

	<div style="text-align: center;">AGENDA ITEM SUMMARY</div> <div style="border: 1px dashed purple; padding: 5px; float: right; margin-top: 10px;"> District Impacted <input type="checkbox"/> 1 = Wolosin <input type="checkbox"/> 2 = Woolard <input type="checkbox"/> 3 = Scott <input type="checkbox"/> 4 = Boddie <input checked="" type="checkbox"/> 5 = Macaluso <input type="checkbox"/> All </div>
Agenda Date	June 07, 2021
Requested Action	Consider the proposed Creative alternative for the property located at 1376 South Main Street (KAD no. 42558, Menger Place Subdivision Unit 1 lot 1A (Replat), 1.139 acres) (Racer Classic Car Wash) to allow open car wash bays facing the street.
Contact Person	Sara Serra-Bennett, Planner II
Background Information	<p>The creative alternative request was Tabled in April and then denied at the May Planning and Zoning Commission meeting. The Chair assigned a subcommittee to meet with the owner to discuss outstanding concerns.</p> <p>As previously described, the property owner plans to build a Racer Car Wash on this site and is requesting a creative alternative to address the car wash bays that would face the street. While a car wash is allowed by the B-2 base zoning, there are other sections of the Zoning Ordinance that also come into play. They are as follows:</p> <p><i>3.09.002 Combined Commercial Design standards... Loading docks, bays or service areas shall not be visible from the primary street. A loading dock, bay or service area may face a secondary street if it is screened by dense landscaping and/or a minimum of a 6 foot masonry or like fence to be determined by the Planning Director. If they are not visible from a street, no screening is required.</i></p> <p><i>Article 5, Section 25,E. Entrance Corridor parking standards...</i></p> <ol style="list-style-type: none"> <i>1. To the greatest extent possible, on-site parking areas shall be designed to reduce the negative visual effects of vast paved areas and shall contain landscape planting islands and defined pedestrian walkways.</i> <i>2. The location of the on-site parking surface areas shall be located to the side or rear of a building.</i>

3. *No more than 15% of the required parking spaces may be located between the principal building front building line and the front set back.*

Article 5, Section 32 H for SoBo design standards...Where permitted drive-through lanes, auto service bays, and gas station canopies for commercial uses shall not be located fronting Main Street, Herff Road, Old San Antonio Road and Christus Parkway. Drive-through lanes may be permitted along all other streets, service drives or alleys. Drive-through lanes, auto service bays, and gas station canopies shall be hidden behind a 3' to 5' high Street Screen along all streets.

All three sections of the ordinance do allow for a creative alternative which basically states that "creative alternative design options may be approved by the Planning and Zoning Commission if the intent of each section is met and demonstrated". The SoBo Overlay provides more specific direction regarding consideration of a creative alternative.

Plan Review. *Building Plans shall be reviewed by the City Manager or designee and approved prior to the issuance of a building permit for new construction (or remodeling) in the SoBo Overlay District to evaluate the compatibility of the plans with the factors mentioned in this Section. Creative alternative design options may be approved by the Planning and Zoning Commission. Such application shall be accompanied by the appropriate fee established by City Council.*

2. *Factors to be considered:*

- a. *The effect of the proposed structure upon the general historic, cultural and architectural character of the SoBo Overlay District or the City of Boerne.*
- b. *The appropriateness of the exterior architectural features, which are visible from the corridors and adjacent area.*
- c. *Harmony with adjacent buildings and structures in terms of scale, height and mass.*

The SoBo and Entrance Corridor Overlay Districts, among other things, are intended to preserve the hill country character along the vehicular entrances to the City.

A subcommittee composed of commissioners Patrick Cohoon, Lucas Hiler and Joe Anzollitto met with the developers on May 19th. During the meeting the developer group presented a new

	<p>layout, moving the entrance further away from the intersection, increasing the area cars can be stacked without interfering with Christus Parkway traffic, and they provided a revised landscape plan. Commissioners questioned if the screening would suffice as a visual and sound barrier, and they also requested changes to embellish the site. They recommended 1) that the developer use a mixed material fence that incorporates wrought iron and stone, 2) stone columns replacing metal supports and, 3) a visual representation of the site with and without the proposed landscape screening so they could visualize the site before the landscape reaches maturity. The owner has provided that information.</p>
Item Justification	<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>
Financial Considerations	
Citizen Input/Board Review	
Legal Review	
Alternative Options	
Supporting Documents	Attached are maps, plat, site plans, and perspectives.