



Date: September 23, 2024

Attn: Garry Ford
City of New Braunfels
550 Landa Street
New Braunfels TX 78130

Dear Mr. Ford,

RE: River Road ROW Requirements

I understand that Comal County has requested further support from the City outlining the justification for ultimate ROW requirements of 90'-104' for River Road.

The Development Agreement is clear and consistent that River Road is to be an Arterial roadway and that Veramendi is required to give its proportional share of dedication of River Road ROW up to a maximum of 104'.

Please see below for additional information supporting the River Road ROW requirement of 90'-104'.

In July 2015, the Veramendi Development Agreement (DA) was finalized. Several components of the DA establish and reinforce the 90'-104' ROW requirements of River Road.

Per section 2.80 of the DA "Master Framework Plan – the Master Framework Plan attached as Exhibit H, as amended from time to time in accordance with the terms of Section 4.2" The Master Framework Plan is as described in Section 4.1.1 of the DA, is the first step in the approval process. Exhibit H was approved as part of the DA in 2015. The Master Framework plan sets out the framework of the development for which all subsequent approvals must comply.

The Master Framework Plan originally and currently shows River Road as an "Arterial" road. The Master Framework Plan does not specifically set out ROW requirements.

The Design Development and Control Document (DDCD) (Exhibit E of the DA), which established the design standards for Veramendi, includes Supporting Framework Plans. The Supporting Framework Plans are consistent with the Master Framework Plan and provide additional contextual details shown on six different plans. The Supporting Framework Plans largely show River Road to be a Minor Arterial. The Access and Connectivity Supporting Framework Plan is the only Supporting Framework Plan that shows River Road as a Principle Arterial. As with the Master Framework Plan the Supporting Framework Plans do not themselves establish ROW requirements.

The DDCD under Table 13-2 specifies the minimum ROW requirements throughout Veramendi. For a Principal Arterial the minimum ROW is 91'. For a Minor Arterial the minimum ROW requirement is 88'.



Additionally Exhibit S of the Development Agreement (Internal Traffic Improvements) specifies the ROW requirements for River Road to be 90'-104'.

While the City of New Braunfels Regional Transportation Plan adopted in 2012 shows River Road to require 150' of ROW, Section 6.21 of the Development Agreement clearly states that "the City agrees to amend the Regional Transportation Plan so that it is consistent with the Master Framework Plan..."

Section 6.22 goes on to clarify that for Loop 337 and River Road the City may not require additional ROW, regardless of the Regional Transportation Plan. Therefore, the intent of the Development Agreement, was that the requirements of the Development Agreement would control over the City's Regional Transportation Plan. Also note that at the time the City adopted its Regional Transportation Plan, Comal County's Major Thoroughfare Plan established required ROW width for River Road from Hueco Springs to SH Loop 337 as 80'.

We trust this information is sufficient for your purposes, however, should you require any further details or clarification, please let us know and we would be happy to meet to discuss this further.

