

176 Lots/192 Acres-Development-Po...

10382 W FM 476, Poteet, TX 78065

exp[®] Presented By:
REALTY eXp Realty



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Property Details

This is meant for a investor that is ready to come in break ground, build, subdivide, develop. Just 5 miles from Loop 1604, on the south side near Somerset, TX, with a Poteet address. Prime area for growth.

176 Spacious Lots: Each lot is approximately 30,000 sq ft – ready for your vision, With nearby homes ranging from \$450K to \$1M, this spot is perfect for a luxury home builder or mobile home developer .

Utilities Ready: County-approved water and electrical connections. Just need to finalize water fees and impact costs to make it shovel-ready.

Incredible Potential:

Lot Sales: Expected retail value over \$16 million

Build-Out Value: Homes or mobile homes could bring in up to \$29 million

Easy Access: Off the main highway with a 50 mph limit, ensuring convenience without sacrificing tranquility.

Flexible Financing: Seller financing available- ask Listing Brokerage for details.

This property is a prime development opportunity located about five miles southwest of San Antonio, near Somerset, Texas, with a Poteet address. It's partially entitled and has already received water and electrical approval letters, and the county is ready to sign off. All that's left is to cover the remaining water, impact, and engineering fees to make it shovel-ready, totaling \$1.3 million, with \$700,000 allocated for water meters at \$4,000 each.

The subdivision consists of 176 lots, mostly around 30,000 square feet. The area's potential retail value is over \$16 million for a developer looking to sell the lots, or around \$29 million for those planning to build homes or mobile homes. The neighboring development has homes priced from \$450,000 to \$1 million, making this property a lucrative opportunity for a mobile home park developer or a specialty home builder.

We're offering flexible financing options with \$2.5 million down and a \$2 million carry at 10% interest. We're open to reasonable offers and eager to make a deal happen.

Price:	\$3,500,000
Property Type:	Land
Property Subtype:	Commercial
Proposed Use:	Hospitality
Sale Type:	Investment
Total Lot Size:	192.00 AC
Sale Conditions:	Build to Suit
No. Lots:	1
Zoning Description:	R
APN / Parcel ID:	212290

All properties require cash or a private/hard money loan in order to purchase - no conventional or FHA financing available at this time. All inspections must be completed prior to buyer signing the contract. All properties are sold as-is, where is. Buyer must complete all due diligence before submitting an offer and executing any contract. Buyers will need to provide a \$5,000 non-refundable deposit at time of contract.

