



CITY OF BELTON

Planning & Zoning Commission Meeting
Tuesday, July 17, 2018 - 5:30 p.m.
Wright Room, Harris Community Center
401 N. Alexander, Belton, Texas

Pledge of Allegiance to the U.S. Flag
Invocation

AGENDA

1. Call to order.
2. Consider approval of minutes from previous meeting.
3. Hold a public hearing and consider an ordinance amending the following sections of the Zoning Ordinance:
 - a) Section 42, Definitions by adding a definition for powersport vehicle, all-terrain vehicle, personal watercraft, snowmobile, and powersport vehicle sales and service.
 - b) Section 21, Retail Zoning District and Section 22, Central Business District to allow powersport vehicle sales and service as a permitted use.
 - c) Section 23, Commercial Highway Zoning District to allow a truck stop and truck parking lot as permitted uses.
4. Z-18-11 Hold a public hearing and consider a zoning change from Agricultural to Commercial Highway District on a 3.283 acre tract of land located at 3555 W. Hwy 190 Service Road, on the southeast corner of I-14/US 190 and FM 1670, west of I-35.
5. Hold a public hearing and consider an ordinance amending the Thoroughfare Plan Map for possible relocation of Mesquite Road east of I-35.
6. P-18-10 Consider a final plat of Hollow Ranch Subdivision, comprising 34.535 acres on the east side of FM 1670, south of West Amity Road in the ETJ of the City of Belton.
7. Discussion Item: Discuss a draft policy establishing provisions for joint access easements and determine process for consideration.

If interpreter services for the deaf or hearing impaired are required, please contact the City Clerk at least 48 hours in advance at 933-5817.

Posted Date and Time:

Removed Date and Time:

Posted By:

Removed By:

Staff Report – Planning & Zoning Item



Agenda Item

Hold a public hearing and consider an ordinance amending the following sections of the Zoning Ordinance:

- a) Section 42, Definitions by adding a definition for powersport vehicle, all-terrain vehicle, personal watercraft, snowmobile, and powersport vehicle sales and service.
- b) Section 21, Retail Zoning District and Section 22, Central Business District to allow powersport vehicle sales and service as a permitted use.

Originating Department

Planning – Cheryl Maxwell, Director of Planning

Summary Information

Staff recently received an inquiry regarding the sales and servicing of powersport vehicles. Upon review of our Zoning Ordinance, we found that this use is not defined. Automobile related sales/servicing and motorcycle related sales/servicing are defined; however, the definitions for automobile and motorcycle do not seem to fit powersport vehicles. Note definitions below from our Zoning Ordinance:

Automobile: A self-propelled mechanical vehicle designed for use on streets and highways for the conveyance of goods and people including but not limited to the following: passenger cars, trucks, buses, motor scooters and motorcycles.

Motorcycle: A usually two wheeled self-propelled vehicle having one or two saddles or seats, and which may have a sidecar attached. For purposed of this ordinance, motorbikes, motor-scooters, mopeds, and similar vehicles are classified as motorcycles.

Powersport vehicles generally include those that are off-street and not licensed for public roadways. The sale and servicing of these vehicles also seems to be a less intensive use than automobile and motorcycle sales and servicing. Therefore, a separate definition and assessment of appropriate zoning districts appears to be warranted.

Amendment to Section 42, Definitions

The following definitions are proposed:

Powersport Vehicles: Includes ATVs, personal water crafts, and snowmobiles. An off-street vehicle that uses an engine, handlebars to control movement, and the mounting of the rider "on" the machine, exposed to the elements.

All-Terrain Vehicle (ATV): Also known as a quad, quad bike, three-wheeler, or four-wheeler. A vehicle that travels on low-pressure tires, with a seat that is straddled by the operator, along with handlebars for steering control. It is designed to handle a wider variety of terrain than most other vehicles and is not street legal.

Personal Watercraft (PWC): Also called water scooter or jetski. A recreational watercraft that the rider sits or stands on, rather than inside of, as in a boat.

Snowmobile: Also known as a motor sled, motor sledge, or snowmachine. A motorized vehicle designed for winter travel and recreation on snow, does not require a road or trail, but mostly driven on open terrain and is not street legal.

Powersport Vehicle Sales and Service: The display, sale, servicing, and repair of powersport vehicles.

Amendment to Zoning Districts to Allow Use

Our Zoning Ordinance handles vehicle sales differently than vehicle servicing/repairs. The table below provides an overview of where these uses are allowed. The red text represents staff's proposal for Powersport vehicles

Use	O-1	O-2	NS	R	CBD	CH	C-1	C-2	L-1	L-2
Auto Servicing/Repair				X	X	X	X	X		
Motorcycle Servicing/Repair (inferred)				X	X	X	X	X		
Powersport Servicing/Repair				X	X	X	X	X		
Auto Sales						X	X	X		
Motorcycle Sales						X	X	X		
Powersport Sales				X	(SUP)	X	X	X		

Both automobile and motorcycle sales require commercial zoning; servicing is allowed in the Retail and Central Business Districts (CBD) in addition to the Commercial Districts.

Staff proposes to allow Powersport Vehicle Servicing in the same districts as automobile/motorcycle servicing:

- Retail
- Central Business District
- Commercial Highway (any use allowed in Retail)
- Commercial-1 (any use allowed in Retail)
- Commercial-2 (any use allowed in Commercial-1)

With regard to vehicle sales, we propose allowing powersport vehicle sales in the same districts that allow auto sales (CH, C-1, C-2), with expansion to the Retail District. Other uses allowed by right in the Retail District include neighborhood service type uses, offices, auto parts sales, convenience store with gasoline sales, service station, various retail stores, restaurants, brewpub, nursing home, clinic, etc. Outdoor storage is not allowed in the Retail District.

The Central Business District (CBD) is also under consideration to allow the sale of powersport vehicles. Automobile servicing is allowed in the CBD, but not automobile sales. Other uses permitted in the CBD include alcoholic beverages for on-premise consumption, brewpub/winery, antique shop, art gallery, retail businesses (generally with on-premise commodities such as food items, clothing and notions, or hardware), dry cleaning, dwelling units, offices, personal service establishments, restaurants/cafes, entertainment facilities, etc. Outside storage is prohibited. Outdoor storage is defined as "The keeping, displaying or storage outside a building of any new or used goods, materials, merchandise or equipment on a lot or tract for more than 24 hours." With outside storage prohibited, sales would occur inside a building for the most part, with temporary outside storage occurring during the business hours.

The boundary of the CBD is defined by 2nd Avenue on the north, Blair Street on the east, and Nolan Creek on the south and west. The CBD was established to protect the character of the downtown area, recognizing its unique characteristics and space limitations. Per the Zoning Ordinance, the CBD should be generally limited to those uses that currently comprise the downtown. The non-residential zoning districts are somewhat based on a pyramid system and build upon each other so that uses allowed in O-1/O-2 are allowed in NS; uses allowed in NS are allowed in R; uses allowed in R are allowed in CH/C-1; uses allowed in C-1 are allowed in C-2. This progression skips the CBD, which implies it is a unique Zoning District.

Uses allowed in the CBD should be carefully evaluated to ensure they support our vision for the downtown area. There may be a basis to allow powersport sales in the CBD, subject to a case by case review. This could be accomplished with a Specific Use Permit (SUP).

Staff recommends powersport sales and servicing as permitted uses in the Retail District and associated Commercial Highway, Commercial-1 and Commercial- 2

Districts. In the CBD, staff recommends powersport servicing be allowed by right, and powersport sales, if deemed appropriate, be allowed with a Specific Use Permit.

Staff would like feedback from the Planning Commission regarding appropriate uses in the CBD, specifically with regard to the sale of motorized vehicles. Action may only be taken on the proposed amendment regarding powersport vehicles; however, staff may consider bringing an additional code amendment forward at a later date to address the sale of automobiles and motorcycles, if warranted by feedback.

Recommendation

Hold a public hearing and recommend approval of an ordinance as follows:

- a) Amending Section 42, Definitions by adding a definition for powersport vehicle, all-terrain vehicle, personal watercraft, snowmobile, and powersport vehicle sales and service.
- b) Amending Section 21, Retail Zoning District to allow powersport vehicle sales and service as permitted uses; this would also allow sales/service in the CH, C-1 and C-2 zoning districts.
- c) Amending Section 22, Central Business District to allow powersport vehicle service as a permitted use, and allow powersport vehicle sales with a SUP.

Staff Report – Planning & Zoning Item



Agenda Item

Hold a public hearing and consider an ordinance amending the following sections of the Zoning Ordinance:

Section 23, Commercial Highway Zoning District to allow a truck stop and truck parking lot as permitted uses.

Originating Department

Planning – Cheryl Maxwell, Director of Planning

Summary Information

One of the items on the agenda is a zoning change request to Commercial Highway District to allow truck fueling and parking. A Truck Parking Lot and Truck Stop are defined in the Zoning Ordinance but are not listed under any of the zoning districts as permitted uses, neither by right nor by Specific Use Permit. The definitions are listed below along with other related definitions:

Truck Parking Lot: Area for parking heavy load vehicles.

Truck Stop: Any building, land, area, or premise, or portion thereof used for the dispensing or sales of fuels, lubricants and accessories commonly utilized by heavy load vehicles, but not including those listed under Major Automobile Repair, as applying to heavy load vehicles.

Truck: A light or heavy load vehicle.

Heavy Load Vehicle: A self-propelled vehicle having a Manufacturer's Recommended Gross Vehicle Weight (GVW) of greater than 11,000 pounds, such as large recreational vehicles (originally manufactured as RV's, not converted), tractor-trailers, buses, vans and other similar vehicles. The term "truck" shall be construed to mean "Heavy Load Vehicle" unless specifically stated otherwise.

