



# CITY OF SAN ANTONIO

INCORPORATED 1822  
SAN ANTONIO, TEXAS

May 12, 1986

Mr. Lloyd Booth  
9130 Wurzbach Road  
San Antonio, Texas 78240

Dear Mr. Booth:

As per your engineer's inquiry, regarding a street extension (April Bend Street) which stubs into your property. Please note that the City of San Antonio will not obligate you to extend said street unless you choose to extend it to Guilbeau Road.

The street stub is platted with New Territories Subdivision Unit-22 and is annotated with the following:

The street stub proposed at the north end of April Bend does not obligate the City of San Antonio to ensure extension of April Bend at a later date. (See attached)

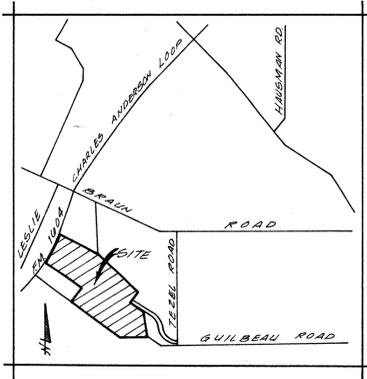
Sincerely,

*MCO'Neal*  
Michael C. O'Neal

Planning Administrator  
Current Planning Division  
Department of Planning

MCO/RR/hdlv

cc: Eduardo Descamps  
9310 Broadway  
San Antonio, TX 78217

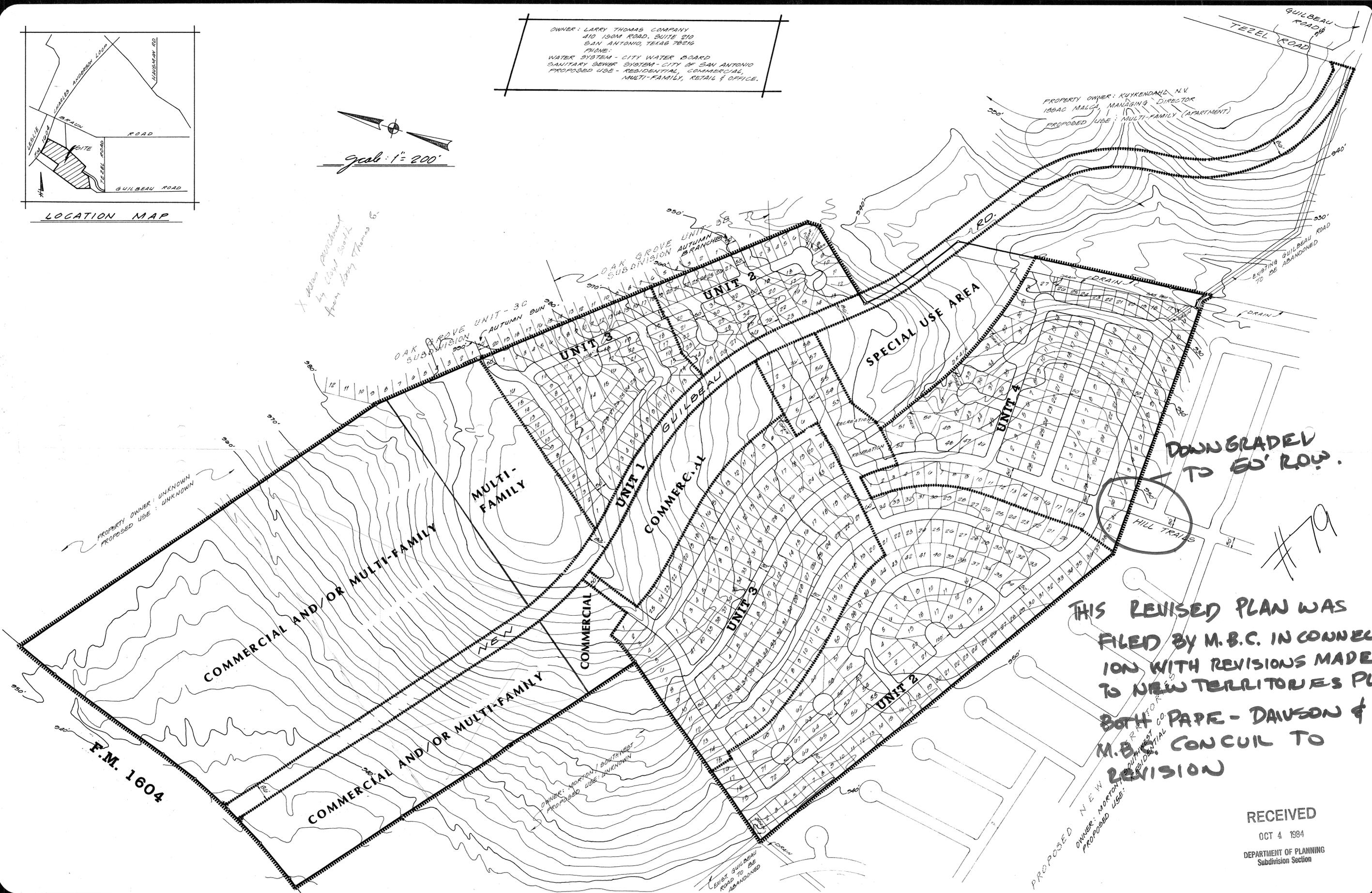


LOCATION MAP

OWNER: LARRY THOMAS COMPANY  
410 130M ROAD, SUITE 210  
SAN ANTONIO, TEXAS 78216  
PHONE:  
WATER SYSTEM - CITY WATER BOARD  
SANITARY SEWER SYSTEM - CITY OF SAN ANTONIO  
PROPOSED USE - RESIDENTIAL, COMMERCIAL,  
MULTI-FAMILY, RETAIL & OFFICE.



*X was purchased  
by David South  
from Larry Thomas Co.*



PROPERTY OWNER: KUYKENDALL, N.V.  
150AC MALCA, MANAGING DIRECTOR  
PROPOSED USE: MULTI-FAMILY (APARTMENT)

PROPERTY OWNER: UNKNOWN  
PROPOSED USE: UNKNOWN

OWNER: MORTON SOUTHWEST  
PROPOSED USE: UNKNOWN

PROPOSED NEW GUILBEAU ROAD TO BE ABANDONED  
OWNER: MORTON SOUTHWEST CO  
PROPOSED USE: RESIDENTIAL

THIS REVISED PLAN WAS  
FILED BY M.B.C. IN CONNECTION WITH REVISIONS MADE  
TO NEW TERRITORIES PLAN  
BOTH PAPE-DAWSON &  
M.B.C. CONCUR TO  
REVISION

DOWNGRADED  
TO 60' ROW.

REVISIONS:  
MAY 1984  
OCT. 2 1984

PAPE-DAWSON ENGINEERS  
