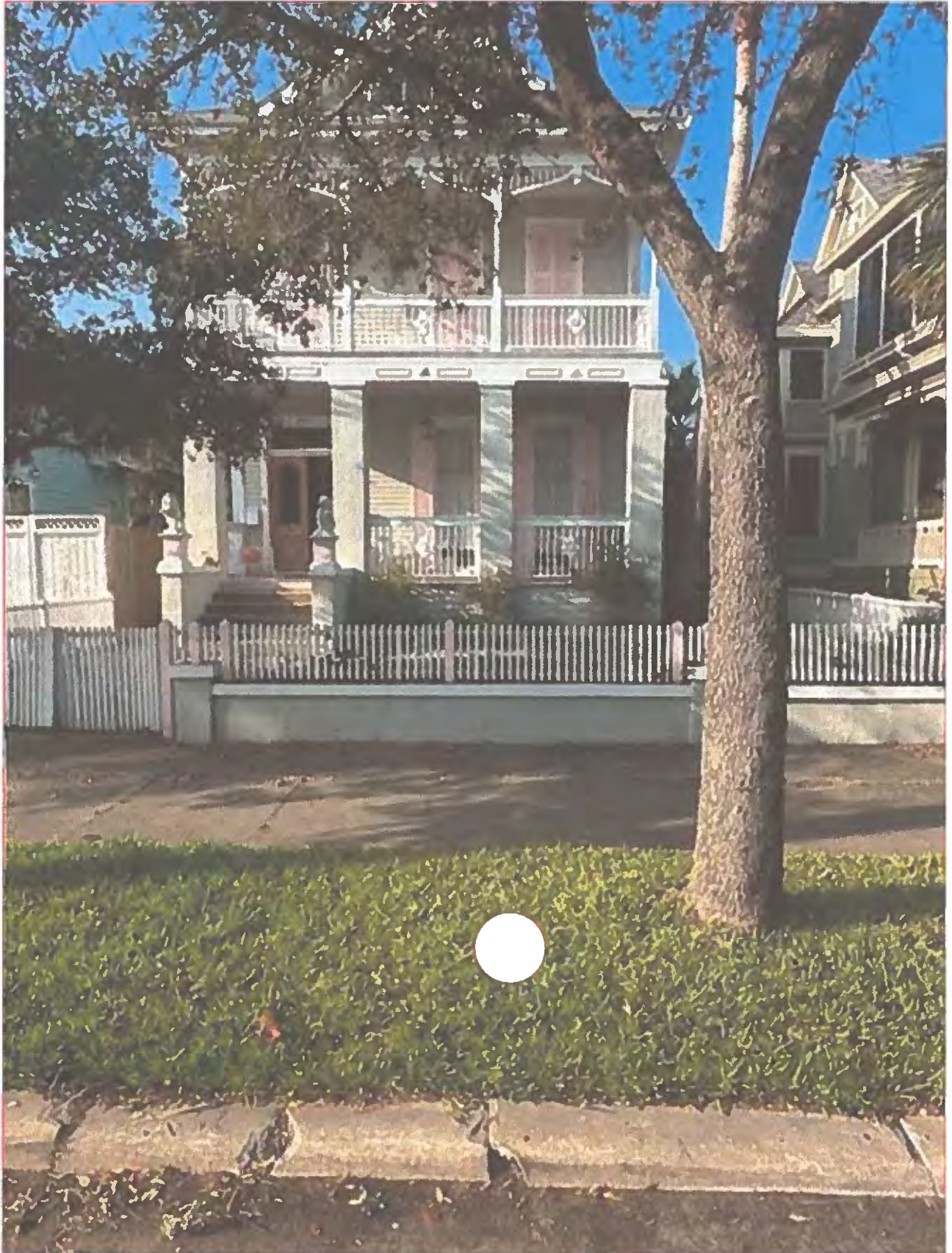
I hereby certify that this survey was made on the
 ground under my direct supervision and that this plat
 correctly represents the facts found at the time of the
 survey.



Laurence C. Wall
 RPLS #4814
 September 29, 2015



TLTS, Inc.
 TEXAS LAND TITLE SURVEYORS
 1801 Moody Avenue
 Galveston, Texas 77550
 (409) 785-8883



Proposed install Location is where the circle is located



Proposed install details:

- install 1' x 1' concrete support foundation.
- Bolt the charging mounting pole to the concrete – The electrical wire will be installed from the breaker box located at the back of the house and routed under ground and connect to the charger. It's approximately 105' from breaker box to proposed charging location. Specs and dimensions of equipment are attached. The install location is 4' West of the tree and located in center of grass area. Width of grass is 69" wide and the 1' x 1' concrete will be in center.
- Bushes and landscaping will be installed around the charger to decrease visibility



Beauty

EV Charging Mounting Pole Vehicle Charging Pile Easy Installation Aluminum Alloy

(No ratings yet)

About this item

- Wide Applications: charging mounting pole is suitable for garages, companies, parking lots, etc.
- High Quality Material: The mounted pedestal made of high quality aluminum alloy material, wear resistant, sturdy and durable to use.
- Clean and Organized: charging pedestal can not only place the wall connector charging station, but also can store the wires, clean and organized.
- Easy Installation: The electric vehicle charging station floor easy to install and perfect fit, with installation accessories, ensuring a firm and simple installation.
- Product Size: Vehicle charging pile, 1305mmx120mmx55mm.
- Specification:
 - Material: Aluminum Alloy
 - Product Size: 1305mmx120mmx55mm
 - Package Includes: 1set Electric Vehicle Charging Station(with Sun Visor)
 - Note: Please allow slightly errors due to manual measurement and different monitors.

[View full item details](#)

At a glance

Brand Beauty	Features Easy Installation	Vehicle type Car
Occasion All Occasion	Count 1	

[View all specifications](#)



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\$273.16

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Free shipping Free Holiday returns until Jan 31

Add to cart



Add a protection plan [What's covered](#)

(Only one option can be selected at a time)

3-Year plan - \$32.00

4-Year plan - \$43.00

How do you want your item?

Shipping
Arrives Nov 25
Free

Pickup
Not available

Delivery
Not available

Delivery to [Galveston, 77550](#)



Galveston 9PM 77551

What can ...



Galveston 9PM 77551

Shop All Services

DIY

Log In

Home / Electrical / Renewable Energy / EV Chargers

Best Seller

ChargePoint

240-Volt Smart Flex Hardwire Charge Station for 20 Amp to 80 Amp Circuit Breakers

★★★★★ (75) Questions & Answers (23)



Feedback



Hover Image to Zoom

Share Print

\$549⁰⁰

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- Plug-in or hardwired installation for maximum convenience
- Ultra-fast EV charging with flexible amperage settings
- Compatibility with leading electric car models
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Pickup at Galveston

Delivering to 77551



VIEW AVAILABLE OFFERS (5)

Looking for the GM NACS DC Adapter? Please sign up for public charging via your vehicle mobile app to view and purchase this product. [Learn](#)

[How To Order](#)

+ Add Vehicle

 Search by Product or Part Number

[Parts](#) / [All Categories](#) / [EV Chargers & Related Parts](#) / [EV Chargers](#) / [GM Genuine Parts PowerUp+ Level 2 Charger](#)

OE



About This Product

Experience the ultimate in electric vehicle charging with the ChargePoint Home Flex Hardwire. This Level 2, 240-volt charging station takes EV charging to new heights, delivering lightning-fast charging speeds. Offering unparalleled versatility, this charging station has flexible amperage settings ranging from 16 to 50 amps. Designed for convenience, this hardwire is easy for any electrician to install outdoors. With 3 different installation options to suit your needs while accommodating circuit breaker ratings from 20 to 80 A, allowing for the fastest charging speeds of up to 50 A. Customize your charging experience using the ChargePoint app. After installation, simply use the app to select the optimal amperage for your home setup. The NEMA 6-50 and NEMA 15-50 plug options provide compatibility with existing 240-volt outlets. Check which plug type matches the outlet in your location. Please note that the NEMA plug options are only compatible with the 32A (40A breaker) or 40 A (50A breaker) amperage settings. Upgrade to the ChargePoint Home Flex Hardwire and unlock a world of fast, efficient, and intelligent EV charging.

Highlights

- Charging station: home flex hardware elevates your charging needs with the level 2, 240-volt EV charging station and cable that charges any EV up to 9X faster
- Smart app: ChargePoint app allows for selection of the right amperage, scheduling a charge, receiving reminders to plug in, and an Alexa voice control for effortless control
- Flexible amperage: compatible with electric cars and features flexible amperage settings from 16 amps to 50 amps for optimal charging speeds
- Installation options: install outdoors with ease with 3 installation options with an easy plug-in and hardwired installation option for maximum convenience
- Versatile support: nema 6-50 and NEMA 14-50 plug options for compatibility with existing 240 V outlets (check plug type for your location); NEMA plug options work with 32A (40A breaker) or 40 A (50A breaker) amperage settings
- [Click here for more information on Electronic Recycling Programs](#)
- [Return Policy](#)



Product Information

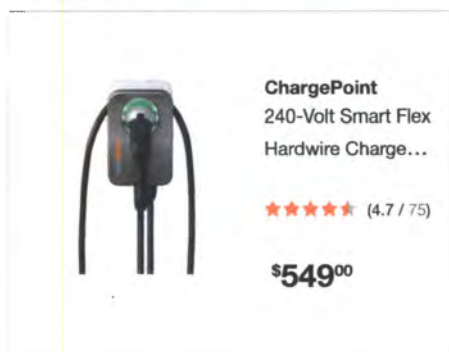
Internet # 326895987

Model # 99-003890-11

Store SKU # 1009763758

Additional Resources

[Shop All ChargePoint](#)



ChargePoint
240-Volt Smart Flex
Hardwire Charge...

★★★★★ (4.7 / 75)

\$549⁰⁰

Sponsored

Specifications

Dimensions: H 2.75 in, W 11 in, D 8 in

Dimensions

Cable Length (ft.)	23
Product Depth (in.)	8 in

Product Height (in.)	2.75 in
Product Width (in.)	11 in

Details

Amperage (A)	50 A
Charging Level	Level 2
Commercial/Residential	Residential
Features	Charges 1 Car, Corrosion resistant, Indicator light, Indoor/Outdoor, Overspeed protection, Weatherproof
Indoor/Outdoor	Indoor, Outdoor
Mounting Type	Wall Mounted
Power Input	Hard-Wired
Power Options	Hardwired
Product Weight (lb.)	17.60 lb
Remote Access	Remote Access
Requires Hub?	No Hub Required
Returnable	90-Day
Smart Home	Smart Home Enabled
Smart Home Protocol	Wi-Fi
Voice Control Hub Required	No Hub Required for Voice Control
Voltage (v)	240 v
Works With	Alexa, Alexa

Feedback

Warranty / Certifications

Certifications and Listings	UL Certified, UL Listed, cUL Listed
Manufacturer Warranty	3-year warranty

How can we improve our product information? Provide feedback.

Questions & Answers

23 Questions



Customer Reviews

4.8 out of 5 (75)



Ask about this product

Get an immediate answer with AI

AI-generated from the text of manufacturer documentation. To verify or get additional information, please contact The Home Depot customer service.

You Might Also Need



Galveston 9PM

77551

What can ...



Galveston 9PM

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Shop All Services



DIY



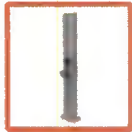
Log In

Home / Electrical / Renewable Energy / EV Chargers

Leviton

Single Mount Electric Vehicle Charging Station Pedestal

★★★★★ Questions & Answers



Hover Image to Zoom

Feedback

Share Print

Limit 2 per order

\$646⁷¹



Pay **\$596.71** after **\$50 OFF** your total qualifying purchase upon opening a new card. [Apply for a Home Depot Consumer Card](#)

- Allows for mounting of one Leviton EV charging station
- For use with Leviton EV320, EV32W, EV480, and EV48W only
- Compliant with ADA-recommended charge connect height
- [View More Details](#)

Pickup at Galveston

Delivering to 77551



Subject Property



Right of Way Looking NW



Right of Way Looking West



24P-042

MEMORANDUM

TO: Rusty Walla, Planning Commission Chairperson
Planning Commission

FROM: Catherine Gorman, AICP, Assistant Director/HPO
Development Services Department

DATE: December 27, 2024

RE: **24P-042 (101 14th Street, 1405-1415 Harborside Drive)** Request for a Planned Unit Development (PUD) Overlay District for a "Restaurant, Drive-In/Through", "Parking Lot, Commercial Surface Parking Area", and "Electric Vehicle Charging Station". Properties are legally described as M.B. Menard Survey, Lots 4, 5, 6, and the North 70 feet of Lot 7 (7-1), Block 674, in the City and County of Galveston, Texas.
Applicant: Michael Gaertner
Property Owner: Christopher and Kathleen Frederickson

The Planning Commission deferred this request at the December 3, 2024 meeting at the request of the applicant. Attached is the original staff report.



24P-042

STAFF REPORT

ADDRESS:

101 14th Street, 1405-1415 Harborside Drive

LEGAL DESCRIPTION:

Properties are legally described as M.B. Menard Survey, Lots 4, 5, 6, and the North 70 feet of Lot 7 (7-1), Block 674, in the City and County of Galveston, Texas.

APPLICANT/REPRESENTATIVE:

Michael Gaertner

PROPERTY OWNER:

Christopher and Kathleen Frederickson

ZONING:

Central Business (CB)

REQUEST:

Planned Unit Development (PUD)

APPLICABLE LAND USE REGULATIONS:

Article 4 of the Land Development Regulations

STAFF RECOMMENDATION:

Denial

EXHIBIT:

A – Applicant’s Submittal

B – Staff Comments

STAFF:

Catherine Gorman, AICP
 Assistant Director/HPO
 409-797-3665
 cgorman@galvestontx.gov

Public Notice and Comment:

Sent	Returned	In Favor	Opposed	No Comment
19				

Per Section 13.808 of the Land Development Regulations and state law, written public notice of this request is required. Public notices are sent to all property owners within 200 feet of the subject site and are sent to the address on file with the Galveston Central Appraisal District.