Yours sincerely
ASA Properties LLC

Garrett Mechler
VP of Operations

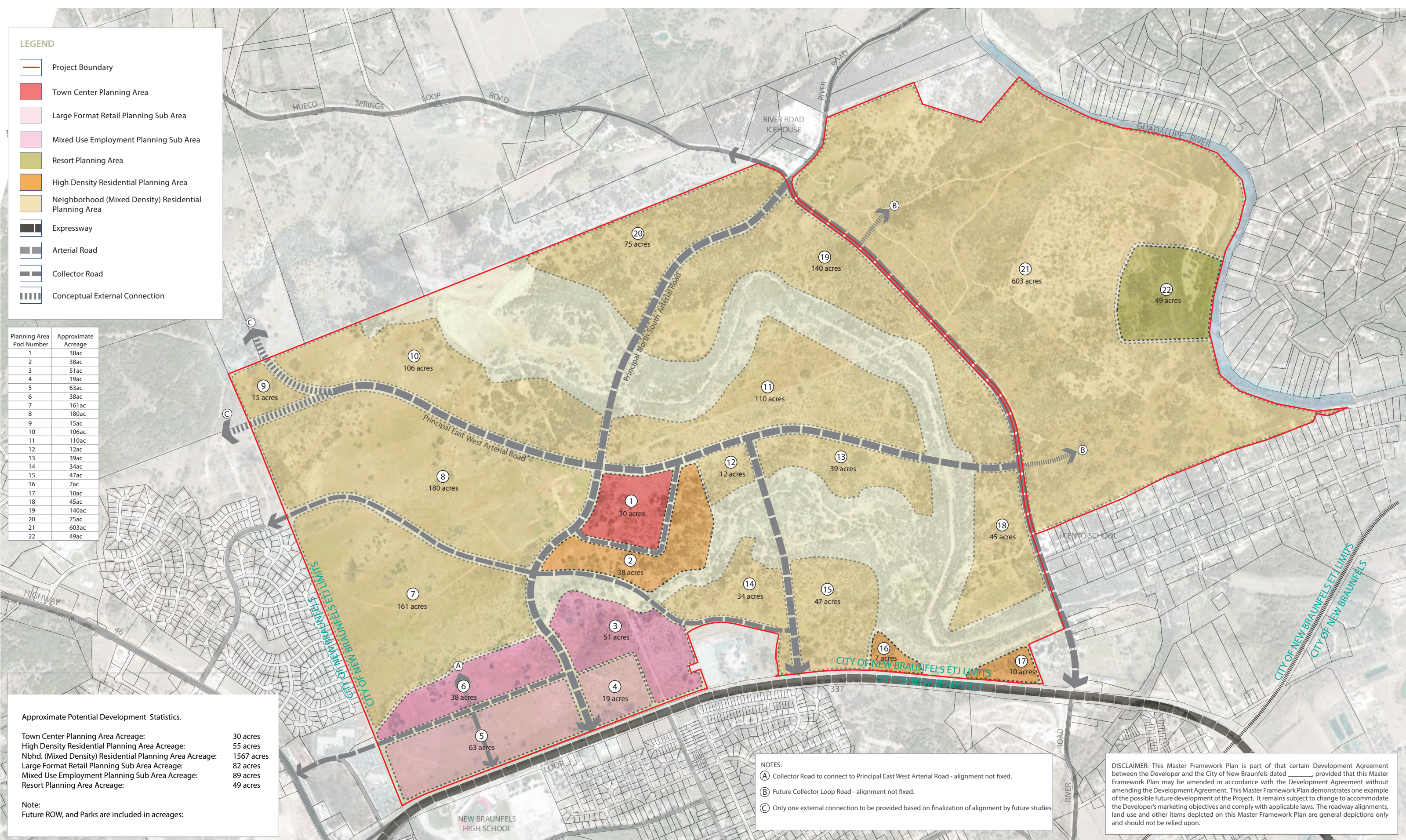
enc.
Master Framework Plan
Supporting Framework Plans
Table 13-2 of the DDCCD
Exhibit S -Internal Traffic Improvements

cc.

Exhibit H
to Development Agreement
Master Framework Plan







LEGEND

- Project Boundary
- Town Center Planning Area
- Large Format Retail Planning Sub Area
- Mixed Use Employment Planning Sub Area
- Resort Planning Area
- High Density Residential Planning Area
- Neighborhood (Mixed Density) Residential Planning Area
- Expressway
- Arterial Road
- Collector Road
- Conceptual External Connection

Planning Area Pod Number	Approximate Acreage
1	30ac
2	38ac
3	51ac
4	19ac
5	63ac
6	38ac
7	161ac
8	180ac
9	15ac
10	106ac
11	110ac
12	12ac
13	39ac
14	34ac
15	47ac
16	7ac
17	10ac
18	45ac
19	140ac
20	75ac
21	603ac
22	49ac

Approximate Potential Development Statistics.

