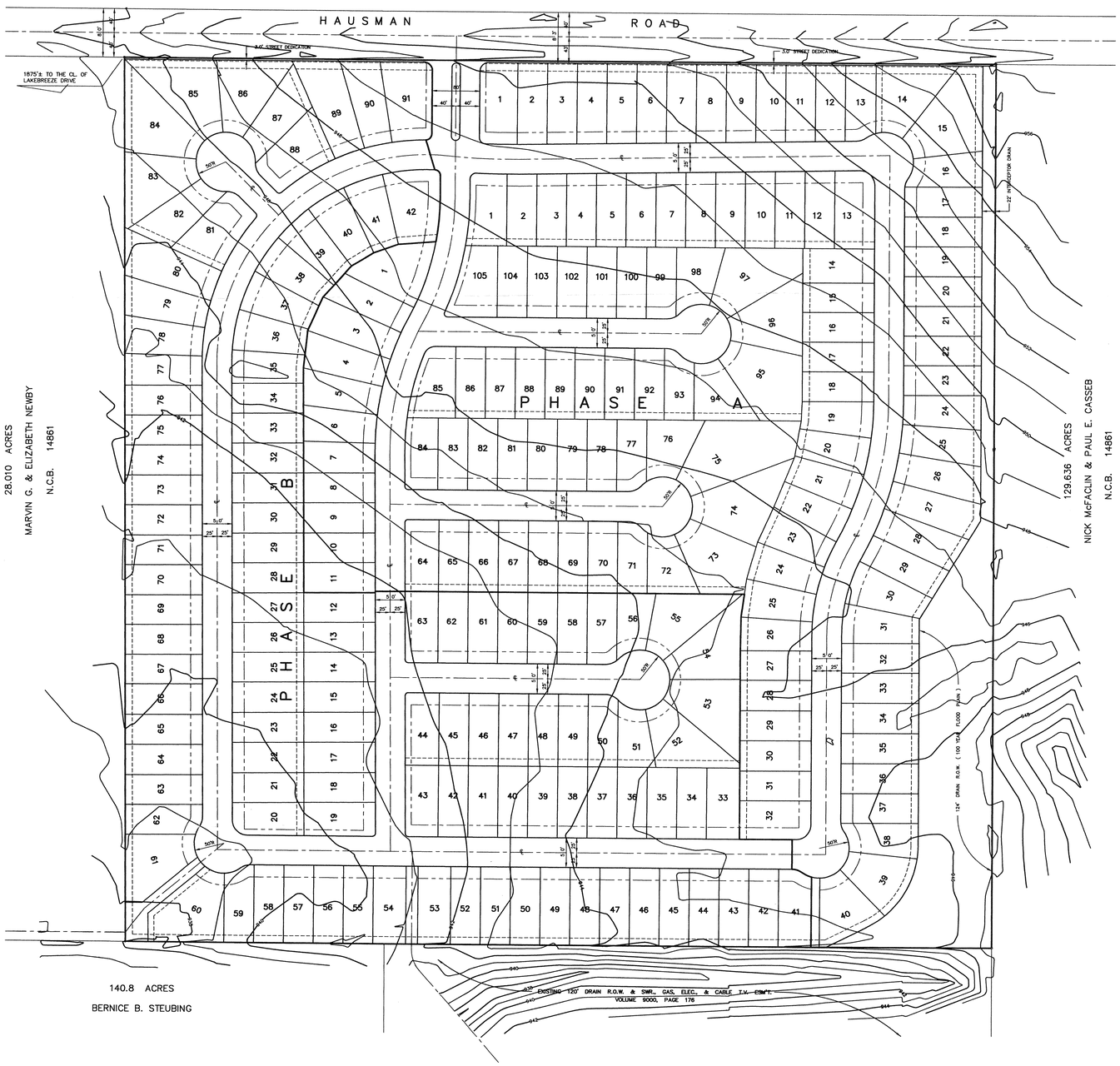
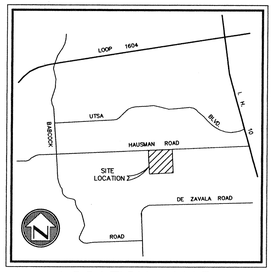




LOCATION MAP

SCALE: 1" = 100'