City Department Notification Responses:

Airport: No Objection

Building Division: No Objection

Coastal Resources: No Objection

Fire Marshal: No Objection with Comment: The drive off Harborside shall accommodate a fire apparatus through the property

Fire Chief: No Objection

Police Chief: No Objection

Public Works: No Objection with Comment (Exhibit B)

Private Utilities Notification Responses:

AT&T: No Objection

Comcast: No Objection

CenterPoint Energy: No Objection

Texas Gas Service: No Objection



Background

This request was originally submitted under Case 24P-037, which was denied by City Council on October 24, 2024. The applicant has since resubmitted. The differences from the previous case to the current case are:

- Added the land use of “Parking Lot, Commercial Surface Parking Area”
- Added a request to eliminate the required visual screening from residential uses
- Removed the request to eliminate the required landscaping along Harborside Drive.

Executive Summary

This is a request for a Planned Unit Development (PUD) Overlay District to establish “Restaurant, Drive-In/Through”, “Parking Lot, Commercial Surface Parking Area”, and “Electric Vehicle Charging Station” land uses in the Central Business (CB) zoning district. The purpose of the PUD is:

- To allow for the land uses of “Restaurant, Drive-In/Through” and “Parking Lot, Commercial Surface Parking Area”, which are not permitted in the Central Business (CB) zoning district.
- To deviate from the minimum distance requirement from single-family residential district stipulated by Section 2.326.5 of the Land Development Regulations. The requirement is that a “Electric Vehicle Charging Station” land use shall be located at least 200 feet from residential use or residential zoning district boundary. The location of the proposed “Electric Vehicle Charging Station” is located adjacent to residential uses at 107 and 111 14th Street.
- Reduction in the number of stacking spaces from eight to seven.
- Elimination of the Visual Screening from Residential Uses requirement.
- Elimination of the interior landscaping requirement.

Site Details

The subject site consists of four lots located at the southwest corner of the intersection of Harborside Drive and 14th Street. The lots have a total area of 18,418 square feet. The site consists of four residential structures that are vacant.

Compatibility with Base and Surrounding Zoning and Land Uses

The subject site is zoned Central Business (CB). Three land uses are proposed - “Restaurant, Drive-In/Through”, “Parking Lot, Commercial Surface Parking Area”, and “Electric Vehicle Charging Station”. The proposed uses of “Restaurant, Drive-In/Through” and “Parking Lot, Commercial Surface Parking Area” are not permitted in the Central Business (CB) zoning district. The proposed use of “Electric Vehicle Charging Station” is allowed as a Limited Use. Limited Uses are permitted provided the associated Limited Standards are met. The Limited Standards require that a “Electric Vehicle Charging Station” not be located within 200 feet of a residential use. There are residential uses directly adjacent to the subject property at 107 and 111 14th Street. Additionally, within 200 feet, residential uses are located at 1408, 1410, and 1414 Strand.

Staff finds that the proposed land uses are generally incompatible with the base zone and surrounding zoning and land uses. The land uses of “Restaurant, Drive-In/Through” and “Parking Lot, Commercial Surface Parking Area” are not permitted in the base zoning district. While the land use of “Electric Vehicle Charging Station” carries restrictions on proximity to residential uses.

The Planned Unit Development (PUD) is a floating zoning district intended to create a mixture of uses, density and infrastructure standards, allowing flexibility in the development standards for specific uses on a specific site.

Ability of the Property to be used under Current Zoning

The subject site is zoned Central Business (CB). The CB district encompasses much of the City’s historic downtown area and is intended to provide for the intensive, mixed-use development pattern found in urban central business districts.

As noted above, the land use of “Restaurant, Drive-In/Through” is not permitted in the base zoning district. While the land use of “Electric Vehicle Charging Station” carries restrictions on proximity to residential uses.

PUD Details /Development Plan

<p>The purpose or intent of the PUD</p>	<p>The purpose or intent of the PUD is:</p> <ul style="list-style-type: none"> • To allow for the land uses of “Restaurant, Drive-In/Through” and “Parking Lot, Commercial Surface Parking Area”, which are not permitted in the Central Business (CB) zoning district; • To deviate from the minimum distance requirement from single-family residential use stipulated by Section 2.326.5 of the Land Development Regulations. The requirement is that a “Electric Vehicle Charging Station” land use shall be located at least 200 feet from residential use or residential zoning district boundary. The location of the proposed “Electric Vehicle Charging Station” is located adjacent to residential uses at 107 and 111 14th Street and within 200 feet of the residential uses located at 1408, 1410, and 1414 Strand; • Reduction in the number of stacking spaces from eight to seven; • Elimination of the Visual Screening from Residential Uses requirement; and • Elimination of the interior landscaping requirement.
<p>PUD Land Uses</p>	<p>“Restaurant, Drive-In/Through”, “Parking Lot, Commercial Surface Parking Area”, and “Electric Vehicle Charging Station”. No prohibitions of other uses permitted in the CB base zoning district.</p>

Density	There are no proposed dwelling units.
Building Height	The proposed covered “Electric Vehicle Charging Station” is proposed to have an eave height of eight to nine feet above grade and a peak height of eleven to twelve feet above grade. The proposed “Restaurant, Drive-In/Through” shall have a maximum parapet height of 25 feet above grade. There is no height requirement in the CB zoning district.
Building Setbacks	There are no required building setbacks in the CB zoning district.
Limits of Construction	As shown on the site plan.
Building Elevations	See Exhibit A for the Applicant’s Submittal.
Vehicular Parking	The proposed “Restaurant, Drive-In/Through” will required four parking spaces, which are shown on the site plan.
Pedestrian Access	Vehicular access will be from the existing curb cut on Harborside Drive, the alley adjacent to the site on the south, and a new exit is proposed onto 14 th Street (right turn only). Pedestrian access will be from the intersection of 14 th Street and Harborside Drive.
Streets and Circulation	There are no public or private streets within the site. The property is served by existing Harborside Drive and 14 th Street.
Screening and Landscape	Requested deviation to eliminate the required visual screening adjacent to residential and to eliminate the interior landscaping.
Environmental Protection	There are no environmentally sensitive areas.
Signage	Per Article 5 of the Land Development Regulations.
Lighting	Per Article 7 of the Land Development Regulations.
Phasing or Scheduling	The project is proposed to be done as two distinct projects: the “Restaurant, Drive-In/Through” as a separate project from the covered “Electric Vehicle Charging Station” and “Parking Lot, Commercial Surface Parking Area”.
Unique characteristics or exceptional circumstances	See Exhibit A for the Applicant’s Submittal.

Criteria for Approval

Per Section 13.601.C of the Land Development Regulations, the Planning Commission may recommend approval and City Council may grant the approval of a rezoning request if it is demonstrated that:

1. The proposed zoning is preferable to the existing zoning in terms of its likelihood of advancing the goals, objectives, and policies of the City of Galveston 2011

- Comprehensive Plan and other adopted neighborhood plans, special area plans, redevelopment plans, or other plans applicable to the area;
2. The proposed zoning is consistent with the future land use map of the City of Galveston 2011 Comprehensive Plan (a future land use map amendment may be processed concurrently with the rezoning);
 3. The proposed change is consistent with the implementation of existing or pending plans for providing streets, water and wastewater, other utilities, and the delivery of public services to the area in which the parcel proposed for rezoning is located;
 4. The range of uses and the character of development that is allowed by the proposed zone will be compatible with the properties in the immediate vicinity of the parcel proposed for rezoning, and the parcel proposed for rezoning has sufficient dimensions to accommodate reasonable development that complies with the requirements of these Regulations including parking and buffering requirements;
 5. The pace of development and/or the amount of vacant land currently zoned for comparable development in the vicinity suggests a need for the proposed rezoning in order to ensure an appropriate inventory of land to maintain a competitive land market that promotes economic development.

Staff Recommendation

Staff finds that the proposed PUD request does not conform to the criteria for approval. The uses and the character of development that is proposed are not compatible with the properties in the immediate vicinity of the subject parcel. Development within the Central Business (CB) zoning district should be dense, mixed-use, and oriented to the pedestrian. The proposed development is car-centric, with a drive-through restaurant, electric vehicle charging station, and commercial parking lot.

“Restaurant, Drive-In/Through” is prohibited in the Central Business (CB) zoning district, while “Restaurant, No Drive-In/Through” is allowed. This distinction indicates that drive-in/through restaurants are not suitable for the CB district.

Likewise, “Parking Lot, Commercial Surface Parking Area” is prohibited, whereas two land uses associated with parking structures are permitted. This makes it clear that surface parking lots are also unsuitable for the CB district.

The land use of “Electric Vehicle Charging Station” is allowed in the Central Business (CB) zoning district as a limited use. Limited Uses are permitted provided the associated Limited Standards are met. In the case of “Electric Vehicle Charging Station” there is only one Limited Standard:

Charging Station Near Residential. The use may not be located within 200 feet of the property line of a residential use or a residential zoning district boundary.

The request is to remove this standard and allow the use to be located directly adjacent to the residential uses at 107 and 111 14th Street and within 200 feet of the residential

uses located at 1408, 1410, and 1414 Strand. The Limited Standard is intended to protect residential uses from the potential negative impacts of the “Electric Vehicle Charging Station”. Such negative impacts may be: increased traffic and noise; visual impact of lighting and headlights; and aesthetic impact of charging units, parking spaces, and shelters.

Additionally, the applicant is requesting deviations from the landscaping regulations that are intended to screen commercial uses from the residential land uses. A landscaping strip of four feet in width containing shrubs and trees is required when parking, loading, and driveways are adjacent to residential uses in order to increase the compatibility of adjacent uses.

The applicant is also requesting a reduction in the number of stacking spaces for the proposed drive-through from eight to seven. Stacking spaces refer to the areas where vehicles line up while waiting for service at drive-throughs. The intent of stacking space requirements is to ensure that waiting vehicles do not block sidewalks and prevent vehicles from spilling out on to adjacent roadways. Any reduction in the stacking requirement increases the possibility of negative impacts from waiting cars on Harborside Drive.

Due to non-conformance with the Criteria for Approval, Staff recommends the request be denied.

If the City Council finds the request conforms to the Criteria for Approval and grants the PUD, Staff has provided the following comments also included as Exhibit B:

Public Works: Comments have been submitted by the Public Works Department expressing concerns about the placement of the driveways and their proximity to the traffic signal at 14th Street and Harborside. Also there are concerns that the proposed patio on the north side of the building could present sight obstructions. The developer will need to submit a Traffic Impact Study showing that the driveway locations do not negatively affect the Level of Service at this intersection, prior to the issuance of a building permit. Since the alley will provide egress for the development, the alley between 14th and 15th Streets will need to be paved. The paving of the alley and any improvements in the roadway will be the responsibility of the developer.

Historic Preservation Officer: The site consists of four residential structures. Sanborn Map research indicates that three of the buildings date from before 1889 and the fourth from before 1912. Due to the age of the structures, the developer should explore the relocation of the houses rather than demolition. If relocation is not possible, then the houses should be deconstructed and the historic material salvaged.

The site is in the vicinity of the Jean Laffite fort known as Mason Rouge. Any disturbance of the ground during construction should be monitored by an archeologist for any cultural materials related to Jean Laffite.

As noted above, Staff recommends denial of the request, however, should the Planning Commission find that the Criteria for Approval are met, the following conditions may be appropriate.

Specific Conditions;

1. Granting of a PUD zoning district shall not relieve the developer from complying with all other applicable sections of the Land Development Regulations (LDR), and other Codes and Ordinances of the City of Galveston, unless such relief is specified in the approved PUD plan and PUD ordinance. Relief provided by this PUD plan includes:
 - a. To allow for the land uses of “Restaurant, Drive-In/Through” and “Parking Lot, Commercial Surface Parking Area”, which are not permitted in the Central Business (CB) zoning district;
 - b. To deviate from the minimum distance requirement from single-family residential district stipulated by Section 2.326.5 of the Land Development Regulations. The requirement is that a “Electric Vehicle Charging Station” land use shall be located at least 200 feet from residential use or residential zoning district boundary. The location of the proposed “Electric Vehicle Charging Station” is located adjacent to residential uses at 107 and 111 14th Street and within 200 feet of the residential uses located at 1408, 1410, and 1414 Strand;
 - c. Reduction in the number of stacking spaces from eight to seven;
 - d. Elimination of the Visual Screening from Residential Uses requirement; and
 - e. Elimination of the interior landscaping requirement.
2. The use shall conform to the attached PUD plan and other applicable ordinances;
3. A building permit(s) for the project shall be issued no later than 24-months from the date of City Council approval and shall proceed in accordance with Ordinance 20-008, Timeframe for Permits for Construction Activity;
4. The developer shall conform to the Fire Marshal’s comment regarding fire apparatus access;
5. The developer shall submit a Traffic Impact Study showing that the driveway locations do not negatively affect the Level of Service at this intersection, prior to the issuance of a building permit;
6. The developer shall pave the alley on the subject block from 14th Street to 15th Street;
7. The paving of the alley and any improvements in the roadway shall be the responsibility of the developer;
8. The developer shall explore the relocation of the residential structures on the site. If relocation is not feasible, the houses shall be deconstructed and the historic material salvaged and made available for a third party to reuse;
9. Prior to the issuance of a building permit, the developer shall retain a qualified archaeologist to monitor all ground-disturbing activities at the project site for any cultural materials encountered during construction. The archaeologist

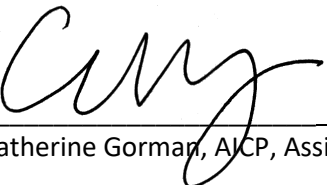
shall prepare a written report detailing the findings, if any, and submit it to the Historic Preservation Officer for review within 60 days of completing construction;

Standard Conditions of a Planned Unit Development (PUD):

10. The applicant shall adhere to all comments/conditions received from City departments;
11. Any change or revisions to the adopted PUD Plan shall require an amendment to the PUD ordinance, which requires review by the Planning Commission and City Council. Minor additions and modifications to the approved PUD plan meeting the criteria set forth in Article 4, Section 4.102 (d)(3) of the Land Development Regulations (LDR) may be approved by the Development Services Department;
12. There shall be no nuisance created or cause any perceptible noise, odor, smoke, electrical interference, or vibrations that constitute a public or private nuisance to neighboring properties; and,
13. The applicant shall submit for approval all plans to the Development Services Department for compliance with all City codes.