Town Center Planning Area Acreage:	30 acres
High Density Residential Planning Area Acreage:	55 acres
Nbhd. (Mixed Density) Residential Planning Area Acreage:	1567 acres
Large Format Retail Planning Sub Area Acreage:	82 acres
Mixed Use Employment Planning Sub Area Acreage:	89 acres
Resort Planning Area Acreage:	49 acres

Note:
Future ROW, and Parks are included in acreages:

- NOTES:
- (A) Collector Road to connect to Principal East West Arterial Road - alignment not fixed.
 - (B) Future Collector Loop Road - alignment not fixed.
 - (C) Only one external connection to be provided based on finalization of alignment by future studies.

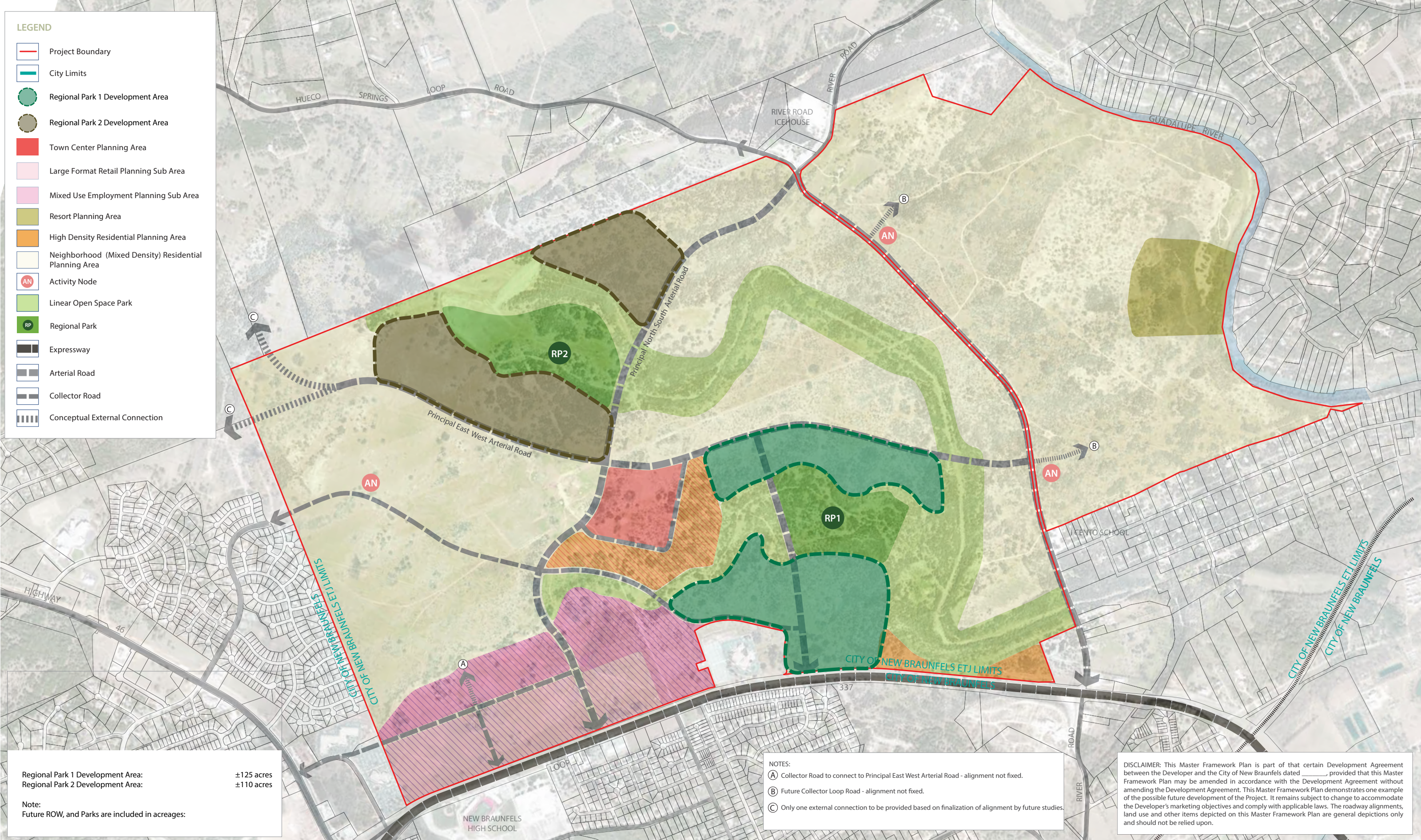
DISCLAIMER: This Master Framework Plan is part of that certain Development Agreement between the Developer and the City of New Braunfels dated _____, provided that this Master Framework Plan may be amended in accordance with the Development Agreement without amending the Development Agreement. This Master Framework Plan demonstrates one example of the possible future development of the Project. It remains subject to change to accommodate the Developer's marketing objectives and comply with applicable laws. The roadway alignments, land use and other items depicted on this Master Framework Plan are general depictions only and should not be relied upon.



