

Alternative Compliance	FM 110
AC-25-06	Palace Way North Block Perimeter



Summary

Request:	Alternative compliance to vary from block perimeter standards		
Applicant:	David Joyner 838 Meyer Rd, Kingsbury, TX 78638	Property Owner:	Palace Way Partners P.O Box 818 Waxahachie, TX 75168

Notification

Posted:	N/A	Personal:	10/17/2025
Response:	None as of the date of this report		

Property Description

Legal Description:	14.798 +/- acres of land, more or less, out of the Thomas G McGehee Survey, Abstract No. 11		
Location:	Generally located on the southeastern side of FM-110 approximately 4,600 ft south of the intersection between Yarrington Rd and FM-110 in Hays County, Texas		
Acreage:	14.798 +/- acres	PDD/DA/Other:	N/A
Existing Zoning:	Manufactured Home	Proposed Zoning:	Same
Existing Use:	Vacant	Proposed Use:	Manufactured Home Rental Community/ Mobile Home Park
Preferred Scenario:	Neighborhood Medium	Proposed Designation:	Same
CONA Neighborhood:	N/A	Sector:	N/A
Utility Capacity:	By Developer (adjacent utilities being constructed with Palace Way Phases 1-3)	Floodplain:	No
Historic Designation:	N/A	My Historic SMTX Resources Survey:	No

Surrounding Area

	Zoning	Existing Land Use	Preferred Scenario
North of Property:	ETJ	Vacant/ Agricultural/ Car Racing Track	Commercial/ Employment Low
South of Property:	Manufactured Home	Vacant (MH park under development)/	Neighborhood Medium
East of Property:	ETJ	Vacant/ Agricultural/ Rural residential	Conservation/ Cluster
West of Property:	Manufactured Home/ ETJ	Vacant (MH park under development)/ Race Track	Neighborhood Medium/ Commercial / Employment Low

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Staff Recommendation

Approval as Submitted	☒ Approval with Conditions / Alternate	Denial
Staff recommends approval of this request with the following conditions: 1. The applicant shall construct a publicly accessible, privately maintained street between the future Coventry Lane and the northeastern property line with the following criteria: a) A minimum 30' wide Internal Street per Sections 7.6.1.3.D and E, to be privately maintained by the property owner. Additional width shall be required if on-street parking is proposed. b) A minimum 5' sidewalk shall be installed along at least one side of the street. c) A minimum 7' landscape strip, between the curb and the sidewalk, with street trees every 40' on the same side of the street as the sidewalk shall be installed. d) A minimum 42' wide Public Access and Utility Easement (wider if on-street parking is proposed) shall be dedicated as part of the plat to accommodate the street. 2. The developer shall install a city wastewater main, within a dedicated utility easement, between the future Coventry Lane and the northeastern property line at time of platting.		
Staff: Julia Cleary, AICP	Title: Senior Planner	Date: October 22, 2025

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History

The site was originally annexed and zoned to Light Industrial in 2020 (Ord 2020-35). In April 2025, the property was rezoned to Manufactured Home (MH) (Ord.2025-010) to develop a Manufactured Home Rental community. The site to the southwest is also zoned MH and is being developed as a manufactured home park (Palace Way Units 1-3) by the same applicant and includes a public street (Coventry Lane / Throne Lane) connecting FM 110 and SH 21.

In addition to platting standards in Chapter 3 of the Code, the site must also comply with the Manufactured Home and Tiny Home Village standards in [Chapter 7, Article 6](#) of the Land Development Code. These standards state that each mobile home shall be accessed by an Internal Street or Common Access Route, to be constructed and maintained by the owner and agent. The Internal Streets must be a minimum of 30' wide (if off-street parking is provided) and constructed on hard-surfaced, all weather material. Internal Streets must be kept free of obstruction for emergency services access; however, they are not required to be open to the general public.

Additional Analysis

Block perimeter standards in [Chapter 3, Article 6](#) of the Land Development Code establish maximum block sizes based on zoning districts. In Manufactured Home (MH) zoning the maximum block perimeter is 5,000 ft which is measured along a public right-of-way, not including an alley. If the surrounding street network exceeds the 5,000 ft block perimeter maximum and the development adjoins unsubdivided land, then the new development must provide stub streets in dedicated right-of-way (constructed to city street standards) to build out the block. The current surrounding street network for the applicant site is approximately 20,000 ft.

The applicant is requesting a waiver from the requirement to build a public city stub street from the proposed Coventry Lane (to be constructed under Palace Way Units 1-3) to the northeastern property line. Upon receipt of the waiver request, staff worked with the applicant to agree upon an alternative solution which instead proposes a minimum 30' Internal Drive (required under the Chapter 7 Manufactured Home Standards) to be constructed and privately maintained by the property owner, with a public access easement to allow through traffic and a publicly accessible sidewalk with street trees on one side. If the private street is taken into account, the total block perimeter would be approximately 4,000 ft (2,000 ft within the applicant site).

Comments from Other Departments

Police	No Comment
Fire	No Comment
Public Services	No Comment
Engineering	No Comment

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Evaluation			Criteria for Approval (Sec. 3.6.5.1)
Consistent	Inconsistent	Neutral	
<u>X</u>			The approved design adjustment meets the intent of this Article. A. The intent of the maximum block perimeter and connectivity regulations is to provide a well-connected street network. B. Large blocks with limited connectivity discourages walking, contributes to street congestion and adds driving distance that can negatively impact emergency services. C. New streets should be designed to consider future development. D. The access regulations are intended to provide safe and convenient vehicular and pedestrian access within developments and between adjacent developments to lessen traffic congestion. Pedestrian, bike, and vehicular access should be safe, direct and convenient. <i>The construction of a publicly accessible private street between Coventry Lane and the northeastern property line is included as a condition of approval to this alternative compliance and will provide network redundancy for cars and emergency access vehicles. A minimum 5' sidewalk along one side of the private street is also proposed as a condition and will provide for pedestrian connectivity. Furthermore, a sidewalk will be required.</i>
<u>X</u>			The approved design adjustment conforms with the Comprehensive Plan and adopted City Plans. <i>A shared use path will be provided along FM 110 per the City's Thoroughfare Plan.</i>
<u>X</u>			The approved design adjustment does not increase congestion or compromise safety.
<u>X</u>			The approved adjustment does not create any lots without direct street frontage. <i>No lots in the development will be without direct street frontage – the community will be developed as several large lots with multiple mobile homes on each lot. There are several unplatted lots to the east of the site (not owned by the developer) which do not have direct street frontage however the planned William Pettus extensions proposed by Hays County is anticipated to provide direct public street frontage to many of these lots in the future.</i>
<u>X</u>			The design adjustment is deemed reasonable due to one or more of the following: a. Topographic changes are too steep; b. The presence of existing buildings, stream and other natural features; c. Site layout of developed properties; d. Adjoining uses or their vehicles are incompatible; e. Strict compliance would pose a safety hazard; or f. The design adjustment does not conflict with an approved or built roadway construction project adjacent to or in the vicinity of the site. <i>There are no anticipated conflicts with any approved or built roadway construction projects adjacent to or in the vicinity of the site.</i>