City Council has the final decision regarding this PUD request. Council will hear this request on January 23, 2025.

Respectfully Submitted,



Catherine Gorman, AICP, Assistant Director/HPO

11/21/2024
Date

Narrative

1) Project Description:

This narrative is provided in support of a Planned Unit Development (PUD) at 101 14th Street and the three adjoining lots to the west—1405, 1409, and 1415 Harborside Drive and is legally described as lots 4, 5 & 6 and the north 70 feet of lot 7, Block 674 in Galveston, Texas. The project is currently classified as (CB) zoning district. The proposed development is a drive-through coffee or tea shop, classified as “Restaurant, Drive-In / Through” and parking incidental to that use. The remainder of the site is proposed to be used for covered, “Electric Vehicle Charging Stations”. Up to 30 of the charging stations would be destination charging requiring 2 days or longer for charging, and this area also being classified as “Parking Lot, Commercial Surface Parking Area”. The intended uses align with the changing development patterns in the area and support the city's strategic goals as outlined in the Comprehensive Plan and Land Development Regulations (LDRs). (There is no proposed residential use of the subject property.)

The proposed drive through coffee or tea shop will be approximately 1,000 s.f. located on the corner lot at 14th and Harborside. Automobiles will enter from Harborside Drive and exit onto 14th Street with right turn only from the exit. This building is proposed to be less than 25 feet in height and have a patio between the building and Harborside Drive.



Figure 1: Prototype of NobileTea building © 2024 SC Architecture, all rights reserved.

There are 41 proposed covered electric vehicle (EV) charging stations proposed on the remainder of the property. The canopies will cover the parked cars and charging stations and will be approximately 8 – 9 feet tall at the eaves and have a 1:12 slope to the ridge. All runoff from the canopies will be directed to the interior of the site, there will be no roof or surface runoff onto the adjoining lots. The existing curb cut on Harborside Drive will be entrance only with vehicles exiting by going through the drive through at the coffee or tea shop or through the alley to the south and either left to 14th street or right to 15th street.

After the widening of Harborside Drive by TXDoT, there is only about five feet of ROW from the property line to the curb and sidewalk is proposed for this space. Landscaping is proposed at the parking areas consisting of a hedgerow and trees to comply with the requirements for Rights-of-way screening of the City's Land Development Regulations . Along 14th Street, a five foot sidewalk will be installed with approximately 10 – 11 feet remaining for landscaping. With the exception to improvements made in the ROW, the construction will be limited to the property as shown on the survey.

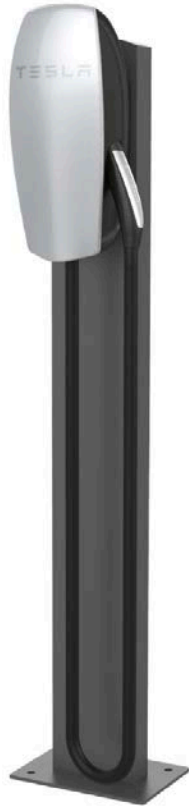


Figure 2: Charging Station

All signage and lighting will conform to the Land Development Regulations. The project will likely be done as two distinct projects: the coffee or tea shop and the covered EV Charging Station.

Justification for PUD:

1. Consistency with the Comprehensive Plan:

The City of Galveston's Comprehensive Plan emphasizes the importance of adaptive reuse and innovative development to support the evolving needs of the community and economic growth (Section 2.3, Economic Development). The proposed PUD aligns with these goals by introducing a mixed-use development that fosters both commercial activity and environmental sustainability through the inclusion of EV charging stations.

The Comprehensive Plan also includes the significance of supporting and enhancing the Central Business District (CBD) to maintain Galveston's economic vitality (Section 3.1, Land Use and Development). The proposed drive-through coffee or tea shop will serve as a local amenity, catering to both residents such as UTMB students, faculty and staff and visitors, such as UTMB patients and cruise ship passengers. EV charging stations promote sustainable transportation options, consistent with the Comprehensive Plan's vision for a resilient and forward-looking urban environment (Section 5.4, Transportation and Mobility).

2. Conformity with Land Development Regulations (LDRs):

The LDRs for the City of Galveston provide a framework for PUD applications to ensure that developments are thoughtfully integrated into the existing urban fabric. The proposed development meets several key criteria outlined in the LDRs, including:

- Innovative Site Planning (Section 29-100): The PUD provides for a creative layout that combines commercial use with essential infrastructure for EVs, promoting a sustainable and accessible environment.

- Compatibility with Surrounding Uses (Section 29-105): The project is designed to complement the nearby Port of Galveston and its recent developments, particularly the new Royal Caribbean terminal and associated parking. The drive-through beverage shop and EV charging stations will serve the growing number of port visitors and workers, contributing to a more vibrant and economically diverse area.

- Enhancement of Public Spaces (Section 29-107): Although the project primarily focuses on commercial use, the inclusion of EV charging stations represents a public benefit by supporting the city's shift toward greener transportation options. This initiative is consistent with the city's goals for improving public amenities and infrastructure.

3. Changing Development Patterns at the Port of Galveston:

The Port of Galveston has seen significant development in recent years, particularly with the construction of the new Royal Caribbean terminal on the north side of Harborside Drive. This development has brought increased traffic and demand for amenities in the surrounding area. The proposed PUD responds to these changes by introducing a development that serves both the local community and the growing number of port visitors.

The strategic location of the PUD site, adjacent to the port, makes it an ideal location for a drive-through coffee or tea shop, which will cater to passengers and port employees as well as local residents and staff, patients and visitors to UTMB. The EV charging stations will also serve the increasing number of electric vehicles, driven in part by the city's commitment to sustainability and the broader push towards greener transportation.

If this development is approved, the Owners shall meet all other requirements of the Land Development Regulations or such requirements as the City Council may deem appropriate.

4) Rationale for Deviations from LDR's

This property was previously utilized as residential and commercial, with the building at 101 14th Street housing offices and prior to that a restaurant and with a parking lot. Each of the adjoining residential properties has a privacy fence screening it from these previous and proposed uses and there is no record of any complaint with respect to the parking or restaurant. An EV charging station should not be disruptive to the adjoining residential units.

Harborside Drive is inhospitable to residential development without significant mitigation. There are currently several single family units on the site which have proven very difficult to rent due to noise and traffic.

The majority of property fronting Harborside Drive contains parking lots or related structures not provided with landscaping or ROW Screening. For this project, landscaping is proposed to be provided along Harborside Drive in compliance with the LDR's and is proposed to be added to the development where it fronts 14th street.

Landscaping is not proposed for the interior of the site as covered parking is not compatible with trees. The covering of the charging spaces is considered essential to help protect the equipment

from Galveston's corrosive atmosphere and to add safety and convenience to the charging experience.

A landscaping strip with a privacy fence abutting residential property which already has a privacy fence creates a completely enclosed landscape area, invisible to the property owners on either side. This provides no benefit to anyone.

Due to the high costs of electrical infrastructure, 40 charging stations appears to be a threshold for feasibility, requiring the site to be utilized as completely as possible.

Economic Impact:

From an economic perspective, the development would create jobs, stimulate local commerce, and support Galveston's tourism sector. Economic Impact

1. Annual Retail Sales: \$1,642,500 (Tea Shop only)
2. Sales Tax Revenue (Tea Shop only):
Total sales tax: \$135,500/year
Local portion: \$32,850/year
3. Property Tax Revenue: \$10,000/year
4. Jobs Created: 13-20 jobs

In addition, the operator will pay the long-term parking fees to the City as described in Ordinance 19-134, which might total as much as \$10-15,000 per year. Combining the City portion of sales tax, property tax and long term parking fees, the total income to the City could be \$40-50,000 per year. The economic impact from the increased employment could be \$400,000 to \$1.2 million depending on a number of factors.

Traffic

The project will apply for and obtain any necessary reviews and permits from TXDot. If required by the City or TXDot, a Traffic Impact Analysis for Harborside Drive and 14th will be undertaken along with a Level of Service assessment of the signal at the intersection. Any studies or data available from the Port of Galveston with respect to present and future traffic impacts will be considered.

A preliminary analysis indicates that the impact of this project is less than 3% of the capacity of 14th Street and is negligible on Harborside Drive, and that the Level of Service at the signal will be unchanged.

One potential issue could be westbound traffic attempting to turn left toward the tea shop entrance from Harborside. That turn is not legal now, but if this becomes a problem it can be immediately resolved with traffic cones then permanently and easily solved with flexible bollards inside the double yellow centerline at that location.

Existing Buildings:

The Galveston Historical Foundation has examined the buildings on the site and determined that it is not possible to relocate the buildings and not practical to deconstruct or salvage materials from the buildings. When contacted, no other lumber or architectural antique companies in the area has expressed an interest in the buildings or components from the buildings; they have said there has been a recent downturn in demand and they have too much inventory now.

Conclusion:

The proposed PUD for 101 14th Street and the adjoining lots at 1405, 1409, and 1415 Harborside Drive represents a forward-thinking development that aligns with the City of Galveston's Comprehensive Plan and Land Development Regulations. By integrating commercial use with EV infrastructure, the project supports the city's economic, environmental, and community goals. The development acknowledges the changing landscape of the Port of Galveston and seeks to enhance the area with EV charging and beverage service, amenities that will benefit both locals and visitors.

We respectfully request the approval of this PUD application to advance this beneficial project.

EV Demand Calculation

The Royal Caribbean terminal at the Port of Galveston is expected to handle approximately 630,000 passengers annually. When combined with approximately 350,000 outpatient visits to UTMB each year, the total number of people coming to this area is substantial. This does not include staff, faculty, residents and others who might be in the area.

To estimate the number of electric vehicles (EVs) visiting this area daily, calculate the average number of vehicles based on the assumption that each car typically carries about 2.5 people:

1. Total Annual Visitors (UTMB and RC Terminal Combined):

Royal Caribbean terminal: 630,000 passengers

UTMB outpatient visits: 350,000

Total: 980,000 visitors annually

2. Average Number of Cars Per Year:

$980,000 / 2.5 \text{ persons per car} = 392,000 \text{ cars annually}$

3. Average Number of Cars Per Day:

$\text{Total cars per day} = 392,000 \text{ cars} / 365 \text{ days} = \text{approx } 1,074 \text{ cars daily}$

4. Percentage of EVs: Assuming a very conservative estimate where 5% of the cars are electric vehicles:

$\text{EVs per day} = 1,074 \text{ cars, times } 5\% = 54 \text{ EVs daily}$

Thus, based on this projection, more than 54 electric vehicles visit the area around the Royal Caribbean terminal and UTMB daily. This figure highlights the importance of expanding EV charging infrastructure in the area to accommodate current and future demand.

The number of electric vehicles (EVs) is expected to increase significantly in the coming years. This growth is driven by multiple factors, including government incentives, technological advancements, and a broader societal shift towards sustainable transportation.

Annual Growth Rate of EVs:

Global Projections: Globally, EV sales are expected to grow at a compound annual growth rate (CAGR) of about 25-30% from 2023 to 2030. This growth rate varies by region, but in the U.S., the adoption is substantial.

U.S. Projections: In the U.S., the share of EVs in new car sales is projected to rise from about 6% in 2023 to over 40% by 2030. This implies an annual growth rate of about 30% in EV adoption.

Impact on the Subject Area:

Given the expected growth rate, the number of EVs visiting the area around the Royal Caribbean terminal and UTMB will likely increase significantly each year. Assuming a 25 - 30% annual growth in EVs:

1. Current Estimate: Approximately 54 EVs visit the area daily.

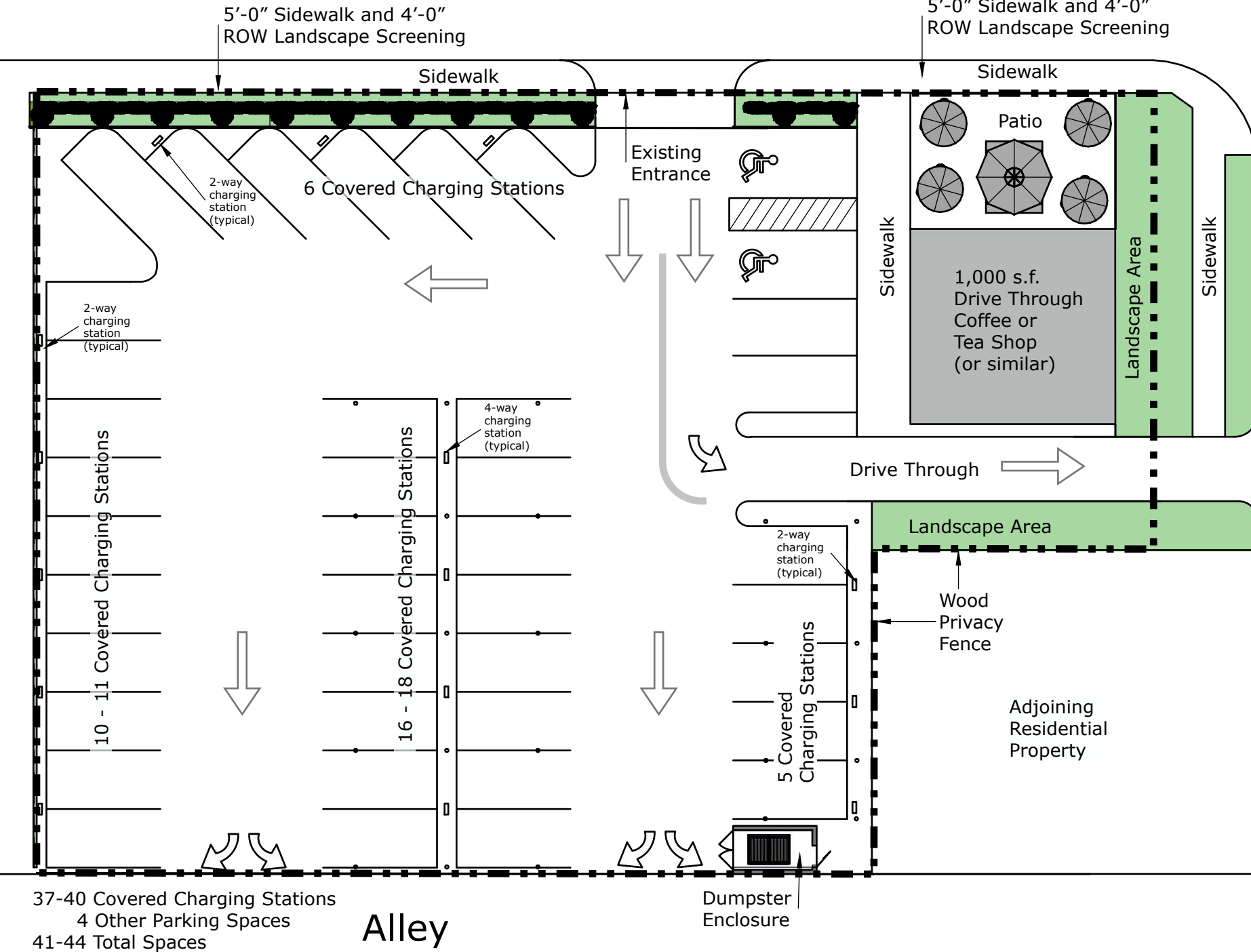
2. Next Year: 54 times 1.25 = 67.5 EVs daily

3. In 5 Years (assuming 25% growth each year): = 164 EVs visit the area daily.

This projection shows that within five years, the number of EVs could increase to around 164 per day, tripling the current estimate. The rising number underscores the importance of planning for increased EV charging capacity in the proposed PUD.

