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November 15, 2017

Fort Bend County Commissioners' Court
c/o Fort Bend County Engineering Department
301 Jackson-4th Floor
Richmond, Texas 77469
Attn. Mary Jane Sowa

Re: Variance Request for Block Lengths in the Subdivision Plat of **Sprint Arcola**.

Dear County Judge and Commissioners:

We are hereby requesting a block length variance for the proposed subdivision plat of Sprint Arcola. This plat will be creating one large unrestricted reserve. The proposed reserve will exceed the block length requirement per Sec. 5.4-A(2) of the Fort Bend County Regulations of Subdivisions; however, special circumstances apply to this unique property that necessitates this request:

- (1) There are special circumstances or conditions affecting the land involved such as that the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of his land;*

Sprint Arcola consists of 219.5 acres of land that is unique in its location and character. On its south border is Fenn Road, a typical asphalt/open ditch county road that currently serves a small residential community. This road is a dead-end road that connects to F.M. 521 with little chance of it ever being extended because of low lying flood plain/wetland property and lakes to the west.

On the west side of the subject property, a series of ox-bow lakes exist that include Clear Lake and Brushy Lake. No provisions have been made to connect any roads through this area to the Sienna Plantation development to the west of these lakes. Therefore, a route for a road in this direction does not exist.

Along the north border, a railroad spur parallels to a major railroad line which also borders Arcola Airport. The City of Arcola required a north/south road right-of-way be dedicated by separate instrument from Fenn Road to the extension of what is called Duke Road. However, that instrument has a reversionary clause in it because the city recognized that Duke Road is not currently a publicly dedicated roadway and probably never will be because of the airport restrictions. Even if the airport restrictions were amended, a crossing of the railroad mainland will be very difficult because the railroad would require another existing crossing or two to be abandoned.

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Along the east of this property is the said railroad spur, the said major railroad, and a Gulf Coast Water Authority Canal. All of these obstacles would be difficult to cross and a road in this direction would only provide another route to F.M. 521 which already exists via Fenn Road.

With the obstacles to the west, north, and east of this property, a connection point for a public road through this tract does not exist.

Because this property is secluded and adjacent to an existing railroad, it is well suited for the purposes that are proposed: an aggregate staging yard and a future sand excavation site. Another railroad spur will be constructed for bringing in the aggregate by rail and Fenn Road will be improved to handle the additional traffic.

- (2) *The granting of the variance will not be detrimental to the public safety or welfare, or injurious to other property in the area;*

This property is secluded from the public in most every instance except traffic on Fenn Road. Buffers as described above exist from public locations on the west, north, and east of the property. An earthen berm with trees will be constructed along Fenn Road to further buffer operations from the area to the south. Substantial improvements will also be made to Fenn Road to mitigate the traffic impacts. Therefore, granting this variance will not be detrimental to the public safety or welfare nor will it be injurious to other property in the area.

- (3) *The granting of the variance will not have the effect of preventing the orderly subdivision of other lands in the area in accordance with the provisions of this chapter;*

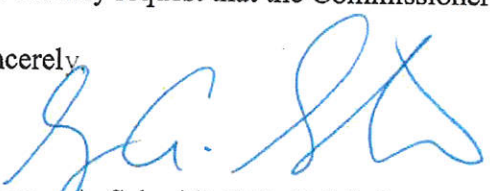
This property is surrounded with properties that preclude their normal subdivision in accordance with the provisions of the Fort Bend County regulations. Therefore, the granting of this variance will have no effect whatsoever on the status of their orderly subdivision.

- (4) *A more appropriate design solution exists which is not currently allowed in this chapter;*

Since no reasonable connection points exist for a public road to be extended through this property, the only appropriate design solution is for Fenn Road to be improved to handle the additional traffic. Engineering plans have already been approved for a wider concrete road from F.M. 521 to the entrance to this property. Construction is planned to begin early in 2018.

We humbly request that the Commissioners' Court grant this variance as requested.

Sincerely,



Gregory A. Schmidt, P.E., R.P.L.S.
President