Price: \$3,500,000

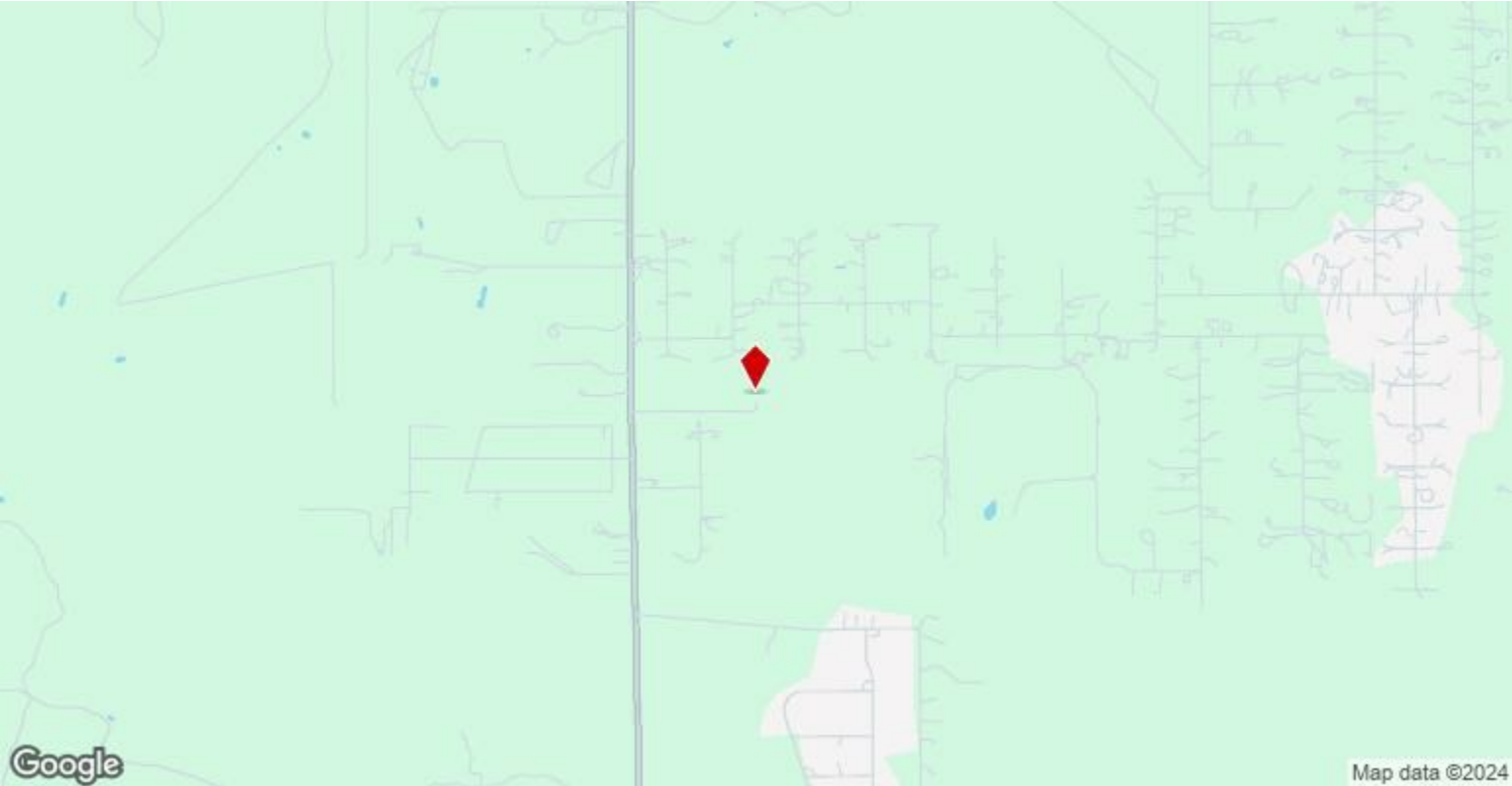
- 176 Spacious Lots: Each lot is approximately 30,000 sq ft
- County-approved water and electrical connections.
- Expected retail value over \$16 million
- Homes or mobile homes could bring in up to \$29 million
- Off the main highway with a 50 mph limit, ensuring convenience without sacrificing tranquility.
- Seller financing available- ask Listing Brokerage for details.

View the full listing here: <https://www.loopnet.com/Listing/10382-W-FM-476-Poteet-TX/31073779/>