NOTE:
 At West Property Line:
 Living Wall: Decorative
 Fence and Clinging Ivy
 or Vines at West
 Property Line adjacent
 to "Maison Rouge"

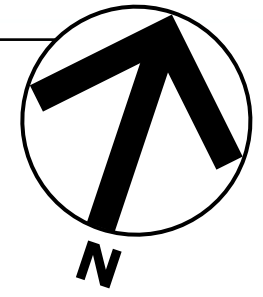
Harborside Drive



SEC. 4.102, D. 3. PUD Plan

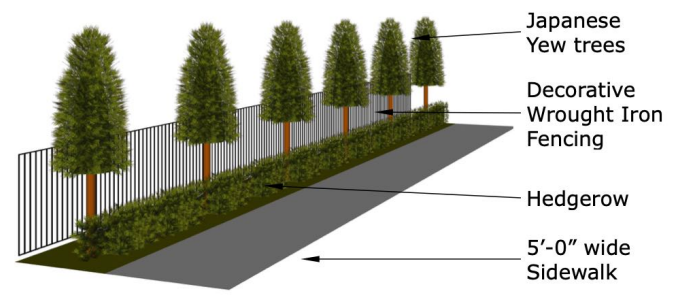
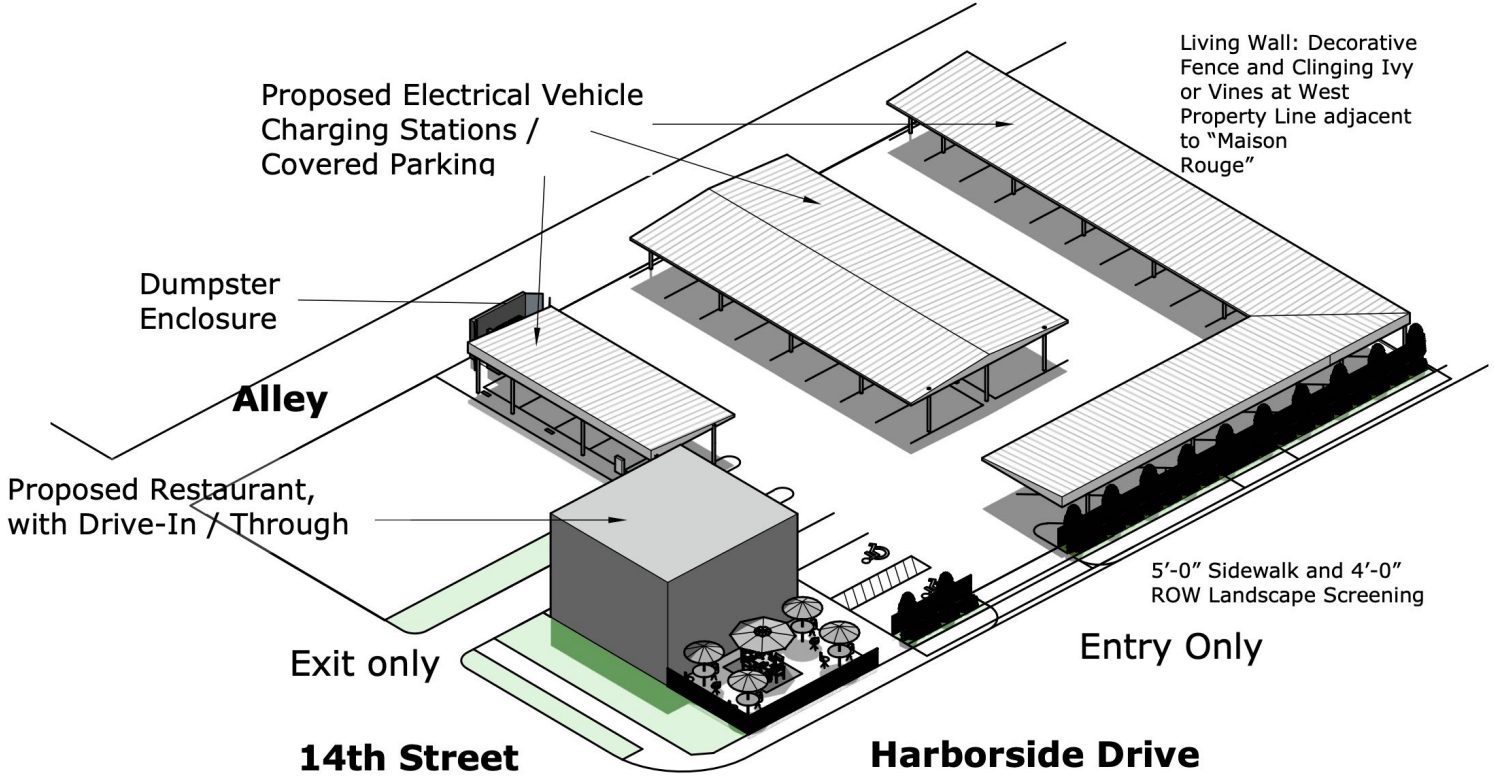
- Proposed land uses; for this PUD are an Electrical Vehicle Charging Station / Parking Lot, Commercial Surface Parking Area and a Restaurant, Drive-In / Through, and all other uses shall be allowed or prohibited as described in the Land Development Regulations,
- Existing natural features; This existing site is existing mixed use development of residential and commercial buildings with no existing natural features,
- Location of proposed buildings; the locations of the Electrical Vehicle Charging Station / Parking Lot, Commercial Surface Parking Area and Restaurant, Drive-In / Through are shown in the attached drawing,
- A tabulation of proposed dwelling unit density; there are no proposed dwelling units on the site,
- A tabulation of proposed floor area ratios (FAR) and maximum heights of proposed buildings: the proposed Restaurant, Drive-In / Through is 1,000 s.f. and the land area is 18,418 s.f. The covered parking is open on all four sides and is not included in the calculation of FAR. The proposed floor area ratio is 0.0543, the maximum height of any building on the site shall be 25 feet,
- Proposed circulation systems, including preliminary street cross-sections; there is no new circulation system proposed,
- Proposed public parks, greenbelts, and other open space; there are no public parks, greenbelts, and other open space proposed,
- Proposed public facilities, i.e. school sites, fire station, etc.; there are no public facilities, i.e. school sites, fire station, etc. proposed,
- Location and type of proposed landscaping including existing landscaping; new landscaping is shall consist of Rights-of-Way Screening at Harborside Drive consisting of a 4'-0" wide strip of trees and accent shrubbery. Additional landscaping consisting of trees and accent shrubbery ground cover shall be provided at the area along 14th Street at the Restaurant, Drive-In / Through. Other landscaping consisting of shrubs and ground cover shall be provided as shown in the attached drawing. A living wall, consisting of decorative fencing and clinging ivy or vines shall be provided at the west property line bordering "Maison Rouge",
- Public Access; subject to approval by the Texas Department of Transportation and the City of Galveston Engineering Department, public access is proposed to be an entrance only from Harborside Drive, with exits onto 14th Street from the Restaurant, Drive-In / Through. For the Electrical Vehicle Charging Station / Parking Lot, Commercial Surface Parking Area, exits shall be through the alley to the south and then east or west to 14th and 15th Streets,
- Proposed easements; there appear to be no recorded easements on the site. New easements are proposed to provide access as may be required by Centerpoint Energy and other utility providers to the two adjoining residential properties,
- Proposed trail networks; there are no proposed trail networks on the site,
- Identification of environmentally sensitive areas; there are no environmentally sensitive areas on the site, and
- Transit network and/or stops; The nearest transit stop is at 14th and Market Streets, three blocks or 950 feet from the intersection of 14th and Harborside.

1 Site Plan
 1" = 20'-0"



© 2024 Michael D. Gaertner, Sr., Architect
 This document dated 10/30/24 Authorized
 by Michael Gaertner, Sr., Architect (Texas
 Registration Number 9342) is incomplete and
 submitted for an Application for PUD. Do
 not use for any other permit, approval or
 construction.





ROW Screening at Parking



Architect's Rendering of NobiliTea Shop



SEC. 4.102, D. 3. PUD Plan

- a. Proposed land uses; for this PUD are an Electrical Vehicle Charging Station / Parking Lot, Commercial Surface Parking Area and a Restaurant, Drive-In / Through, and all other uses shall be allowed or prohibited as described in the Land Development Regulations,
- b. Existing natural features; This existing site is existing mixed use development of residential and commercial buildings with no existing natural features,
- c. Location of proposed buildings; the locations of the Electrical Vehicle Charging Station / Parking Lot, Commercial Surface Parking Area and Restaurant, Drive-In / Through are shown in the attached drawing,
- d. A tabulation of proposed dwelling unit density; there are no proposed dwelling units on the site,
- e. A tabulation of proposed floor area ratios (FAR) and maximum heights of proposed buildings: the proposed Restaurant, Drive-In / Through is 1,000 s.f. and the land area is 18,418 s.f. The covered parking is open on all four sides and is not included in the calculation of FAR. The proposed floor area ratio is 0.0543, the maximum height of any building on the site shall be 25 feet,
- f. Proposed circulation systems, including preliminary street cross-sections; there is no new circulation system proposed,
- g. Proposed public parks, greenbelts, and other open space; there are no public parks, greenbelts, and other open space proposed,
- h. Proposed public facilities, i.e. school sites, fire station, etc.; there are no public facilities, i.e. school sites, fire station, etc. proposed,
- i. Location and type of proposed landscaping including existing landscaping; new landscaping is shall consist of Rights-of-Way Screening at Harborside Drive consisting of a 4'-0" wide strip of trees and accent shrubbery. Additional landscaping consisting of trees and accent shrubbery ground cover shall be provided at the area along 14th Street at the Restaurant, Drive-In / Through. Other landscaping consisting of shrubs and ground cover shall be provided as shown in the attached drawing. A living wall, consisting of decorative fencing and clinging ivy or vines shall be provided at the west property line bordering "Maison Rouge",
- j. Public Access; subject to approval by the Texas Department of Transportation and the City of Galveston Engineering Department, public access is proposed to be an entrance only from Harborside Drive, with exits onto 14th Street from the Restaurant, Drive-In / Through. For the Electrical Vehicle Charging Station / Parking Lot, Commercial Surface Parking Area, exits shall be through the alley to the south and then east or west to 14th and 15th Streets,
- k. Proposed easements; there appear to be no recorded easements on the site. New easements are proposed to provide access as may be required by Centerpoint Energy and other utility providers to the two adjoining residential properties,
- l. Proposed trail networks; there are no proposed trail networks on the site,
- m. Identification of environmentally sensitive areas; there are no environmentally sensitive areas on the site, and
- n. Transit network and/or stops; The nearest transit stop is at 14th and Market Streets, three blocks or 950 feet from the intersection of 14th and Harborside.

