

NOTES:

1. THERE SHALL BE AT LEAST TEN (10) FEET OF SPACING BETWEEN ABUTTING LOT STRUCTURES.
2. SIGHT LINES SHALL BE OBSERVED, ALONG PAVING LINES, AS SHOWN. WITHIN SIGHT LINE TRIANGLES SHOWN, NO STRUCTURE, FENCE OR LANDSCAPING SHALL BE PLACED AS TO OBSTRUCT THE LINE OF SIGHT WITHIN THE TRIANGLE BETWEEN THREE (3) FEET AND NINE (9) FEET ABOVE THE ROADWAY SURFACE.
3. PEDESTRIAN ACCESS (3' SIDEWALKS) TO BE PROVIDED WITH THE DEVELOPMENT OF EACH RESIDENTIAL LOT.
4. THE FRONT BUILDING SET-BACK OF EACH FRONT LOADING GARAGE UNIT SHALL BE MINIMUM 25 FEET FROM THE PROPERTY LINE.
5. ALL STREETS WITHIN DEVELOPMENT ARE PRIVATE STREETS. THE PRIVATE STREETS ARE ALSO DRAINAGE, WATER, SANITARY SEWER, ELECTRICAL, GAS, TELEPHONE, AND CABLE TELEVISION EASEMENTS.

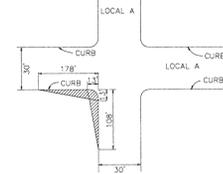
- 54 RESIDENTIAL UNITS
- TOTAL ACREAGE 20.270 ACRES, NOT INCLUDING 15.179 ACRES OF ABUTTING DRAINAGE EASEMENT
- MIN. TWO (2) OFF-STREET PARKING SPACES TO BE PROVIDED FOR EACH RESIDENTIAL UNIT

DENSITY AND OPEN SPACE RATIOS

BASE ZONING DISTRICT	= (P - 1) R - 1	MAXIMUM DENSITY ALLOWED	= 8 UNITS PER ACRE
PROPOSED DENSITY	= 3.8 UNITS PER ACRE	MINIMUM REQUIRED PERCENTAGE OF OPEN SPACE	= 35%
PROPOSED PERCENTAGE OF OPEN SPACE	= 57.62%	TOTAL SPACE	= 20.270 ACRES
3.235 ACRES	EXCLUDE STREET PAVEMENT DRIVEWAYS (TYPICAL 16 X 20)	0.397 ACRES	
OCCUPIED SPACE	N/A	OUTDOOR STORAGE AREAS	
8.591 ACRES	N/A	MECHANICAL EQUIPMENT	
N/A		PARKING	
4.959 ACRES		HOUSE SLABS (INCLUDES GARAGE)(TYPICAL 4000 SF)	
NET OPEN SPACE	= 11.679 ACRES		
OPEN SPACE RATIO	= 20.270 ACRES		
			= 0.5762

ALL CORNER LOTS WILL COMPLY WITH THE CLEAR VISION AREA REQUIREMENTS OF SECTION 35-3339 OF THE UNIFIED DEVELOPMENT CODE.

CURB LENGTHS: EXHIBIT G, LEFT-EQUATION A RIGHT-EQUATION D  
 $L=13 \left( \frac{SD}{13} + \frac{W}{2} + K_A \right) - 4 = 108 \text{ FT.}$   
 $R=0.65 \left( \frac{SD}{13} + \frac{W}{2} + K_A \right) = 178 \text{ FT.}$   
 $150=300 \text{ FT. } W=30 \text{ FT. } K_A=7 \text{ } K_B=2$



CLEAR VISION AREA

ENVIRONMENTAL NOTES

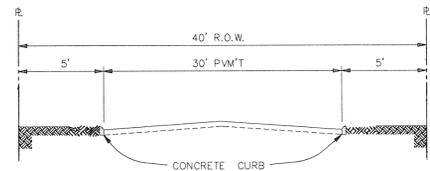
1. THAT THE CITY SHALL INSPECT ALL FUTURE CONSTRUCTION OF PRIVATE SERVICE LATERALS FOR PROPER CONSTRUCTION ACCORDING TO STATE AND CITY REGULATIONS AND CODES.
2. LANDSCAPED AREAS SHALL BE SENSITIVE TO MINIMIZING WATER NEEDS THROUGH USE OF NATIVE PLANTS AND MINIMIZING FERTILIZER, HERBICIDE, AND PESTICIDE USE.
3. THERE WILL BE NO STORAGE OF HAZARDOUS CHEMICALS ON SITE.
4. THAT THE TWO WATER WELLS WHICH WERE FOUND TO EXIST ON THE SUBJECT SITE BE PROPERLY ABANDONED ACCORDING TO STATE REGULATIONS.
5. IF ANY ADDITIONAL SOLUTION OPENINGS, CAVES, SINKHOLES, OR WATER WELLS ARE FOUND DURING EXCAVATION, CONSTRUCTION, OR BLASTING, ALL WORK NEAR THE FEATURE WILL BE SUSPENDED AND THE DEPARTMENT OF WATER RESOURCES OF THE SAN ANTONIO WATER SYSTEM WILL BE NOTIFIED AT (210) 225-7461 EXT. 1303.
6. THAT THE AQUIFER STUDIES DIVISION STAFF SHALL HAVE THE AUTHORITY TO INSPECT ANY OF THE CONSTRUCTION OF THE DEVELOPMENT ON THE 35.43 ACRES TO ENSURE THAT THE APPROVED RECOMMENDATIONS ARE BEING STRICTLY ADHERED TO UPON COMPLETION OF THE PROJECT.
7. A 5 TO 10 FOOT VEGETATED STRIP WILL BE PLACED BETWEEN THE ROADWAY AND THE CREEK CHANNEL FOR FILTERING.