Gasoline, Service, or Filling Station: See Automobile Service Station.

Automobile Service Station: Any building, land are or other premises, or portion thereof used or intended to be used for the retail dispensing or sales of automobile fuels, lubricants, and automobile accessories, including those operations listed under Minor Vehicle Repair. Vehicles that are inoperative and are being repaired may not

remain parked outside an Automobile Service station for a period greater than seven days.

Automobile: A self-propelled mechanical vehicle designed for use on streets and highways for the conveyance of goods and people including but not limited to the following: passenger cars, **trucks**, buses, motor scooters and motorcycles.

You can follow the trail of definitions to infer that the fueling of heavy load truck vehicles is allowed in the following Zoning Districts:

- Retail (Gasoline or Service Station)
- Central Business District (Gasoline Service Station)
- Commercial Highway (any use allowed in Retail)
- Commercial-1 (any use allowed in Retail)
- Commercial-2 (any use allowed in Commercial-1)

A Commercial Auto Parking Lot/Garage is allowed in the C-2 District; however, it may be inferred that the truck parking is an accessory use to the truck fueling and allowed in the same zoning districts identified above for truck fueling which would then include Retail, CBD, CH, and C-1. The length of parking is not addressed, i.e. overnight stays.

Staff proposes to clarify which districts allow a truck stop and truck parking.

Amendment to Zoning Districts to Allow Use

Truck Stop and Truck Parking Lot are both uses related to interstate traffic. Therefore, the Commercial Highway Zoning District appears to be appropriate for these uses. If approved for the Commercial Highway Zoning District, these uses would also be allowed in Commercial-1 and Commercial-2 Zoning Districts.

We are not proposing to add these uses to the Retail District, although, if Retail Zoning is along an interstate, they may be appropriate, and could be allowed based on the current definitions. These uses do not appear to be appropriate or practical in the CBD, based on the current boundary.

Recommendation

Hold a public hearing and recommend approval of an ordinance as follows:

Amend Section 23, Commercial Highway Zoning District to allow a truck stop and truck parking lot as permitted uses.

Staff Report – Planning & Zoning Item



Date: July 17, 2018
Case No.: Z-18-11
Request: Agricultural to Commercial Highway District
Owner: C's Investment Company
c/o Sayed Cheema
Applicant: Belton Engineering on behalf
of Shakeel Badarpura

Agenda Item

Z-18-11 Hold a public hearing and consider a zoning change from Agricultural to Commercial Highway District on a 3.283 acre tract of land located at 3555 W. Hwy 190 Service Road, on the southeast corner of I-14/US 190 and FM 1670, west of I-35.

Originating Department

Planning – Cheryl Maxwell, Director of Planning

Current Zoning

Agricultural District

Proposed Zoning

Commercial Highway District

Future Land Use Map (FLUM) Designation:
Residential and Neighborhood Services

Lifestyle Center—Retail, Restaurants, Dense

Design Standards Type Area: 4

This property is located within Design Standards Type Area 4, which is primarily for intersections and cross roads of the I-35 and US 190 corridors. Projected uses are commercial, retail, and neighborhood service with a higher standard as these areas are gateways to other areas.

Case Summary

The applicant has submitted this request for a zoning change to Commercial Highway to allow development of a convenience store with gasoline sales, to include fueling and parking of large trucks.

This property was annexed in 2002 and was brought into the city limits under the Agricultural Zoning District. A small convenience store with gasoline sales is currently located on site. The adjacent properties to the east and south are also zoned agricultural district, with Dixon Paving located to the east and land to the south undeveloped at this time. Property on the west side of FM 1670 is zoned Retail District with a small abandoned structure on site. Several of the properties along the west bound I-14/US 190 frontage road are currently undeveloped and zoned Retail District,

Planned Development—Commercial Highway for an indoor firearms facility, and Planned Development—Commercial Highway for future development. King Ranch Turfgrass is an existing business at the northwest corner of the frontage road and Boxer Road, zoned Agricultural District.

Land Use Table/Allowable Uses

The proposed base Commercial Highway Zoning District allows the following land uses:

- Any use permitted in the Retail District (i.e. Gasoline or service station)
- Alcoholic beverages for on-premise consumption (not currently allowed in this location; alcohol sales election required)
- Commercial amusement, indoor or outdoor
- Community or exposition center
- Hotel/motel
- Hospital or nursing home
- Multi-family development
- New car sales
- Restaurant with drive-in service
- Truck stop and truck parking (subject to approval of code amendment)

Project Analysis and Discussion

This property is under contract and the proposed purchaser is the applicant. The applicant proposes to develop a larger convenience store to accommodate fueling and parking of large trucks. The FLUM identifies this area as a Lifestyle Center with allows a mixture of retail, restaurants, dense residential and neighborhood services. The proposed Commercial Highway Zoning District allows these types of uses and is therefore consistent with the FLUM.

As discussed with the proposed code amendment regarding truck stops and truck parking lot, the Zoning Ordinance is not clear regarding these uses. Approval of the code amendment will clarify the applicant's proposed uses are allowed in the requested Commercial Highway zoning district.

Approval of a subdivision plat and site plan will be required prior to issuing a building permit. Development of this property must comply with all design standards for site development including building design, landscape, tree preservation, etc.

After careful review of this zoning change request, the requested Commercial Highway Zoning District appears to be reasonable in this location.

Recommendation

Recommend approval of zoning change from Agricultural to Commercial Highway District.

Attachments:

1. Zoning application
2. Property Location Map
3. Zoning map

4. Aerial photo
5. Map with zoning notice boundary (200')
6. Zoning notice to owners
7. Property owner's list
8. Field notes

**City of Belton
Request for a Zoning Change**

**To the City Council and the
Planning & Zoning Commission**

Fee: \$250.00

Date Received: 6/15/18 Date Due: 6/15/18 (All plans are to be returned to the Planning Department within 5 working days)

Applicant: Belton Engineering, Inc. Phone Number: 254-731-5600
Mailing Address: 106 N. East Street City: Belton State: TX
Email Address: lchtay@beltonengineers.com

C'S Investment Inc.
Owners Name: c/o Sayed Cheema Phone Number: 248-837-0619
Mailing Address: 7351 Plainfield City: Dearborn Heights State: MI
Email Address: boboiani27@hotmail.com

Applicant's Interest in Property:
To rezone property for client

Legal Description of Property:

A0512BC J LEWIS, 6-1, 6-6, BIG TEX #1, ACRES 3.283, PROPERTY ID #61901

(Tract Two, 3.283 acres recorded in Volume 5802, Page 868, John Lewis Survey, Abstract #512)

Is this property being simultaneously platted? No

Street Address: W. Hwy 190 Belton, Texas (3555 U.S. Hwy 190 Svc Rd)

Zoning Change From A to CH, to include truck parking/fueling

Signature of Applicant: [Signature] Date: 6/15/18

Signature of Owner (if not applicant): [Signature] Date: 6/15/18

Checklist for Zoning Items to be submitted with application:

- ☒ Signed Application
- ☒ Fees Paid
- ☒ Complete Legal Description of the property to be re-zoned
- ☐ Site Plans per Section 32, Planned Development, of the Zoning Ordinance. Please see the back for specific guidelines.
- ☐ In the event the request involves more than one lot or irregular tracts or acreage, a drawing of the property must be submitted.

Zoning Case # Z-18-11 Location

ZONING CHANGE:

Ag
to
CH

LEGAL DESCRIPTION:

A0512BC J LEWIS
6-1, 6-6, BIG TEX #1
ACRES 3.283


PROPERTY OWNER:

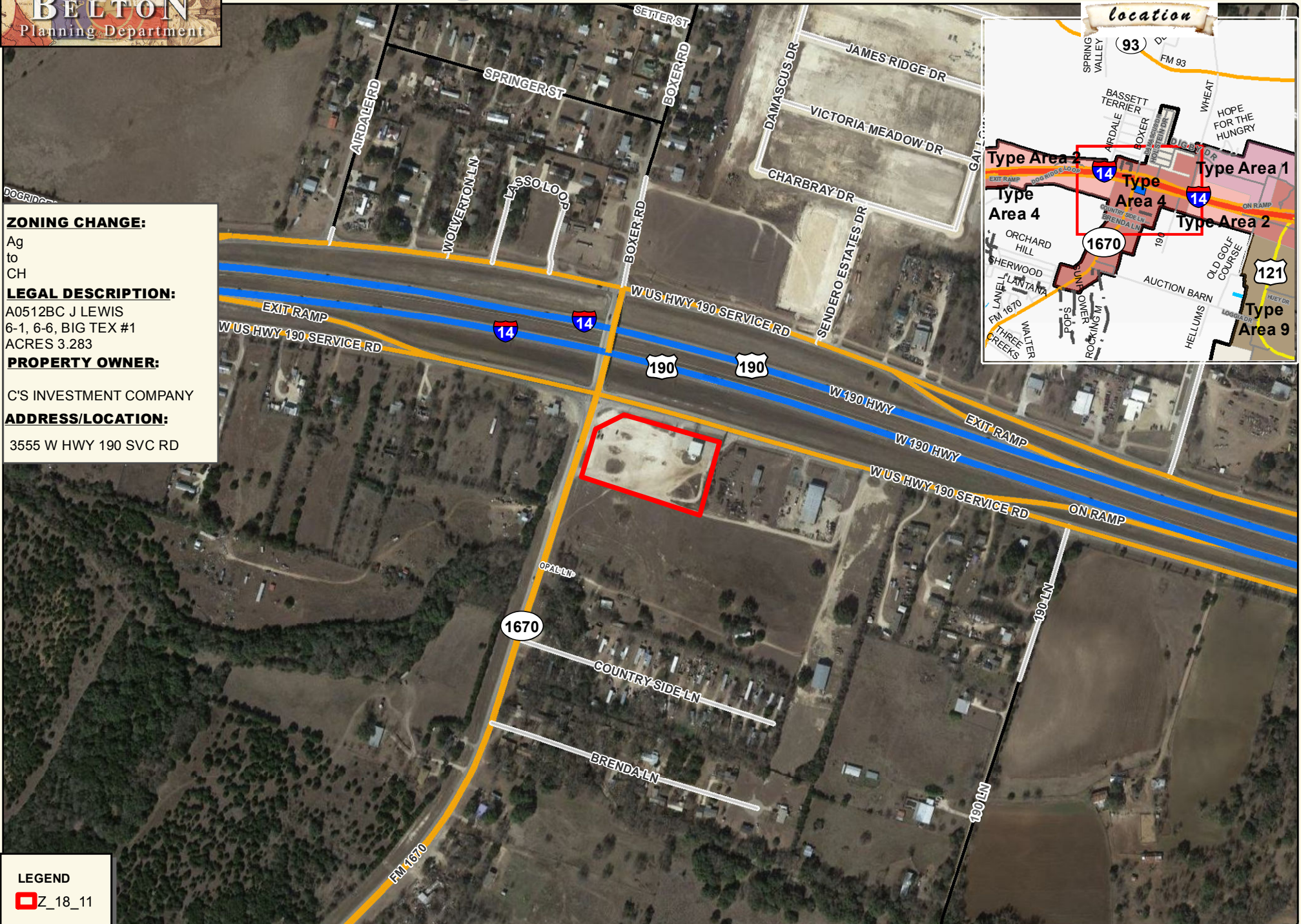
C'S INVESTMENT COMPANY

ADDRESS/LOCATION:

3555 W HWY 190 SVC RD

LEGEND

 Z_18_11

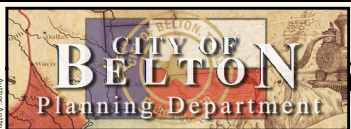


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Feet



Maps and data are for informational purposes and may not have been prepared for or be suitable for legal, engineering or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries. No warranty is made by the City of Belton regarding specific accuracy or completeness.

Zoning Case # Z-18-11 Zoning



Author: Anthony Williams, City of Belton

Page: 1 of 1 City of Belton Project Information and Planning Department Case # Z-18-11 Zoning

ZONING CHANGE:

Ag
to
CH

LEGAL DESCRIPTION:

A0512BC J LEWIS
6-1, 6-6, BIG TEX #1
ACRES 3.283

PROPERTY OWNER:

C'S INVESTMENT COMPANY

ADDRESS/LOCATION:

3555 W HWY 190 SVC RD

Zoning Location

Legend

- City Limits
- Z_18_11
- Current_Zoning**
- Agricultural
- Mobile Home
- Planned Development
- Retail
- Single Family-2

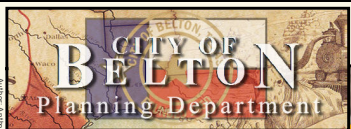
Map Date: 6/28/2018

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Zoning Case # Z-18-11 Aerial



ZONING CHANGE:

Ag
to
CH

LEGAL DESCRIPTION:

A0512BC J LEWIS
6-1, 6-6, BIG TEX #1
ACRES 3.283


PROPERTY OWNER:

C'S INVESTMENT COMPANY

ADDRESS/LOCATION:

3555 W HWY 190 SVC RD

LEGEND

 Z_18_11



Zoning Case # Z-18-11

ZONING CHANGE:

Ag
to
CH

LEGAL DESCRIPTION:

A0512BC J LEWIS
6-1, 6-6, BIG TEX #1
ACRES 3.283

PROPERTY OWNER:

C'S INVESTMENT COMPANY

ADDRESS/LOCATION:

3555 W HWY 190 SVC RD

Legend

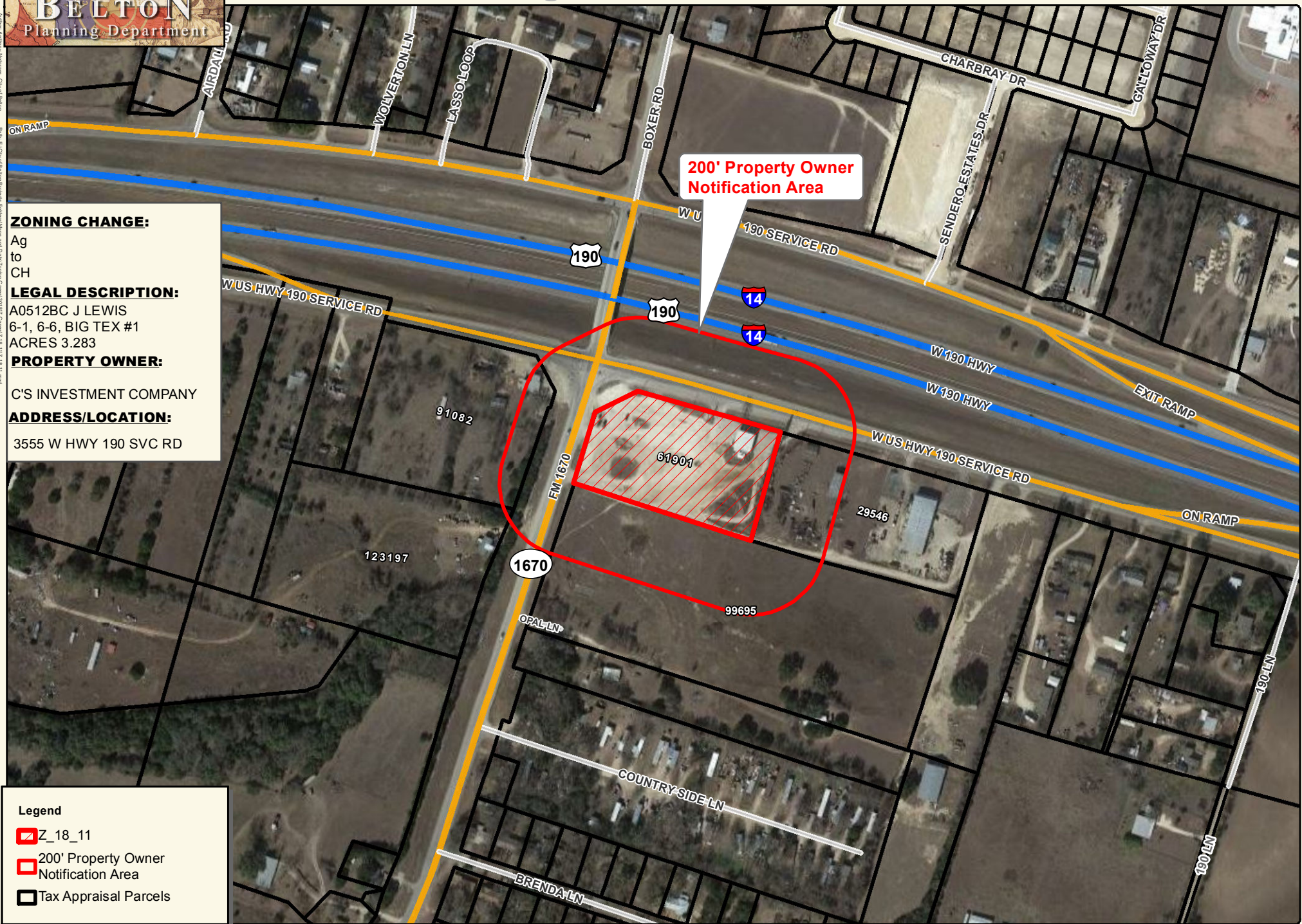
- Z_18_11
- 200' Property Owner Notification Area
- Tax Appraisal Parcels

Map Date: 6/28/2018 Aerial Imagery Date: 2017

0 130 260 520 Feet



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**NOTICE OF APPLICATION
FOR AN
AMENDMENT TO THE ZONING ORDINANCE
OF THE
CITY OF BELTON**

THE CITY OF BELTON HAS RECEIVED A REQUEST FROM: BELTON ENGINEERING INC.,
TO CHANGE THE FOLLOWING DESCRIBED PROPERTY: 3555 WEST HIGHWAY 190 SERVICE ROAD,
FROM A(N) AGRICULTURAL ZONING DISTRICT,
TO A(N) COMMERCIAL HIGHWAY
ZONING DISTRICT.

THE PLANNING & ZONING COMMISSION OF THE CITY OF BELTON, TEXAS WILL HOLD A PUBLIC HEARING PURSUANT TO THIS REQUEST AT **5:30 P.M., Tuesday, July 17, 2018**, IN THE WRIGHT ROOM AT THE T.B. HARRIS CENTER, 401 N. ALEXANDER, BELTON, TEXAS.

IF APPROVED BY THE PLANNING & ZONING COMMISSION, THIS ITEM WILL BE PLACED ON THE AGENDA FOR A PUBLIC HEARING BY THE CITY COUNCIL. THAT MEETING WILL BE AT **5:30 P.M., Tuesday, July 24, 2018**, AT THE T. B. HARRIS COMMUNITY CENTER, 401 ALEXANDER STREET, BELTON, TEXAS.

AS AN INTERESTED PROPERTY OWNER, THE CITY OF BELTON INVITES YOU TO MAKE YOUR VIEWS KNOWN BY ATTENDING THESE HEARINGS. YOU MAY SUBMIT WRITTEN COMMENTS ABOUT THIS ZONING CHANGE BY COMPLETING THIS FORM AND RETURNING IT TO THE ADDRESS BELOW.