Exhibit H - Plan 3 of 5

Master Framework Plan - Planning Pod Areas





Supporting Framework Plans

From Design Development and Control Document



PART B

Section 3 Development Pattern

Plan 3-1 Development Pattern Supporting Framework Plan



Plan 3-1
Development Pattern Supporting

August 2018 | Project No. 7620-64

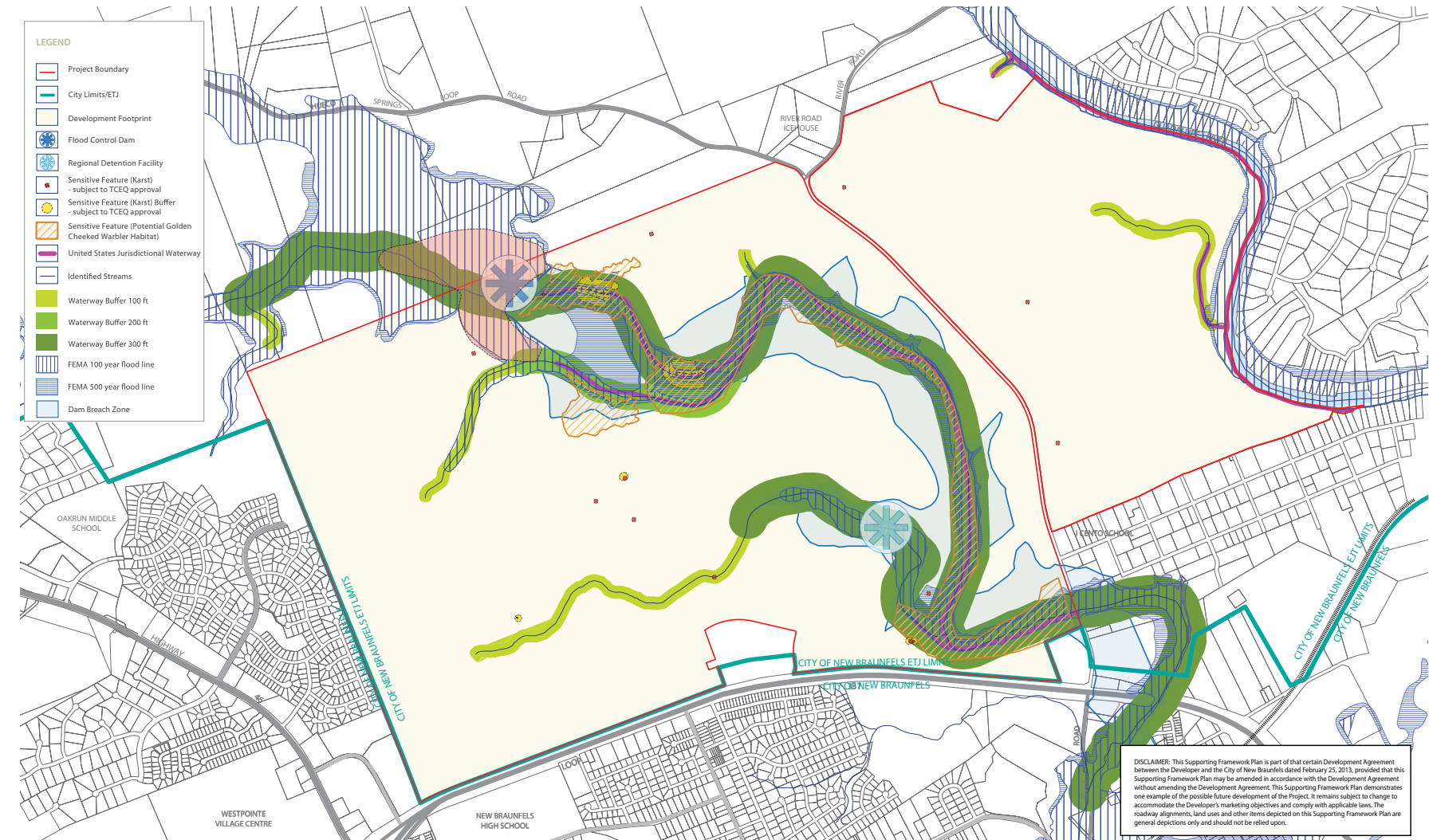




PART B

Section 4 Natural Environment & Stewardship

Plan 4-1 Natural Environment & Stewardship Supporting Framework Plan



Plan 4-1
Natural Environment & Stewardship Framework Plan

August 2018 | Project No. 7620-64



Plan 5-1 Community Identity, Health & Diversity Supporting Framework Plan



Plan 5-1
Community Identity Framework Plan

August 2018 | Project No. 7620-64

Plan 5-2 Community Identity, Health & Diversity (Park) Supporting Framework Plan



Plan 5-2
Community, Identity, Health & Diversity (Parks) Supporting Framework Plan

