



CITY OF SAN ANTONIO

DEVELOPMENT SERVICES DEPARTMENT

1901 S. Alamo, San Antonio, TX 78204

ADMINISTRATIVE EXCEPTION/VARIANCE REQUEST APPLICATION

Project Name:	Guajolote Ranch
A/P # /PPR # /Plat #	LAND-MDP-22-1110008 LAND-TIA-22-12800029
Date:	11/04/2022
Code Issue:	Secondary Access
Code Sections:	35-506(e)(7), RID 2017-005

Submitted By:	<input type="checkbox"/> Owner	<input checked="" type="checkbox"/> Owners Agent * (Requires notarized Letter of Agent)
Owners Name:	Richard Mott	
Company:	Lennar Homes of Texas, Inc.	
Address:	100 Loop 410, Suite 1155	Zip Code: 78216
Tel #:	Fax#	E-Mail: Richard.Mott@lennar.com
Consultant:	Justin Clark, P.E. PTOE	
Company:	Pape-Dawson Engineers	
Address:	2000 NW Loop 410	Zip Code: 78213
Tel #: (210) 375-9000	Fax#	E-Mail: jclark@pape-dawson.com
Signature:		

Additional Information – Subdivision Plat Variances & Time Extensions				
1.	<input type="checkbox"/> Time Extension	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Floodplain Permit	<input type="checkbox"/> Completeness Appeal
	<input checked="" type="checkbox"/> Other <u>Secondary Access</u>			
2.	City Council District _____	Ferguson Map Grid _____	Zoning District	<u>ocl</u>
3.	San Antonio City Limits	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
4.	Edwards Aquifer Recharge Zone?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
5.	Previous/existing landfill?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
6.	Parkland Greenbelts or open space? Floodplain?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	

November 4, 2022

Ms. Christina De La Cruz, P.E, PTOE
City of San Antonio
Development Services Department
1901 South Alamo
San Antonio, TX 78204

Re: Guajolote Ranch TIA
LAND-MDP-22-11100008; LAND-TIA-22-12800029
Administrative Exception/Variance Request (AEVR)
UDC Section 35-506(e)(7); RID 2017-005– Secondary Access

Dear Ms. De La Cruz:

This letter serves as a formal request for the consideration of one (1) administrative exception for the Guajolote Ranch development. We are requesting an administrative exception for not providing secondary access for more than 125 lots accessing Proposed Secondary Arterial at Scenic Loop Road. Per the Unified Development Code Section 35-506(e)(7), subdivisions which exceed one hundred (125) dwelling units are required to provide secondary access. Per the RID 2017-005, if there is only one access point into a site on a dead-end collector or arterial and there are over 500 dwelling units, the intersection must operate at an acceptable LOS C or better and will need to submit an AEVR. Additionally, under the RID 2017-005 in the unincorporated area of Bexar County after 1,000 or more lots will require secondary access.

At the intersection of Secondary Arterial at Scenic Loop Road, there will be 948 dwelling units before a permanent emergency secondary access can be constructed by the developer. The following are reasons why we believe an administrative variance should be supported, in accordance with UDC Section 35-483(e):

- **The hardship relates to the applicant's land, rather than personal circumstances.**
 - The site has approximately 145 feet of frontage along Scenic Loop Road. Installing a second access point along Scenic Loop Road will not meet spacing requirements defined in the UDC due to existing residential driveways located along Scenic Loop Road, which will remain.
- **The hardship is not the result of the applicant's own actions.**
 - Permanent secondary emergency access will be provided after 948 single-family homes are constructed or earlier. There are no public roads in the vicinity of the site to tie into. However, permanent emergency access will be provided to the north at three locations. Additionally, streets are projected to the south and west to tie into future developments.
- **The granting of the exception/variance will not be injurious to other property and will not prevent the orderly subdivision of other property in the area in accordance with these regulations.**
 - At the intersection of Secondary Arterial at Scenic Loop Road, the intersection will operate at an acceptable LOS C or better when 948 dwelling units are constructed with a traffic signal as shown and proposed in the TIA for the development.

An Administrative Exception in this situation will not be contrary to the spirit and intent of the COSA guidelines and public safety. All practical measures to minimize any adverse impacts on the public health, safety and public welfare have been included in the design of this project. In my professional opinion, the proposed administrative exception/variance request remains in harmony with the spirit and intent of the UDC as it will not adversely affect the health, safety, or welfare of the public.

Sincerely,
Pape-Dawson Engineers, Inc.