IF YOU REQUIRE INTERPRETER SERVICES FOR THE DEAF OR HEARING IMPAIRED, PLEASE CONTACT THE CITY CLERK AT CITY HALL AT LEAST 48 HOURS BEFORE THESE MEETINGS.

circle one

AS AN INTERESTED PROPERTY OWNER, I (PROTEST) (APPROVE) THE REQUESTED ZONING AMENDMENT PRESENTED IN THE APPLICATION ABOVE FOR THE REASONS EXPRESSED BELOW:

1. _____
 2. _____
 3. _____
- (FURTHER COMMENTS MAY BE EXPRESSED ON A SEPARATE SHEET OF PAPER)

DATE: _____ SIGNATURE: _____

**PLANNING DEPARTMENT
CITY OF BELTON
P. O. Box 120
BELTON, TEXAS 76513
254-933-5812**

91082

BELTON HWY 190/FM 1670 SOUTHWEST
PARTNERSHIP LTD

PO BOX 170639

AUSTIN, TX 78717

99695

KMHH LLC

PO BOX 455

SALADO, TX 76571

61901

C'S INVESTMENT COMPANY

7351 PLAINFIELD

DEARBORN HEIGHTS, MI 48127

123197

VETERANS LAND BOARD

1715 HARLEY DR

HARKER HEIGHTS, TX 76548-1748

29546

DIXON PAVING INC

PO BOX 664

BELTON, TX 76513-0664

VOL 5802 PG 72

Field Notes for a 3.283 acre tract in Bell County, Texas, out of and a part of the JOHN LEWIS SURVEY Abstract #512, and the tract herein described being all of that certain 3.284 acre tract described in a deed to Pilkington's Big Tex, Inc., of record in Volume 3246, page 180, Deed Records, Bell County, Texas, said 3.283 acre tract being more fully described as follows:

Beginning at an iron pipe found in the East line of FM 1670 and in the East line of a 0.825 acre Right of Way Easement to the State of Texas, described in Volume 1046, Page 202, of the Deed Records of Bell County, Texas, for the Southwest corner of this tract, the Southwest corner of the aforementioned 3.284 acre tract, and the Northwest corner of a certain 10.248 acre tract described in a deed to Leroy Neves et ux of record in Volume 1701, page 263, Deed Records, Bell County, Texas.

Thence: North 17°53'14" East 200.16 feet, deed North 19°13'40" East 199.75 feet, adjoiner South 20°0" West, 710.00 feet, with the West line of this tract, the West line of the said 3.284 acre tract, and with the East line of FM 1670 to a railroad spike found at a cutback to U. S. Highway 190 for an angle point in the West line of this tract and an angle point in the West line of the said 3.284 acre tract, said railroad spike also being an angle point in the East line of the aforementioned 0.825 acre State of Texas Right-of Way easement.

Thence: North 64°30'13" East 128.06 feet, deed North 65°47'26" East 128.20 feet, adjoiner South 62°49' West, 135.67', continuing with the West line of this tract, the West line of the said 3.284 acre tract, with the West of the aforementioned cutback to U.S. Highway 190 and with the East line of the aforementioned 0.825 acre State of Texas Right-of Way to an iron rod found in the South line of the said U.S. Highway 190 for the Northwest corner of this tract and the Northwest corner of the said 3.284 acre tract.

Thence: South 74°50'01" East 200.15 feet, deed South 73°32'48" East 200.15 feet, an iron rod set, South 74°47'38" East 62.40 feet, deed South 73°36'13" East 62.32 feet, an iron pipe found, and South 74°00'51" East 137.27 feet, deed South 72°45'49" East 137.46 feet, with the North line of this tract, the North line of the said 3.284 acre tract, and with the South line of U.S. Highway 190 to an iron rod found for the Northeast corner of this tract, the Northeast corner of the said 3.284 acre tract, and the Northwest corner of a certain 4.005 acre tract described in a deed to Dixon Paving, Inc., of record in Volume 1510, Page 475, Deed Records, Bell County, Texas.

Thence: South 15°55'55" West 305.25 feet, deed South 17°13'02" West 305.35 feet, adjoiner North 17°27'33" West 305.31 feet with the East line of this tract, the East line of the said 3.284 acre tract, and with the West line of the aforementioned 4.005 acre tract to an iron pipe found in the North line of the previously mentioned 10.248 acre tract for the Southeast corner of this tract, the Southeast corner of the said 3.284 acre tract, and the Southwest corner of the aforementioned 4.005 acre tract.

Thence: North 72°05'11" West 195.99 feet, deed North 70°49'48" West 196.0 feet, an iron pipe found, and North 72°08'05" West 307.00 feet, deed North 70°47'13" West 307.35 feet, with the South line of this tract, the South line of the said 3.284 acre tract, and with the North line of the aforementioned 10.248 acre tract to the Place of Beginning containing 3.283 acres of land.

17.00

MONTENAPPEL & TITLE COMPANY
2010 B. ... R, SUITE 102
TEL. ... 76802
(2)

05-3850

1/2 Investment

VOL 5802 PG 873

037055

FILED FOR RECORD

2005 AUG 18 AM 9 44

VAC. CUTTON
CNTY CLERK, BELL CNTY TX
BY _____ DEPUTY

Staff Report – Planning & Zoning Item



Agenda Item

Hold a public hearing and consider an ordinance amending the Thoroughfare Plan Map for possible relocation of Mesquite Road east of I-35.

Originating Department

Planning – Cheryl Maxwell, Planning Director

Summary Information

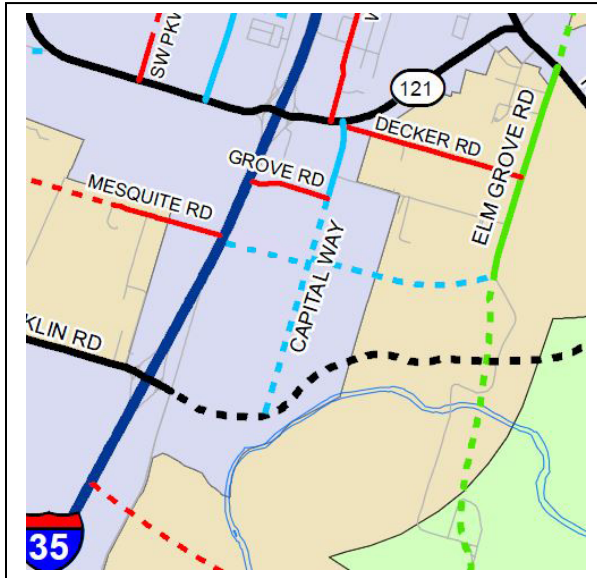
Belton's Thoroughfare Plan is a long range plan that identifies the location and type of roadway facilities that are needed to meet projected long-term growth within the area. The current Thoroughfare Plan was last updated in 2015.

Several properties along the east side of I-35 south of Grove Road are either undergoing development or are proposed for development. The Thoroughfare Plan shows the extension of Mesquite Road from I-35 directly eastward within this area; therefore, a more definitive alignment is needed as development occurs. The current conceptual alignment bisects a 21 acre tract of land recently rezoned to Planned Development Commercial-1 for an RV Park. If remaining in this general location, we recommend the roadway shift slightly southward to the property line between this tract and the adjacent property to the south (Option 1). With this minor adjustment, no formal action by the Planning Commission or City Council is needed.

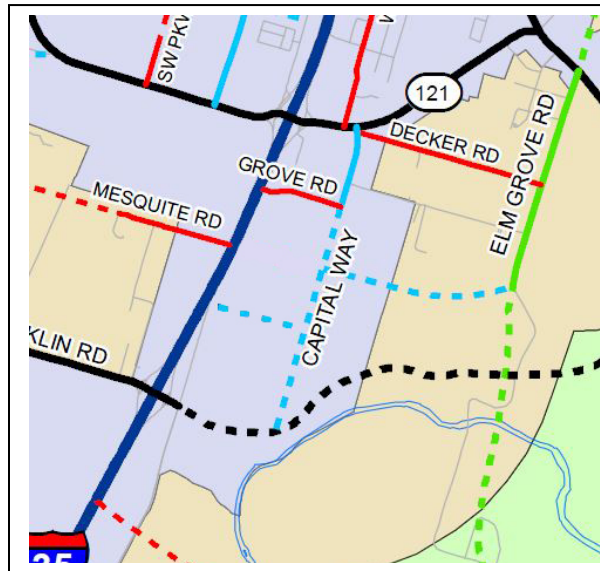
Another possible option is to move this roadway farther south. A General Development Plan for Shanklin Crossing, a proposed mixed-use development, was approved in 2009. This project, located on the east side of the I-35 frontage road at the projected extension of Shanklin Road, remains a viable project. We have met with the property owner and confirmed that plans to develop this site are still active. With that in mind, another possible location for Mesquite Road would be on the northern perimeter of this project, on the south side of Cedar Crest Hospital (Option 2). Note following maps.

There are pros and cons for each option. We have scheduled this item for a public hearing to obtain input from the public and affected property owners, who have been notified. The Planning Commission may recommend an option to the City Council or may defer action to a later date.

