



TBPE Firm No. F-4512

ENGINEERING & SURVEYING

PROJECT MEMO

8 Spencer Rd, Ste 100, Boerne, TX 78006

PHONE: 830-249-0600

FAX: 830-249-0099

E-MAIL: jvalenta@matkinhoover.com

DATE: 07/20/2017 2 PAGE (S)

SENT TO: Laura Talley FAX: Fax #

WITH: City of Boerne

PROJECT: 145 Acre Tract

PROJECT NO.: 2810.00

RE: 145 Acre Tract – Street Cross Section

SENT BY: Name

Comments:

We respectfully request your consideration of the proposed modifications to City of Boerne Subdivision Ordinance regarding street cross section and right-of-way width for the proposed 145 acre subdivision. The project proposes use of a "hybrid" street cross section, combining elements of the both the Rural Residential section and Neighborhood Residential street sections. Per the City of Boerne Planning Office and the City of Boerne Subdivision Ordinance, the development pattern for the project is defined as "Rural Residential" and thus the prescribed street cross section is classified as "rural" per Table 3-4, Street Cross Section Standards of the Subdivision Ordinance. A rural roadway section includes a 56-foot Right of Way (ROW), 28-foot paved surface, no allowed on-street parking or sidewalks in the parkway, and roadside ditches in lieu of a curb to convey storm-water. The proposed subdivision will be gated and have private streets which will be maintained by a Home Owners Association and not the City of Boerne or Kendall County. The project lies within the City of Boerne ETJ, and in the context of the rural subdivision theme, the following modifications to the "rural street cross section" are proposed as enhancements to the durability, safety, functionality, and aesthetics of the street layout.

Modification #1 is the addition of 7.5" tall concrete curbs on each side of the 28-foot wide paved traveled way. While the primary function of the curbs is storm-water conveyance, curbs also act as structural support for the pavement edge and provide the aesthetic enhancement of a finished edge treatment. In addition to preventing premature deterioration of the pavement's edge, curbs also

eliminate the need for borrow ditches in the parkway for stormwater conveyance. Eliminating borrow ditches, negates individual driveway culverts at each homesite and the requirement for ongoing maintenance of the ditches. A “mountable” type curb is proposed that provides the necessary drainage capacity, while also allowing emergency vehicles to transverse the curb in the event of an obstruction in the roadway during an emergency response.

Modification #2 is a reduction in the ROW width from 56-feet to 50-feet wide. The proposed section will maintain the same 28-feet of pavement, but reduce parkways by 3-feet on each side, as this additional width is not needed for borrow ditches. The subdivision will be served by Bandera Electric Cooperative (BEC) for electrical service, and Kendall West Utilities (KWU) for water service, with individual on-site sewage facilities handling wastewater. BEC requires their infrastructure to be placed in an easement outside the ROW, and no centralized sewer collection system is proposed, thus additional parkway normally needed for utility infrastructure is not necessary.