Justin W. Clark, P.E., PTOE

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For Office Use Only:	AEVR #: 22-12800029	Date Received:	01.10.2023
DSD – Director Official Action:			
<input checked="" type="checkbox"/> APPROVED	<input type="checkbox"/> APPROVED W/ COMMENTS	<input type="checkbox"/> DENIED	
Signature:		Date:	01.11.2023
Printed Name:	Marc A Courchesne	Title:	Engineering Associate
Comments:	_____ _____		

Table 6. Intersection Capacity Analysis – 3022 Homes (2032)

Intersection				AM Peak Hour		PM Peak Hour	
	Condition	Approach	Movement	LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)
HCM Results							
Scenic Loop Rd at Babcock Rd							
	No Build (AWSC)			B	10.5	C	16.7
	Option A Jog Intersection			C	29.4	C	33.0
	Option B Realigned Intersection			NA	NA	NA	NA
Scenic Loop Rd at Proposed Arterial/Option 2 Babcock realigned							
	Option A Jog Intersection			C	27.0	C	32.7
	Option B Realigned Intersection			C	28.9	C	35.0
Intersection				AM Peak Hour		PM Peak Hour	
	Condition	Approach	Movement	LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)
SIM Results							
	Option A Jog Intersection				39.2		167.6
	Option B Realigned Intersection				30.0		308.6

HCM Signalized Intersection Capacity Analysis

2: Scenic Loop & Proposed Arterial

7.9A MIT AM.syn

06/15/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗↗	↖↖	↕	↕	↗
Traffic Volume (vph)	420	1258	420	328	223	140
Future Volume (vph)	420	1258	420	328	223	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.88	0.97	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	2787	3433	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	2787	3433	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	457	1367	457	357	242	152
RTOR Reduction (vph)	0	349	0	0	0	103
Lane Group Flow (vph)	457	1018	457	357	242	49
Turn Type	Prot	pt+ov	Prot	NA	NA	Perm
Protected Phases	4	4 5	5	2	6	
Permitted Phases						6
Actuated Green, G (s)	19.7	31.5	7.3	31.3	19.5	19.5
Effective Green, g (s)	19.7	31.5	7.3	31.3	19.5	19.5
Actuated g/C Ratio	0.33	0.52	0.12	0.52	0.32	0.32
Clearance Time (s)	4.5		4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	581	1463	417	1846	1150	514
v/s Ratio Prot	c0.26	0.37	c0.13	c0.10	0.07	
v/s Ratio Perm						0.03
v/c Ratio	0.79	0.70	1.10	0.19	0.21	0.10
Uniform Delay, d1	18.2	10.7	26.4	7.6	14.7	14.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.9	1.5	72.5	0.2	0.4	0.4
Delay (s)	25.2	12.1	98.9	7.9	15.1	14.5
Level of Service	C	B	F	A	B	B
Approach Delay (s)	15.4			59.0	14.9	
Approach LOS	B			E	B	
Intersection Summary						
HCM 2000 Control Delay			27.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			60.0		Sum of lost time (s)	13.5
Intersection Capacity Utilization			57.7%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Scenic Loop & Proposed Arterial

8.9A MIT PM.syn
06/20/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↖↗	↖↗	↕	↕	↗
Traffic Volume (vph)	277	829	1413	301	407	471
Future Volume (vph)	277	829	1413	301	407	471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.88	0.97	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	2787	3433	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	2787	3433	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	301	901	1536	327	442	512
RTOR Reduction (vph)	0	30	0	0	0	274
Lane Group Flow (vph)	301	871	1536	327	442	238
Turn Type	Prot	pt+ov	Prot	NA	NA	Perm
Protected Phases	4	4 5	5	2	6	
Permitted Phases						6
Actuated Green, G (s)	17.6	63.0	40.9	63.4	18.0	18.0
Effective Green, g (s)	17.6	63.0	40.9	63.4	18.0	18.0
Actuated g/C Ratio	0.20	0.70	0.45	0.70	0.20	0.20
Clearance Time (s)	4.5		4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	346	1950	1560	2493	707	316
v/s Ratio Prot	c0.17	0.31	c0.45	0.09	0.12	
v/s Ratio Perm						c0.15
v/c Ratio	0.87	0.45	0.98	0.13	0.63	0.75
Uniform Delay, d1	35.1	5.9	24.2	4.3	32.9	33.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	20.1	0.2	19.1	0.1	4.1	15.2
Delay (s)	55.2	6.1	43.3	4.4	37.1	49.1
Level of Service	E	A	D	A	D	D
Approach Delay (s)	18.4			36.5	43.5	
Approach LOS	B			D	D	
Intersection Summary						
HCM 2000 Control Delay			32.7		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.90			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	13.5
Intersection Capacity Utilization			78.2%		ICU Level of Service	D
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 2: Scenic Loop & Proposed Arterial/Babcock Rd Realigned