Option 1: Mesquite Road
Current Alignment
Slightly Adjusted



Option 2: Mesquite Road
Alignment Moved
Southward



We see the roadway as being beneficial for the RV park as well as the Shanklin Crossing project. However, we are receiving mixed feedback from potentially affected property owners. This may be in part due to related requirements that come into play when developing property adjacent to a major roadway. Mesquite Road is projected to be a major collector, as is Capital Way, which runs along the eastern edge of these properties. The requirements for ROW dedication and perimeter street improvements are part of the subdivision platting process that occurs prior to development. ROW dedication for both Mesquite Road and Capital Way would be required, generally split in half by the two adjacent properties. The perimeter street improvement requirement would also be split by the adjacent properties and would require each property owner to construct, or escrow funds to construct in the future, half of the pavement width up to 18.5', with curb/gutter and a 5' wide sidewalk.

A variance may be requested to the perimeter street improvements requirement. Given the amount of frontage on not just one collector street, but two, the city would certainly evaluate a variance request. A variance to the ROW dedication would not be supported by staff.

On balance, if the Shanklin Crossing project moves forward, we see Option 2 as providing the most benefit to address access, circulation, and connectivity needs in this vicinity.

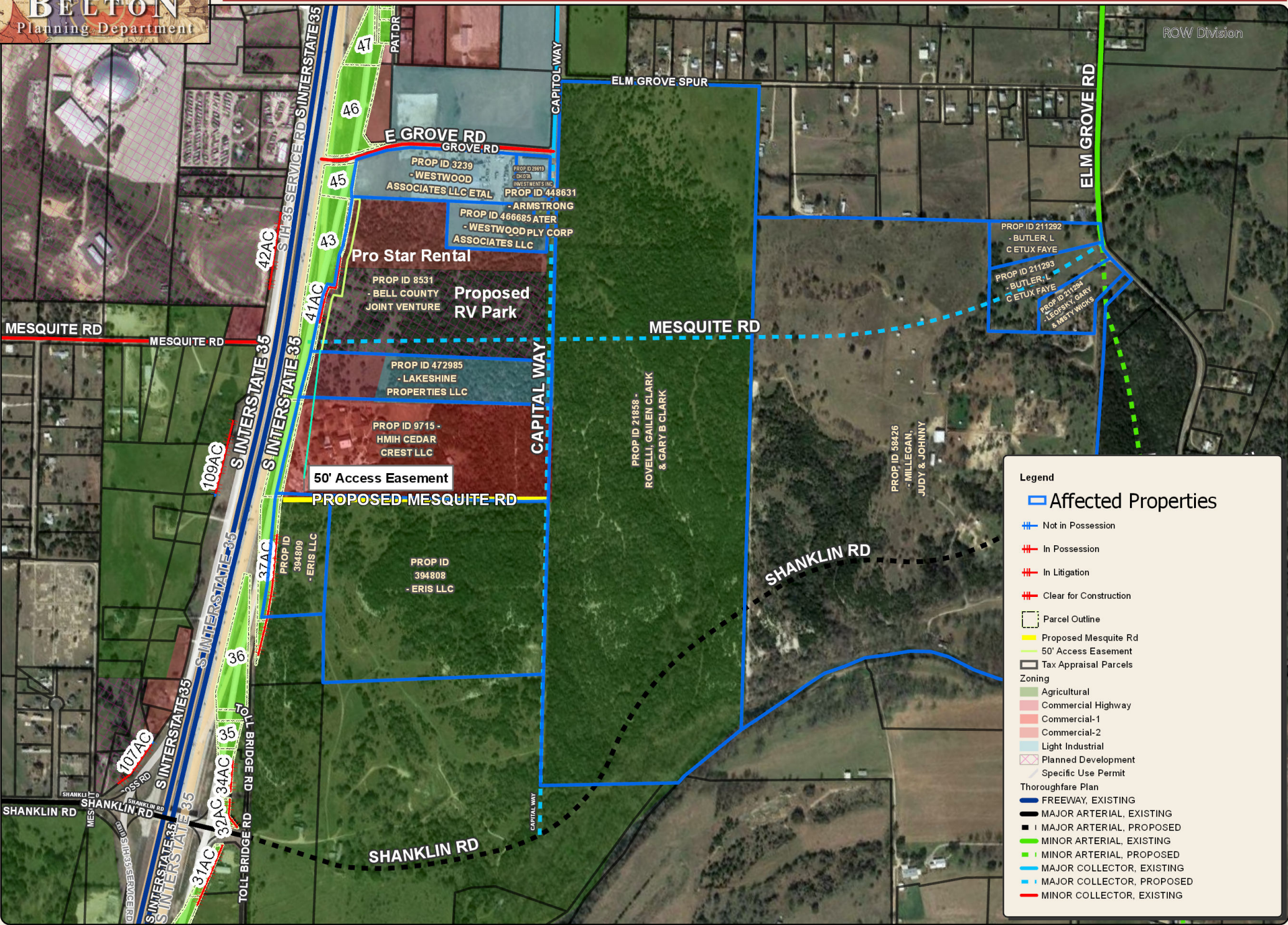
Recommendation

Conduct public hearing and discuss options.

Attachments

1. Map of Thoroughfare Plan Options
2. 2009 Resolution approving Shanklin Crossing General Development Plan

CEDAR CREST PROPOSED MESQUITE RD



Legend

- Affected Properties
- + Not in Possession
- + In Possession
- + In Litigation
- + Clear for Construction
- Parcel Outline
- Proposed Mesquite Rd
- 50' Access Easement
- Tax Appraisal Parcels
- Zoning**
- Agricultural
- Commercial Highway
- Commercial-1
- Commercial-2
- Light Industrial
- Planned Development
- Specific Use Permit
- Thoroughfare Plan**
- FREEWAY, EXISTING
- MAJOR ARTERIAL, EXISTING
- MAJOR ARTERIAL, PROPOSED
- MINOR ARTERIAL, EXISTING
- MINOR ARTERIAL, PROPOSED
- MAJOR COLLECTOR, EXISTING
- MAJOR COLLECTOR, PROPOSED
- MINOR COLLECTOR, EXISTING



A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELTON, TEXAS, APPROVING THE SHANKLIN CROSSING GENERAL DEVELOPMENT PLAN; AND PROVIDING AN OPEN MEETINGS CLAUSE.

Whereas, the City Subdivision Regulations, Sec. 302.03, provide the opportunity to work with a property owner in the preparation of a General Development Plan; and

Whereas, the General Development Plan shall include a review of proposed land uses, traffic circulation, utilities, open space, among other items; and

Whereas, this General Development Plan shall serve as the basis for consideration of a preliminary plat and zoning application; and

Whereas, the City Council has considered the matter and deems it in the public interest to authorize this action.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BELTON, TEXAS, THAT:


Part 1: The City Council approves the Shanklin Crossing Development Plan, substantially in the form of the information attached hereto as Exhibit A, including the land use plan, land use strategy, water quality and park areas, and thoroughfare plan.

Part 2: It is hereby officially found and determined that the meeting at which this Resolution is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act.

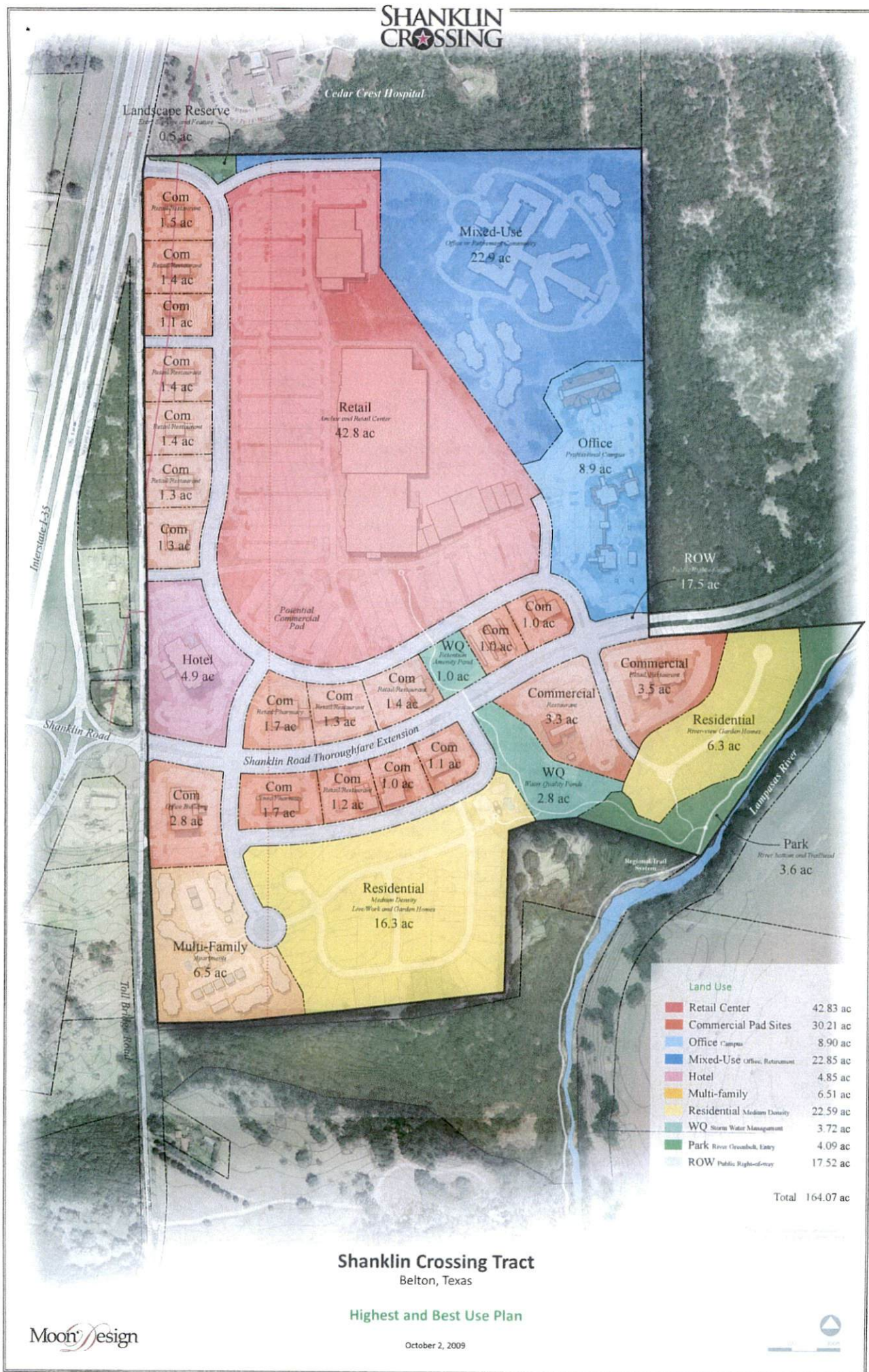
PASSED AND APPROVED this the 27 day of October, 2009.