SEC. 4.102, D. 1. Development Plan

1. Development requirements for the PUD ordinance:

a. **The purpose and intent of the PUD;**

- 1) To allow an Electrical Vehicle Charging Station (EV Charging) / Parking Lot, Commercial Surface Parking Area (Parking) and a Restaurant, Drive-In / Through, at the subject property,
- 2) To deviate from the landscaping requirements of Section. 9.301 C. Interior Landscaping, as the EV charging and parking is all to be covered except for the 4 spaces at the pad site for the Restaurant, Drive-In / Through,
- 3) To deviate from the landscaping requirements of Section 9.301 D. Visual Screening from Residential Uses as there has been a parking lot at this location for over 30 years and there is no record of a complaint.
- 4) To deviate from the minimum distance requirement from single-family residential district stipulated by Section 2.326.5 of the Land Development Regulations. The requirement is that an Electric Vehicle Charging Station **or** Parking Lot, Commercial Surface Parking Area land use shall be located at least 200 feet from a residential land use or an R-1 or R-2 zoning district.
- 5) To deviate from the minimum stacking distance for Restaurant, Drive-In/Through as stipulated in Table 8.203, from 8 to each menu board to 7 to each menu board,

b. **PUD land uses;** the PUD land uses shall be those described above: Restaurant, Drive -In/Through, Electric Vehicle Charging Station, Parking Lot, Commercial Surface Parking Area and those listed in the Land Development Regulations updated August 2024,

c. **Density;** there is no proposed increase to the density of the site, the existing dwelling units shall be removed and the residential density will be none,

d. **Building height;** the proposed covered Electric Vehicle Charging Station / Parking Lot, Commercial Surface Parking Area proposed to have an eave height of eight to nine feet above grade and a peak height of eleven to twelve feet above grade. The proposed Restaurant, Drive-In/Through shall have a maximum parapet height of 25 feet above grade. There is no height requirement in the Central Business (CB) land use classification,

e. **Building setbacks;** no setbacks are required in the CB land use classification,

f. **Limits of construction;** the limits of construction shall be the property lines except for landscaping, paving, sidewalks and underground drainage in the right-of-way,

g. **Building elevations;** are indicated in the attached drawings,

h. **Vehicular parking;** there is no minimum parking requirement for the Restaurant, Drive-In/Through, four open parking spaces are proposed. there is no minimum parking requirement for the Electric Vehicle Charging Stations, one parking space per charging connection is proposed. Of the approximately 40 spaces proposed for Electric Vehicle Charging Station **or** Parking Lot, Commercial Surface Parking Area land use, no more than 30 shall be available for long term parking.

i. **Pedestrian access;** pedestrian access shall be from new sidewalks proposed in the ROW on the south side on Harborside Drive and the west side of 14th street,

j. **Streets and circulation;** no new streets or circulation are proposed,

k. **Screening and landscaping;** a 4'-0" wide Rights of Way Screening landscaping strip shall be provided at Harborside Drive, in accordance with 9.301 B. Additional landscaping shall be provided along 14th Street at the Restaurant, Drive-In/Through, and a living wall, consisting of decorative fencing and clinging ivy or vines shall be provided at the west property line bordering "Maison Rouge".

l. **Environmental protection;** a SWPPP shall be implemented during the construction phase. A grease trap or interceptor shall be provided for the Restaurant, Drive-In/Through as required by the City of Galveston and TCEQ,

m. **Signage;** all signage shall comply with the Land Development Regulations and a separate permit is required,

n. **Lighting;** all lighting shall comply with the Land Development Regulations,

o. **Phasing or scheduling;** The project is proposed to be done as two distinct projects: the Restaurant, Drive-In/Through as a separate project from covered Electric Vehicle Charging Stations / Parking Lot, Commercial Surface Parking Area, and

p. Any other requirements of these regulations or as the City Council may deem appropriate.

Public Works Comments – Rob Winiecke, P.E., CFM, Director of Infrastructure and Engineering:

The entrance on Harborside is right in the middle of the left turn lane to access the Royal Caribbean Cruise Terminal and I believe that some form of traffic deterrent (raised median, etc. which will require TxDOT and City approval) may be warranted to prevent westbound traffic from queuing in the turn lane to make a left-hand turn into the development. I also have concerns that the proposed patio shown adjacent to the north side of the building on the renderings could present sight obstruction for the safe operation of the intersection of 14th Street & Harborside. Therefore, the developer will need to provide a Traffic Impact Study showing that the driveway locations do not negatively affect the Level of Service (LOS) of the Traffic Signal at this intersection.

It is clear the developer intends to utilize the existing alley as an egress point for this development (as indicated by the direction arrows provided on the site plan). The alley will need to be paved between 14th & 15th Streets by the developer as part of this development.

Historic Preservation Officer Comments – Catherine Gorman, AICP, Assistant Director/Historic Preservation Officer:

The residential structures on the site are some of the only remaining houses from what was a densely populated area of small structures. The houses at 1409 and 1415 Harborside Drive first appear on the 1889 Sanborn Map, although they may be older. The previous Sanborn Maps of 1877 and 1885 did not cover this area. The house at 101 14th Street appears on the 1912 Sanborn. Due to the age of the structures, I recommend that the developer relocate them rather than demolish them. Their construction type makes relocation relatively viable. If relocation is not feasible, the houses should be deconstructed and the historic material salvaged and made available to a third party.

This generally vicinity is recognized as the likely site of Jean Laffite's fort known as Maison Rouge. There is a Texas Historical Commission subject marker at 1417 Harborside with the following text:

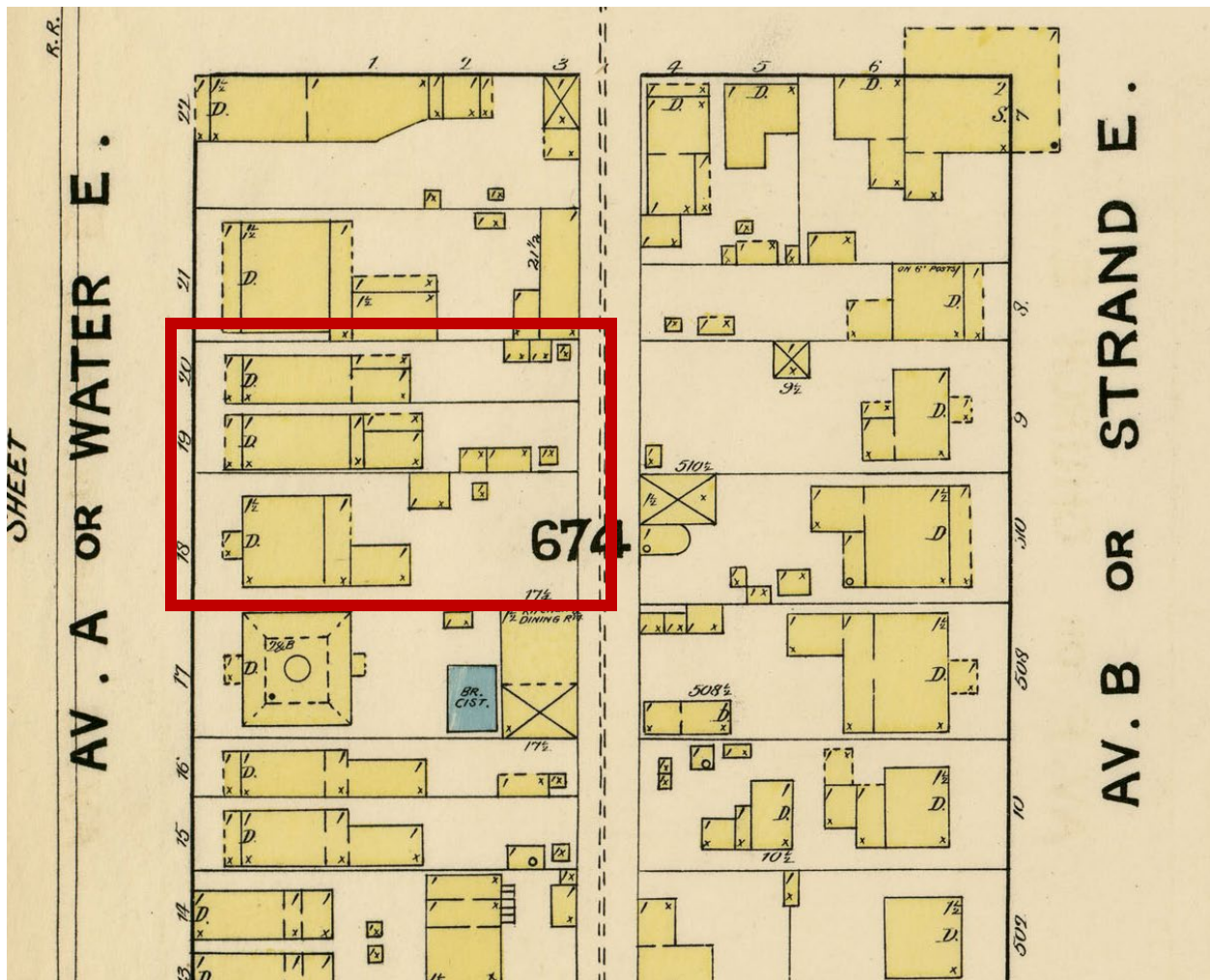
Jean Lafitte. Notorious pirate. Settled here in 1817 with his buccaneers and ships; under Mexican flag, continued his forays against Spanish shipping in the Gulf. On this site, he built his home, Maison Rouge (Red House), which was part of his fort; and upper story was pierced for cannon. It was luxuriously furnished with booty from captured ships.

Leaving Galveston in 1821, upon demand of the United States, he burned his home, fort and whole village; then sailed to Yucatan. In 1870, present structure was built over old cellars and foundations of Maison Rouge.

The foundations visible at 1417 Harborside are the remains of the 1870 house.

According to "Historic Galveston Homes" published in 1951 by The Galveston Historical Society (the precursor to the Galveston Historical Foundation), archeological investigations in the 1940s found a buried retaining wall, 12 cisterns, and evidence of vessel moorings.

Due to the significance of the Jean Lafitte site, I recommend that any disturbance of the ground related to the proposed development be monitored by an archeologist for any cultural materials.



1889 Sanborn Map



1912 Sanborn Map



24P-045

STAFF REPORT

ADDRESS:

2018 60th Street

LEGAL DESCRIPTION:

Property is legally described as Lot 8R (8-18), of Two West, Replat of Lots 8 and 9, Garretts Subdivision, in the City and County of Galveston Texas

APPLICANT:

Development Services Department

PROPERTY OWNER:

Tricon Enterprises, Inc.

ZONING:

Residential, Single-Family, Planned Unit Development (R-1-PUD)

REQUEST:

Request to revoke a Planned Unit Development (PUD) approved under Ordinance 22-065

APPLICABLE ZONING REGULATIONS:

Article 4 of the Land Development Regulations (LDR)

EXHIBITS:

A – Ordinance 20-063

STAFF:

Catherine Gorman, AICP
 Assistant Director/HPO
 409-797-3665
 cgorman@galvestontx.gov

Public Notice and Comment:

Sent	Returned	In Favor	Opposed	No Comment
20				

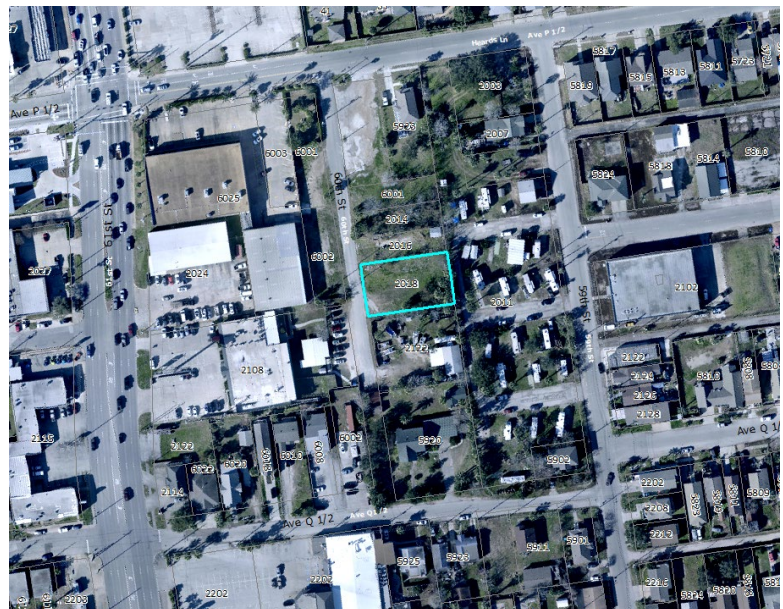
Per Section 13.808 of the Land Development Regulations and state law, written public notice of this request is required. Public notices are sent to all property owners within 200 feet of the subject site and are sent to the address on file with the Galveston Central Appraisal District.

City Department Notification Responses:

- Airport: No Objection
- Building Division: No Objection
- Fire Marshal: No Objection
- Fire Chief: No Objection
- Police Chief: No Objection
- Public Works: No Objection

Private Utilities Notification Responses:

- AT&T: No Objection
- Comcast: No Objection
- CenterPoint Energy: No Objection
- Texas Gas Service: No Objection



Executive Summary

In 2022, Charles Addison submitted a Planned Unit Development (PUD) request to allow for an "Office" land use on a property zoned Residential, Single-Family (R-1). This request was approved by City Council on November 17, 2022, under Ordinance 22-065.

Ordinance 22-065 includes the following condition:

A building permit(s) for the project shall be issued no later than 24- months from the date of City Council approval and shall proceed in accordance with Ordinance 20- 008, Timeframe for Permits for Construction Activity.

To date, no permits have been issued for the proposed development. For this reason, Development Services Staff is initiating the revocation of the PUD.

The owner has been informed of the revocation process.

Criteria for Revoking a Specific Use Permit (SUP)

Per Section 4.105 of the Land Development Regulations, the Planning Commission may recommend approval and City Council may grant the revocation of a PUD request if it is demonstrated that:

1. If a building permit for a use approved by Planned Unit Development(PUD) has not been issued within two (2) years of the date of final approval by City Council, the PUD and all associated plans shall expire unless the PUD specifically states otherwise or a state or federal declaration of a natural disaster occurs within such period, then the PUD will automatically be extended for one additional two (2) year period.
2. If a use approved by Planned Unit Development is discontinued for a period of one (1) year, then the PUD and all associated plans shall be deemed to have expired and be of no effect.


Staff Recommendation

Staff recommends approval of this request to revoke Ordinance 20-063 regarding a Specific Use Permit (SUP) due to the following:

- Failure to comply with Land Development Regulations Sec. 4.105 (A); and
- Violation of conditions approved under Ordinance 22-065.

City Council has the final decision regarding this PUD request. Council will hear this request on January 23, 2025.