7.9B MIT AM.syn
 06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↖	↖	↖↗	↖↖	↖	↖↗	↖	↖	↖	↖	↖
Traffic Volume (vph)	420	838	420	13	280	67	140	261	124	117	106	140
Future Volume (vph)	420	838	420	13	280	67	140	261	124	117	106	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	1773		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.23	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	1773		433	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	457	911	457	14	304	73	152	284	135	127	115	152
RTOR Reduction (vph)	0	0	285	0	0	54	0	24	0	0	0	112
Lane Group Flow (vph)	457	911	172	14	304	19	152	395	0	127	115	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8				2		6
Actuated Green, G (s)	9.5	26.3	26.3	1.0	17.8	17.8	6.4	19.6		24.7	18.3	18.3
Effective Green, g (s)	9.5	26.3	26.3	1.0	17.8	17.8	6.4	19.6		24.7	18.3	18.3
Actuated g/C Ratio	0.14	0.38	0.38	0.01	0.25	0.25	0.09	0.28		0.35	0.26	0.26
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	465	1329	594	49	899	402	313	496		250	487	413
v/s Ratio Prot	c0.13	c0.26		0.00	0.09		c0.04	c0.22		0.04	0.06	
v/s Ratio Perm			0.11			0.01				0.14		0.03
v/c Ratio	0.98	0.69	0.29	0.29	0.34	0.05	0.49	0.80		0.51	0.24	0.10
Uniform Delay, d1	30.2	18.4	15.3	34.1	21.3	19.7	30.2	23.3		16.7	20.3	19.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	37.0	1.5	0.3	3.2	0.2	0.0	1.2	12.4		1.6	1.1	0.5
Delay (s)	67.2	19.9	15.6	37.3	21.5	19.7	31.4	35.8		18.4	21.5	20.0
Level of Service	E	B	B	D	C	B	C	D		B	C	C
Approach Delay (s)		30.6			21.8			34.6			19.9	
Approach LOS		C			C			C			B	

Intersection Summary

HCM 2000 Control Delay	28.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 2: Scenic Loop & Proposed Arterial/Babcock Rd Realigned

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	277	552	277	196	942	173	471	128	40	93	314	471	
Future Volume (vph)	277	552	277	196	942	173	471	128	40	93	314	471	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00		1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	1797		1770	1863	1583	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.59	1.00	1.00	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	1797		1099	1863	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	301	600	301	213	1024	188	512	139	43	101	341	512	
RTOR Reduction (vph)	0	0	197	0	0	116	0	11	0	0	0	0	
Lane Group Flow (vph)	301	600	104	213	1024	72	512	171	0	101	341	512	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		D.P+P	NA	Free	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases			4			8				2		Free	
Actuated Green, G (s)	10.5	34.6	34.6	10.7	34.8	34.8	17.4	34.7		36.7	19.3	100.0	
Effective Green, g (s)	10.5	34.6	34.6	10.7	34.8	34.8	17.4	34.7		36.7	19.3	100.0	
Actuated g/C Ratio	0.10	0.35	0.35	0.11	0.35	0.35	0.17	0.35		0.37	0.19	1.00	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	360	1224	547	367	1231	550	597	623		416	359	1583	
v/s Ratio Prot	c0.09	0.17		0.06	c0.29		c0.15	0.10		0.00	c0.18		
v/s Ratio Perm			0.07			0.05				0.08		c0.32	
v/c Ratio	0.84	0.49	0.19	0.58	0.83	0.13	0.86	0.27		0.24	0.95	0.32	
Uniform Delay, d1	43.9	25.8	22.9	42.5	29.9	22.3	40.1	23.6		22.4	39.9	0.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	15.4	0.3	0.2	2.3	4.9	0.1	11.7	1.1		0.3	36.4	0.5	
Delay (s)	59.3	26.1	23.1	44.8	34.9	22.4	51.8	24.7		22.7	76.2	0.5	
Level of Service	E	C	C	D	C	C	D	C		C	E	A	
Approach Delay (s)		33.6			34.7			44.7			29.9		
Approach LOS		C			C			D			C		
Intersection Summary													
HCM 2000 Control Delay			35.0									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.87										
Actuated Cycle Length (s)			100.0									Sum of lost time (s)	18.0
Intersection Capacity Utilization			78.9%									ICU Level of Service	D
Analysis Period (min)			15										

c Critical Lane Group