JIM COVINGTON, Mayor

ATTEST:


Connie Torres
City Clerk

SHANKLIN CROSSING

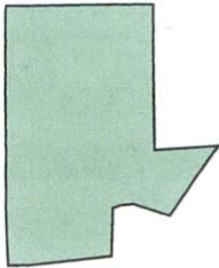


Shanklin Crossing Tract

Belton, Texas

Highest and Best Use Plan

September 30, 2009



Shanklin Crossing Tract

The Shanklin Crossing Tract is located in south Belton, Texas. The property is east of Interstate 35 at the Shanklin Road exit and bridge. The total acreage is approximately 164.1 acres, and is currently being used for both homestead and exotic ranching. The Lampasas River provides about 385 yards of riverside frontage along the southeastern edge of the property.

According to the City of Belton Thoroughfare plan, Shanklin Road is proposed to connect I-35 to the eastern portions of Belton and provide easy access to Temple. This routing cuts directly through the Shanklin Crossing Tract.

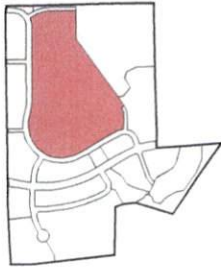
Land Use Strategy

In determining the best uses for the parcel, the following conditions and features were some of the items considered:

- **I-35 frontage.** The tract has significant visibility from, and proximity to, Interstate 35. At the northwest corner of the property, there is access to the existing I-35 frontage road. This portion of I-35 will be expanding to 6 lanes in the near future.
- **Shanklin Road Extension.** Proposed location based on the thoroughfare plan places this tract along the proposed Shanklin Road arterial.
- **Intersection.** The intersection of the two major roadways above occurs just west of this property, and this tract basically controls two of the major intersection corners.
- **Lampasas River.** The tract fronts onto the Lampasas River, and because the river is flood-controlled by the Stillhouse Hollow Dam, the floodplain is mostly limited to the areas directly adjacent to the river banks.
- **Proximity to markets.** This tract is located within the Belton and Salado shopping areas, and has good access from Georgetown, Harker Heights, and Temple.
- **Topography.** The areas to the south are generally flat, and the areas to the northwest have rolling topography. A drainage draw runs through the properties from the northeast to the southwest (to the river).

Considering the conjunction of major roadways, and proximity to I-35, it's proposed that the general land use lean heavily toward commercial and retail use. Where the distance from the roadways becomes great, supporting uses can fill in the remainders of the tract - such as high/medium-density housing, office, and lower density mixed-use.

Plan Components

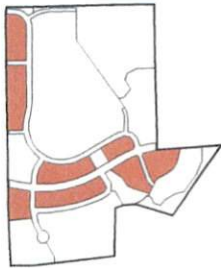


Retail Center (42.8 ac)

Located at the intersection of I-35 and Shanklin Road, on the side closest to Belton, 42 acres are used as the retail core. This area would include retail anchors, supporting retail, and parking.

A portion of the hillside would be regraded and retained to provide fill to make the parcel less sloped and more conducive for large retail.

Access is provided by an internal connector road with access to the I-35 frontage road, and several access points to Shanklin Road.



Commercial Pad Sites (30.2 ac)

Like above, the frontage of I-35 and the frontage of Shanklin Road is reserved for smaller pad sites for individual retail use. These high-visibility areas are well suited for restaurants, bank branches, day clinics, and other commercial/retail uses that thrive on high-visibility and high traffic volume.

Parcels that front greenbelts and/or overlook the river are slightly larger and consider larger local uses, such as a large restaurant with outdoor dining and large parking requirements.



Office and Mixed-Use (31.8 ac)

The northwest corner is getting a little too far away from the major roadways to provide ideal retail or commercial space. However, the rich topography and large trees in this area provides excellent land for lower-density uses.

Uses could include office park, retirement community, or other park-like mixed-use development.



Hotel (4.9 ac) and Multi-family (6.5 ac)

The immediate intersection of I-35 and Shanklin is reserved as prime commercial. There are two of these parcels, but the parcel adjacent to the retail center area is ideal for a regional hotel. This hotel could provide conference space, dining, and multi-level guest floors to take advantage of the I-35 visibility and the close retail proximity.

The other parcel is currently a commercial pad site, such as a bank headquarters and office building.

The southeast corner of the property does not have I-35 access, and may have visibility obstructions because of existing uses across Tollbridge Road. However, the access to Tollbridge road, and the close proximity to restaurants and shopping, provide an excellent location for multi-family residential.



Residential (22.6 ac)

The southeastern corners of the property are behind the retail frontage, and have other constraints that provide good residential locations. However, rather than large lot residential, this plan proposes a tighter, more urban type of residential such as Garden Homes or Live/Work units.

(1) The area to the east (below the topo break, and overlooking the river), is on a flat step sandwiched between the drop-off to the riverbank and the considerably steep grade below the commercial parcels. It is too remote for retail, but that remoteness, and the spectacular proximity to the river is perfect for residential.

These would be narrow lot Garden Homes with an efficient density of approximately 4 units/acre.

(2) The southern boundary provides over 16 acres of flat land behind the retail frontage. This residential area would have a denser, more urban character, and could even include multi-story live/work units. This could give the area a tighter, urban streetscape with upstairs flats or living areas. If the parcel is divided using classic subdivision-style lotting, the density would be approximately 3.5 units/acre. Multi-level live/work scenarios would increase the density to approximately 5 units/acre.



Water Quality (3.7 ac) and Park (4.1 ac)

The existing pond area, dam, and steep drainage areas below the dam are used as water quality zones. These areas would include amenity retention ponds (hold water), detention ponds (only when it rains), engineered storm water management, and natural drainage to the river. These areas also provide trail connections from the river trail system to the retail core.

The area immediately adjacent to the river is below a natural steep grade area and is within the FEMA flood zone. It is designated as park space, and can be used to connect Shanklin Crossing with the Trail System Master Plan for this region.

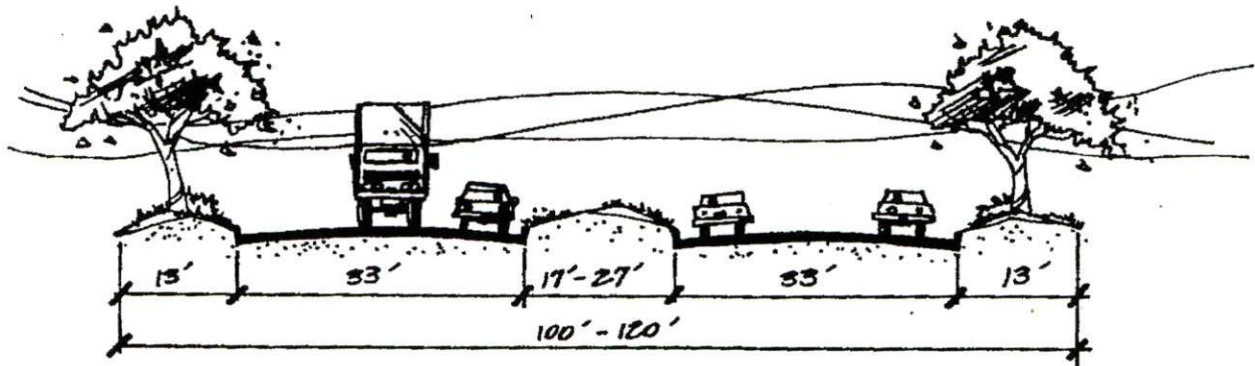
The small parcel in the northwest corner is too small and slender for retail use, but is an excellent location for signage and entry features, so this land will be used as an entry park. The uses in this parcel are mostly visual, and provide a soft, green arrival into the retail core.



Right of Way (17.5 ac)

Land will be used as public Right-of-Way as needed to provide adequate access to all of the parcels. The width of the ROW depends on it's use and designation. Streets will be designed to City of Belton design standards. Typical ROW widths include:

- Shanklin Road Arterial - 100 ft. width
- Interior Collector Roads - 70 ft. width
- Internal Access Roads - 50 ft. width



TYPE A
MAJOR THOROUGHFARE

Staff Report – Planning & Zoning Item



Date: June 19, 2018
Case No.: P-18-10 – Hollow Ranch Subdivision
Request: Final Plat
Applicant: Belton Engineering
Owner/Developer: Randy Taylor

Agenda Item

P-18-10 Consider a final plat of Hollow Ranch Subdivision, a 34.535 acre tract of land located west of IH-35 on the east side of FM 1670, south of Amity Road in the ETJ of the City of Belton.

Originating Department

Planning – Cheryl Maxwell, Director of Planning

Case Summary

This is a 49-lot subdivision—47 lots are proposed for single family residential development, and two lots are proposed for commercial development. The preliminary plat for this development was approved by the Belton City Council earlier this year in February, under the name of Taylor Subdivision.