CIVIL & ENVIRONMENTAL  
SAN ANTONIO, TEXAS 78217  
9310 BROADWAY  
512-924-9494

GUILBEAU PARK SUBDIVISION  
MASTER DEVELOPMENT PLAN

RECEIVED  
OCT 4 1984  
DEPARTMENT OF PLANNING  
Subdivision Section

JOB NO. 1573.40  
DATE 9/83  
DRAWN ESPRITU JR  
SHEET 1 OF 1

INFORMATION SHEET FOR  
PRELIMINARY OVERALL AREA DEVELOPMENT PLAN  
(P.O.A.D.P.)

83-10-61-24

FILE NO. 83-10-61-24  
(To be assigned by the Planning Dept.)

GUILBEAU PARK  
P.O.A.D.P. NAME

LARRY THOMAS CO. 410 ISOM RD. SUITE 210 \_\_\_\_\_  
NAME OF DEVELOPER/SUBDIVIDER ADDRESS PHONE NO.

PAPE - DAWSON ENG. 9310 BROADWAY S.A. TEX. 824-9494  
NAME OF CONSULTANT ADDRESS PHONE NO. 78217

GENERAL LOCATION OF SITE N.W. OF ITS INTERSECTION WITH TEZEL RD.  
& GUILBEAU RD. & S.E. OF F.M. 1604

EXISTING ZONING (IF APPLICABLE) O.C.C.

<p><u>PROPOSED WATER SERVICE</u></p> <p><input checked="" type="checkbox"/> City Water Board <input type="checkbox"/> Other District _____ Name</p> <p><input type="checkbox"/> Water Wells</p>	<p><u>PROPOSED LAND USE</u></p> <p><input checked="" type="checkbox"/> Single Family <input type="checkbox"/> Duplex <input checked="" type="checkbox"/> Multi-Family <input checked="" type="checkbox"/> Business, <u>Retail &amp; Office</u> <input type="checkbox"/> Industrial</p>	<p><u>PROPOSED SEWER SERVICE</u></p> <p><input checked="" type="checkbox"/> City of San Antonio <input type="checkbox"/> Other System _____ Name</p> <p><input type="checkbox"/> Septic Tank(s)</p>
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DATE FILED Sept 28, 1983 REVISIONS FILED \_\_\_\_\_  
(if applicable)  
DUE DATE OF RESPONSE \_\_\_\_\_ DATE OF RESPONSE \_\_\_\_\_  
(within 30 working days of receipt) (within 15 working days of receipt)

(Date of expiration of plan, if no plans are received within 18 months of the plan filing)