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Location



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Property Photos



11



22

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Property Photos



6

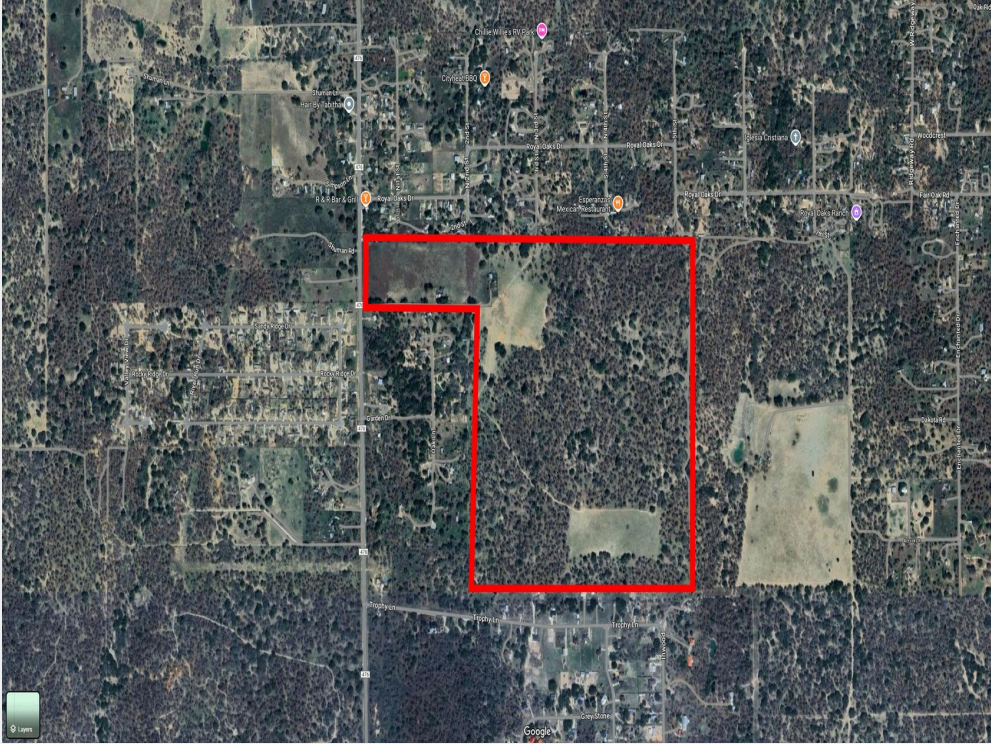


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176 Lots/192 Acres-Development-Poteet TX

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Property Photos



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Property Photos



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Property Photos



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23

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21



20

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19



18

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17



16

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15



14

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13



12

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Property Photos



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8

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Property Photos



7



5

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Property Photos



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Patrick Serna

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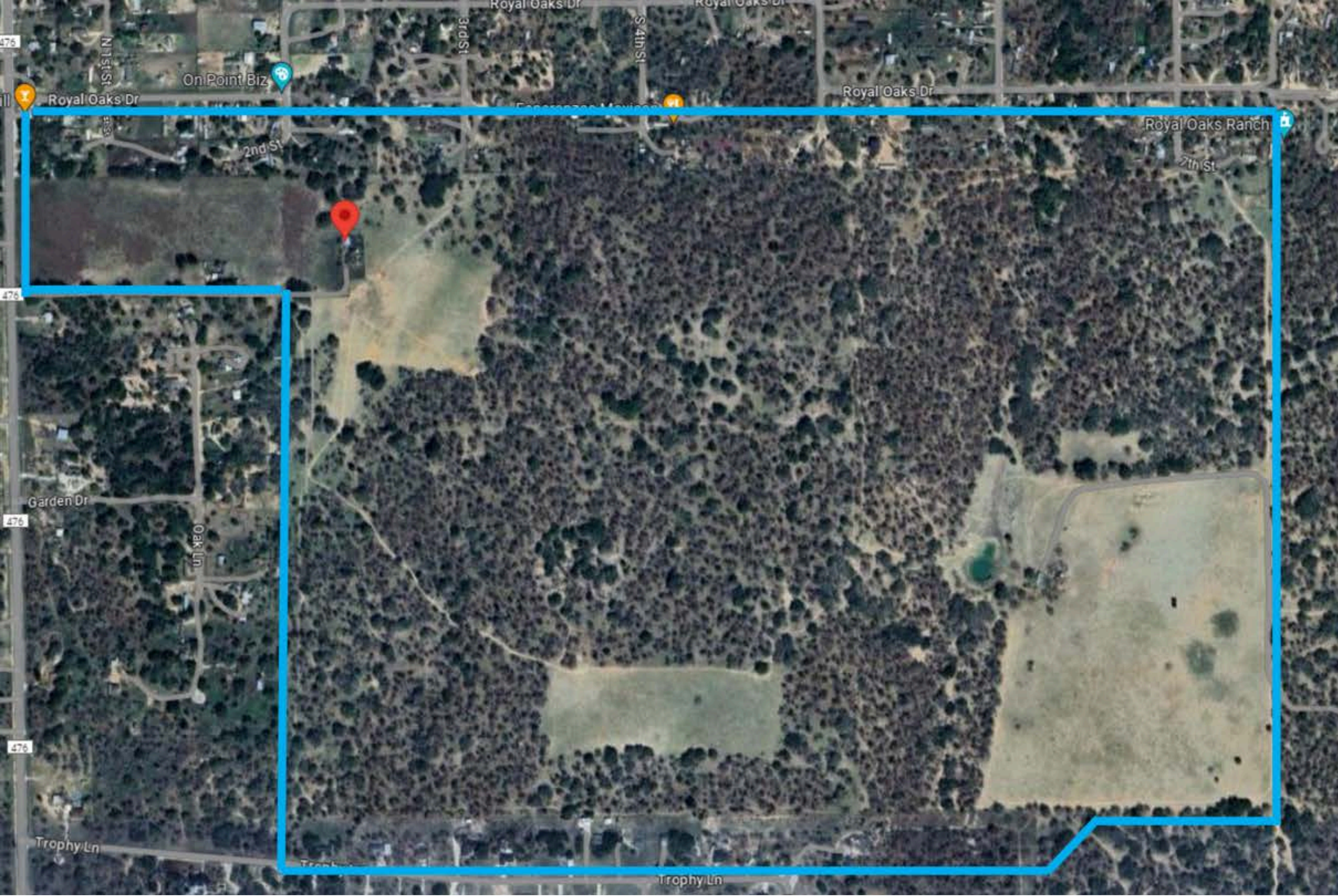
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eXp Realty

