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**ZONING CHANGE REVIEW SHEET**

**CASE:** C14-2010-0047 – Tract II Industrial

**P.C. DATE:** October 12, 2010  
November 9, 2010

**ADDRESS:** 7008 Moore's Crossing Boulevard

**OWNER/APPLICANT:** MC Joint Venture (Bill Gurasich)

**ZONING FROM:** SF-2     **TO:** IP     **AREA:** 21.072 acres

**SUMMARY STAFF RECOMMENDATION:**

The Staff recommendation is to grant industrial park – conditional overlay (IP-CO) combining district zoning. The Conditional Overlay establishes a 200-foot wide setback along the east property line.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated November 4, 2010, as provided in Attachment A.

**PLANNING COMMISSION RECOMMENDATION:**

October 12, 2010: *APPROVED A POSTPONEMENT REQUEST BY THE STAFF TO NOVEMBER 9, 2010.*

*[K. TOVO; R. HATFIELD – 2<sup>ND</sup>] (6-0) J. REDDY – ARRIVED LATE; M. DEALEY, D. ANDERSON - ABSENT*

November 9, 2010:

**ISSUES:**

The Applicant has prepared a Traffic Impact Analysis which covers the subject rezoning case as well as Zoning Case No. C14-2010-0001 – General Store, located northwest of this tract.

**DEPARTMENT COMMENTS:**

The subject property situated at the terminus of Moore's Crossing Boulevard, is undeveloped and zoned single family residence standard lot (SF-2) district. This tract is within the Moore's Crossing Municipal Utility District (MUD) created in 1986 and identified as SF-2 within the Conceptual Land Plan (also known as Stoney Ridge) approved by Council in February 1986 and revised in June 1998. The primary purpose of the Land Plan is to identify the collector street network and public facilities, the latter including sites for City-financed housing, parks, school sites, library and a Fire/EMS station. Please refer to Exhibits A (Zoning Map), A-1 (Aerial View) and Exhibit B (Conceptual Land Plan for Moore's Crossing).

The Applicant proposes to rezone the property to the industrial park (IP) to construct up to 250,000 square feet of retail and office/warehouse uses. Access is proposed to be taken through adjacent property to SH 130 and Moore’s Crossing Boulevard which will be realigned from its location along the west property line and extended through the subject property. The Applicant is proposing a 200 foot-wide building setback adjacent to the platted single family residential subdivision to the east which will serve as open space and used for detention purposes.

Staff recommends IP-CO zoning based on the following: 1) the property has access to a highway, with additional access to a collector street; 2) compatibility standards are enhanced with the 200-foot wide building setback along the east property line; and 3) the Traffic Impact Analysis establishes right-of-way and fiscal requirements for the dedication of Moore’s Crossing Boulevard south of Engler Park Street, and provisions for improving Engler Park Street.

**EXISTING ZONING AND LAND USES:**

	<b>ZONING</b>	<b>LAND USES</b>
<i>Site</i>	SF-2	Undeveloped
<i>North</i>	IP; SF-2; RR	Undeveloped (proposed for GR zoning); Greenbelt/drainageway; Playground; Single family residences within the Moore’s Crossing/Stoney Ridge Phase A, Sections 1 and 2 subdivisions
<i>South</i>	N/A (County)	Undeveloped
<i>East</i>	SF-2; RR	Single family residences within the Moore’s Crossing/Stoney Ridge Phase A, Section 5-A subdivision
<i>West</i>	IP	Undeveloped

**MUNICIPAL UTILITY DISTRICT:** Moore’s Crossing **TIA:** Is required – Please refer (also known as Stoney Ridge) to Attachment A

**WATERSHED:** Dry Creek East

**DESIRED DEVELOPMENT ZONE:** Yes

**CAPITOL VIEW CORRIDOR:** No

**SCENIC ROADWAY:** Yes – SH 130

**NEIGHBORHOOD ORGANIZATIONS:**

- 627 – Onion Creek Homeowners Association
- 774 – Del Valle Independent School District
- 1005 – Elroy Preservation Association
- 1037 – Homeless Neighborhood Association
- 1075 – League of Bicycling Voters
- 1113 – Austin Parks Foundation
- 1200 – Super Duper Neighborhood Objectors and Appealers Organization
- 1224 – Austin Monorail Project
- 1228 – Sierra Club, Austin Regional Group

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The subject property is within the Del Valle Independent School District boundaries. Popham Elementary School is located to the east, on Elroy Road. Del Valle Middle School and Del Valle High School are located to the north, on Ross Road in proximity to State Highway 71 East.