DEVELOPER: DUGAS DIVERSIFIED DEVELOPMENTS, L.C.
14800 SAN PEDRO, SUITE 304
SAN ANTONIO, TEXAS 78232

PRELIMINARY OVERALL AREA DEVELOPMENT PLAN for REGENCY MEADOW SUBDIVISION

#351

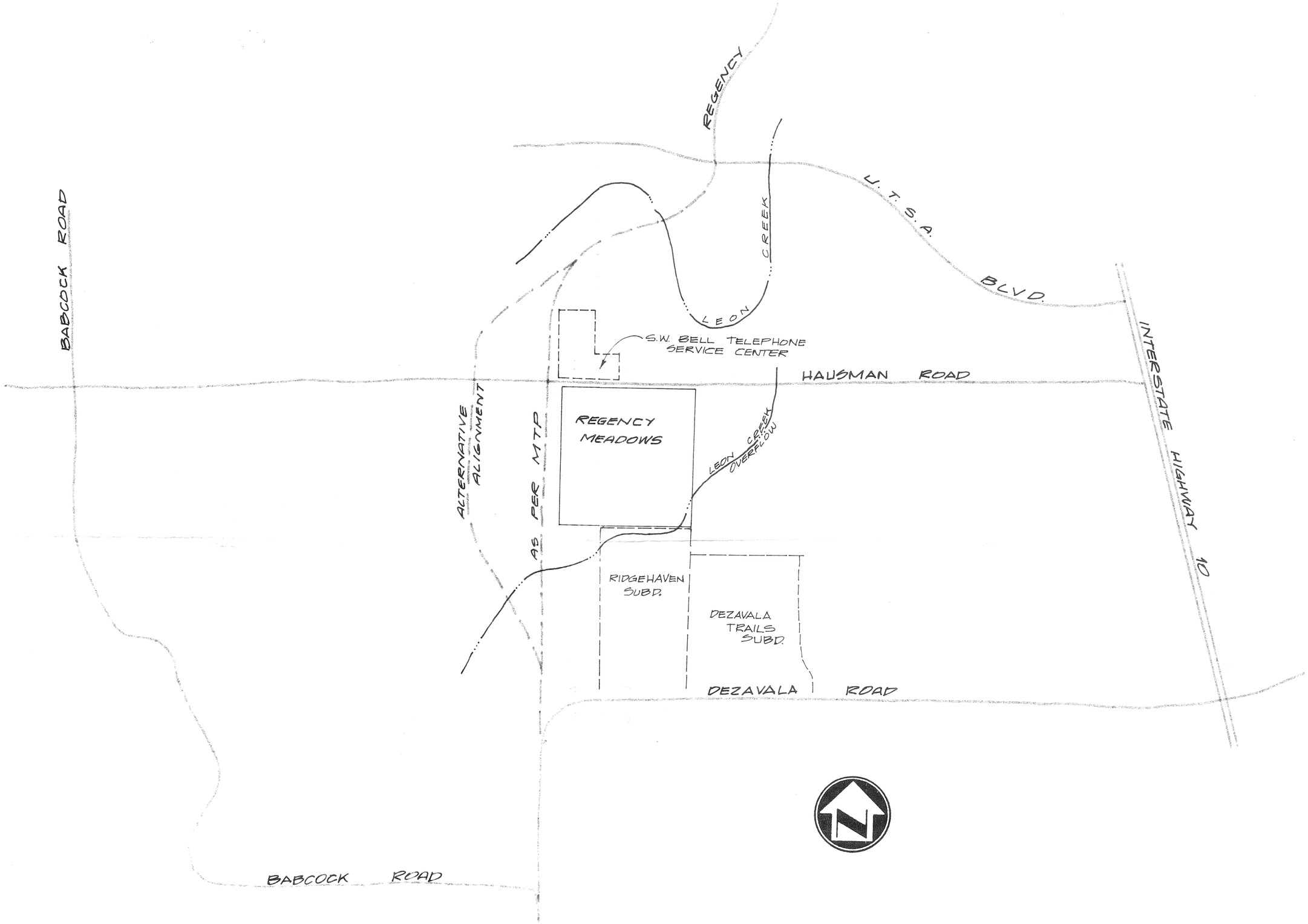
W.F. CASTELLA & ASSOCIATES, INC.
Engineers – Surveyors – Planners
1039 W. Hildebrand – San Antonio, Texas 78201 – (210)734-5351

REVISIONS:

REGENCY MEADOW SUBDIVISION : 238 RESIDENTIAL LOTS, 49.53 ACRES

JOB NO. 45514.01
FILE: REGENCY MEADOW
DATE: 02/12/93
DESIGN:
DRAWN: L.R.
CHECKED:
SHEET 1 OF 1

F:\DRAW\REG-WDOW\REG-POAD.DWG, 04/02/02 03:27:54 PM, Andy Rodriguez



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SERVICES DIVISION

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LAND DEVELOPMENT
SERVICES DIVISION

351

CITY OF SAN ANTONIO

P.O. BOX 839966
SAN ANTONIO, TEXAS 78283-3966

March 30, 1993

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

RE: Regency Meadows, POADP #351

Dear Mr. Nix:

Thank you for requesting consideration of an alternative to the Major Thoroughfare Plan alignment relative to Babcock Road.

I recognize the adopted plan depicts a proposed northerly extension of Babcock Road from De Zavala to Hausman Road and from this junction to Regency at UTSA Blvd. However , the adopted plan depicts arterial streets in general locations, and its flexible enough to establish fixed alignments with new development proposals.

Staff has reviewed your recommeded street alignment ,but its consensus is to maintain a northerly extension from De Zavala, then turning in a northeasterly direction approximately north of the creek and diagonally crossing Regency Meadows property, then north to Regency Road. This alignment is the most feasible and suitable location from a cost and topography stand point. It crosses the Leon Creek at two locations and its the least expensive and shortest flood plain crossing available. Additionally, it does not conflict with a proposed United States Automobile Association irrigation reservoir planned to be located southwest of Regency and UTSA Blvd. Another consideration is that unlike, the existing Babcock Road the proposed arterial provides for a larger section to be located outside the flood plain.

City staff is currently looking at other possible alternatives for the Babcock Road alignment. However, pending other alternatives, it will be necessary to amend the Preliminary Overall Area Development Plan to reflect the alignment recommended by the staff.

Again thank you, for the recommended alternative and if you have any questions regarding this matter please call Edward Guzman or Alex Garcia at 299-7900.

Sincerely,

David W. Pasley, AICP
Director of Planning

"AN EQUAL OPPORTUNITY EMPLOYER"

CITY OF SAN ANTONIO
PLANNING DEPARTMENT

March 11, 1993

Mr. Lee Wright
W.F. Castella & Associates, Inc.
1039 W. Hildebrand
San Antonio, Texas, 78201

RE: Regency Meadow Subdivision POADP #351

Mr. Wright:

The City Staff Development Review Committee has reviewed your revised Regency Meadow Subdivision Preliminary Overall Area Development Plan #351. However, your plan was not accepted after extensive review and comment by Major Thoroughfare Planning section and Traffic Engineering section represenatives. It has been determined that a major arterial needs to be aligned through your property in accordance with the most current San Antonio Major Thoroughfare Plan in order for the POADP to be accepted.

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

Sincerely,

D. Pasley

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

DWP/ALG

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

P. O. Box 839966 San Antonio, TX 78283-3966
(512) 299-7870 FAX (512) 299-7897 (512) 299-7245 TDD

CITY OF SAN ANTONIO
PLANNING DEPARTMENT

April 16, 1993

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

RE: Regency Meadow Subdivision POADP #351 non-acceptance appeal to the Planning Commission for final decision..

Mr. Nix:

Please be advised that on April 14, 1993, the Planning Commission rendered a final decision in accordance with section 35-2073 of the Unified Development Code. The Commissions' final decision was rendered in your favor. Your original submittal for your Regency Meadow Subdivision Preliminary Overall Area Development Plan #351 without the "Babcock" extension through your property was accepted by the Commission. You may now submit individual subdivision units at your convenience.

Although your plan was accepted by the Planning Commission, the San Antonio Major Thoroughfare Plan was not amended. As discussed during the Commission meeting, City staff will continue to explore alternatives for the "Babcock" extension in the best interest of the City of San Antonio and overall traffic flow benefit for this area of the City. If it is determined that the San Antonio Major Thoroughfare Plan should be amended, City staff will proceed to do so through the normal public hearing process through the Land Development Services Committee, Planning Commission, and City Council.

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.