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San Antonio, TX 78209





POTEET, TX 190 ACRES

TOTAL LOT COUNT 180



ADAMS OAKS PLAN & PLAT APPROVALS

PHASE 1

Preliminary Tasks

Flood Study &
Detention Analysis

Water, Drainage, and
Paving

Platting



PHASE 2

Water, Drainage, and
Paving (Phase 2)

Platting (Phase 2)



PHASE 3

Water, Drainage, and
Paving (Phase 3)

Platting (Phase 3)



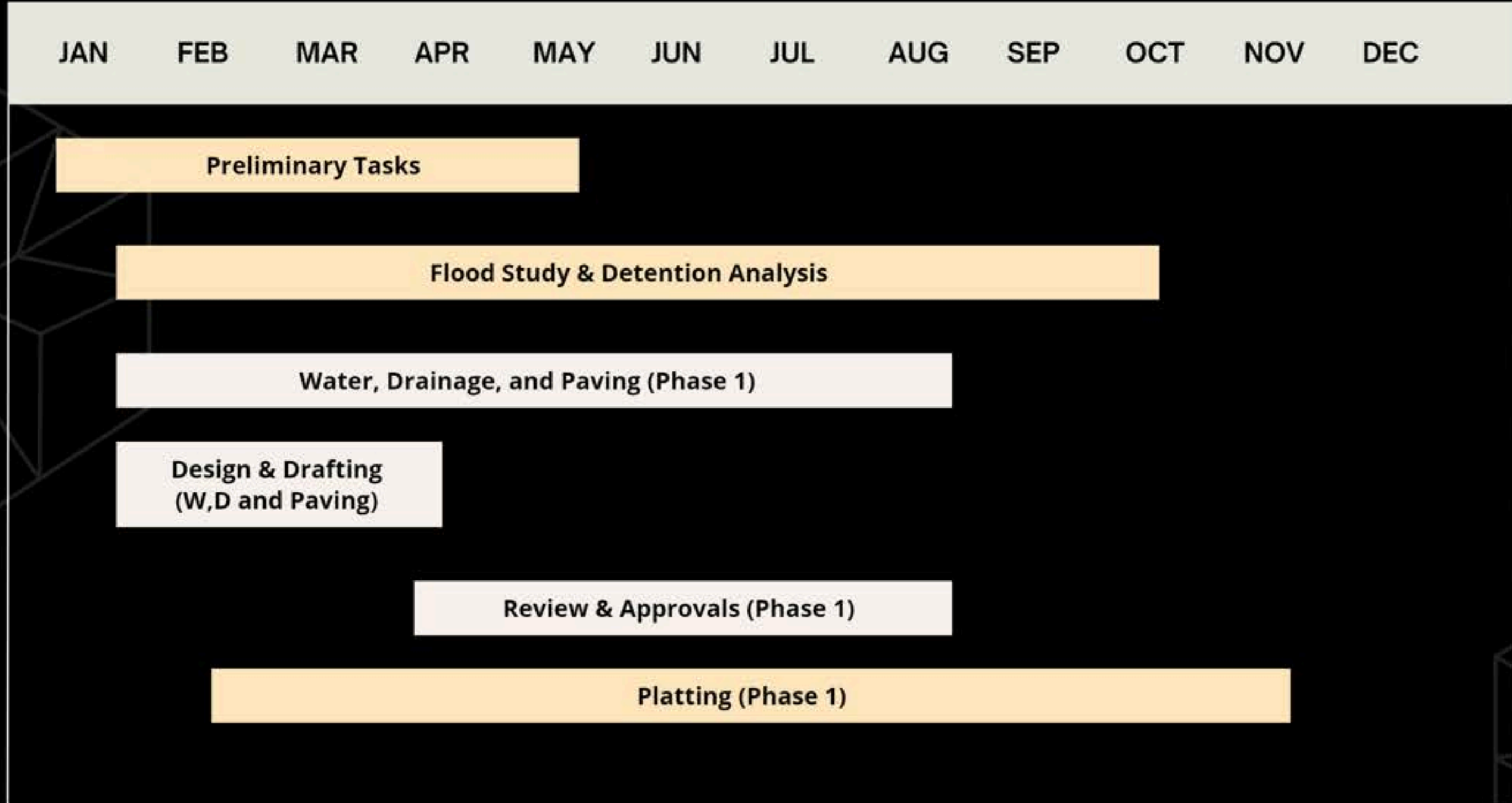
PHASE 4

Water, Drainage, and
Paving (Phase 4)

Platting (Phase 4)

Phase 1

JAN 1, 2024 - NOV 17, 2024
123 DAYS



Phase 2

JUL 7, 2024 - FEB 19, 2025
232 DAYS



Phase 3

OCT 25, 2024 - MAR 27, 2025
232 DAYS



Phase 4

FEB 16, 2025 - OCT 5, 2025
232 DAYS



PRICING

DESCRIPTION	LINE TOTAL
Equipment Mobilization 1 at \$7,500.00	\$7,500.00
Right of Way Clearing 1 at \$40,000.00	\$40,000.00
Rough Street Grade 1 at \$25,000.00	\$25,000.00
6" Waterline Main 5280 at \$65.00	\$343,200.00
Fire Hydrant Installation 4 at \$5,500.00	\$22,000.00
61 Services 61 at \$1,300.00	\$79,300.00
Subgrade Preparation 14100 at \$1.79	\$25,239.00
Geo Textile Installation 14100 at \$2.95	\$41,595.00
Road Base Installation 10" No. 2 Base 14100 at \$18.75	\$263,375.00
2 Course Chip Seal 11800 at \$10.45	\$123,310.00
Subtotal	\$971,519.00
Tax	\$0.00
Proposal Total (USD)	\$971,519.00

NOTES