Respectfully submitted,



 Catherine Gorman, AICP
 Assistant Director/HPO

12/27/2024

 Date

ORDINANCE NO. 22 -065

AN ORDINANCE OF THE CITY OF GALVESTON, TEXAS, CREATING A PLANNED UNIT DEVELOPMENT (PUD) OVERLAY ZONING DISTRICT IN A RESIDENTIAL, SINGLE-FAMILY (R-1) ZONING DISTRICT TO ALLOW FOR AN “OFFICE” LAND USE ON PROPERTY COMMONLY KNOWN AS **2018 60TH STREET**, AND WHICH IS LEGALLY DESCRIBED AS LOT 8R, OF TWO WEST, IN THE CITY AND COUNTY OF GALVESTON, TEXAS; PLANNING CASE NUMBER **22P-065**; MAKING VARIOUS FINDINGS AND PROVISIONS RELATED TO THE SUBJECT; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Article 4 of the 2015 Galveston Land Development Regulations (LDR) allows for the creation of a Planned Unit Development (PUD) Overlay Zoning District; and,

WHEREAS, the Applicant, Charles H. Addison and property owner, Tricon Enterprises, Inc., are requesting to establish a Planned Unit Development (PUD) Overlay Zoning District in a Residential, Single-Family (R-1) base zoning district in order to provide for an office land use; and,

WHEREAS, as further detailed in the Staff Report, attached and incorporated herein as **Attachment 1** (including Exhibits), the subject site is a 10,800 square feet lot with direct access on 60th Street. The lot is located South of Heards Lane and East of the 61st Street Commercial Corridor; and,

WHEREAS, the subject site is zoned Residential, Single-Family (R-1). The R-1 district is intended to provide for single-family detached dwellings with complementary civic, recreational, and institutional uses. Commercial land uses, including office uses, are not permitted in the R-1 zoning district.; and,

WHEREAS, at its meeting of October 18, 2022, the Planning Commission voted to recommend approval of this request; and,

WHEREAS, Staff recommends approval of the request with conditions. The proposed development is a compatible infill development not contrary to the goals and objectives of the 2011 Comprehensive Plan, and meets the criteria for approval. The proposed development complements the character of the existing neighborhood and will not be out-of-scale nor create inconsistencies with the overall development patterns and uses in the immediate area; and,

WHEREAS, after notice and conduct of a public hearing, the City Council of the City of Galveston, Texas, deems it in the public interest to grant Applicant’s request for a Planned Unit Development (PUD) Overlay Zoning District in a Residential, Single-Family (R-1) base zoning district on property commonly known as 2018 60th Street, in the City and County of Galveston, Texas, subject to the conditions set forth in **section 3** below.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GALVESTON, TEXAS:

SECTION 1. The findings and recitations set out in the preamble to this Ordinance are found to be true and correct, and they are adopted by the City Council and made a part hereof for all purposes.

SECTION 2. Subject to certain conditions set forth in **Section 3** below, the Applicant is hereby granted a Planned Unit Development (PUD) Overlay Zoning District in a Residential, Single-Family (R-1), on property commonly known as 2018 60th Street, and which is legally described as Lot 8R, of Two West, in the City and County of Galveston, Texas.

SECTION 3. The Planned Unit Development (PUD) Overlay Zoning District is subject to the following conditions:

Specific Conditions - 21P-065:

1. Granting of a PUD zoning district shall not relieve the developer from complying with all other applicable sections of the Land Development Regulations (LDR), and other Codes and Ordinances of the City of Galveston, unless such relief is specified in the approved PUD plan and PUD ordinance. Relief provided by this PUD plan includes:
 - a. Deviate from Table 2.201 of the Land Development Regulations, which prohibits “Office” land use in the R-1 zoning district;
2. Visual Screening from residential uses or districts shall be provided on the side and rear yard of the property. Screening shall consist of solid fencing with a minimum fence height of six feet, but not exceeding eight feet.
3. The development shall conform to the site plan and design details included with the PUD application and ordinance;
4. A building permit(s) for the project shall be issued no later than 24-months from the date of City Council approval and shall proceed in accordance with Ordinance 20-008, Timeframe for Permits for Construction Activity;
5. There shall be no nuisance created or cause any perceptible noise, odor, smoke, electrical interference, or vibrations that constitute a public or private nuisance to neighboring properties;

Standard Conditions of a Planned Unit Development (PUD):

6. The applicant shall adhere to all comments/conditions received from City departments;
7. Any change or revisions to the adopted PUD Plan shall require an amendment to the PUD ordinance, which requires review by the Planning Commission and City Council. Minor additions and modifications to the approved PUD plan meeting the criteria set forth in Article 4, Section 4.102 (d)(3) of the Land Development Regulations (LDR) may be approved by the Development Services Department; and,
8. The applicant shall submit for approval all plans to the Development Services Department for compliance with all City codes.

SECTION 4. The zoning classification for this property shall be changed to Residential, Single-Family (R-1), PUD overlay and shall be designated as Residential, Single-Family (R-1)

PUD on the zoning maps of the City of Galveston, subject to the conditions set forth in **Section 3** above.

SECTION 5. It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable. If any phrase, clause, sentence, paragraph or section of this Ordinance should be declared invalid by a final judgment or decree of any court of competent jurisdiction, such invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs, and sections of this Ordinance.

SECTION 6. All Ordinances or parts thereof in conflict herewith are repealed to the extent of such conflict only.

SECTION 7. In accordance with the provisions of Sections 12 and 13 of Article II of the City Charter this Ordinance has been publicly available in the office of the City Secretary for not less than 72 hours prior to its adoption; that this Ordinance may be read and published by descriptive caption only.

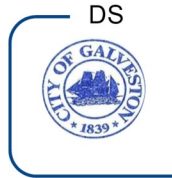
SECTION 8. This Ordinance shall be and become effective from and after its adoption and publication in accordance with the provisions of the Charter of the City of Galveston.

APPROVED AS TO FORM:

DocuSigned by:
Donna Fairweather
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DONNA M. FAIRWEATHER
SR. ASSISTANT CITY ATTORNEY

I, Janelle Williams, Secretary of the City Council of the City of Galveston, do hereby certify that the foregoing is a true and correct copy of an Ordinance adopted by the City Council of the City of Galveston at its Special Meeting held on November 17, 2022, as the same appears in records of this office.

IN TESTIMONY WHEREOF, I subscribe my name hereto officially under the corporate seal of the City of Galveston this 18th day of November, 2022.



DocuSigned by:
Janelle Williams
F12776E17F29488...
Secretary for the City Council
of the City of Galveston

City Council

Planning and Development Division

City of Galveston

November 17, 2022

**22P-065****STAFF REPORT****ADDRESS:**2018 60th Street**LEGAL DESCRIPTION:**

Property is legally described as Lot 8R, of Two West, in the City and County of Galveston Texas.

APPLICANT/REPRESENTATIVE:

Charles H. Addison

PROPERTY OWNER:

Tricon Enterprises, Inc.

ZONING:

Residential, Single-Family (R-1)

REQUEST:

Planned Unit Development (PUD)

APPLICABLE LAND USE REGULATIONS:

Article 4 of the Land Development Regulations

STAFF RECOMMENDATION:

Approval with Conditions

ATTACHMENTS:

A - Aerial Map

B – Applicant’s Submittal

STAFF:

Adriel Montalvan

Planning Manager

409-797-3645

amontalvan@galvestontx.gov

Public Notice and Comment:

Sent	Returned	In Favor	Opposed	No Comment
21		4		1

Per Section 13.808 of the Land Development Regulations and state law, written public notice of this request is required. Public notices are sent to all property owners within 200 feet of the subject site and are sent to the address on file with the Galveston Central Appraisal District.

City Department Notification Responses: None

**Executive Summary**

The request is to incorporate the Planned Unit Development (PUD) Overlay District to a Residential, Single-Family (R-1) base zoning district to allow for an office land use. The intent of this PUD request is to:

1. Deviate from Table 2.201 of the Land Development Regulations, which prohibits “Office” land use in the R-1 zoning district.

Site Details

The subject site is a 10,800 square feet lot with direct access on 60th Street. The lot is located South of Heards Lane and East of the 61st Street Commercial Corridor.

Compatibility with Base and Surrounding Zoning and Land Uses

Staff finds that the proposed office use is generally compatible with surrounding zoning and land uses. The proposed structure is designed similarly to a residential single-family structure, and meets all of the R-1 development standards. Additionally, the office use does not further intensify the commercial uses currently in operation directly to the west of the subject property, on 61st Street.

The Planned Unit Development (PUD) is a floating zoning district intended to create a mixture of uses, density and infrastructure standards, allowing flexibility in the development standards for specific uses on a specific site.

Ability of the Property to be used under Current Zoning

The subject site is zoned Residential, Single-Family (R-1). The R-1 district is intended to provide for single-family detached dwellings with complementary civic, recreational, and institutional uses. Commercial land uses, including office uses, are not permitted in the R-1 zoning district.

PUD Details /Development Plan

The purpose or intent of the PUD	The intent of this PUD request is to deviate from Table 2.201 of the Land Development Regulations, which prohibits "Office" land use in the R-1 zoning district. The owner intends to construct a high raised frame house for office use.
PUD Land Uses	Office land use. No prohibitions of other uses permitted in the R-1 base zoning district (R-1).
Density	One high raised framed building for office use.
Building Height	The proposed building height will be approximately 27 feet. The structure will comply with all R-1 development standards.
Building Setbacks	The proposed structure will be setback 30 feet along 60 th Street. Setbacks from the North, South and rear property lines shall follow minimum setbacks as currently allowed under R-1 zoning district for the area. See attached site plan for proposed building location.
Limits of Construction	Construction will include the high raised structure only. No additional structure is planned.
Building Elevations	Please refer to perspectives and elevations provided for exterior design.
Vehicular Parking	There will be four parking spaces located to the rear of building.
Pedestrian Access	The property is served by 60 th Street, which is a 30-foot right-of-way, leaving no space for public pedestrian

	access/sidewalks. No change to street access from 60th Street is planned.
Streets and Circulation	There are no public or private streets within the site. The property is served by existing 60 th Street.
Screening and Landscape	Screening will be provided by wood fencing. Landscaping will consist of hedged shrubbery.
Environmental Protection	Per all regulations of the City of Galveston.
Signage	A wall sign or door decal, stating the company name, is requested. It will be placed on the front of the building at the entrance. The sign will not exceed 2 square feet. The sign will not be internally lit or back lit.
Lighting	New site lighting will comply with the site lighting requirements established for the surrounding R-1 zoning.
Phasing or Scheduling	The proposed building design is complete. Application for a building permit will be made upon approval of the PUD.
Unique characteristics or exceptional circumstances	The West side of 60th Street is a commercial/vacant parking area for an animal clinic, Yamato's Restaurant, Goodyear Tire company and GIA Insurance company. The only access to 60th Street is from Heards Lane. Access to Avenue Q ½ is blocked by private property, making this a dead end street.

Criteria for Approval

Per Section 13.601.C of the Land Development Regulations, the Planning Commission may recommend approval and City Council may grant the approval of a rezoning request if it is demonstrated that:

1. The proposed zoning is preferable to the existing zoning in terms of its likelihood of advancing the goals, objectives, and policies of the City of Galveston 2011 Comprehensive Plan and other adopted neighborhood plans, special area plans, redevelopment plans, or other plans applicable to the area;
2. The proposed zoning is consistent with the future land use map of the City of Galveston 2011 Comprehensive Plan (a future land use map amendment may be processed concurrently with the rezoning);
3. The proposed change is consistent with the implementation of existing or pending plans for providing streets, water and wastewater, other utilities, and the delivery of public services to the area in which the parcel proposed for rezoning is located;
4. The range of uses and the character of development that is allowed by the proposed zone will be compatible with the properties in the immediate vicinity of the parcel proposed for rezoning, and the parcel proposed for rezoning has sufficient dimensions to accommodate reasonable development that complies with the requirements of these Regulations including parking and buffering requirements;
5. The pace of development and/or the amount of vacant land currently zoned for comparable development in the vicinity suggests a need for the proposed

rezoning in order to ensure an appropriate inventory of land to maintain a competitive land market that promotes economic development.

Other Reviews

At the October 18, 2022 regular meeting, Planning Commission voted unanimously to recommend approval of this request.

Staff Recommendation

Staff finds that the proposed development is a compatible infill development not contrary to the goals and objectives of the 2011 Comprehensive Plan, and meets the above referenced criteria for approval. The proposed development complements the character of the existing neighborhood and will not be out-of-scale nor create inconsistencies with the overall development patterns and uses in the immediate area.

Staff recommends Case 22P-065 be approved with the following conditions:

Specific Conditions to 22P-065;

1. Granting of a PUD zoning district shall not relieve the developer from complying with all other applicable sections of the Land Development Regulations (LDR), and other Codes and Ordinances of the City of Galveston, unless such relief is specified in the approved PUD plan and PUD ordinance. Relief provided by this PUD plan includes:
 - a. Deviate from Table 2.201 of the Land Development Regulations, which prohibits "Office" land use in the R-1 zoning district;
2. Visual Screening from residential uses or districts shall be provided on the side and rear yard of the property. Screening shall consist of solid fencing with a minimum fence height of six feet, but not exceeding eight feet.
3. The development shall conform to the site plan and design details included with the PUD application and ordinance;
4. A building permit(s) for the project shall be issued no later than 24-months from the date of City Council approval and shall proceed in accordance with Ordinance 20-008, Timeframe for Permits for Construction Activity;
5. There shall be no nuisance created or cause any perceptible noise, odor, smoke, electrical interference, or vibrations that constitute a public or private nuisance to neighboring properties;

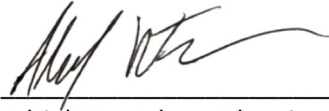
Standard Conditions of a Planned Unit Development (PUD):

6. The applicant shall adhere to all comments/conditions received from City departments;
7. Any change or revisions to the adopted PUD Plan shall require an amendment to the PUD ordinance, which requires review by the Planning Commission and City Council. Minor additions and modifications to the approved PUD plan meeting the criteria set forth in Article 4, Section 4.102 (d)(3) of the Land

Development Regulations (LDR) may be approved by the Development Services Department; and,

8. The applicant shall submit for approval all plans to the Development Services Department for compliance with all City codes.