P. O. Box 839966 San Antonio, TX 78283-3966
(512) 299-7870 FAX (512) 299-7897 (512) 299-7245 TDD

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

Sincerely,

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

DWP/ALG

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

CITY OF SAN ANTONIO
PLANNING DEPARTMENT

February 18, 1993

Mr. Lee Wright
W.F. Castella & Associates, Inc.
1039 W. Hildebrand
San Antonio, Texas, 78201

RE: Regency Meadow Subdivision POADP#351

Mr. Wright:

The City Staff Development Review Committee has reviewed your Regency Meadow Subdivision Preliminary Overall Area Development Plan #351. However, this plan was not accepted for the following reason:

1. Your plan has three (3) unidentified strips of land along the southern perimeter in between lots. These need to be labeled approriately.

2. Adjacent to the southern perimeter, you have indicated the property to be "Ridgehaven Subdivision". You need to delineate the existing subdivision configuration that abuts your property.

3. Additionally, you will be required to place a non-access easement along the rear of the lots along Hausman Road at the time of platting.

4. It also appears that your unit/phase boundary is extending beyond your intended limit on the southwest corner of phase "A".

P. O. Box 839966 San Antonio, TX 78283-3966
(512) 299-7870 FAX (512) 299-7897 (512) 299-7245 TDD

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

Sincerely,

David W. Pasley, AICP
Acting Director
Department of Planning

DWP/ALG

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

DEPARTMENT OF PLANNING
Interdepartmental Memorandum

TO: Land Development Services Committee

FROM: David Pasley, Director of Planning

COPIES TO: Michael O'Neal, Planning Manager, Planning Department

SUBJECT: MAJOR THOROUGHFARE PLAN AMENDMENTS - BABCOCK/REGENCY ROAD

DATE: March 29, 1993

Background

On February 11, 1993, Regency Meadows Subdivision, a Preliminary Overall Area Development Plan was filed with our offices. Regency Meadows Subdivision is a 49.53 land acre tract located approximately one mile west of IH-10 on the southside of Hausman Road. The proposed plan calls for the development of 234 single family residential units.

A staff review of the Plan on March 5, 1993 revealed that the proposed Major Thoroughfare Plan alignment of Babcock Road, a designated Secondary arterial from DeZavala Road to Regency Road is planned to traverse the tract in a north/south direction. The review of the plan in conjunction with announcements that USAA plans to excavate a reservoir with in the Leon Creek basin located within the general area triggered a staff re-evaluation of the current Babcock/Regency Road Major Thoroughfare Plan alignment within the Northwest area of the city.

History

The Babcock/Regency Road Major Thoroughfare Plan alignment was placed on the City's Major Thoroughfare Plan on December 22, 1982, by ordinance number 56323. The proposed alignment was a substitute to the existing Babcock Road alignment which makes a ninety degree angle to the west approximately 2000 feet south of DeZavala Road. The planned new alignment was favored also as an alternative to the existing Babcock Road alignment which has significant portions of it route within the City's one hundred year flood plain. A City of San Antonio Public Works study conducted in the early 1980s recommended an alternative alignment to the existing Babcock Road due to the projection of several costly bridge structures that would be needed to realign existing Babcock Road from within the one hundred year flood prone areas.

Staff Review and Recommendation

Staff recommends the deletion and de-designation of the currently designated Major Thoroughfare Plan alignment of Babcock/Regency Road from DeZavala Road north to FM Loop 1604.

In addition, staff recommends the addition and designation of a new thoroughfare alignment of Babcock Road on new and existing right-of-way from DeZavala Road to existing Babcock Road where a

fully complete and operational highway interchange is located at Babcock and FM Loop 1604.

The above recommendations are due to the following analysis:

Cost Analysis

A recent cost analysis by the City's Public Works Department was conducted on the new alignment of Babcock Road, with the currently designated thoroughfare alignment of Babcock to Regency Road. This cost analysis revealed roughly a 2 million dollar difference between the two Major Thoroughfare alternatives. The estimated cost figures are provided below:

Babcock Road/Regency Road Extension

Preparation of R.O.W.	$440,410.80
Street Reconstruction	$536,072.00
Drainage System	$2,400,000.00
Total Construction Cost	$3,376,482.80
Engineer Fee	$442,060.35
Construction Contingency	$675,296.56
Engineer Contingency	$86,412.07
Project Admin.	$236,353.80
Inflation Factor	$506,472.42
Total Cost Estimate	$5,303,078.00

