

**Alternative Compliance  
AC-24-06**

**Hwy 123 & Monterrey Oak  
Vantage at San Marcos  
Irregular Shaped Lots**



**Summary**

<b>Request:</b>	Alternative compliance to the three to one (3:1) lot length to width ratio requirement for 1 lot within the subdivision known as Vantage at San Marcos		
<b>Applicant:</b>	Ryan Taylor Kimley-Horn & Assoc., Inc 6800 Burleson Road Building 312, Suite 150 Austin, TX 78744	<b>Property Owner:</b>	Vantage at San Marcos, LLC 7334 Blanco Road Suite 200 San Antonio, TX 78216
<b>Alternative Compliance Expiration:</b>	N/A		

**Notification**

<b>Posted:</b>	N/A	<b>Personal:</b>	10/4/2024
<b>Response:</b>	None as of the date of this report		

**Property Description**

<b>Legal Description:</b>	J.F. Geister Survey, Abstract No.'s 202 and 203		
<b>Location:</b>	On the east side of Hwy 123 & approx. 300' north of the Hwy 123 & Monterrey Oak intersection		
<b>Acreage:</b>	11.459 acres	<b>PDD/DA/Other:</b>	N/A
<b>Existing Zoning:</b>	CD-2.5	<b>Proposed Zoning:</b>	Same
<b>Existing Use:</b>	Vacant	<b>Proposed Use:</b>	Single-family residential
<b>Preferred Scenario:</b>	Low Intensity Zone	<b>Proposed Designation:</b>	Same
<b>CONA Neighborhood:</b>	N/A	<b>Sector:</b>	N/A
<b>Utility Capacity:</b>	Available	<b>Floodplain:</b>	No
<b>Historic Designation:</b>	N/A	<b>My Historic SMTX Resources Survey:</b>	No

**Surrounding Area**

	<b>Zoning</b>	<b>Existing Land Use</b>	<b>Preferred Scenario</b>
<b>North of Property:</b>	CD-4	Vacant	Low Intensity Zone
<b>South of Property:</b>	SF-6	Single-Family	Low Intensity Zone
<b>East of Property:</b>	ETJ	Vacant	Low Intensity Zone
<b>West of Property:</b>	ETJ	Church & Vacant	Medium Intensity Zone

**Staff Recommendation**

<input checked="" type="checkbox"/> <b>Approval as Submitted</b>	<input type="checkbox"/> Approval with Conditions	<input type="checkbox"/> Denial
<b>Staff:</b> Will Rugeley, AICP	<b>Title:</b> Planner	<b>Date:</b> 10/16/2024

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**History**

The property was zoned CD-2.5 District via Ordinance No. 2020-80 on 17 August 2021. In May 2024, a final plat was submitted and during City staff review it was noted that one lot described as Block B, Lot 20, does not meet the requirements of Section 3.6.3.1.B which thereby prompted this alternative compliance application. In addition, and related to this request, a second alternative compliance application has been submitted and is being processed concurrently to authorize a single street within the subdivision to exceed the 250-foot maximum dead-end street length requirement.

**Additional Analysis**

San Marcos Development Code Section 3.6.3.1.B states severely elongated lots (in excess of a three to one (3:1) length to width ratio) shall not be permitted except for use as dedicated parkland lots, or for use as townhome or zero lot line building type lots. The intent of this requirement is to ensure uniformity of lot configuration, uniformity of the arrangement of buildings, and to deter lots from taking access solely from a long and narrow strip of land.

Nonetheless, the constraints of the subdivision’s configuration, specifically it being best described as elongated itself, the presence of an existing single-family development to this subdivision’s south, and the typical minimum 475’ spacing requirement between 2 intersecting streets along a major thoroughfare, the layout of the proposed subdivision is therefore both logical and maximizes lot count and thus staff recommends approval of the request as presented.

**Comments from Other Departments**

<b>Police</b>	No Comment
<b>Fire</b>	No Comment
<b>Public Services</b>	No Comment
<b>Engineering</b>	No Comment

<b>Evaluation</b>			<b>Criteria for Approval (Sec. 2.8.4.4)</b>
<b>Consistent</b>	<b>Inconsistent</b>	<b>Neutral</b>	
		<u>X</u>	The request is consistent with the policies embodied in the adopted Comprehensive plan;
		<u>X</u>	The request is consistent with the general purpose, intent, and character of the development regulations applicable to the property;
<u>X</u>			There are special circumstances or conditions arising from the physical surroundings, shape, topography, or other features affecting the subject property; <b><i>The property itself is severely elongated and the development to its south inhibits options for configuring the subdivision.</i></b>
<u>X</u>			The request is detrimental to the public health, safety, or welfare, or injurious to other property within the area;
<u>X</u>			The request either: <ul style="list-style-type: none"> <li>a. Does not have an adverse impact upon adjacent property or neighborhoods, including but not limited to, parking, traffic, noise, odors, visual nuisances, and drainage; or</li> </ul> <b><i>No adverse impacts noted. All other SMDC regulations will apply, including parking location requirements in the 2<sup>nd</sup> (20’ back from building frontage) &amp; 3<sup>rd</sup> layers (from 2<sup>nd</sup> layer to rear lot line).</i></b> <ul style="list-style-type: none"> <li>b. Includes Improvements either on-site or within the public rights-of-way to mitigate any such adverse impacts;</li> </ul>



Evaluation			Criteria for Approval (Sec. 2.8.4.4)
Consistent	Inconsistent	Neutral	
<u>X</u>			The request shall not have the effect of preventing the orderly use and enjoyment of other property within the area in accordance with the provisions of this Development Code, or adversely affect the rights of owners or residents of adjacent property or neighborhoods; <b>Staff does not conclude that authorizing the request will have adverse effects on surrounding properties.</b>
<u>X</u>			The request shall not result in any incompatibility of the development to which it relates with, or the character and integrity of, adjacent property or neighborhoods; and <b>This development will in fact perpetuate the character of adjacent property.</b>
<u>X</u>			The request meets the standards for the applicable zoning district, or to the extent deviations from such standards have been requested, that such deviations are necessary to render the subject development or improvement compatible with adjacent development or the neighborhood;
			<b>Criteria for Approval (Sec. 3.6.5.1)</b>
<u>X</u>			The approved design adjustment meets the intent of this Article;
<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; <u>AND</u>
<u>X</u>			The design adjustment is deemed reasonable due to one or more of the following: <ul style="list-style-type: none"> <li>a. Topographic changes are too steep;</li> <li>b. The presence of existing buildings, stream and other natural features;</li> <li>c. Site layout of developed properties;</li> <li>d. Adjoining uses or their vehicles are incompatible;</li> <li>e. Strict compliance would pose a safety hazard; <u>OR</u></li> <li>f. The design adjustment does not conflict with an approved or built roadway construction project adjacent to or in the vicinity of the site.</li> </ul> <p><b>From a-f above, staff concludes that (c) and (f) are most applicable. In summation, the presence of the existing single-family neighborhood to this development's south inhibits its configuration options while its design adheres to, instead of conflicts with, roadway construction spacing standards.</b></p>