NEEDED INFORMATION:

INFORMATION REQUESTED. The POADP as an overview of the developer's projected land use, shall include, at least the following information:

- (a) perimeter property lines;
- (b) name of the plan and the subdivisions;
- (c) scale;
- (d) proposed land use(s) by location and type;
- (e) existing and proposed circulation system of collector and arterial streets and their relationship to any adjacent major thoroughfares and any proposed alternative pedestrian circulation systems: (side-walks, lanes, paths, etc.)
- (f) the proposed source and type of sewage disposal and water supply;
- (g) contour lines at no greater than ten (10) foot intervals;
- (h) projected sequence of phasing; see letter dated 10-3-83
- (i) existing and/or proposed zoning classification(s); O.C.C.
- (j) known ownership and proposed development of adjacent undeveloped land; and
- (k) existing adjacent streets or development which impact upon access decisions within the proposed POADP.

*9-29-83 called Jason Pichero for additional info (he will return call) time tables requests construction*  
*9-29-83 copies of plan was sent to ul & Olson*  
*Staff reviewed P.O.A.D.P. 10-4-83*



# CITY OF SAN ANTONIO

P. O. BOX 9056

SAN ANTONIO, TEXAS 78285

October 6, 1983

Pape-Dawson Engineers  
Mr. Edward Descamps  
9310 Broadway  
San Antonio, Texas 78217

Re: Guilbeau Park

Dear Mr. Descamps:

Please be advised that the Preliminary Overall Area Development Plan (POADP) review for Guilbeau Park (File #83-10-61-24) has been completed. The proposed scheme was jointly reviewed by Traffic Engineering and Planning staff. Analysis of the POADP concludes that the planned proposal is in general compliance with the requirements set forth in Chapter 36 of the City Code.

Staff concensus is that the planned Guilbeau Parkway (86' R.O.W.) alignment is in accordance with the current Major Thoroughfare Plan. Additionally, it is noted that the extension of Hill Trails in your subdivision is not consistent with the 60' R.O.W. being provided in that New Territories area. Because of this, it is recommended contact be made with the adjacent property owners in an effort to work out the inconsistency.

Please note that these are staff comments and not Planning Commission comments. This action does not establish any commitment for the provision of utilities or services of any type now or in the future by the City of San Antonio. Additionally, this action does not confer any vested rights to plat under the existing Subdivision Regulations. Any platting will have to comply with the Subdivision Regulations in force at the time of platting.

If you have any questions or if we may be of further assistance, please do not hesitate to contact our office.

