



COUNCIL AGENDA ITEM MEMORANDUM

DEPT./DIVISION SUBMISSION & REVIEW:

Brian Chandler, Director of Planning and Development
Cheryl Maxwell, Principal Planner

ITEM DESCRIPTION: FY-25-20-PLT: Consider adopting a resolution approving the Final Plat of Leon Reserve Phase II, a 40.11 +/- acre, 169-lot, 4-block, 1-tract, residential subdivision with developer-requested exception to UDC Section 8.2.1.D.3 related to Residential Subdivision Entrance/Access Design Standards, situated in the Maximo Moreno 11-League Grant, Abstract No 14, City of Temple, Bell County, Texas, located on the north side of E. FM 93, approximately 0.5 miles east of the intersection with S. 5th Street, tax appraisal parcel ID 40918.

BACKGROUND: This is the second and final phase of the Leon Reserve development. This phase proposes 169 residential lots zoned Planned Development Single Family – 2 (PD-SF2) per Ord 2023-0022 approved in June, 2023. All lots satisfy the area and dimensional standards for the SF2 zoning district and PD ordinance with the lots ranging in size from 5,957 sq. ft. to 13,840 sq. ft., exceeding the minimum 5,000 sq. ft. requirement for this zoning district.

The preliminary plat was approved in June 2024 for a total of 386 lots proposed for development in two phases. Phase I, with 217 lots, was approved March 3, 2025. Phase II final plat is now proposed and is consistent with the preliminary plat. One tract is proposed in this phase comprising 7.46 acres and will be owned and maintained by the City of Temple for drainage purposes.

Phase II does not have frontage on existing streets but connects to streets that will be constructed with Phase I. Since the overall development has frontage on FM 93, a TxDOT highway, a Traffic Impact Analysis (TIA) was prepared and reviewed by TxDOT and considered the impact of both this development and the Bohkers LLC property directly across on the south side of FM 93 which is proposed for a mixed-use development and an elementary school. Cross Timbers Blvd. in Phase I lines up with the proposed re-alignment of 93 Spur which will provide access to the Bohkers development. The TIA dated December 2, 2024 was accepted by TxDOT via memo dated January 31, 2025 and supersedes the TIA completed in November 2022 referenced in the PD Ordinance. The updated TIA includes the following conditions:

- Signalization for intersections of FM 93 at 93 Spur/Cross Timbers Blvd. and also Old Hwy 95 in the future following partial completion (55% buildout) of the two developments.
- Left turn and right turn deceleration lanes on FM 93 at the intersection with 93 Spur/Cross

Timbers Blvd. based on the anticipated volumes from the developments and eventual signalization at the intersection.

- Aguayo Way constructed as a right-in/right-out access.
- Left turn deceleration lanes constructed on FM 93 at Old Hwy 95 with signalization.

The applicant will provide the turn lanes and access for their development as required by TxDOT.

The streets in Phase II will be constructed as local streets with a ROW width of 54 ft. and pavement width of 31 ft. These streets will connect to other local streets in Phase I which ultimately connect to Cross Timbers Blvd., which will be constructed as a community collector, consistent with the Thoroughfare Plan.

The Residential Subdivision Entrance/Access Design Standards, mandated by the Unified Development Code (UDC) section 8.2.1.D.3, requires three Alternate Design Entrances (ADE) with a minimum pavement width of 41 ft. for 301+ dwelling units, which is required for the full Leon Reserve development of 386 lots. Two ADE were proposed with Phase I and accommodates the 217 lots in that phase. Cross Timbers Blvd. ends at the eastern boundary of the subdivision and is anticipated to be continued as other properties to the east develop and will provide a 3rd ADE at that time. A street extension to the north (Lamkin Drive) is also proposed for another future entrance. However, since Cross Timbers and Lamkin Drive do not currently connect to another street and are not shown on an approved preliminary or final plat for the adjacent properties, these cannot count toward meeting the entrance requirement for this final plat. An exception is needed to allow the two ADE to satisfy the entrance requirements for the full development of 386 lots. The applicant does not believe an exception is needed and has provided a letter to this effect.