Respectfully Submitted,



Adriel Montalvan, Planning Manager

11/08/2022

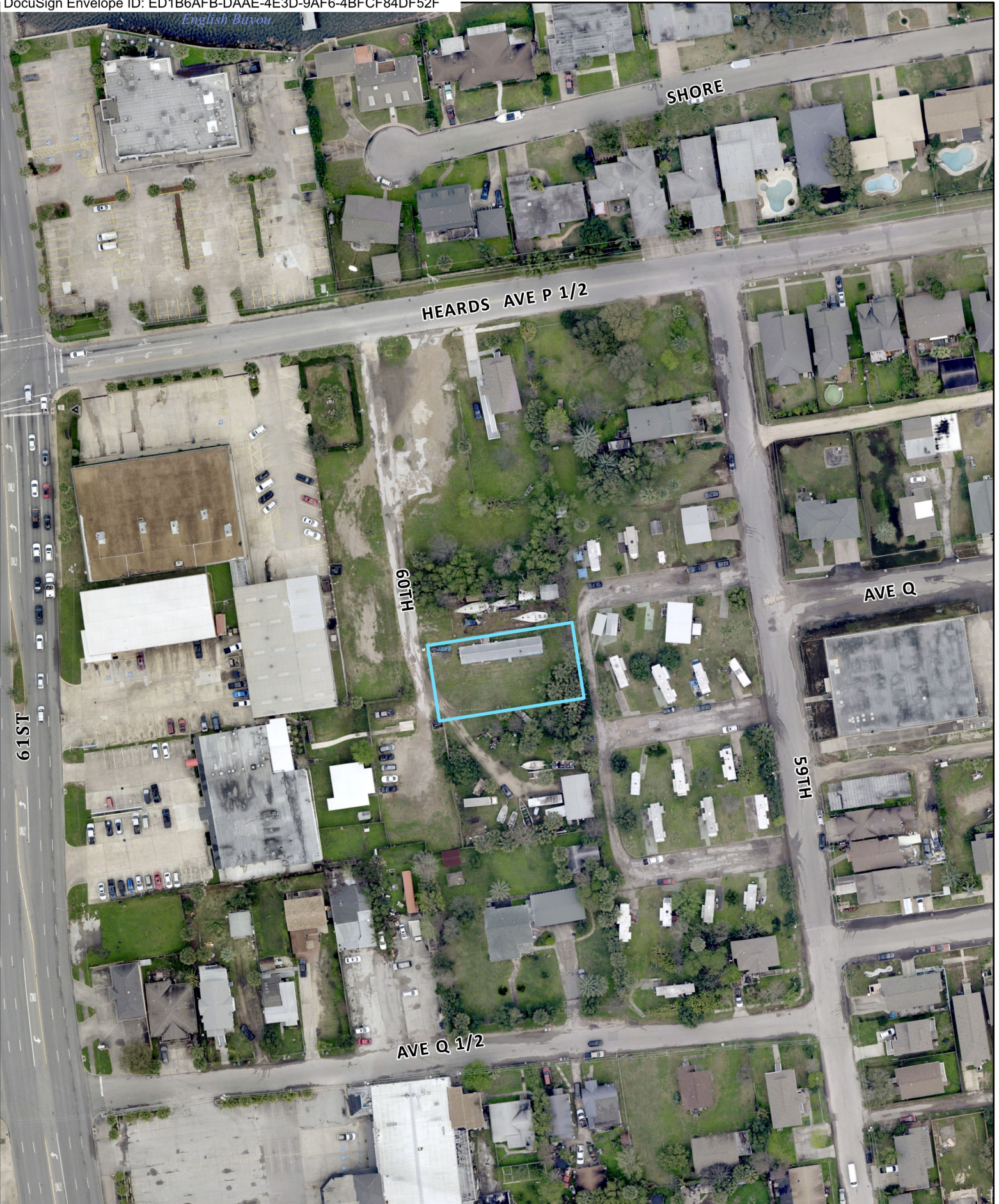
Date



Catherine Gorman, AICP, Assistant Director/HPO

11/08/2022

Date



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. The data presented on these pages is not legally binding on the City of Galveston or any of its departments. These maps and the associated data are representations ONLY and may contain errors in the databases. Therefore, the information presented on this map is for informational purposes only and should not be construed to be legally binding.



August 30, 2022

Addison Planned Unit Development

2018 60th Street

Galveston, TX. 77551

PUD DEVELOPMENT PLAN

Purpose and Intent:

The property consists of one (1) lot. The overall size is 80' x 135', for a total area of 10,800 square feet. The property is located South of Heard Lane on the East side of 60th Street. The site is currently vacant. The proposed use of the site is an office for a professional services business with a maximum of 2-3 employees.

The owner wishes to construct a high raised frame house/office, (See attached building elevations for character of proposed structure) that will comply with the current R-1 development standards. The structure will be approximately 1,500 square feet. The building design is intended to be utilized as an office.

If the PUD is ever extinguished or property reverts back to R-1, the building can easily be converted to a house. It will consist of 2 bedrooms/offices, 2 bathrooms, utility room, kitchen and main living/office space. Parking for 4 vehicles will be located rear of building.

Because of the nature and limited size of the business, there will be minimal client interaction on site. This should pose no noticeable impact on activity within the area. The business does not require any more deliveries than would be typical of a residence.

Neighboring properties to the North and South are vacant. The property in the rear is an RV park. The East side of 60th Street contains 6 vacant lots. The West side of 60th Street is commercial property. There has been no development on either side of 60th Street in (at least) the past 48 years.

PUD Land Usage:

Minimum land area requirement for a Planned Unit Development is 10,000 square feet. The site is 10,800 square feet. A high raised single story house will be built on the site. The house will comply with R1 development standards.

Building Height:

The proposed building height will be approximately 27 feet.

Building Setbacks:

The proposed building will be setback 30 feet along 60th Street. Setbacks from the North, South and rear property lines shall follow minimum, as currently allowed under R-1 zoning for the side and rear, 0 feet from the property line (See attached site plan for proposed building location).

Limits of Construction:

Construction will include the high raised house only. No additional structure is planned.

Building Elevation:

New Construction will comply with current FEMA elevation requirements as amended by the City of Galveston.

Vehicular Parking:

There will be 4 parking spaces located rear of building.

Pedestrian Access:

The property is served by 60th Street, which is a 30 foot right-of-way, leaving no space for public pedestrian access/sidewalks. No change to street access from 60th Street is planned.

Streets and Circulation:

There are no public or private streets within the site. The property is served by existing 60th Street.

Screening and Landscaping:

Screening will be provided by wood fencing. Landscaping will consist of hedged shrubbery.

Environmental Protection:

Not Applicable.

Signage:

A wall sign or door decal, stating the company name, is requested. It will be placed on the front of the building at the entrance. The sign will not exceed 2 square feet. The sign will not be internally lit or back lit.

Site Lighting:

New site lighting shall comply with the site lighting requirements established for the surrounding R-1 zoning.

Phasing or Scheduling:

The proposed building design is complete. Application for a building permit will be made upon approval of the PUD.

Deviation Justification:

The use of land for an "Office" is not allowed under R1 (Residential, Single Family) zoning. A deviation is requested since the structure will be built like a single resident home, will be used for professional services, will have little impact on traffic in the area, and will stimulate improvements to an underdeveloped, blighted area that sits across the street from commercial property.

Unique Characteristics:

The West side of 60th Street is a commercial/vacant parking area for an animal clinic, Yamato's Restaurant, Goodyear Tire company and GIA Insurance company. The only access to 60th Street is from Heards Lane. Access to Q ½ Street is blocked by private property, making this a dead end street.

INFRASTRUCTURE

Utilities

The water and sanitary sewer are existing and provided by the City of Galveston via public right-of-way (60th Street). Overhead electrical provided by Centerpoint along 60th Street.

Easements

There are no easements within the site.

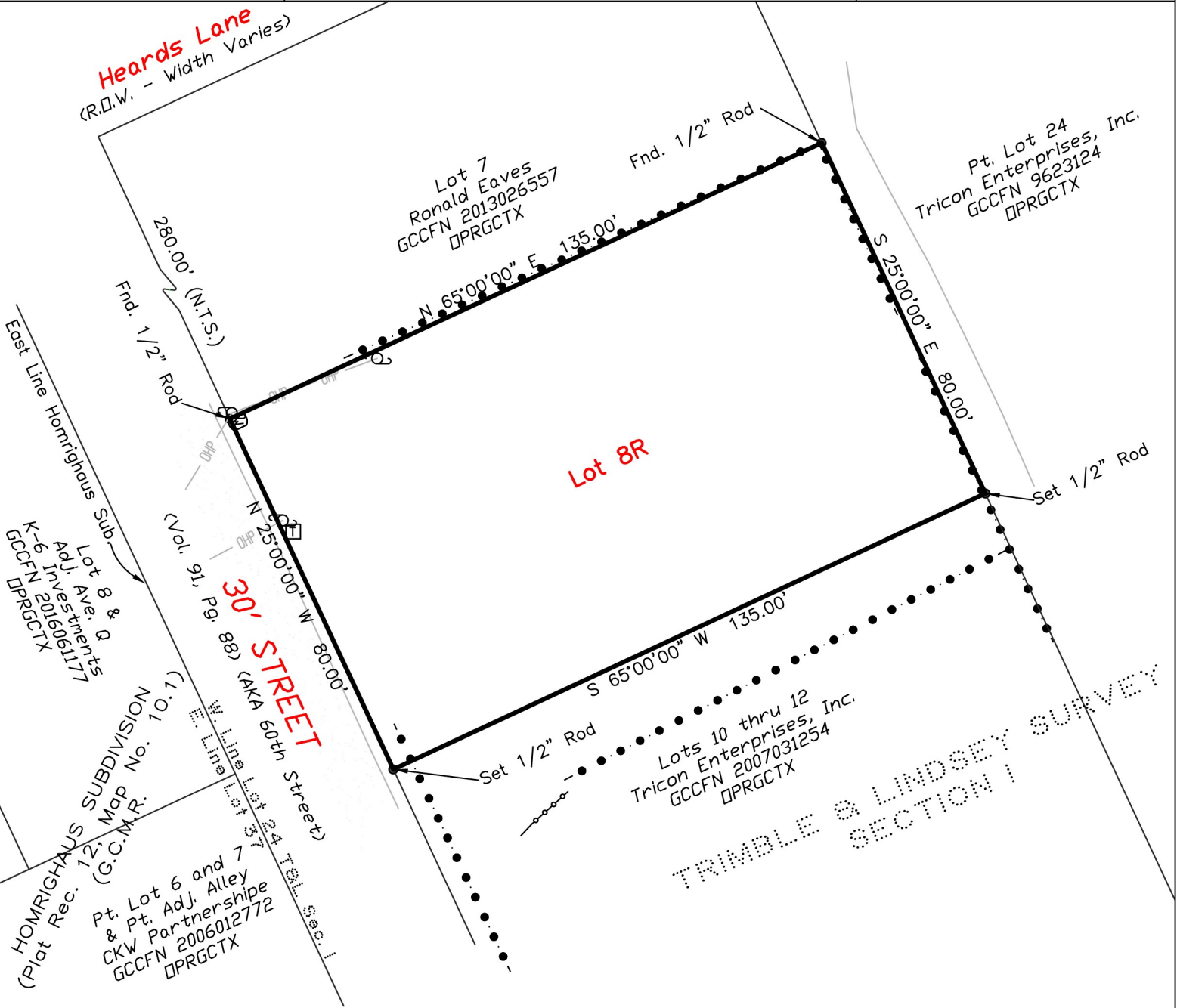
PUD Garbage Collection:

Trash collection is provided by the City of Galveston via the public right-of-way (60th Street).

TLS Job No 20-0784

2018 60th Street, Galveston, TX 77551

Ref No: 3540-0000-0008-001



Survey of Lot Eight-R (8R), of TWO WEST, a subdivision in Galveston County, Texas, according to the map or plat thereof recorded in Galveston County Clerk's File No. 2021081248 in the Official Public Records of Real Property of Galveston County, Texas.

I hereby certify that on the below date, the herein described property, together with improvements located thereon, was surveyed on the ground and under my direction, and that this map, together with dimensions as shown hereon, accurately represents the facts as found on the ground this date.

Brene Addison
 Brene Addison
 Registered Professional
 Land Surveyor No. 6598



SCALE: 1" = 30'



- NOTES:
- 1) This property is subject to the building and zoning ordinances of the City of Galveston.
 - 2) This property does lie within the 100 Year Flood Plain as established by the Federal Emergency Management Agency.
 - 3) This property is subject to any restrictions of record and may be subject to setbacks from power lines as established by OSHA and/or the local power company.
 - 4) Bearings are based on the monumentation of the East right-of-way line of 60th Street.

Surveyed without the benefit of a title commitment. This property may be subject to matters of record not shown hereon that might be revealed by title report or title commitment.