Babcock Road Realignment

Preparation of R.O.W.	$608,080.50
Street Reconstruction	$1,653,870.00
Drainage System	$2,400,000.00
Total Construction Cost	$4,661,950.50
Engineer Fee	$582,743.81
Construction Contingency	$932,390.10
Engineer Contingency	$118,548.76
Project Admin.	$326,336.54
Inflation Factor	$699,292.58
Total Cost Estimate	$7,321,262.29

Spacing Requirements and the Location of Expressway Interchanges

The State Department of Transportation design criteria for spacing Major Thoroughfares on expressways is to have major thoroughfares spaced approximately one mile, to a mile and a half apart. The current Major Thoroughfare Plan alignment of Babcock Road connects with Regency Road which intersects with Loop 1604 approximately 3000 feet west of the IH-10/Loop 1604 interchange.

Further, the Babcock Road/Regency Road intersection at FM Loop 1604 is only an estimated 3800 feet east of the John Peace/La Cantera Parkway interchange.

Due to the close proximity of the Babcock/Regency Road intersection with the existing interchanges located on FM Loop 1604, the State Department of Transportation has indicated it cannot service the Babcock/Regency intersection with highway ramps. Accordingly, no planned highway interchange is scheduled for the Babcock/Regency Road intersection.

However, the existing Babcock Road interchange with Loop 1604 is located approximately two miles west of the IH-10/Loop 1604 interchange. The existing Babcock Road interchange is complete and fully operational. The location of the existing Babcock Road expressway interchange approximately two miles away from the IH-10 connection at FM 1604 gives it a distinct Major Thoroughfare spacing advantage over the currently designated Babcock/Regency Road Major Thoroughfare Plan alignment.

Traffic Volumes

Current traffic volumes along the existing section of Babcock Road which crosses the Leon and Maverick Creek ranges from 5000 to 11,000 vehicles per twenty-four hour periods.

For the above mentioned reasons, staff recommends the attached amendments to the Major Thoroughfare Plan.

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

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

April 2, 1993
Project No. 45514.01

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

RE: Regency Meadow Subdivision POADP #351

Dear Mr. Pasley:

The City Staff Development Review Committee has determined that a major thoroughfare is to be directed through the Regency Meadow development. We have attempted to work with staff to reach a mutually satisfactory resolution, however the staff committee is holding to their determination.

Therefore, in accordance with Section 35-2073 we wish to appeal, on behalf of the developer, to the Planning Commission to a final decision. Please include this issue on the next Planning Commission Agenda (April 14, 1993.)

Sincerely,
W.F. Castella & Assoc., Inc.

Joe F. Nix, P.E.

RECEIVED
93 APR -2 PM 4:18
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SERVICES DIVISION

cc: Dugas Development

1039 W. Hildebrand • San Antonio, Texas 78201 • (210) 734-5351

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

RECEIVED
93 MAR 18 AM 10: 16
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LAND DEVELOPMENT
SERVICES DIVISION

March 17, 1993
Project No. 45514.01

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

Re: Regency Meadow Subdivision POADP #351

Dear Mr. Pasley:

Regarding your letter of March 11, you mentioned that a major arterial needs to be aligned through the Regency Meadow property. We respectfully request that the City Staff Development Review Committee reconsider the concept of extending a major arterial through this property for the following reasons:

1. The current Major Thoroughfare Plan indicates Babcock Road extending north to Hausman Road then turning northeast to align with Regency at UTSA Boulevard. This alignment would place the Babcock Road alignment just west of the Regency Meadows property, as shown on the attached schematic. Given the Southwestern Bell Telephone Service Center immediately north of the Regency Meadows property, across Hausman Road, the Babcock Road extension would turn towards Regency north of the Southwestern Bell property.

2. One major function of the Babcock Road extension would be to interconnect with FM 1604. Regency connects with FM 1604 just west of the FM 1604 - Interstate 10 interchange, accessing the eastbound frontage road. Through traffic trying to access FM 1604 to proceed north, east, or west would turn onto Hausman Road or UTSA Boulevard towards the existing west alignment of Babcock Road which has a major interchange with FM 1604. Therefore, the best alignment for the east Babcock Road extension would be as close as practical to the west alignment of Babcock Road. The attached schematic shows the alignment as suggested by the current Major Thoroughfare Plan and an alternative alignment which would allow for a more radial (requiring a shorter structure) crossing of the Leon Creek overflow channel. Both of these alignments provide an intersection with Hausman Road nearer the Babcock Road - FM 1604 interchange than Regency Meadows and also could provide for an extension to align with Regency.