Staff has evaluated the applicant's letter and does not concur with their interpretation of the entry standards. Staff believes an exception is needed and does not recommend approval. With regard to public safety, the Fire Dept. has concerns with the two entrances being in close proximity, less than 500 ft. apart along the same roadway, diminishing the effectiveness of each entrance to function as an alternate point of ingress/egress. With the proposed school and residential developments on both sides of FM 93, this area is anticipated to have a high volume of traffic. Although the impact of these developments will be mitigated by the recommended TIA improvements, a separate entrance located away from this high-traffic area is needed to provide an alternative pathway into or out of the subdivision. As a result, staff cannot recommend approval of the exception to the entry standards.

An exception to UDC Section 8.2.1.D.4, related to the provision of street projections to adjacent properties, was administratively approved with the preliminary plat, eliminating the requirement on the west side due to the presence of the railroad.

A drainage letter for Phase II has been provided; a detailed report will be submitted with the construction plans. One 7.46 acre tract is provided to address drainage needs for this phase as needed.

Water and sewer facilities are available to serve this site. There is an existing 8-inch water line along the southern boundary of this development; the applicant will connect to this and extend 6 & 8-inch water lines throughout Phase I and into Phase II. There is an existing 8-inch sanitary sewer line and 6-inch force main in the Alta Vista subdivision to the west. The applicant will extend 6-inch sewer lines

throughout Phases I and II. A lift station is proposed with Phase I and a force main will cross the Union Pacific railroad lines and connect to the existing force main and sewer line west of the railroad. Fire hydrants will be provided as required by the City Fire Code.

No sidewalks are required for the local streets in this phase. The park fee requirement of \$225/dwelling unit for the full 386 residential lots totals \$86,850. An exception to this to allow a private park in lieu of fee payment was approved with the preliminary plat, based on amenities summarized below:

Pavilion: \$50,000
Playground: \$36,850
Total: \$86,850

The private park will be developed in Phase I and is to be completed prior to the acceptance of the public infrastructure for that phase.

Since an exception to the subdivision entrance/access requirement is needed, City Council approval of the plat and exception is required.

DEVELOPMENT REVIEW COMMITTEE (DRC): The DRC reviewed the final plat of Leon Reserve Phase II on April 7, 2025. The plat was deemed administratively complete/filed on April 28, 2025.

SCHOOL DISTRICT: Temple Independent School District (TISD)

ALIGNMENT WITH ADOPTED PLANS:

Plan	Comments
Strategic Plan	This item supports the City of Temple's Strategic Plan goals of 1) Neighborhoods Where People Love to Live; and 2) A city that supports well-managed growth and development to promote a thriving economy.
Comprehensive Plan	<p><u>Comprehensive Plan - Future Development Map (FDM)</u> The 2020 Comprehensive Plan identifies this area as Residential & Neighborhood Services Future Development category which is intended for areas to be developed primarily as new single-family detached residential subdivisions. The proposed residential development is consistent with the 2020 Comprehensive Plan.</p> <p><u>Thoroughfare Plan</u> All streets in this phase are local streets that will tie into Cross Timbers Blvd., a future Community Collector shown on the Thoroughfare Plan.</p> <p><u>Availability of Public Facilities</u> Water and sewer facilities are available to serve this phase. Lift station and force main required for sewer service.</p>
Trails Master Plan & Subd. Ord.	<p><u>Trails MP:</u> No trails shown within Phase II.</p> <p><u>Subd Ord:</u> No sidewalks required along the local streets proposed in this phase.</p>

Plan		Comments
		4 - 5 ft. wide sidewalk required along one side of collector street and will be provided along west side of Cross Timbers Blvd with Phase I.
Mobility Plan	Master	Continue coordination with TxDOT for signal installation at Cross Timbers and FM 93 as recommended in TIA.

STAFF RECOMMENDATION: Staff recommends disapproval of the exception to subdivision entrance/access requirements, and therefore, disapproval of the final plat of Leon Reserve Phase II as currently presented due to failure to meet the requirements of UDC 8.2.1.D.3.

BOARDS & COMMISSIONS RECOMMENDATION: On May 5, 2025, the Planning and Zoning Commission met and reviewed this item and unanimously recommended approval of the exception and final plat by a vote of 8 to 0.

FISCAL IMPACT: Not applicable

ATTACHMENTS:

Resolution
Residential Subdivision Entrance/Access Design Standards
Applicant letter regarding Subdivision Entry Standards
Maps
Final Plat & Utility Layout
Approved Preliminary Plat
TxDOT TIA acceptance letter
Ord. 2023-0022