**CASE HISTORIES:**

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2010-0001 – General Store – 6706 Moore's Crossing Boulevard	SF-2 to IP	Scheduled for November 9, 2010	Scheduled for November 18, 2010

**RELATED CASES:**

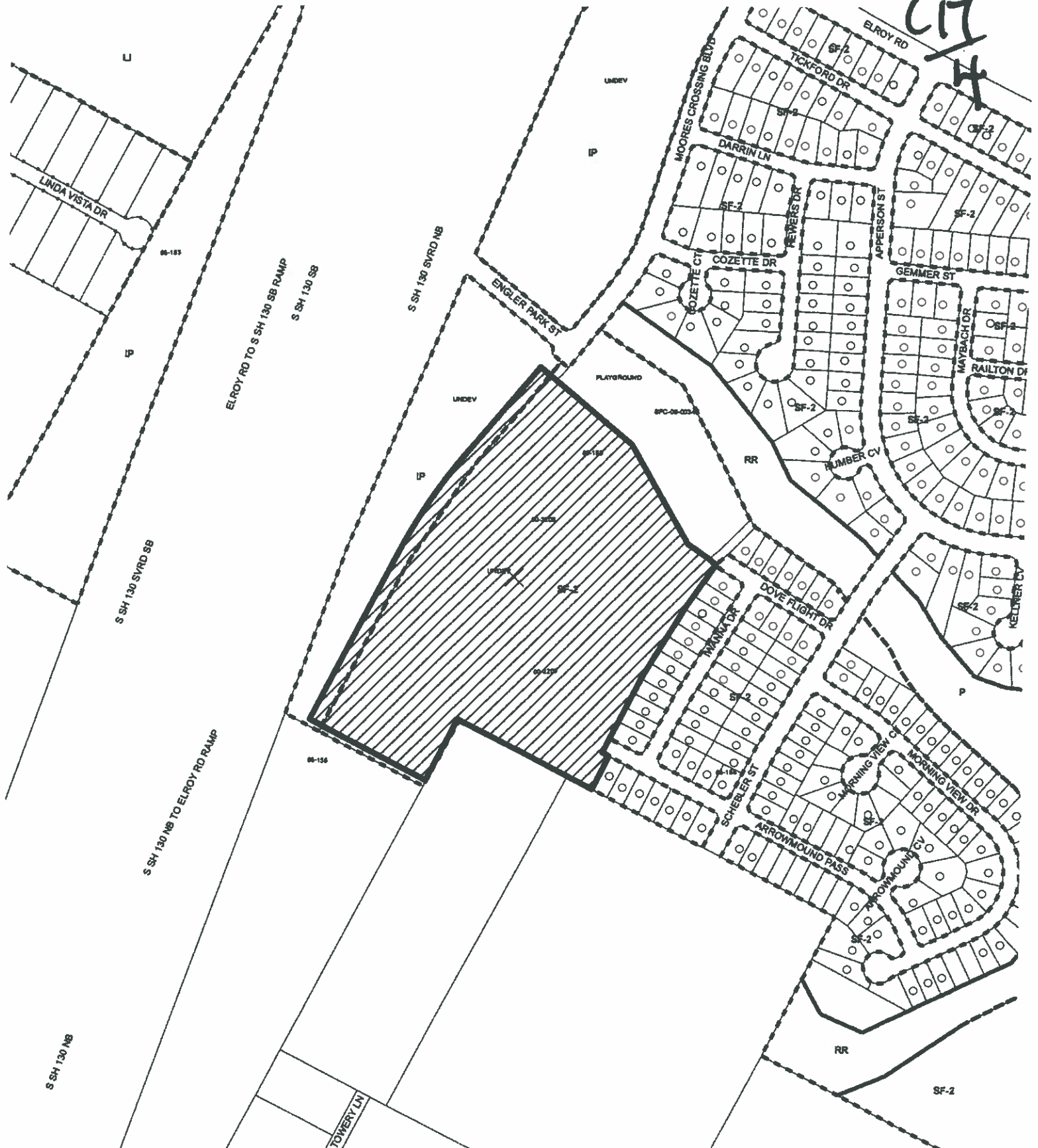
The property was originally annexed into the City limits on July 17, 1986 and was released to the City's Limited Purpose Jurisdiction on January 1, 1996. There are no subdivision or site plan cases on the subject property. A previous request for family residence (SF-3) district zoning was made in 2000, and was denied (C14-00-2209 – Stoney Ridge Section 4) on September 27, 2001.