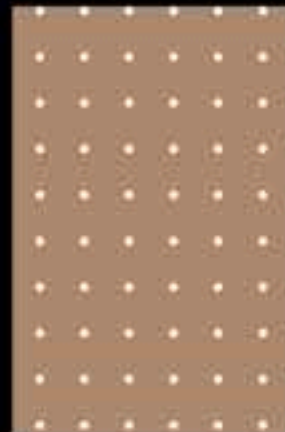
This estimate is based on phase 1 of 3 project phases.

Classifications:

- Bid is based on single mobilization
- Construction staking is responsibility of owner with a minimum of 3 control points
- No CAD files were provided for pricing. I CAD or engineering files are related after bid date price is subject to change
- If the price of fuel exceeds \$5.00 per gal. Price is subject to increase.
- Erosion Control, Haul Off, Spreading Soils, Storm Crossings, Revised Engineering Excluded.

Price per LF: \$183.05

TYPICAL STRATIGRAPHY, PHYSICAL PROPERTIES & ATTERBERG LIMITS (PI): BORINGS B-1 TO B-7

DEPTH/ INTERVAL	SOIL CLASSIFICATION	SYMBOL	LL%	PL%	PI RANGE
1/2"	<p>STRATUM I: Tan, FINE SAND (SP), with a trace to some Clayey-Silt, semi-moist, moderately compact to compact</p> <p><i>Overall Range of Percent finer than 75 microns Passing the No. 200 sieve: 6 to 18 percent</i></p>		NP 7	NP 6	0-1
4.2'	<p>STRATUM II: Approx. (5-1/4 to 6-1/2) to 8-1/2 feet: Light reddish-tan, Sandy, Clayey-Silt, moist, moderately dense to dense;</p> <p><i>Overall Range of Percent finer than 75 microns Passing the No. 200 sieve: 28 to 46 percent</i></p>		NP NP	NP NP	NP
			7 10	6 7	1-3
			13 21	7 8	6-13
8.5'			10 15	6 7	4-8

OVERALL EFFECTIVE PI: 1 - 3 ; PVR/PVM AT SOIL SURFACE: -1-1/2" TO + (+1/2" TO 1")

