

	<div data-bbox="1247 216 1484 457" style="border: 1px dashed purple; padding: 5px;"> <p><b>District Impacted</b></p> <p><input type="checkbox"/> 1 = Wolosin</p> <p><input checked="" type="checkbox"/> 2 = Woolard</p> <p><input type="checkbox"/> 3 = Scott</p> <p><input type="checkbox"/> 4 = Boddie</p> <p><input type="checkbox"/> 5 = Macaluso</p> <p><input type="checkbox"/> All</p> </div> <h2 style="text-align: center;">AGENDA ITEM SUMMARY</h2>
<b>Agenda Date</b>	<i>January 10, 2022</i>
<b>Requested Action</b>	<p>TO CONSIDER:</p> <ul style="list-style-type: none"> <li>• THE PROPOSED ZONING OF 27.7 ACRES LOCATED AT 1670 RIVER ROAD FROM HOL, HOLDING, TO R4-L, LOW-DENSITY MULTI-FAMILY RESIDENTIAL DISTRICT</li> <li>• THE PLANNED DEVELOPMENT DISTRICT FOR 27.7 ACRES LOCATED AT 1670 RIVER ROAD (A10298 – SURVEY 180 M I LEAL, 27.7 ACRES, KAD 14141, 14142, AND 14143) (JEREMY WILLIAMS/ EMBREY)             <ol style="list-style-type: none"> <li>I. STAFF PRESENTATION</li> <li>II. PUBLIC HEARING</li> <li>III. MAKE RECOMMENDATION</li> </ol> </li> </ul>
<b>Contact Person</b>	Sara Serra, Planner II, Planning and Community Development Department
<b>Background Information</b>	<p>This property is being considered for zoning and a Planned Development District.</p> <p>The property located at 1670 River Road is currently outside the city limits and has a non-annexation agreement. Based on the agreement with the City, the property must be annexed before any development occurs. Our regulation allows for annexation and other zoning requests to run concurrently and be presented to City Council in the same meeting. Thus the Commission will see the zoning request prior to the annexation, but ultimately Council will consider the annexation and zoning at the same time.</p> <p>Once a property is annexed, it receives a HOL, Interim Holding zoning category. A holding zoning category is applied for areas that may be further developed, subdivided, and reclassified, but at this time is not allowed to establish any new development pattern through infrastructure, street network, or create smaller lots. Uses that are already in place may continue, but no other use can be added before the parcel receives a definitive zoning category and it is platted.</p> <p>The zoning category requested for the site is a R4-L, low-density multi-family residential district. The R4-L zoning does require a special use</p>

	<p>permit for multi-family development with less than 18 units/acre. Because the developer is also requesting a Planned Development District (PDD) for the site, the use will be considered as part of that approval. Conditions can not be placed on the zoning, but can be placed on the PDD.</p> <p>This property is also located in the Entrance Corridor Overlay District. The district is intended to preserve the economic function of some of the primary entrances into the city, assisting in traffic management and connectivity. The overlay district also limits the density of any multi-family development to less than 18 units per acre, with a maximum building height of 30 feet (or two stories) and a minimum front setback of 20 feet from the entrance corridor street outside of any easement.</p> <p>The parking area shall be located behind the main building, and it needs to be screened. The screening can be landscape, wrought iron fencing, or a Mansory wall. Wooden privacy fences are not allowed, and stone walls taller than 30 inches are also not permitted along the frontage of the corridor road.</p> <p>The City's Land Use Plan identifies this area as Neighborhood Commercial along Hwy 46, with the back portion identified as Transitional Residential. Transitional Residential is higher density residential which is anything from apartments to small residential lots. This type of use is in compliance with the Land Use Plan. Multifamily is considered in many ways a cross between residential and commercial. When the Land Use Plan was considered for this area of town, it was determined that the city did not want typical retail strip centers along Hwy 46. What was anticipated that the commercial pods would be broken up by different forms of residential development fronting Hwy 46.</p> <p>The Neighborhood Commercial future land use category is for areas developed with commercial to serve surrounding residential. The appropriate scale and design should be compatible with abutting or nearby residential uses. Uses as offices, assembly, daycare, retail, and restaurants are considered consistent with the intent.</p> <p>The Transitional Residential future land use category should provide a transition between lower-density residential and more intensive non-residential uses. Appropriate uses are various housing types (from single-family detached to multi-family complexes), schools, assembly, and parks.</p> <p>The proposed development is for 224 units on one lot. This horizontal apartment community will resemble more a duplex community. The</p>
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	<p>units will be one and two-story, back-to-back units distributed along the internal circulation, with private small yards for each unit. The development will be gated and will have two parking spaces per unit.</p> <p>The proposed plan has an east/west street, as is shown on the city's thoroughfare plan. This street will help distribute traffic and provide easier access for the residential communities to the nearby commercial development without accessing River Road. This segment would be extended east and west in the future, creating a backup route and, hopefully, decreasing the traffic at River Road (Hwy 46). As we know, the only way the city has to expand its thoroughfare plan is when development happens. Each developer builds the segment of road that is proportional to it and goes through the site.</p> <p>The development will also dedicate an area of open space along Browns Creek to the City of Boerne to be used as future parkland/trail system and will serve as a buffer to the development to the west.</p> <p>City staff held an online BOND (Boerne Open Neighborhood Discussion) meeting on October 19, 2021. At that meeting, the applicant described the plan for the site, and attendees provided no negative comments. The staff has provided a report from the BOND meeting as part of this submittal.</p> <p>This item was proposed to be presented during the December Planning and Zoning Commission meeting. Based on the number of concerned citizens, the applicant decided to withdraw the request and have more time to work with the community to reach a consensus on the proposed development.</p> <p>A second BOND meeting was held on December 15, 2021. This special called meeting was in person at the city council chamber. Both meeting recordings can be found on the city's YouTube page.</p>
<b>Item Justification</b>	<div> <div> <input type="checkbox"/> Legal/Regulatory Obligation  <input type="checkbox"/> Reduce Costs  <input type="checkbox"/> Increase Revenue  <input type="checkbox"/> Drive Down Risk  <input type="checkbox"/> Master Plan  Recommendation </div> <div> <input type="checkbox"/> Infrastructure Investment  <input checked="" type="checkbox"/> Customer Demand  <input type="checkbox"/> Service Enhancement  <input type="checkbox"/> Process Efficiency  <input type="checkbox"/> Other: _____  _____ </div> </div>
<b>Financial Considerations</b>	
<b>Citizen Input/Board Review</b>	Public hearing information was posted in a local newspaper on December 24. Mail notifications were sent to the neighbors with 400 ft

	of the site and all the neighbors outside the 400 ft that responded to the initial public hearing notification. The city also had a BOND meeting on November 16 and December 15, 2021.
<b>Legal Review</b>	
<b>Alternative Options</b>	
<b>Supporting Documents</b>	Attached are maps, table of uses, proposed plans, presentations, and BOND meeting summaries.