**ABUTTING STREETS:**

Name	ROW	Pavement	Classification	Sidewalks	Bike Plan	Bus Routes
SH 130	Varies	Varies	Highway	No	Wide Shoulder Exists/Recommended	None
Moore's Crossing Boulevard	70 feet	46 feet	Collector	No	None exist/ recommended	
Elroy Road	Varies	4-6 lanes with divided median	Arterial	No	Wide Curb Exists/ Bike Lane Recommended	





**CITY COUNCIL DATE:** November 18, 2010**ACTION:****ORDINANCE READINGS:** 1<sup>st</sup>2<sup>nd</sup>3<sup>rd</sup>**ORDINANCE NUMBER:****CASE MANAGER:** Wendy Rhoades  
e-mail: wendy.rhoades@ci.austin.tx.us**PHONE:** 974-7719

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**ZONING**

*EXHIBIT A*

-  N
-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

ZONING CASE#: C14-2010-0047  
 LOCATION: 7008 MOORES CROSSING BLVD  
 SUBJECT AREA: 21.072 ACRES  
 GRID: N12-13  
 MANAGER: WENDY RHOADES



" = 400'

This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by



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S SH 130 SVRD SB

SH 130 - NICHOLAND

S SH 1

ENGLER PARK S

40-0034C

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SP-2

SP-2

WINDY TA

SP-2







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**Date:** November 4, 2010  
**To:** Wendy Rhoades, Case Manager  
**CC:** Robert J. Halls, AICP, Robert J. Halls and Associates  
**Reference:** MC Joint Venture: Moore's Crossing, C14-2010-0001 and C14-2010-0047

The MC Joint Venture at Moore's Crossing site consists of two tracts located at the southeast corner of SH 130 and Elroy Road in east Travis County. The request for the northern 11.03 acres is general retail with conditions (GR-CO) to accommodate approximately 82,000 square feet of retail use. The request for the southern 21.07 acres is industrial park (IP) to accommodate approximately 250,000 square feet of office and warehouse uses. The tracts are currently vacant; however, the proposed build out year for both tracts is 2016.

Transportation Review staff has reviewed the traffic impact analysis that was prepared for the MC Joint Venture sites on October 20, 2010, and offers the following comments:

**TRIP GENERATION**

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the proposed development will generate approximately 332,000 unadjusted average daily trips (ADT). Of these, 849 trips will occur during the morning peak-hour and 1,419 will occur in the evening peak-hour.

The table below shows the trip generation by land use for the proposed development:

AREA	LAND USE	Size SF	ADT	AM Peak			PM Peak		
				Enter	Exit	Pass-By	Enter	Exit	Pass-By
N	Conv. Store w/ Gas	5,000	4,228	110	110	63%	149	149	63%
N	Fast Food w/Drive	5,000	2,481	135	130	50%	90	83	50%
N	Bank w/ Drive	6,000	1,479	41	33	47%	137	137	47%
N	High-Turnover Rest.	6,000	763	36	33	43%	40	26	43%
N	Retail	60,000	4,872	38	24	16%	214	232	26%
S	Industrial Park	250,000	5,780	134	25	0%	35	125	0%
	<b>TOTAL</b>	<b>332,000</b>	<b>19,603</b>	<b>494</b>	<b>355</b>		<b>666</b>	<b>753</b>	

ATTACHMENT A

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**ASSUMPTIONS**

1. Traffic growth rates based on CAMPO 2010 and 2015 traffic projections are as follows;

Roadway Segment	Per annum growth rate PM Peak
Burleson Rd. West	10.1
FM 973 North	2.1
FM 973 South	9.3
SH 130 North	13.1
SH 130 South	9.5
Elroy Road between FM 973 and SH 130 East	9.2
Elroy Road between SH 130 and Ross Road	11.4
Proud Panda Drive South	0.5
Ross Road North	21.0
Ross Road South	21.0
Elroy Road East	10.9

2. In addition to these growth rates, background traffic volumes for 2016 included estimated traffic volumes for the following projects:
  - Wandering Creek\* C8J-2007-0140
  - Wandering Creek Phase 2\* C8J-2008-0208
  - Linda Vista C14-2010-0063-0066
  - 973/Elroy C-Store C14-2010-0062

*Please note: These sites are now slated for the proposed Formula 1 site. Trip generation numbers for a typical work day will be lower with the Formula One track than with the previous Wandering Creek subdivisions. However, all approvals are not yet completed for the Formula One track, and the site could revert back to the Wandering Creek subdivisions.*

3. A two percent reduction was taken for internal trips; pass-by reductions were also taken for the retail uses. For actual pass-by percentages, please see Table 1 above.

