



AGENDA ITEM SUMMARY

District Impacted

- ☐ 1 = Wolosin
- ☐ 2 = Woolard
- ☐ 3 = Scott
- ☐ 4 = Boddie
- ☐ 5 = Macaluso
- ☐ All

Agenda Date

June 7, 2021

Requested Action

CONSIDER A REQUEST FOR A VARIANCE TO THE SUBDIVISION ORDINANCE, ARTICLE 3 PLANNING AND COMMUNITY DESIGN STANDARDS, SECTION 3.04.004 B FOR A 2.241 ACRE TRACT GENERALLY LOCATED SOUTHWEST OF THE INTERSECITON OF STATE HIGHWAY 46 AND COUGHRAN ROAD (KAD NO. 307594) (UP ENGINEERING + SURVEYING)

Contact Person

Rebecca Pacini, AICP, Planner III, Planning and Community Development Department

Background Information

The subject property is located along State Highway 46 and more generally located southwest of the intersection of State Highway 46 and Coughran Road within the City's extraterritorial jurisdiction.

The property owner plans to construct a Valero at this site. State Highway 46 is designated on the Thoroughfare Plan as a Major Arterial. According to 3.04.004 B. Table 3-16, driveway access to non-residential properties from a Major Arterial is not permitted.

Subdivision Ordinance Article 3, Section 4.004. B. states the following:

B. Minimum Separation. Lot access points shall be separated from other access points along a single block face and from the street edge of intersections streets by the dimensions in Table 3-16. ("access separation"/ "separation from intersecting street").

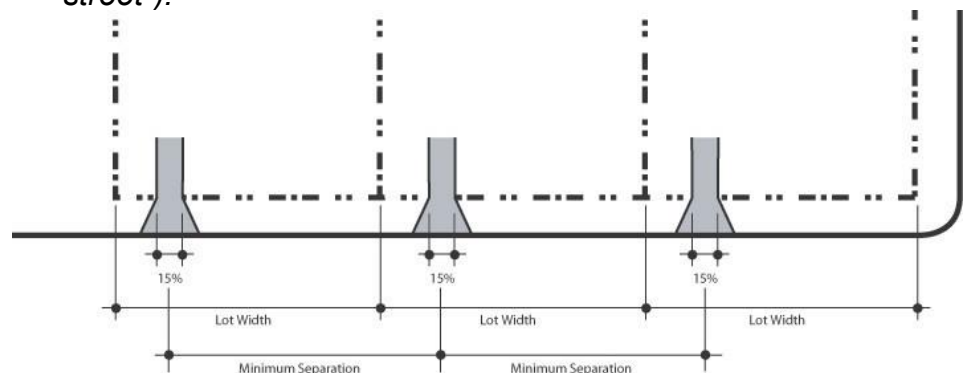


TABLE 3-16 : MINIMUM ACCESS SEPARATION**		
FUNCTIONAL CLASSIFICATION	ACCESS	
	RESIDENTIAL*	NON-RESIDENTIAL
MAJOR ARTERIAL	None	None
MINOR ARTERIAL	None	None
PRIMARY COLLECTOR	None, except as provided in Note 3 below	300' / 300'
SECONDARY COLLECTOR	None, except as provided in Note 3 below	200' / 200'
LOCAL	45' / 60'	100' / 100'
NEIGHBORHOOD LOCAL	45' / 60'	75' / 75'
ACCESS	None / 30'	None / 75'

* Minimum separation of residential lot access points may be averaged along a single block face.

** Separation between access points is measured from centerlines; separation from intersecting streets is measured from the center line of the access and the street edge of the intersecting street.

1. *Where applicable, driveways shall be aligned directly across from other driveways or street intersections on the opposite side of the street.*
2. *Where minimum separation distances limit individual lot access points, shared access easements, or rear and mid-block Access Streets or easements shall be used.*
3. *Where due to pre-existing lot and/or street configurations application of these standards would lead to ineffective and inefficient lot access, or for residential access to primary and secondary collectors to which the City Manager may grant exceptions to the access requirements of Table 3-16 provided:*
 - a. *The street design and transportation network will not be adversely affected by the exception, and the proposed access is generally consistent with the Specific Intent of this Section;*
 - b. *The proposed access is designed to provide the least possible impact on the public streetscape and transportation network; and*
 - c. *The proposed access has been reviewed recommended by the Public Works Director and Planning and Community Development Director.*

In the proposed language in the Unified Development Code, minimum separation on major and minor arterials for non-residential uses is 800 feet. The distance from the centerline of the proposed Spencer Ranch Boulevard to the centerline of the proposed driveway is approximately 472 feet.

Since the property is located in the ETJ, we do not have authority to approve the use. The city only has platting authority. During

	<p>conversations regarding platting, the discussion of access was had. In the future they will have access off of the proposed Spencer Ranch Blvd through a backage street/driveway. They have requested additional access from Hwy 46. TxDOT has the ultimate authority regarding access off of a State Highway and they do allow limited driveway access along highways. TXDOT often does however defer to the City's regulations. In this case, we've met with TxDOT and the developer to determine the best scenario for the site. The developer has offered to build a long turn lane prior to their driveway all the way to the future Spencer Ranch Road. This turn lane will help to alleviate future traffic congestion in this area, will also serve as a turn lane onto Spencer Ranch Blvd which would provide safer traffic flow for this area. The developer is also providing a shared access point for other development that will likely occur to the west of this site.</p>
Item Justification	<div> <div> <input checked="" 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	Supporting documentation is attached