Project Analysis and Discussion

This property is located in Belton's ETJ so there is no zoning. The Future Land Use Map shows this area as residential and there are currently several residential developments in this area. The final plat of Meadows Subdivision was approved in 2017, and that development will be located just to the north of this property. This is a primarily residential subdivision, containing 47 residential lots and two commercial lots with frontage on FM 1670. Access to the residential lots is provided off of FM 1670 via the proposed road Hollow Drive. Local streets connect with Hollow Drive creating a loop within the development. All of the proposed residential lots are over 0.50 acre in size and satisfy area requirements for Single Family One zoning and development if located inside the city limits. The two commercial lots are both approximately 2.5 acres in size.

Following is a summary of the subdivision ordinance requirements as they apply to this subdivision plat.

Water: This property is located within the Salado Water Supply Corporation (SWSC) CCN. An existing 6-inch water line runs along the west side of FM 1670 and an 8" line runs along the east side. The applicant proposes to tap the 8" line and construct an 8-inch line throughout the

subdivision. A letter has been provided from SWSC confirming their ability and willingness to serve this subdivision.

The City of Belton Fire Code requires a minimum water flow of 1,000 gpm for fire hydrants. The existing water pressure is 900 gpm. The developer requested a variance to this requirement with the preliminary plat and it was approved.

Sewer: No sanitary sewer is available to serve this subdivision. Individual septic systems are proposed on the lots. All of the proposed lots are over 0.50 acres in size. A letter has been provided from the Bell County Public Health District tentatively granting approval for septic systems, subject to site plan reviews for the individual lots.

Drainage: Drainage will be detained on-site in the vicinity of Block 1, Lot 14 at the northeast corner of this property and will be maintained by the subdivision's home owners association. Detailed drainage calculations have been provided and drainage plans are ready for approval.

Streets: With 120' of ROW available, no ROW dedication is needed for FM 1670. FM 1670 is a TxDOT roadway; therefore, the requirement for perimeter street improvements is not applicable. TxDOT approval is required for driveway permits to the commercial lots from FM 1670. TxDOT has approved access for the entrance roadway, Hollow Drive, and the southern commercial lot (Lot 1, Block 3); however, access to the northern commercial lot (Lot 1, Block 1) was not granted. Access to this lot will be via Hollow Drive. The internal roads in this subdivision will be constructed as local streets with a 31' pavement width within a 50' wide ROW with curb and gutter.

Sidewalks: The Subdivision Ordinance requires the developer to construct and install a 6-foot wide sidewalk along the subdivision side of arterial roadways. Since FM 1670 is a minor arterial, the developer is required to install a 6-foot wide sidewalk along the eastern side of FM 1670. The applicant requested a variance to this requirement with the preliminary plat and it was denied. Construction of the sidewalk has been included in the construction plans.

Parkland Dedication/Fees: This subdivision is proposed to contain 47 residential lots; therefore, a dedication of 0.47 acres of parkland or a \$9,400 fee-in-lieu of land dedication is required. The lots in this subdivision are 0.50 acre and larger, which provides open space on each lot for the residents. This subdivision is located quite far outside the Belton City limits and is not close to any existing City parks. The Parks Master Plan does not identify any future parkland in this area. The developer requested a variance to the parkland requirements with the preliminary plat and this request was approved.

Conclusion: We have reviewed the final plat and find it acceptable, subject to conditions contained in the letter to the applicant. Since this proposed subdivision is located in Belton's ETJ, the Bell County Engineer's Office has reviewed this plat and made comments that have been addressed. After Council action, this plat will be taken to Bell County Commissioners Court for approval.

Recommendation

Recommend approval of the final plat of the Hollow Ranch Subdivision subject to the following:

1. Previously approved variance to water pressure requirement for fire protection;
2. Previously approved variance to the parkland fee/dedication requirement;
3. City's Letter to Applicant's Engineer dated July 13, 2018.

Attachments

1. Final Plat Application
2. Final Plat
3. Location Map
4. City's Letter to Applicant's Engineer dated July 13, 2018

City of Belton
Request for Subdivision Plat
to the City Council and the
Planning and Zoning Commission

Application is hereby made to the City Council for the following:

- ☐ Preliminary Subdivision
- ☒ Final Subdivision
- ☐ Administrative Plat
- ☐ Replat
- ☐ ETJ
- ☐ City Limits

Fees due \$ 394.00 CK# 1646

Date Received: 5/15/18 Date Due: 5/15/18 (All plans are to be returned to the Planning Department by the 15th day of the month ahead of the next month's P&Z meeting.)

Applicant: Lina Chtay Phone: 254-731-5600
Mailing Address: 106 N. East Street, Belton, Texas 76513
Email Address: lchtay@beltonengineers.com

Owner: Randy Taylor Phone: 512-635-1828
Mailing Address: 3492 FM 2484
Email Address: custombuilders21@gmail.com

Current Description of Property:

Lot: n/a Block: n/a Subdivision: n/a
Acres: 34.535 Survey: Young Williams Survey
Abstract #: 861 Street Address: FM 1670 - 1750' South of W. Amity Rd.
Frontage in Feet: 939 L.F. Depth in Feet: 1758 L.F.

Does Zoning comply with proposed use? n/a Current Zoning: n/a
Name of proposed subdivision: Hollow Ranch
Number of Lots: 48 Fee: \$ 394.00


Signature of Applicant: [Signature] Date: 05-15-18
Signature of Owner: [Signature] Date: May 15, 2018


P-18-10 LOCATION - HOLLOW RANCH - ETJ

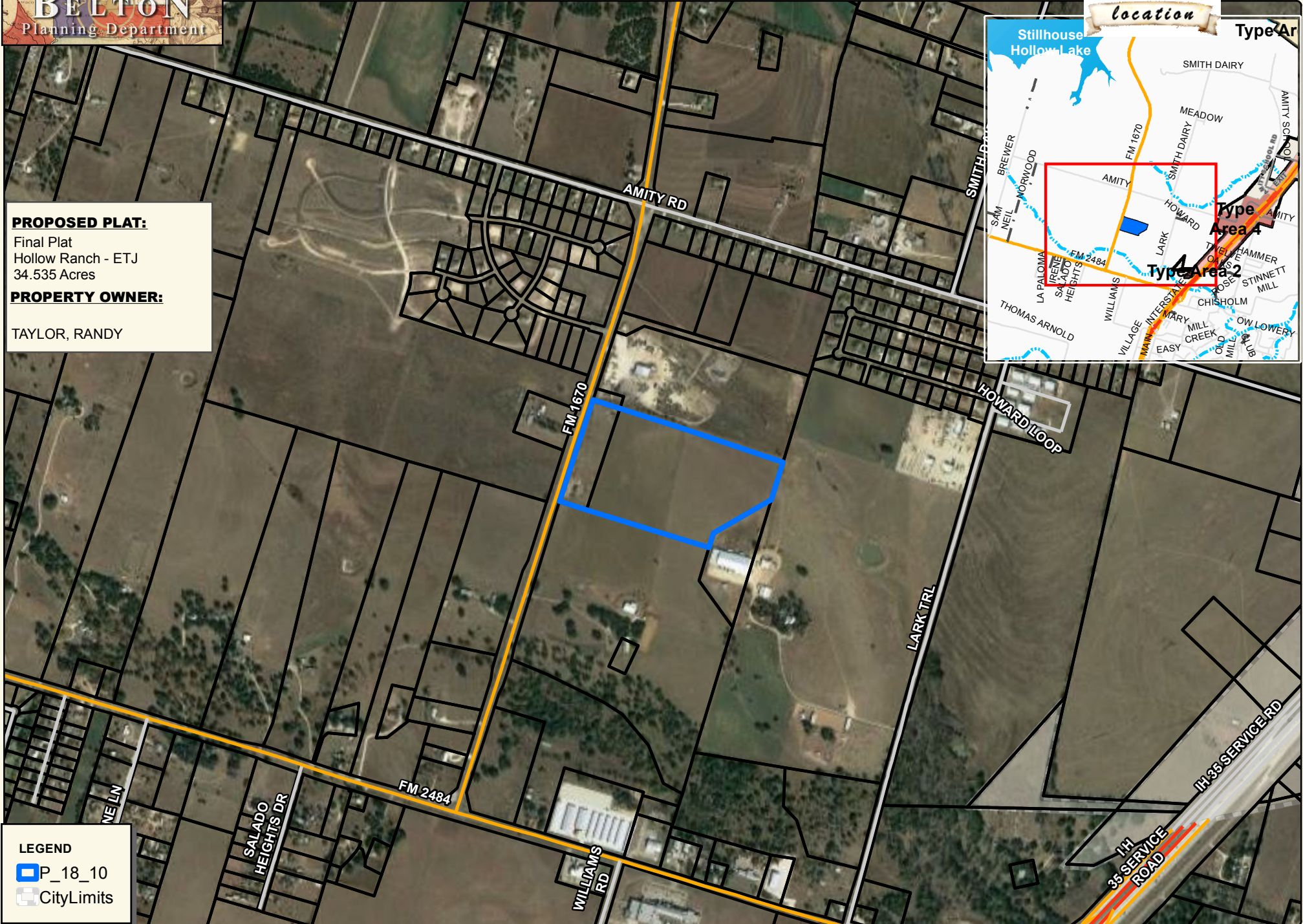
PROPOSED PLAT:
Final Plat
Hollow Ranch - ETJ
34.535 Acres

PROPERTY OWNER:
TAYLOR, RANDY

LEGEND

 P_18_10

 CityLimits





City of Belton

Planning Department

July 13, 2018

Applicant: RANDY TAYLOR / LINA CHTAY BELTON ENGINEERING

Date Submitted: 05-15-18

2nd Submittal: 07-05-18

Project: HOLLOW RANCH (ETJ)

Location: 34.535 ACRES, FM1670 1750' SOUTH OF W. AMITY ROAD

*****Please comment back in red under the comments submitted on this sheet.*****

PLANNING – Cheryl Maxwell – CMaxwell@BeltonTexas.gov:

No further comments.