Roadway	Segment	Classification	Future Improvements	Bike Plan?
Elroy Rd/Burleson Rd	West of FM 973	MAU/MAD 4	Existing	Yes

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**Table 3. EXISTING AND PLANNED ROADWAYS**

Roadway	Segment	Classification	Future Improvements	Bike Plan?
FM 973	SH 71 to FM 812	MAU 2	MAD 4	Yes
SH 130	SH 71 to FM 812	FWY 6	Existing	Yes
Moore's Crossing Blvd	Elroy Rd to South of Engler Park St	N/A	Upgrade to County collector standards and Extend South toward SH 130 NBFR	No
Proud Panda Dr	Elroy Rd to South of Apperson	Collector	Existing	No
Ross Rd	Heine Farm Rd to Elroy Rd	MAU 4	Existing	No

**TRAFFIC ANALYSIS**

The impact of site development traffic on the existing area roadways was analyzed. Two time periods and travel conditions were evaluated:

- 2010 Existing Conditions
- 2016 Build-Out Conditions

The TIA assumes the following roadway improvements will be made prior to site build-out:

1. Upgrade of existing Moore's Crossing Road to county standards; extension of road south through industrial parcels.

**Intersection Level of Service (LOS)**

The TIA analyzed two signalized intersections, six un-signalized intersections, and each of the site driveways. Table 4 shows the existing (2010) and projected (2016) levels of service results. The 2016 analysis assumes that all improvements to Moore's Crossing and the SH 130/Elroy Road intersection are completed.

**Table 4. Intersection Level of Service**

Intersection	2010				2016			
	AM Delay	AM LOS	PM Delay	PM LOS	AM Delay	AM LOS	PM Delay	PM LOS
Burleson Rd./FM 973/Elroy Rd. <sup>1</sup>	10	B	10.4	B	19.8	B	24.8	C
SH 130 WSR/Elroy Rd.:					5.4	A	19.2	B
• WB L	7.4	A	8	A				
• SB LT-T-R	10	B	9.7	A				
SH 130 ESR/Elroy Rd.:					9.1	A	13.6	B
• EB L	8.3	A	7.5	A				
• NB LT-T-R	9.5	A	10.8	B				
Moore's Crossing Blvd./Elroy Rd.:					10.9	B	8	A
• EB L	8.6	A	7.6	A	10.9	B	8	A
• WB L	7.5	A	8.3	A	8.5	A	10.6	B
• NB L-TR	10.3	B	12	B	18.3	C	33.7	D



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**Table 4. Intersection Level of Service**

Intersection	2010				2016			
	AM Delay	AM LOS	PM Delay	PM LOS	AM Delay	AM LOS	PM Delay	PM LOS
• SB L-TR	-	-	-	-	14.3	B	10.2	B
<b>Proud Panda Dr./Elroy Rd.:</b>								
• WB L	7.8	A	7.9	A	8.1	A	9.3	A
• NB LR	11.8	B	9.9	A	13.3	B	13.1	B
Ross Rd./Elroy Rd. <sup>2</sup>	8.6	A	16.4	C	12.7	B	16.2	C
<b>Darrin Dr./Moore's Crossing Blvd.:</b>								
• SB LT	7.3	A	7.3	A				
• WB LR	8.5	A	8.4	A				
<b>Cozette Dr./Moore's Crossing</b>								
• SB LT	7.2	A	7.2	A				
• WB LR	8.4	A	8.4	A				
<b>Driveway R 1/SH 130 ESR:</b>								
• WB R					9.8	A	11.8	B
<b>Driveway R 2/Elroy Rd.:</b>								
• NB R					10.3	B	13.6	B
<b>Driveway R 3/Moore's Crossing</b>								
• NB LT					7.8	A	7.8	A
• EB LR					10.8	B	12.3	B
<b>Driveway R 4/Moore's Crossing Blvd./Darrin Dr.:</b>								
• NB LTR					7.7	A	7.6	A
• SB LTR					7.3	A	7.6	A
• EB LTR					9	A	9.2	A
• WB LTR					10.7	B	11.7	B
<b>Driveway R 5/Moore's Crossing Blvd./Cozette Dr.:</b>								
• NB LTR					7.6	A	7.5	A
• SB LTR					7.3	A	7.5	A
• EB LTR					8.8	A	9	A
• WB LTR					10	B	10.4	B
<b>Driveway L 1/Moore's Crossing Dr./Driveway L 11:</b>								
• NB LTR					7.5	A	7.3	A
• SB LTR					7.3	A	7.4	A
• EB LTR					8.4	A	8.8	A
• WB LTR					9.6	A	9.6	A
<b>Driveway L 2/Moore's Crossing</b>								
• NB LT					7.4	A	7.3	A
• EB LR					8.9	A	8.9	A
<b>Driveway L 3/Moore's Crossing Dr./Driveway L 7:</b>								
• NB LTR					7.3	A	7.2	A
• SB LTR					7.2	A	7.3	A
• EB LTR					8.4	A	8.5	A
• WB LTR					9	A	8.9	A
<b>Driveway L 4/Moore's Crossing Dr./Driveway L 6:</b>								
• NB LTR					7.3	A	7.2	A