August 2018 | Project No. 7620-64



PART B

Section 6 Economic Activity & Employment Centers

Plan 6-1 Economic Activity & Employment Supporting Framework Plan



Plan 6-1
Economic Activity & Employment Centers Supporting Framework Plan

August 2018 | Project No. 7620-64





Plan 7-1 Access & Connectivity Supporting Framework Plan



Plan 7-1
Access & Connectivity Supporting Framework Plan

August 2018 | Project No. 7620-64



Table 13-2

From Design Development and Control Document



Table 13-2 Typical Street Development Standards

	NEIGHBORHOOD (MIXED DENSITY) RESIDENTIAL PLANNING AREA, NEIGHBORHOOD CENTER PLANNING AREA, RESORT PLANNING AREA AND PARK PLANNING AREA				MIXED COMMERCIAL & BUSINESS PLANNING AREA AND HIGH DENSITY RESIDENTIAL PLANNING AREA				TOWN CENTER PLANNING AREA			
	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL
Minimum ROW Width	91 ft.	88 ft.	74 ft.	52 ft.	89 ft.	89 ft.	75 ft.	54 ft.	99 ft.	99 ft.	79 ft.	63 ft.
TRAVELLED WAY CHARACTERISTICS												
Target Speed	40-45 mph	35-40 mph	25-35 mph	25 mph	40-45 mph	35-40 mph	25-30 mph	25 mph	25-35 mph	25-35 mph	25 mph	20-25 mph
Number of Through Lanes	4-6	4	2	2	4-6	4	2 (+ access lanes)	2	4	4	2	2
Lane Width	11 - 12 ft.	11 ft.	10 – 11 ft.	7 – 10 ft.	11 – 12 ft.	11 ft.	10 – 11 ft.	7 – 10 ft.	11 - 12 ft.	11 ft.	10 – 11 ft.	7 – 10 ft.
Parallel On-street Parking Width ¹	Prohibited	Prohibited	8 ft.	7 ft.	Prohibited	Prohibited	8 ft.	7 ft.	Prohibited	Prohibited	8 ft.	8 ft.
Minimum Bike Lane Width ²	Prohibited	Prohibited	5 ft.	5 ft. (optional)	Prohibited	Prohibited	5 ft.	5 ft. (optional)	Prohibited	Prohibited	5 ft.	5 ft. (optional)
Medians	Up to 36 ft.	16-26 ft.	10 – 16 ft. (optional)	None except at NBHD entries for landscaping purposes	Up to 36 ft.	16-26 ft.	10 – 16 ft. (optional)	None except at NBHD and center entries for landscaping purposes	Up to 36 ft.	16-26 ft.	Optional	None except at center entries for landscaping purposes
Access Management ¹	High	Moderate	Low	Low	High	Moderate	Low – Moderate	Low – moderate	Moderate	Moderate	Moderate	Low - Moderate

¹ A high level of access management uses medians to restrict mid-block turns, consolidate driveways and control the spacing of intersections. A low level of access management limits full access at some intersections, but generally uses minimal measures to restrict access.