3. It would not be practical to sent traffic trying to access FM 1604 at Babcock Road to the east through Regency Meadows and have them turn back to the west. Similarly, traffic on FM 1604, or north of FM 1604, trying to access Babcock Road south of De Zavala would utilize Babcock Road at FM 1604 and proceed on

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the old Babcock Road (which is subject to flooding) or utilize Hausman Road to the Babcock Road extension. It would be inefficient to have that traffic coming from the west to go further east and have to turn back to the west.

Therefore, for these primary reasons the Babcock Road extension to Regency should be aligned to intersect Hausman Road as far to the west as possible, not to the east of the present MTP alignment. For these same reasons, we did not consider a thoroughfare through Regency Meadows as a possibility.

Subsequent to receiving your letter of March 11, we have discussed this alignment with Mr. Andrew Ballard and with Mr. Bill Burman. They both agreed that extending the thoroughfare through Regency Meadows may not be the best route alternative.

We understand that the Major Thoroughfare Plan is a conceptual document and the alignments shown are not to be taken literally. In this case, we believe the MTP alignment for the Babcock Road - Regency connections is as far east as the alignment should be at Hausman Road. The ideal alignment of Babcock Road would be to provide a direct connection between Babcock Road at De Zavala to Babcock Road at Hausman Road. This direct connection would better serve the traffic travel demands. The primary obstacle of such an alignment would be the crossing of the Leon Creek flood plain. Such a project would necessitate participation with property owners (to provide the right-of-way) and special funding. If such a connection could be made, the MTP for the area south of UTSA would need to be reevaluated.

In the interim, we request that the Major Thoroughfare Plan remain intact and that Babcock - Regency connection be implemented along the general alignment as presently shown; i.e. west of Regency Meadows and the Southwestern Bell Telephone Service Center.

Respectfully Submitted,
W.F. CASTELLA & ASSOCIATES, INC.

Joe F. Nix, P.E.

encl: a/s

cc: Andrew J. Ballard, P.E., Traffic Design Engineer, w/exhibit
Bill Burman, Major Thoroughfare Planner, w/exhibit

CITY OF SAN ANTONIO

Interdepartment Correspondence Sheet

TO: Planning Commission

FROM: David W. Pasley, AICP, Director of Planning

COPIES TO: File

SUBJECT: REGENCY MEADOW SUBDIVISION POADP #351 NON-ACCEPTANCE APPEAL TO THE COMMISSION FOR FINAL DECISION

DATE: APRIL 7, 1993

Mr. Joe Nix has requested that the Commission render a final decision on the Regency Meadow Subdivision Preliminary Overall Area Development Plan #351. This plan was submitted for review and consideration by the City Staff Development Review Committee. The Committee did not accept the plan as submitted because it did not provide for a major thoroughfare through the subject property as required by the San Antonio Major Thoroughfare Plan.

City staff has reviewed and reconsidered the original plan as submitted and feels that consistent with the San Antonio Major Thoroughfare Plan, a major thoroughfare through the subject property is warranted and necessary. However, the Land Development Services Committee is considering an amendment to the San Antonio Major Thoroughfare Plan on April 12, 1993 which may resolve the issue for the applicant.

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

DWP/ALG

attachments

CITY OF SAN ANTONIO

Interdepartment Correspondence Sheet

TO: Edward Guzman, Land Development Services, Planning Department

FROM: Andrew J. Ballard, P.E., Traffic Design Engineer, Public Works Department

COPIES TO: Correspondence File

SUBJECT: Regency Meadows Subdivision - Babcock Road Alignment

Date March 29, 1993

Among the alternative alignments of Babcock Road, north of De Zavala Road, is one which continues north to Hausman Road and past the Southwestern Bell Telephone property and then must curve to the northeast to connect with the intersection of Regency and UTSA Boulevard. The S-curve that would be required could have radii that conform to the Unified Development Code requirements of at least 700 feet.

After reviewing the American Association of State Highway and Transportation Officials' *A Policy on Geometric Design of Highways and Streets*, a.k.a. AASHTO Green Book, I conclude that the UDC's requirement of 700-ft radii for secondary arterials is compatible with the 40 mph design speed associated with secondary arterials. Therefore, while an alignment which goes through Regency Meadows would provide even flatter curves and probably safer travel, the alignment described above would provide an adequate level of safety for law-abiding motorists.

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

(AJB)