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**Table 4. Intersection Level of Service**

Intersection	2010				2016			
	AM Delay	AM LOS	PM Delay	PM LOS	AM Delay	AM LOS	PM Delay	PM LOS
• SB LTR					7.2	A	7.2	A
• EB LTR					8.3	A	8.4	A
• WB LTR					8.8	A	8.7	A
Driveway L 5/Moore's Crossing								
• NB LT					7.2	A	7.2	A
• EB LR					8.6	A	8.6	A
Driveway L 8/Moore's Crossing								
• NB LT					7.3	A	7.2	A
• EB LR					8.6	A	8.6	A

1. Signalized Intersections. The SH 130 interchange is not signalized in the 2010 scenario; however, it is proposed to be signalized in the 2016 scenario.
2. All-way stop control intersection.

**RECOMMENDATIONS**

- 1) Prior to approval of the final plat and/or site development permit for the northern 11.03 acres (as identified in the TIA), dedicate right of way to the county or City of Austin for the upgrade of Moore's Crossing between Elroy Road and Engler Park Street. The right of way should be sufficient to meet collector street standards.
- 2) Prior to approval of the final plat and/or site development permit for the northern 11.03 acres, fiscal is required to be posted for the following:
  - a) Signalization of the intersection of Elroy Road and SH 130 WSR. The applicant is responsible for coordinating with TxDOT for final approval.
  - b) Signalization of the intersection of Elroy Road and SH 130 ESR. The applicant is responsible for coordinating with TxDOT for final approval.
  - c) Reconstruction of Moore's Crossing Blvd. between Elroy Road and Engler Park Street to City of Austin and/or county roadway standards. Prior to approval of the final plat and/or release of the site development permit for the northern 11.03 acres, the applicant should post fiscal for the estimated cost to reconstruct the roadway. The improvement of this segment of Moore's Crossing will be funded 100 percent by the applicant. The applicant should submit a schematic drawing with dimensions and a construction cost estimate signed and sealed by an engineer to verify the amount required for posting. This roadway must be accepted by the governing entity prior to release of a site plan permit for any of the tracts that comprise the northern 11.03 acres. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site.
- 3) Prior to approval of the final plat for the southern 21.07 acres (as identified in the TIA), dedicate right of way to the county or City of Austin for the upgrade of Moore's Crossing between Engler Park Street and the southern boundary of the subdivision. The right of way should be sufficient to meet collector street standards.
- 4) Prior to approval of the final plat for the southern 21.07 acres, fiscal is required to be posted for the following improvements:
  - a) Construction of the segment of Moore's Crossing from Engler Park Street to the southern boundary of the subdivision. Prior to approval of the final plat for the southern 21.07 acres, the applicant should post fiscal for the estimated cost to

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construct this segment of Moore's Crossing Blvd. to county and/or City of Austin standards. The improvement of this segment of Moore's Crossing will be funded 100 percent by the applicant. The applicant should submit a schematic drawing with dimensions and a construction cost estimate signed and sealed by an engineer to verify the amount required for posting. This roadway must be accepted by the governing entity prior to the release of a site development permit for any of the tracts that comprise the southern 21.07 acres. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site.

- 5) In the event that direct access from the site is prohibited to SH 130 or Elroy Road, Engler Park Street should be constructed to collector street standards. Prior to the approval of the final plat for the southern 21.07 acres, fiscal is required to be posted for the construction of Engler Park Street between SH 130 and Moore's Crossing Blvd to county and/or City of Austin standards. The improvement of this segment of Engler Park Street will be funded 100 percent by the applicant. The applicant should submit a schematic drawing with dimensions and a construction cost estimate signed and sealed by an engineer to verify the amount required for posting. This roadway must be accepted by the governing entity prior to the release of a site development permit for any of the tracts that comprise the southern 21.07 acres. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site.
- 6) Install stop signs and appropriate pavement markings for site driveways.
- 7) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-2628.