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 AND DEVELOPMENT  
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PLAN HAS BEEN ACCEPTED  
 BY THE CITY OF SAN  
 ANTONIO DEVELOPMENT  
 REVIEW COMMITTEE  
 Date: **March 11, 1993**  
 File # **348**  
 Signed: *[Signature]*

PRELIMINARY OVERALL AREA DEVELOPMENT PLAN

PARKTRAIL SUBDIVISION  
 A PLANNED UNIT DEVELOPMENT



TYPICAL STREET SECTION

SIDEWALK NOTE:

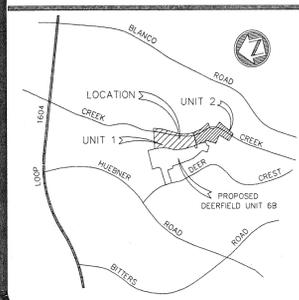
SIDEWALKS TO BE LOCATED WITHIN STREET PARKWAY (AS DEFINED AS AREA BETWEEN CURBLINE AND LIMITS OF RIGHT-OF-WAY) ALONG BOTH SIDES OF THE STREET. SIDEWALKS TO BE LOCATED AWAY FROM CURBLINE WHERE POSSIBLE TO PROVIDE MINIMUM 36" WIDTH, ALLOWING FOR SLOPE OF PARKWAY, TREES AND OTHER APPURTENANCES TO REMAIN OR TO BE LOCATED IN THE PARKWAY. SIDEWALKS TO BE CONTINUOUS FROM LOT TO LOT.

LOT 1, BLK. 1 - PRIVATE STREET  
 LOT 1, BLK. 2 - COMMON GREEN AREA  
 LOT 1, BLK. 3 - COMMON GREEN AREA

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	211.63	50.00	25.12	49.88	N41°19'55"W	13°32'11"
C2	45.00	16.60	8.40	16.51	N05°48'11"E	21°58'21"

LINE	DIRECTION	DISTANCE
T1	N23°24'33"W	46.66'
T2	N28°05'56"W	81.36'
T3	N23°55'33"W	65.30'
T4	N15°12'25"W	50.91'
T5	N17°54'25"W	42.15'
T6	N24°12'14"E	18.96'
T7	S82°26'13"W	121.13'
T8	N71°07'08"E	99.89'
T9	N30°21'53"W	34.99'
T10	N00°18'38"W	51.03'

LOCATION MAP



UNIT 27



SCALE: 1"=200'

DEVELOPER  
 NORMAN REITMEYER  
 P. O. BOX 690114  
 SAN ANTONIO, TX. 78269

REVISIONS:

JOB NO. \_\_\_\_\_  
 FILE: PT-PUD  
 DATE: 12-03-92  
 DESIGN: \_\_\_\_\_  
 DRAWN: FB  
 CHECKED: \_\_\_\_\_  
 SHEET 1 OF 1



W.F. CASTELLA & ASSOCIATES, INC.  
 Engineers - Surveyors - Planners  
 1039 W. Hildebrand - San Antonio, Texas 78201 - (512)734-5551



# CITY OF SAN ANTONIO

P.O. BOX 839966

SAN ANTONIO, TEXAS 78283-3966

March 11, 1993

Mr. Joe Nix  
W.F. Castella & Associates  
1039 W. Hildebrand  
San Antonio, Texas, 78201

Re: Parktrail PUD Subdivision POADP #348

Mr. Nix:

The City Staff Development Review Committee has reviewed your revised Parktrail PUD Subdivision Preliminary Overall Area Development Plan #348. Please find enclosed a signed copy for your files. You may now submit individual subdivision plat units at your convenience.

Although your plan was accepted, the Traffic Design Engineer has requested that your gate detail be provided in conjunction with submittal of your PUD plan.

