

**Alternative Compliance  
AC-24-07**

**Hwy 123 & Monterrey Oak  
Vantage at San Marcos  
Dead-End Street Length**



**Summary**

<b>Request:</b>	Alternative compliance to the 250-foot max dead-end street length requirement for 1 street 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 street described as Street B, a dead-end street, extends 361', which does not meet the requirements of Section 3.6.2.1.B, Table 3.1 which limits dead street length of properties zoned CD-2.5 to 250'. In addition, and related to this request, another alternative compliance application has been submitted and is being processed concurrently to authorize a single lot within the subdivision to exceed the three to one (3:1) lot length to width ratio requirement.

**Additional Analysis**

San Marcos Development Code Section 3.6.2.1.B, Table 3.1 establishes the maximum length for a dead-end street by zoning district. The subject property is zoned Character District 2.5 (CD-2.5) and per Table 3.1 the maximum dead-end street length is 250'. The intent of this requirement is to reduce the number of lots and their corresponding occupants so that in the event of emergency, fewer occupants are impacted, and to ensure that the terminus of a dead-end street is visible from the intersecting street to thus limit pass-through vehicular trips.

Like the preceding application, the constraints of the subdivision's configuration, specifically it being best described as elongated itself, inhibits its configuration options. With the objective of maximizing lot count, in staff's opinion, the subdivision's proposed configuration with Street B extending 361' is the lone viable option and staff thus 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>The property itself is severely elongated and the development to its south restricts options for configuring the subdivision.</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>No adverse impacts noted. All other SMDC regulations will apply.</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> <b>The cul-de-sac's radius meets requirements and will thus provide adequate maneuvering space to accommodate errant pass-through traffic.</b>

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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;
			Criteria for Approval (Sec. 3.6.5.1)
<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; <b>Impacts to safety and congestion is possible, however, the potential for increased congestion and compromised safety is marginal, especially relative to similar-existing dead-end street lengths with some more than tripling the length of this request.</b>
<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> <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>