Ms. Shandrian Jarvis  
Senior Planner  
Planning and Development Review Department

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The Staff recommendation is to grant industrial park – conditional overlay (IP-CO) combining district zoning. The Conditional Overlay establishes a 200-foot wide setback along the east property line.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated November 4, 2010, as provided in Attachment A.

**BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)**

*1. The proposed zoning should be consistent with the purpose statement of the district sought.*

The industrial park (IP) district is intended as an area for limited commercial services, research and development, administrative facilities, and manufacturing uses that can meet high development and performance standards, and typically are located on large site or in planned industrial centers.

*2. Zoning changes should promote an orderly and compatible relationship among land uses.*

Staff recommends IP-CO zoning based on the following: 1) the property has access to a highway, with additional access to a collector street; 2) compatibility standards are enhanced with the 200-foot wide building setback along the east property line; and 3) the Traffic Impact Analysis establishes right-of-way and fiscal requirements for the dedication of Moore's Crossing Boulevard south of Engler Park Street, and provisions for improving Engler Park Street.

**EXISTING CONDITIONS****Site Characteristics**

The subject property is undeveloped and fairly flat. There is a 50-foot wide natural gas (Valero) pipeline easement along the south property line. There appear to be no significant topographical constraints on the site.

**Impervious Cover**

The maximum impervious cover allowed by the *IP zoning district* is 80%, a consistent figure between the zoning and watershed regulations.

**Environmental**

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Desired Development Zone. The site is in the Dry Creek East Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land



Development Code. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Net Site Area</i>	<i>% with Transfers</i>
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

According to flood plain maps there is a floodplain adjacent to the project boundary. Based upon the close proximity of flood plain, offsite drainage should be calculated to determine whether transition zone exists within the project location. If transition zone is found to exist within the project area, allowable impervious cover within said zone should be limited to 30%.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

Trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 974-1876. At this time, site specific information is unavailable regarding other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

Under current watershed regulations, development or redevelopment on this site will be subject to the following water quality control requirements:

- Structural controls: Sedimentation and filtration basins with increased capture volume and 2 year detention.

At this time, no information has been provided as to whether this property has any pre-existing approvals that preempt current water quality or Code requirements.

**Transportation**

A traffic impact analysis is required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA [LDC, Sec. 25-6-142]. Comments are provided in Attachment A.

**Water and Wastewater**

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater

utility improvements, offsite main extensions, utility relocations and or abandonments required by the proposed land use. Water and wastewater utility plans must be reviewed and approved by the Austin Water Utility for compliance with City criteria. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

### **Site Plan and Compatibility Standards**

If this site is zoned IP, it is subject to setback regulations per Section 25-2-601: The minimum interior yard setback and rear yard setback is 50 feet, if adjacent to property zoned as or used for a use permitted in an LA, RR, SF-1, SF-2, SF-3, SF-4, SF-5, or SF-6 district. Section 25-2-601's requirement is the more strict amongst the design regulations, however, at a minimum, this site is subject to compatibility standards. Along the eastern property line, the following standards apply:

- No structure may be built within 25 feet of the property line.
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- No parking or driveways are allowed within 25 feet of the property line.
- A landscape area is required along the property line. In addition, a fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.
- Additional design regulations will be enforced at the time a site plan is submitted.

Any new development may be subject to Subchapter E. Design Standards and Mixed Use, depending on a proposed use. Additional comments will be made when the site plan is submitted.

This site is within the Airport Overlay Zone AO-2 which consists of the portions of the controlled compatible land use area that have a yearly day-night average sound level of at least 65 DNL decibels and not more than 70 DNL decibels. When a site plan application is turned in, the limits of AO-1, AO-2, AO-3 zones must be shown on the plan. Development on this property is limited by Chapter 25-13 of the Austin City Code. Airport hazards as defined in Federal Aviation Regulations Part 77, as adopted by the City in Section 25-13-23, are prohibited. Noise level reduction measures may be required for certain new structures. For more information, contact Joe Medici, Airport Planner, 530-6563.

A portion of this site falls within the Scenic Roadways overlay, and is subject to Section 25-10-124. Please review these sign requirements for your information.