PUBLIC WORKS/KPA – Angellia Points, APoints@BeltonTexas.gov:

1. Install a no outlet sign at Hollow Drive and Hollow Ranch Drive.
2. Provide detail for sidewalk.
3. TxDOT will need to approve of the sidewalk detail.

BUILDING OFFICIAL – Bruce Ebbert, BEbbert@BeltonTexas.gov:

No comments at this time.

FIRE DEPT – Jeff Booker, JBooker@BeltonTexas.gov:

No comments.

POLICE DEPT – Chief Gene Ellis, GEllis@BeltonTexas.gov:

No comments.

GIS – Anthony Notgrass, ANotgrass@BeltonTexas.gov:

No further comments.

BELL COUNTY ENG. OFFICE – Stephen Eubanks, Stephen.Eubanks@bellcounty.texas.gov:

Please address all outstanding comments concerning the final plat and construction plans.

Outside Utility Provider Comments

- ☐ **Oncor:**
- ☐ **AT&T:**
- ☒ **Atmos Energy:** In agreement with proposed plat.
- ☐ **Charter Communications:**
- ☐ **Grande Communications:**
- ☐ **Spectrum (Time Warner):**

- ☐ **USPS:**
- ☒ **Clearwater UWCD:** See attached letter.
- ☐ **TXDOT:**

Note: Acceptance by the City of Belton of a plat, zoning change, conceptual drawing, construction drawing, or other development submittal complying with City of Belton minimum standards for drainage does not provide approval beyond what the City may authorize. Approval is limited, and this approval does not limit any obligations you may have under applicable state statutes, such as the Texas Water Code, or federal statutes. You should consult with your own professionals as you continue to pursue this development project.

Staff Report – Planning & Zoning Item



Agenda Item

Discussion: Discuss a draft policy establishing provisions for joint vehicular access easements (JVAE) and determine process for consideration.

Originating Department

Planning – Cheryl Maxwell, Director of Planning

Summary Information

The City Council asked staff to develop a policy to ensure joint vehicular access easements are provided when properties are undergoing platting or development. The purpose of such an easement is to maximize public safety and ease traffic congestion; minimize the number of curb cuts; and facilitate circulation between adjacent non-residential properties along major streets.

Staff reviewed related policies of various cities to include Killeen, Harker Heights, Round Rock, Georgetown, Bryan, and College Station. The attached draft includes provisions used by some of these cities. The draft policy includes the following key points:

- Policy would only apply to non-residentially zoned or developing properties fronting on state highways, arterial streets, and major collector streets.
- JVAE will be clearly shown on the site plan and/or subdivision plat, and will have a minimum width of 25'.
- The property owners are responsible for constructing and maintaining the access easement and a paved surface is required—asphalt or concrete.
- These requirements may be considered for waiver due to unusual topography, site conditions, or existing development.

Staff would like feedback from the Planning Commission regarding the proposed policy and input on a process for consideration.

Recommendation

Discuss proposed policy and provide feedback to staff.

Attachments

Draft Policy

Joint Vehicular Access Easement (JVAE) Policy Proposal

July 2018

This policy proposal is based on information received from the cities of Killeen, Harker Heights, Round Rock, Georgetown, Bryan, and College Station and is proposed to be administered by the Director of Planning in relation to property development review.

Provision of Joint Access Easements

- 1) A Joint Vehicular Access Easements (JVAE) may be required to facilitate the sharing of curb cuts between adjacent owners of non-residential property fronting on state highways and major public arterial and public collector streets. A JVAE may be required for various reasons to promote public safety including, but not limited to, the following: 1) to facilitate circulation between adjacent properties; 2) to reduce turning movements and resulting traffic congestion on roadways; and 3) to provide cross access to state highways and major public arterial and public collector streets.
- 2) When required, a JVAE shall be provided and clearly identified on any site plan and/or subdivision plat submitted to the City.
- 3) A connection to any existing access easement shall be provided on adjacent properties when they are developed.
- 4) Each JVAE shall be a minimum width of twenty-five (25) feet
- 5) The requirement for a JVAE may be considered for waiver in those cases where unusual topography, site conditions, or existing development would render such an easement of no practical benefit to adjacent properties.

Joint Access Easement Improvements

- 1) A JVAE shall be paved in asphalt, concrete, or other impervious surface, and stubbed at the property boundary in conjunction with site development.
- 2) If adjacent properties are undeveloped, the paving of the JVAE may occur at a later date in conjunction with development when the need of the easement is confirmed.
- 3) Construction and maintenance of a JVAE shall be the responsibility of the property owners.

Decisions of the Planning Director regarding any provision of this policy may be appealed to the City Manager.

Amend Subdivision Ordinance: Article 500: General Design Standards and Requirements
Section 502: Street Standards and Policy

Amend Design Standards: Section III: Site Development Standards

Reference in Design Manual: Transportation Section

JOINT ACCESS EASEMENTS

May 2018

CITY	TERMS USED/DEFINITIONS
COPPERAS COVE	<ul style="list-style-type: none">•
KILLEEN	<ul style="list-style-type: none">• “The City of Killeen does not have a policy per se, but our Public Works-Engineering staff disciplines curb cuts in accordance with the American Association of State Highway and Transportation Officials (AASHTO) design criteria and TXDOT access management policies.”
ROUND ROCK	<ul style="list-style-type: none">• Driveway connections to adjacent development. a. Driveway connections to adjacent development shall be provided and clearly identified on any site plan submitted pursuant to this chapter. All driveway connections shown on a site plan shall be constructed and stubbed, and future development of adjacent property shall complete a connection to any existing stub.• b. The zoning administrator may waive the requirement for a driveway connection required above, in those cases where unusual topography or site conditions would render such an easement of no useable benefit to adjoining properties.• c. The zoning administrator may approve the closure of driveway access in those cases where adjoining parcels are subsequently developed with a residential use.
TEMPLE	<ul style="list-style-type: none">•
WACO	<ul style="list-style-type: none">• xxxx
BRYAN	<ul style="list-style-type: none">• Access easements. a. Vehicular access easements. Vehicular access easements may be required to facilitate the sharing of curb cuts between adjacent owners of property fronting on collector and/or arterial streets. Vehicular access easements may also be used to provide access for properties which do not have direct frontage on public rights-of-way. Driveways in such easements shall be constructed using the same standards as alleys.• For context please visit our Municode page: https://library.municode.com/tx/bryan/codes/code_of_ordinances The section is 110-59(d)(4)(a).
COLLEGE STATION	<ul style="list-style-type: none">• If a parcel is to be developed for any nonresidential land use, a cross-access easement shall be provided by the property owner to adjoining properties that front on the same street and that are, or may be, developed as nonresidential land uses.• b. Cross-access easements shall be situated parallel to the street right-of-way line abutting both parcels. The property owner shall maintain access easements. College Station, Texas, Code of Ordinances Page 17• c. The property owner shall provide appropriate documentation of a good faith effort to extend the access easement through all immediately abutting properties. If such an effort fails, the portion of the easement on the subject site shall be developed and designed to ensure future connection to the neighboring properties.• d. Where a cross-access easement is granted, no permanent structures or parking that would interfere with the proposed access shall be permitted in the easement. Some improvements such as medians and parking islands may be constructed within an access easement if it has been demonstrated that adequate circulation and cross access has been accomplished, and that all applicable standards of this UDO have been met.• e. The Development Engineer may waive the requirement for an easement of access required above in those cases where unusual topography or site conditions would render such an easement of no useable benefit to adjoining properties.• f. The Development Engineer may approve the vacation of an easement of access in those cases where adjoining parcels are subsequently developed with a residential use.
GEORGETOWN	<ul style="list-style-type: none">• Unified Development Code (UDC) to include this as a requirement for new development, where appropriate. Street circulation requirements are outlined in Chapter 12 of the UDC. Specific sections to review include Sec 12.05.030 and 12.08.

JOINT ACCESS EASEMENTS

CITY	TERMS USED/DEFINITIONS
	<ul style="list-style-type: none">• Sec. 12.05.030. - Inter-Parcel Connectivity: All new commercial Site Development Plans and Stormwater Permits that require off-street parking and driveways shall provide driveway connections to adjacent properties parallel to any street fronting the development, whether such property is developed or undeveloped. Access Easements shall be provided where necessary to achieve such a connection. The Director may adjust connection locations and consider alternative connections to the rear where practical.• https://library.municode.com/tx/georgetown/codes/unified_development_code?nodeId=UNIFIED_DEVELOPMENT_CODE_CH12PEVECI_S12.02COPLTH_S12.02.030COPLST
CORPUS CHRISTI	<ul style="list-style-type: none">•
HARKER HEIGHTS	<ul style="list-style-type: none">• <i>Vehicular access easements.</i> Vehicular access easements may be required to facilitate the sharing of curb cuts between adjacent owners of property fronting on collector and/or arterial streets. Vehicular access easements 30 feet wide may also be used, if there is no other way possible, to provide access for properties which do not have direct frontage on public rights-of-way.• “Our Code does not address maintenance of the pavement once constructed, so we have traditionally addressed this with the property owner on which the easement is located.”
OTHER CITIES	<ul style="list-style-type: none">••