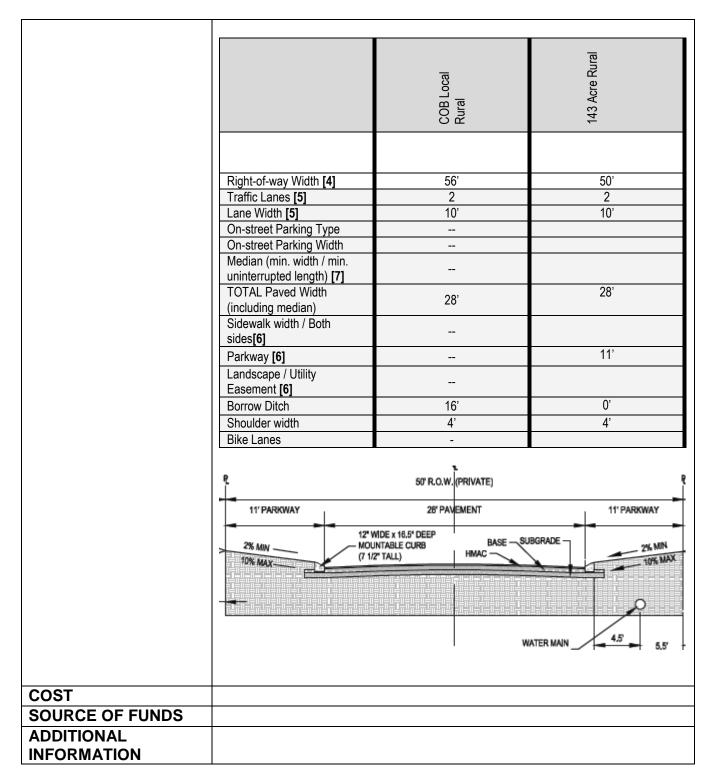
| City of Boerne                                 | AGENDA ITEM SUMMARY  |
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| AGENDA DATE                                    | August 22, 2017  |
| DESCRIPTION                                    | RECEIVE RECOMMENDATION FROM THE PLANNING AND ZONING<br>COMMISSION AND TAKE ANY NECESSARY ACTION:<br>A. CONSIDER DEVIATION FROM THE SUBDIVISION ORDINANCE, ARTICLE<br>3, SECTION 3.02.003 STREET CROSS-SECTION STANDARDS FOR THE 143<br>ACRES SUBDIVISION LOCATED IN THE ETJ APPROXIMATELY ONE MILE<br>OUTSIDE OF THE CITY LIMITS ON FM 1376 (142.98 Acres).  |
| STAFF'S<br>RECOMMENDED<br>ACTION (be specific) | Receive the recommendation from the Planning and Zoning Commission and Approve the deviation from the Subdivision Ordinance, Article 3, Section 3.02.003 street cross-section standards for the 143 acres subdivision located in the ETJ approximately one mile outside of the city limits on FM 1376 (142.98 Acres).  |
| CONTACT PERSON                                 | Laura Talley   |
| SUMMARY  | The streets in this subdivision will be part of the proposed development<br>located off of FM 1376 (Sisterdale Road), approximately one mile outside of<br>the city limits. This is the property behind 1910 Church and is in the city's ETJ.<br>The 93 lot community is proposed to be gated and the streets will be<br>maintained by the Homeowners Association.<br>The developer has requested a different cross-section than is provided by our<br>ordinance, therefore it does require P&Z and City Council approval. |
|  | 3.02.003 <u>Street Cross-section Standards.</u>  |
|  | Cross sections with deviations from these standards may be approved by<br>the Planning Commission and Council, subject to the recommendation of<br>the City Manager, and based upon the General and Specific Intent<br>statements of this Article, the context of the proposed subdivision, and<br>sound transportation planning principles.   |
|  | The developer would like to build an acreage lot community in a rural setting,<br>but would like to provide a "cleaner" street layout than streets with no curbs<br>and borrow ditches. Below is the typical city rural street cross-section<br>compared to what the developer would like to build. Staff is supportive of<br>the proposed cross-section. The Planning and Zoning Commission voted 5-0<br>in favor of approval of the cross-section.   |



This summary is not meant to be all inclusive. Supporting documentation is attached.