

Legislation Text

File #: 19-563, **Version:** 1

Contact

*Applicant: KFW Engineering; Case Manager: Holly Mullins
(830) 221-4054 - hmullins@nbtexas.org*

SUBJECT:

Approval of the Preliminary Plat for Abiso New Braunfels Subdivision. PP19-0213
Applicant: KFW; Owner: Mr. & Mrs. Kiesling

Plat Information:

Case #: PP19-0213

Owner: Bob and Betty Kiesling; Richard and Kimberly Kiesling
2956 Loop 337
New Braunfels, TX 78130
(830) 625-7531 rick@kieslinglaw.com

Developer: Abiso Development, LLC (Blake Honigblum)
970 Isom Road
San Antonio, TX 78216
(210) 802-0110 blake@abisodevelopment.com

**Engineer/
Applicant:** KFW Engineering (Armando Niebla, P.E.)
3421 Paesanos Parkway, Suite 101
San Antonio, TX 78231
(210) 979-8444 aniebla@kfwengineers.com

Description: 5 non-residential lots on 7.129 acres

Background:

The subject property is located at the intersection of Loop 337 and Oak Run Parkway, and is zoned C-1B. This preliminary plat proposes four commercial lots and one lot for access and drainage detention. A shared ingress/egress easement will provide access to adjacent properties. All lots meet the frontage and dimensional requirements of the City's ordinances. Sale of the property to the developer is in progress and the applicant indicated that ownership will be documented prior to approval of the final plat.

Drainage:

The Public Works Department reviewed the preliminary drainage report as required by Section 118-51e of the Platting Ordinance and in accordance with the requirements of Chapter 143 Municipal Drainage Utility Systems, and the Drainage and Erosion Control and Design Manual. Final drainage review will be completed with the final plat and related building permits.

No portion of the property is located within the 1% annual chance floodplain.

Utilities:

Electric, water and wastewater services are being provided by New Braunfels Utilities. Utilities will be extended by the developer and construction plans have been approved by the City.

Transportation:

Regional Transportation Plan:

The property has frontage along Loop 337, designated as an expressway with right-of-way width up to 300 feet, and Oak Run Parkway, a major collector up to 90 feet in width. Right-of-way dedication is not required with the platting of this property. The reconstruction of Loop 337 that is currently underway will provide vehicular access to the property.

Access

The plat proposes access points from Loop 337 and Oak Run Parkway. Right turn deceleration lanes are required at both the Loop 337 access point, and the eastbound Oak Run Parkway and HEB Loop access point. A left turn deceleration lane is required at the westbound Oak Run Parkway and HEB Loop access point.

Sidewalks

A six-foot wide sidewalk will be constructed along S.H. Loop 337 at the time of development by the owner/developer to create a continuous and connected pedestrian system. Four-foot wide sidewalks are existing along Oak Run Parkway.

Hike and Bike:

The City's Hike and Bike Trail Plan indicates a trail along Oak Run Parkway continuing to Loop 337. This trail will be accommodated by existing and future sidewalks along the right-of-way.

Roadway Impact Fees:

Roadway impact fees for Service Area 1 will be assessed with the final plat. Impact fees are collected at time of building permit as indicated in the then current fee schedule.

Parkland Dedication and Development:

This subdivision is subject to the Parkland Dedication and Development Ordinance; however, non-residential uses are exempt from park fees.

Staff Recommendation:

Staff recommends approval of the preliminary plat with the following requirements needed for it to meet the adopted Platting Ordinance:

1. Revise the TIA report as follows:
 - a. Include PM peak hour rate in Table 3.
 - b. Change the decimal (52.48) to a colon (52:48) as highlighted in the row for "Shopping Center".
 - c. Correct errors in Tables 4 and 5.
 - d. Show the correct turning movement volumes and inbound/outbound percentages. Negative values are not possible.
 - e. Demonstrate that mitigations are sufficient to produce a Level of Service of C or greater, or that the Level of Service is maintained at the existing condition Level of Service for all intersections.
 - f. On page 31, the second "Build 2021 - Phase 1" appears to be a typo.
2. Submit revised TIA worksheet to show the TIA report is a Level 3, not a Level 2.
3. **Note:** HEB loop is a private road for access to that shopping center. Any changes to the operation of that facility will need to be coordinated between both property owners.

Attachments:

1. Aerial and Regional Transportation Plan Map
2. Reduced Plat (full size plat provided in packet)