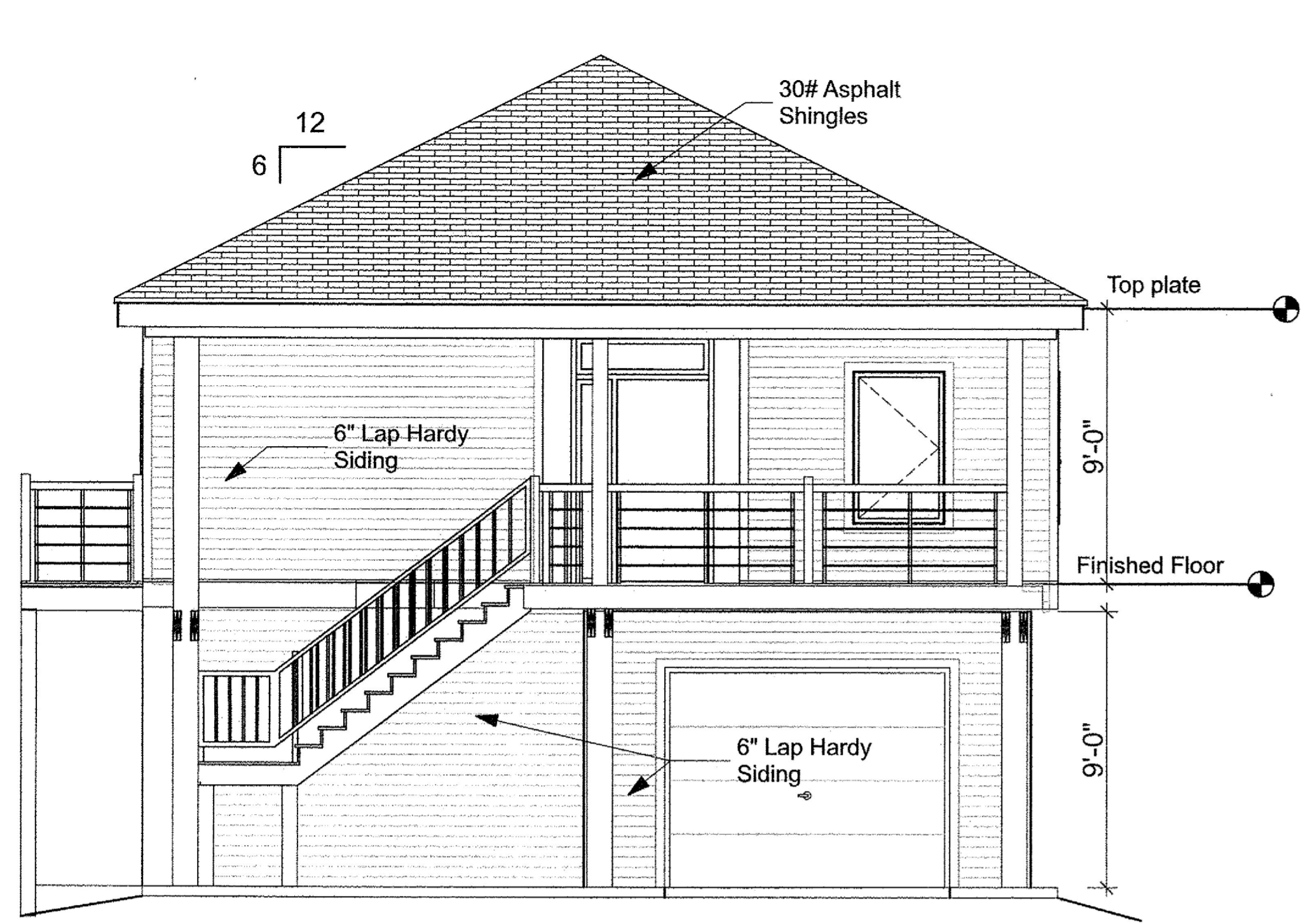
- Legend:
- OHP — Overhead Power
 - Chain Link Fence
 - ⌚ Power Pole
 - ⊗ Water Meter
 - ☎ Telephone Box
 - Spot Elevation (Typ.)
 - Contour Line

TRICON LAND SURVEYING, LLC

Mailing: 6341 Stewart Rd. #251
 Physical: 2011 59th Street
 Galveston, TX 77551
 409-497-2772
 TriconLandSurveying.com
 T.B.P.L.S. Firm No. 10194309

Drafting: LP Survey Date: January 3, 2022

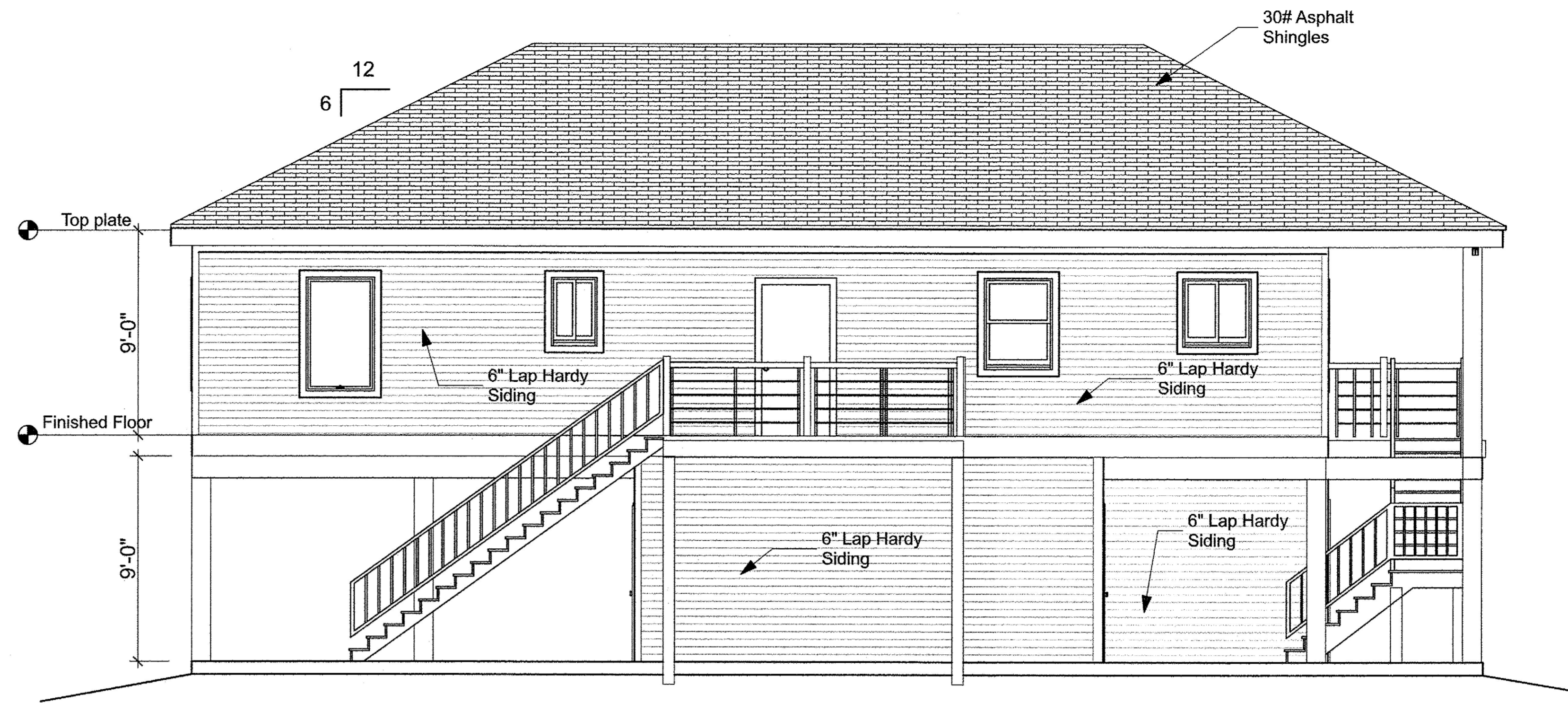
Surveyed for: Charles Addison



WEST ELEVATION

SCALE: 1/4" = 1' - 0"

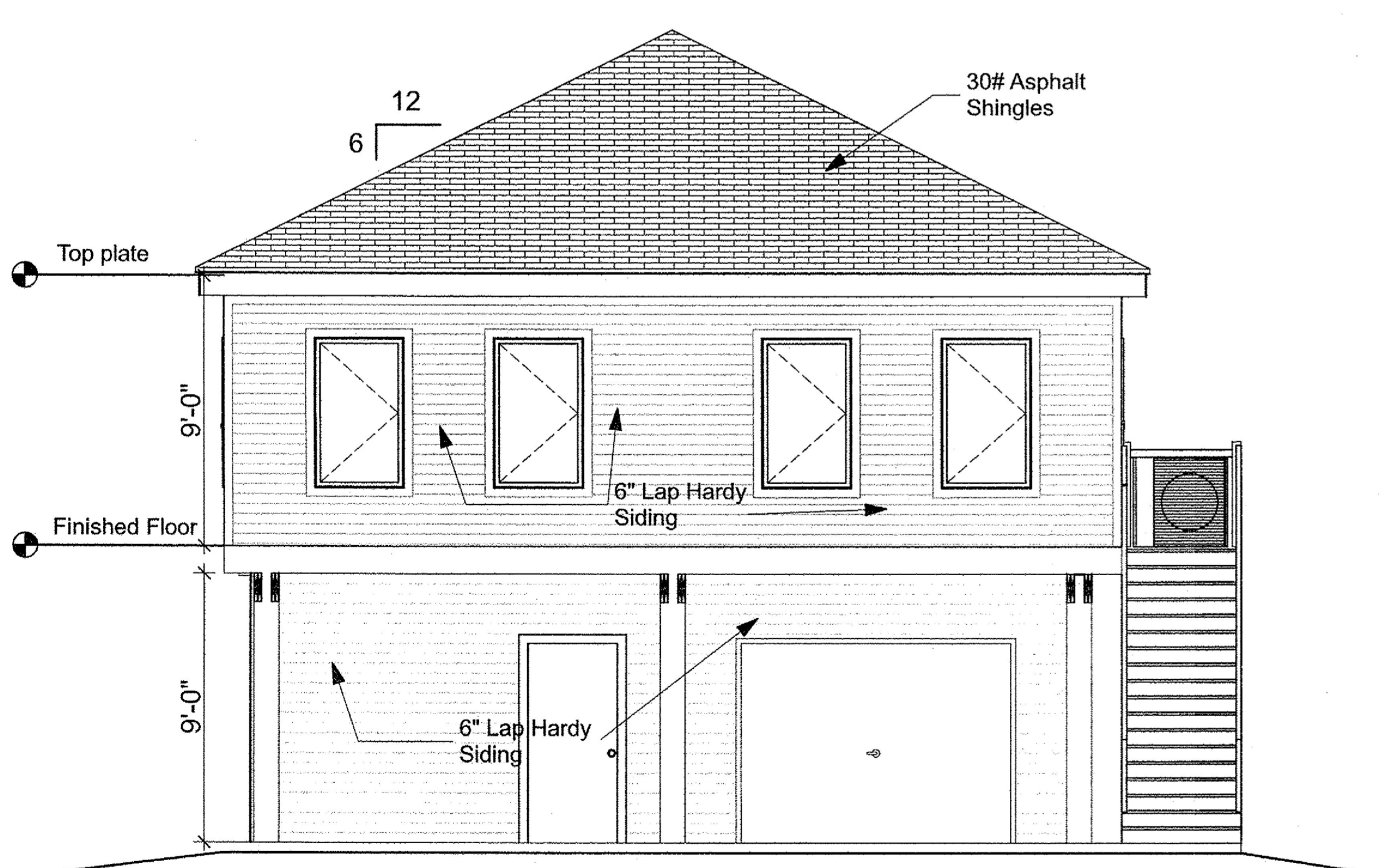
1
A-201



NORTH ELEVATION

SCALE: 1/4" = 1' - 0"

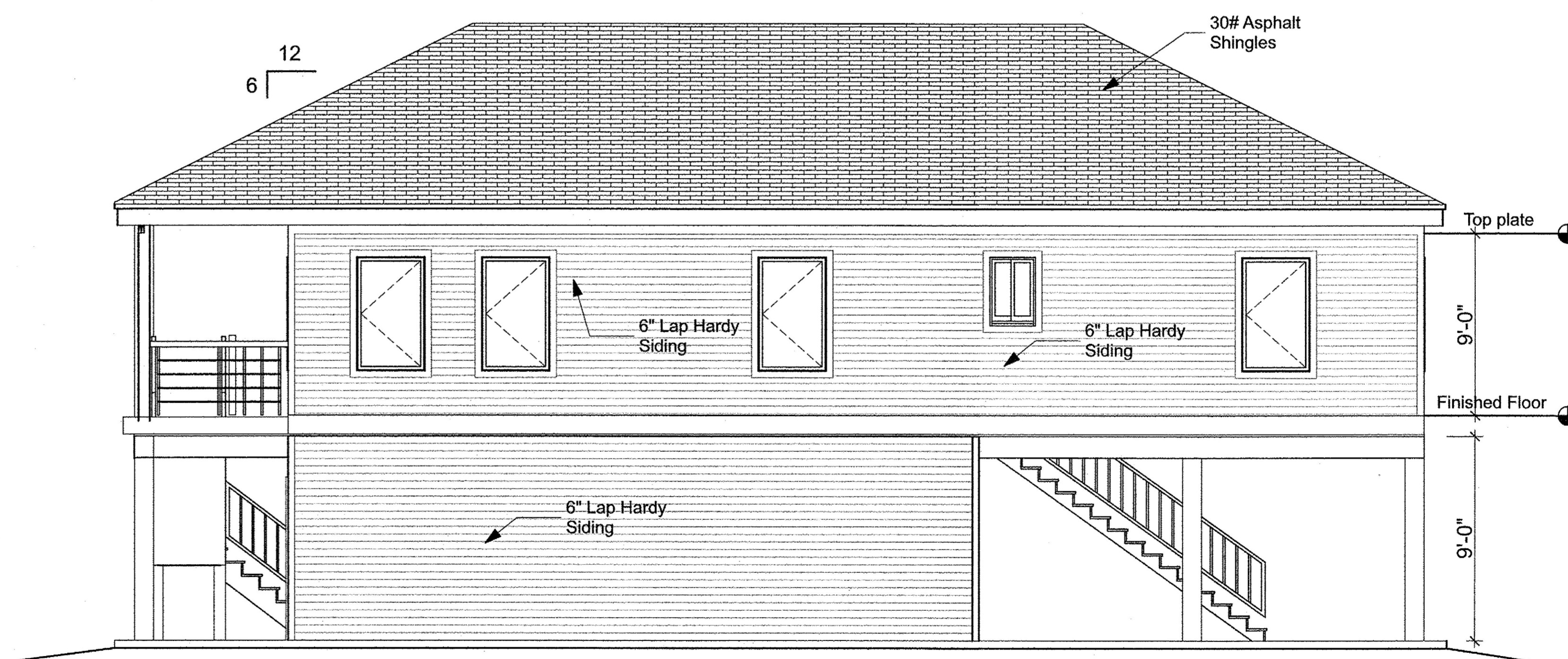
2
A-201



EAST ELEVATION

SCALE: 1/4" = 1' - 0"

1
A-202



SOUTH ELEVATION

SCALE: 1/4" = 1' - 0"

1
A-203



ADDISON RESIDENCE

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