Please note that this action by the committee does not establish any commitment for the provision of utilities, services or zoning 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 Unified Development Code at the time of platting.

If you have any further questions, please call Alex Garcia at 299-7900.

Sincerely,

A handwritten signature in cursive script, appearing to read "D. Pasley".

David W. Pasley, AICP  
Director of Planning  
Department of Planning

DWP/ALG

cc: Andrew J. Ballard, P.E., Traffic Design Engineer



February 4, 1993

Mr. Joe Nix  
W. F. Castella & Associate  
1039 W. Hildebrand  
San Antonio, Texas, 78201

RE: Parktrail PUD Subdivison POADP #348

Mr. Nix:

The Development Review Committee has reviewed your Parktrail PUD Subdivision Preliminary Overall Area Development Plan #348. However, your plan was not accepted for the following reasons:

1. Your plan contains unidentified land areas along both sides of Fawn Bluff. These areas as well as all streets must be identified as a lot or easement.
2. Adjacent properties do not appear to be completely identified along the southwest side of subject property.
3. Your clear vision exhibit is for 90° intersections, The intersection at lots 20 and 25 may not have adequate site distance.
4. The Traffic Design Engineer has requested that a gate locationf detail exhibit be submitted for his review.
5. The excessive cul-de-sac length must be justified in writing.

Additionally, it should be noted the Commission has been amending PUD plans as provided for in the Unified Development Code and requiring three (3) foot sidewalks off the curb. You may submit your revised plan at your earliest convenience. Your revised plan should be annotated "PUD/POADP" to avoid confusion with the PUD plan itself.

02-04-93, pg. 2

Your cooperation in this matter is appreciated. If you have any further questions, please call Alex Garcia at 299-7900.

Sincerely,

A handwritten signature in cursive script that reads "D. Pasley". The signature is written in dark ink and includes a long, sweeping horizontal stroke at the end.

David W. Pasley, AICP  
Acting Director  
Department of Planning

DWP/ALG

cc: Andy Ballard, Traffic Design Engineer



W.F. CASTELLA & ASSOCIATES, INC.  
Engineers • Surveyors • Planners

February 25, 1993  
Project No. 45462.00

Mr. David W. Pasley, AICP  
Director of Planning  
City of San Antonio  
P.O. Box 839966  
San Antonio, Texas 78283-3966

RE: ParkTrail PUD Subdivision POADP #348

Dear Mr. Pasley:

The Preliminary Overall Area Development Plan for the ParkTrail development has been revised and is being resubmitted for review. The plan has been revised to reflect the concerns enumerated in your letter of February 4, 1993. The revisions and/or explanations include:

1. The previously unidentified land areas along both sides of Fawn Bluff are to be common green areas, or parks. These areas are now labeled as Lot 1, Block 2 and Lot 1, Block 3.
2. The southwest side of the subject property was completely labeled with respect to the current tax rolls. However additional labeling has been placed on the plan to reflect the proposed Deerfield Subdivision, Unit 6B and the proposed Park at Deerfield, Unit Three.
3. The intersections within the subdivision are radial, or perpendicular. The set backs to be imposed along Fawn Bluff will provide the sight distance required for the clear vision area, which would compensate for the curvature of Fawn Bluff.
4. A gate location detail is being prepared by the developer's architect. When the detail is finalized, the detail will be submitted to the City's Traffic Design Engineer. The concept is to locate the gate near Fawn Bluff (private street) as opposed to Fawn Haven (a proposed public street)
5. The ParkTrail development consists of providing single family homes along a narrow corridor between the Deerfield Subdivision development and a major drain. The developer has secured a secondary access through the proposed Deerfield Unit 6B development. The remainder of the adjacent property to ParkTrail is already developed. The southeast corner of ParkTrail represents the limit of development around

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the Deerfield area above the floodplain of the drain that parallels Blanco Road to the south. The only other access to ParkTrail, besides through the Park at Deerfield and through Deerfield, Unit 6B, would require a major structure across the drain to Blanco Road. Therefore, the length of Fawn Bluffs as a cul-de-sac, is the result of physical, existing restrictions on the property.

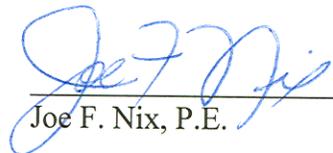
6. The location of the sidewalk on the typical street section has been removed. In lieu thereof, a sidewalk note has been placed on the plan. Where possible the sidewalk will be placed within the five-foot parkway away from the curb. However, due to the severe cross slope on the streets, particularly most of Fawn Bluff, the sidewalk will be along the curb. The sidewalk will have a minimum unobstructed width of 36 inches, allowing for existing trees and future mailboxes.