Sincerely,

Roland A. Lozano  
Director of Planning

RAL/EG/sm

cc: Dean Chadwick, Traffic Engineering

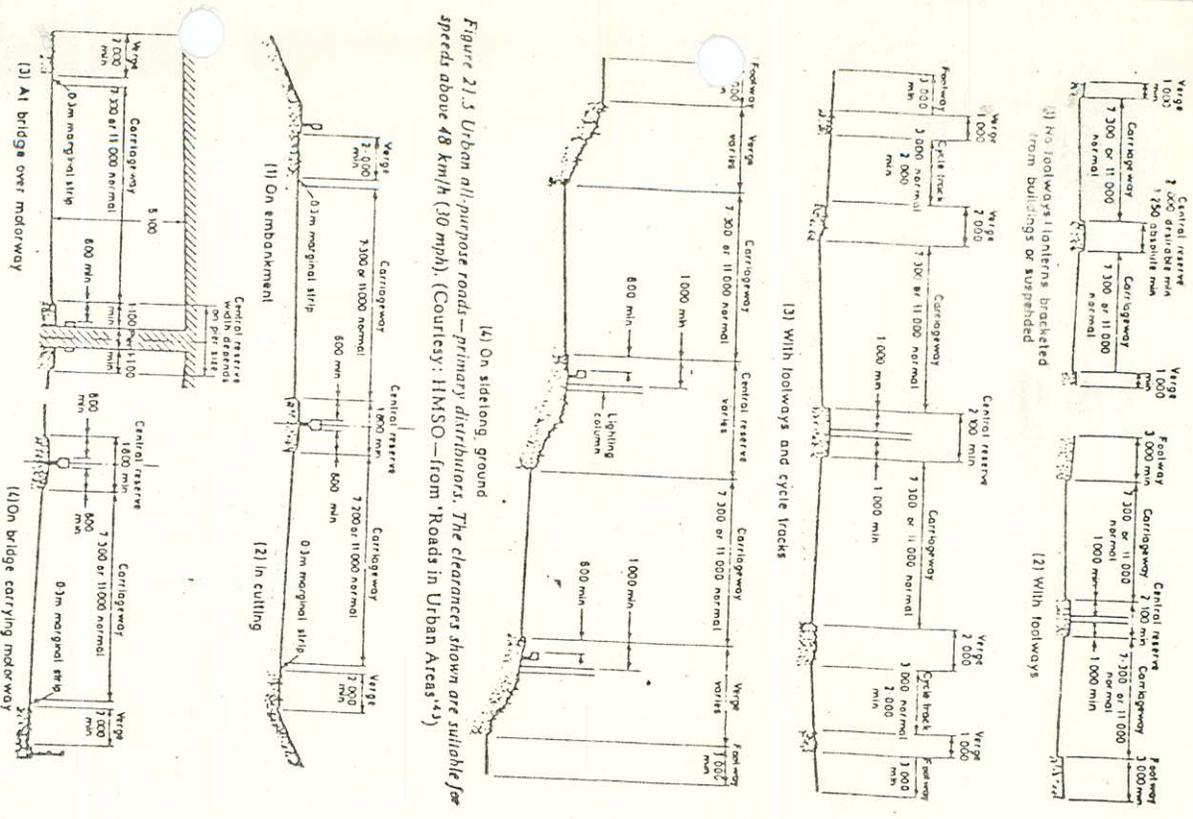


Figure 21.3 Urban all-purpose roads—primary distributors. The clearances shown are suitable for speeds above 48 km/h (30 mph). (Courtesy: HMSO—'Roads in Urban Areas' 43)

Figure 21.6 Urban motorways. Notes: (1) The central reserve should be bordered by raised kerbs where it is 2.0 m wide or less, or where the face of any safety fence is less than 1.25 m from the adjoining carriageway. Where greater widths are available, flush marginal strips 0.3 m wide may be used instead of kerbs. (2) On lengths of motorway without paved verges the near-side face of any safety fence should be bordered by raised kerbs and should be at least 0.6 m clear of the edge of each carriageway. (3) The clearance between the carriageways and any fixed obstructions on the inside of the columns, etc. (4) The clearance between the carriageways and any fixed obstructions on the inside of the bents at the sides of the road or on the central reserve should be increased where necessary to ensure the requisite stability standards. (Courtesy: HMSO—'Roads in Urban Areas' 43)

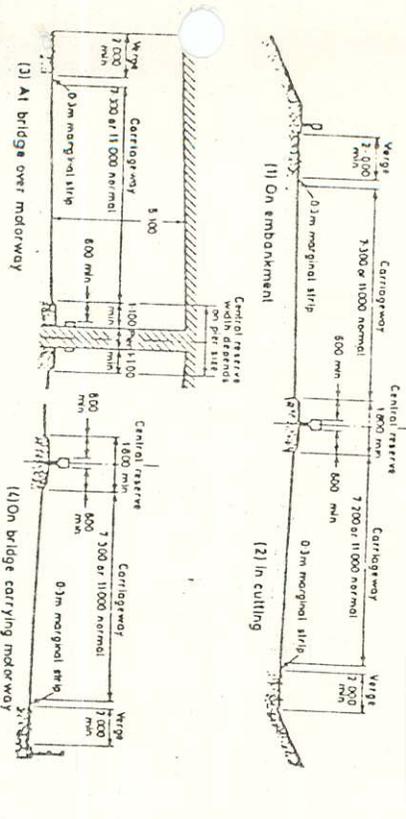


Table 21.7

(a) PRACTICAL CAPACITIES OF TWO-WAY URBAN ROADS

Effective width of carriageway in metres (excluding refuges or central reserve)	2-lane		3-lane		4-lane		6-lane		Remarks			
	6	6.75	7.3	9	10	12	13.5	14.6		18	20	22
Description	Capacity (pcu/h) for BOTH directions of flow						Capacity (pcu/h) for ONE direction of flow					
Urban motorway with grade separation and no frontage access							3 000		4 500		Applicable to the highest category of distributor	
All-purpose road with no frontage access, no standing vehicles permitted and negligible cross-traffic	1 200	1 350	1 500	2 000	2 200	2 000	2 200	2 400	3 000	3 300	3 600	Appropriate for all-purpose distributors
All-purpose street with high-capacity junctions and 'No Waiting' restrictions	800	1 000	1 200	1 600	1 800	1 200	1 350	1 500	2 000	2 250	2 500	Applicable to those distributors and access roads where access to development is frequent but capacity is not unduly restricted by junctions
									2 200	2 450	2 700	
All-purpose street with capacity restricted by waiting vehicles and junctions	300 to 500	450 to 600	600 to 750	900 to 1 100	1 100 to 1 300	800 to 900	900 to 1 000	1 000 to 1 200	1 300 to 1 700	1 500 to 2 000	1 600 to 2 200	Typical of existing roads where waiting vehicles and junctions with heavy cross traffic severely limit capacity