



## AGENDA ITEM SUMMARY

### District Impacted

- ☐ 1 = Anzolitto
- ☐ 2 = Woolard
- ☐ 3 = Boyd
- ☐ 4 = Cisneros
- ☐ 5 = Colvin
- ☐ All

### AGENDA DATE

October 10, 2017

### DESCRIPTION

11. RECEIVE RECOMMENDATION FROM THE PLANNING AND ZONING COMMISSION AND TAKE ANY NECESSARY ACTION:

- A. CONSIDER DEVIATIONS FROM THE REQUIREMENTS AS SET FORTH IN THE CITY OF BOERNE SUBDIVISION ORDINANCE NO. 2007-56, ARTICLE 3, PLANNING AND COMMUNITY DESIGN STANDARDS, TABLE 3-4 STREET CROSS-SECTION STANDARDS FOR JOHNS ROAD BUSINESS PARK LOCATED AT 10038 JOHNS ROAD (KAD 12506).

### STAFF'S RECOMMENDED ACTION (be specific)

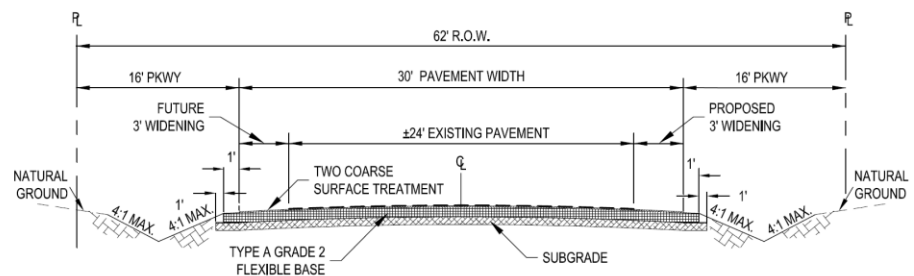
Receive the recommendation from the Planning and Zoning Commission and approve the deviations from the requirements as set forth in the City of Boerne Subdivision Ordinance No. 2007-56, Article 3, Planning and Community Design Standards, Table 3-4 Street Cross-Section Standards for Johns Road Business Park located at 10038 Johns Road (KAD 12506).

### CONTACT PERSON

Laura Talley, Planning and Community Development Director

### SUMMARY

The developer is requesting a deviation to the street cross sections for a property that is located in the ETJ. The Thoroughfare plan identifies this road as a primary collector with 72' of right-of-way and 46' of pavement, curbs and a median. This property is located on Johns Road nearly a mile from IH-10. It is a county road that is currently maintained by the county and is built to county standards with a rural section with 24' of pavement. The developer is proposing to add pavement to this section, but would like to leave the borrow ditches for drainage. We will get the required right-of-way dedication with the plat, but the overall improvements will be more of a rural nature. Below is the proposed cross-section.



**PROPOSED RURAL COLLECTOR  
STREET SECTION - JOHNS ROAD**

	Below is the detail for the city’s required cross-section for a typical primary collector and then a rural collector. The developer has asked to follow the rural collector criteria.				
	Rural [1]		Primary		
	Expected Daily Traffic (vehicles per day)	< 10,000	> 10,000	< 10,000	> 10,000
	Desired Vehicle Speeds	30 – 35 mph	30 – 35 mph	35 – 40 mph	35 – 40 mph
	Right-of-way Width [4]	62'	84'	72'	94'
	Traffic Lanes [5]	2	4	2	4
	Lane Width [5]	11'	11'	11'	11'
	On-street Parking Type	--	--	--	--
	On-street Parking Width	--	--	--	--
	Median (min. width / min. uninterrupted length) [7]	--	--	14' / 330'	14' / 330'
	TOTAL Paved Width (including median)	30'	52'	46'	68'
	Sidewalk width / Both sides[6]	--	--	5'	5'
	Parkway [6]	--	--	8'	8'
	Landscape / Utility Easement [6]	--	--	10'	10'
	Borrow Ditch	16'	16'	--	--
	Shoulder width	4'	4'	--	--
	Bike Lanes	-	-	5'	5'
	Staff is supportive of the deviation to the cross section. The Planning and Zoning Commission voted 7-0 in favor of the deviation.				
	COST				
SOURCE OF FUNDS					
ADDITIONAL INFORMATION					

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