7. At the request of the City's Environmental Office the provisions of the approved Water Pollution Abatement Plan are enumerated on the Plan.

Please schedule this revised POADP for ParkTrail for review by the Development Review Committee.

Respectfully submitted,

W.F. Castella & Assoc., Inc.

  
\_\_\_\_\_  
Joe F. Nix, P.E.

cc: Dan Lindsey, Reitmeyer Development  
Andy Ballard, Traffic Design Engineer  
Scott Halty, Environmental Office

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<u>STREET COST ESTIMATE</u>	<u>WIDTH (48')</u>
STREET RECONSTRUCTION	\$1,254,500.00
SIDEWALKS	\$91,000.00
RET. WALLS (COMB.TYPE)	\$9,100.00
CONCRETE DRIVEWAY	\$48,880.00
CURBS	\$65,000.00
<u>M\L TOTAL COST</u>	<u>\$1,468,480.00</u>
PREPARATION OF R.O.W.	\$616,272.00
STREET RECONSTRUCTION	\$1,468,480.00
DRAINAGE SYSTEM	\$2,640,000.00
<u>TOTAL CONSTR. COST</u>	<u>\$4,724,752.00</u>
ENGINEER FEE	\$590,594.00
CONSRT. CONTINGENCY	\$944,950.40
ENG. CONTINGENCY	\$120,118.80
PROJECT ADMIN.	\$330,732.64
INFLATION FACTOR	\$708,712.80
<u>TOTAL COST ESTIMATE</u>	<u>\$7,419,860.64</u>

<u>STREET COST ESTIMATE</u>	<u>WIDTH (48')</u>
STREET RECONSTRUCTION	\$1,186,950.00
SIDEWALKS	\$86,100.00
RET. WALLS (COMB.TYPE)	\$8,600.00
CONCRETE DRIVEWAY	\$46,248.00
CURBS	\$61,500.00
<u>M\L TOTAL COST</u>	<u>\$1,389,398.00</u>
PREPARATION OF R.O.W.	\$712,409.70
STREET RECONSTRUCTION	\$1,389,398.00
DRAINAGE SYSTEM	\$3,360,000.00 ✓
<u>TOTAL CONSTR. COST</u>	<u>\$5,461,807.70</u>
ENGINEER FEE	\$682,725.96
CONSRT. CONTINGENCY	\$1,092,361.54
ENG. CONTINGENCY	\$138,545.19
PROJECT ADMIN.	\$382,326.54
INFLATION FACTOR	\$819,271.16
<u>TOTAL COST ESTIMATE</u>	<u>\$8,577,038.09</u>

FROM DE ZAVALA Rd. TO UTSA BLVD.

<u>STREET COST ESTIMATE</u>	<u>WIDTH (48')</u>
STREET RECONSTRUCTION	\$1,920,350.00
SIDEWALKS	\$139,300.00
RET. WALLS (COMB.TYPE)	\$13,925.00
CONCRETE DRIVEWAY	\$74,824.00
CURBS	\$99,500.00
<u>M\L TOTAL COST</u>	<u>\$2,247,899.00</u>

PREPARATION OF R.O.W.	\$841,184.85
STREET RECONSTRUCTION	\$2,247,899.00
DRAINAGE SYSTEM	\$3,360,000.00 ✓
<u>TOTAL CONSTR. COST</u>	<u>\$6,449,083.85</u>

ENGINEER FEE	\$806,135.48
CONSRT. CONTINGENCY	\$1,289,816.77
ENG. CONTINGENCY	\$163,227.10
PROJECT ADMIN.	\$451,435.87
INFLATION FACTOR	\$967,362.58
<u>TOTAL COST ESTIMATE</u>	<u>\$10,127,061.64</u>

FROM DE ZAVALA Rd. TO LOOP 1604

<u>STREET COST ESTIMATE</u>	<u>WIDTH (48')</u>
STREET RECONSTRUCTION	\$1,235,200.00
SIDEWALKS	\$89,600.00
RET. WALLS (COMB.TYPE)	\$8,950.00
CONCRETE DRIVEWAY	\$48,128.00
CURBS	\$64,000.00
<u>M\L TOTAL COST</u>	<u>\$1,445,878.00</u>
PREPARATION OF R.O.W.	\$576,881.70
STREET RECONSTRUCTION	\$1,445,878.00
DRAINAGE SYSTEM	\$2,400,000.00 ✓
<u>TOTAL CONSTR. COST</u>	<u>\$4,422,759.70</u>
ENGINEER FEE	\$552,844.96
CONSRT. CONTINGENCY	\$884,551.94
ENG. CONTINGENCY	\$112,568.99
PROJECT ADMIN.	\$309,593.18
INFLATION FACTOR	\$663,413.96
<u>TOTAL COST ESTIMATE</u>	<u>\$6,945,732.73</u>