Exhibit S
to Development Agreement
Internal Traffic Improvements

Exhibit S **Internal Traffic Improvements**

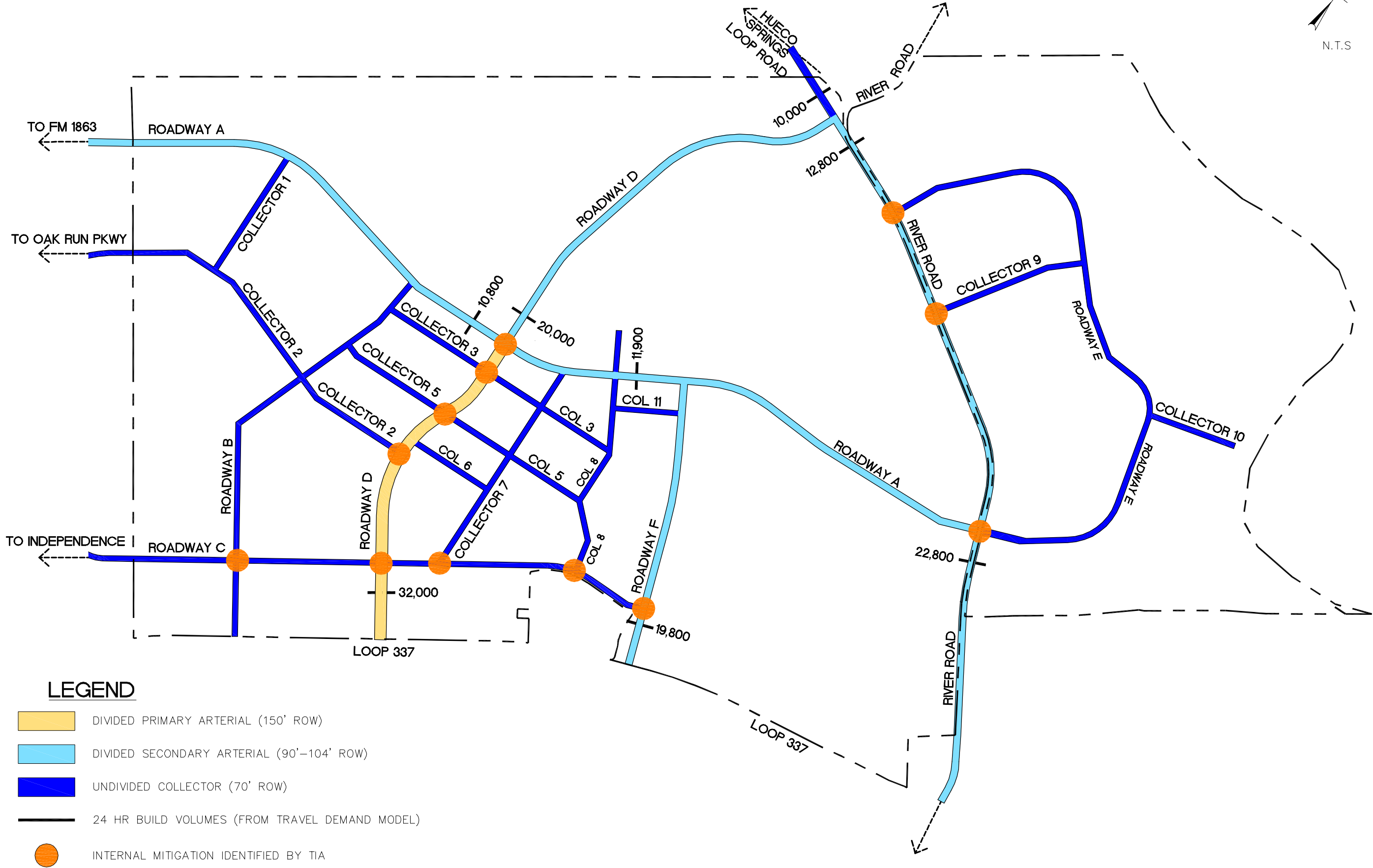
Roadway Segment Limits	Intersection	Internal Mitigation Identified by TIA	Ultimate Lanes	Threshold Trigger (ADT)
Roadway D (SH Loop 337 to Roadway A)			6 Lanes	25,000
	Roadway D and Roadway C	Install Traffic Signal		
	Roadway D and Collector 2	Install Traffic Signal		
	Roadway D and Collector 5	Install Traffic Signal		
	Roadway D and Collector 3	Install Traffic Signal		
	Roadway D and Roadway C	Install Traffic Signal		
Roadway D (Roadway A to River Road)	No intersection improvements		4 Lanes	10,500
River Road (SH Loop 337 to Roadway D)			4 Lanes	10,500
	River Road and Roadway A	Install Traffic Signal		
	River Road and Collector 9	Install Traffic Signal		
	River Road and Roadway E	Install Traffic Signal		
Roadway F (SH Loop 337 to Roadway A)			4 Lanes	10,500
	Roadway D and Roadway C	Install Traffic Signal		
Roadway A (SH River Road to Roadway B)	No intersection improvements		4 Lanes	10,500
Roadway A (Roadway B to SH 46)			2 Lanes	10,500 but no sooner than the date the Owner is obligated to convey the Internal FM 1863 ROW pursuant to Section 6.20 of the Development Agreement
Roadway B (SH Loop 337 to Roadway A)			2 Lanes	-
	Roadway B and Roadway C	All Way Stop Control		
Roadway C (Roadway F to Roadway B)			2 Lanes	-
	Roadway C and Collector 8	All Way Stop Control		
	Roadway C and Collector 7	All Way Stop Control & Northbound Right Turn Lane		

Note: Lane Requirements Based on Florida DOT "Generalized Annual Average Delay Volumes" Table 1 For LOS C on a Class II Arterial

Lanes	Maximum ADT Threshold
2	10,500
4	25,000
6	39,000

Date: Feb 18, 2013 2:27pm User ID: M Lopez
File: P:\76\20\09\Development Agreement\Exhibit\30218-Exhibit S.dwg

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VERAMENDI
NEW BRAUNFELS, TEXAS
EXHIBIT S: INTERNAL TRAFFIC IMPROVEMENTS

JOB NO. 7620-21
DATE FEB. 2013
DESIGNER CV
CHECKED DM
DRAWN CV
SHEET 1 OF 1

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