FLEXIBLE PAVEMENT DESIGN RECOMMENDATIONS

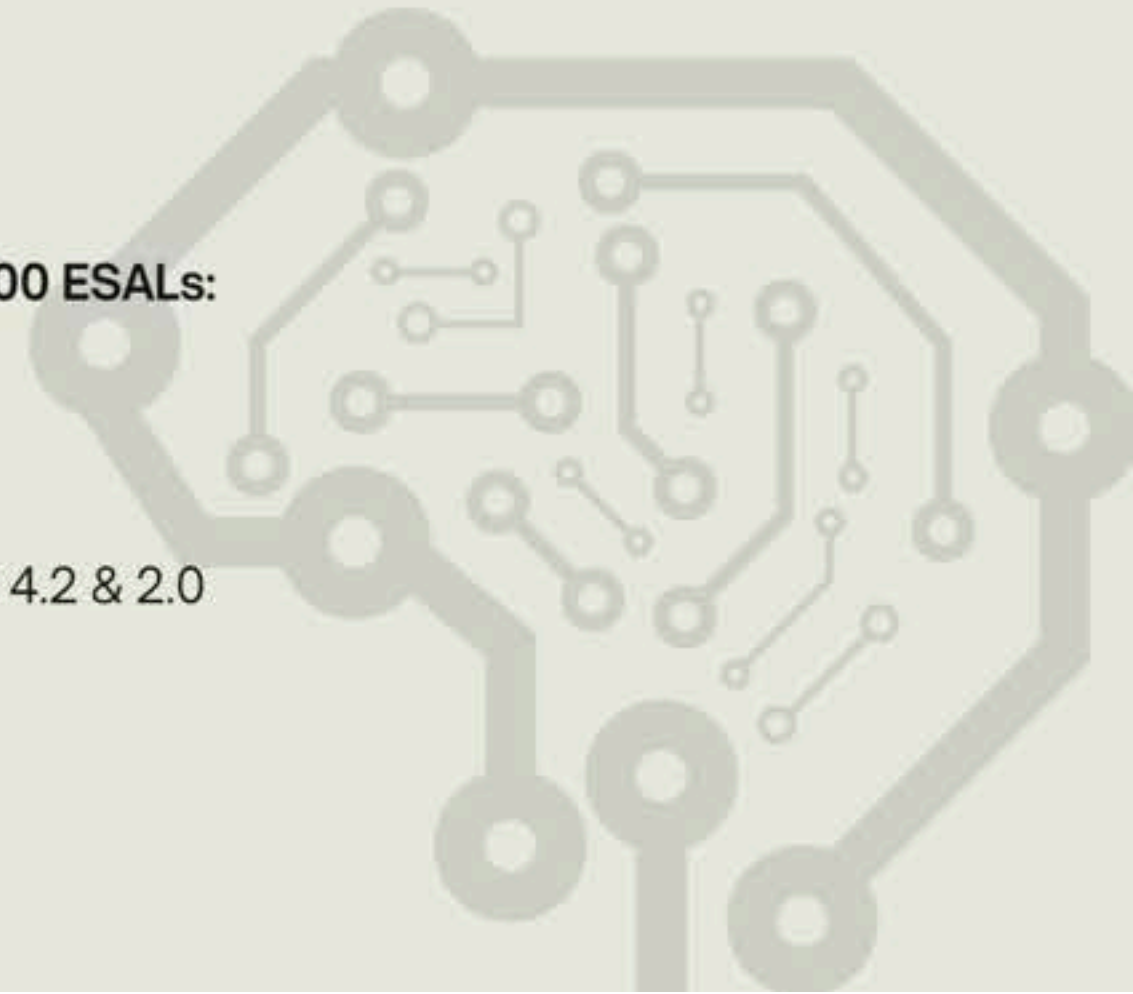


The (flexible, HMAC) pavement design analysis was generally based on the design procedures developed by AASHTO Guide of Pavement Structures, 1993.

SUMMARY OF ESTIMATED SERVICEABILITY OVER A 20-YEAR PERIOD:

- Local **Type A** Street (No bus Traffic) - **100,000 ESALs:**
- Reliability: R-70
- Initial & Terminal Serviceability: 4.2 & 2.0
- Standard Deviation: 0.45

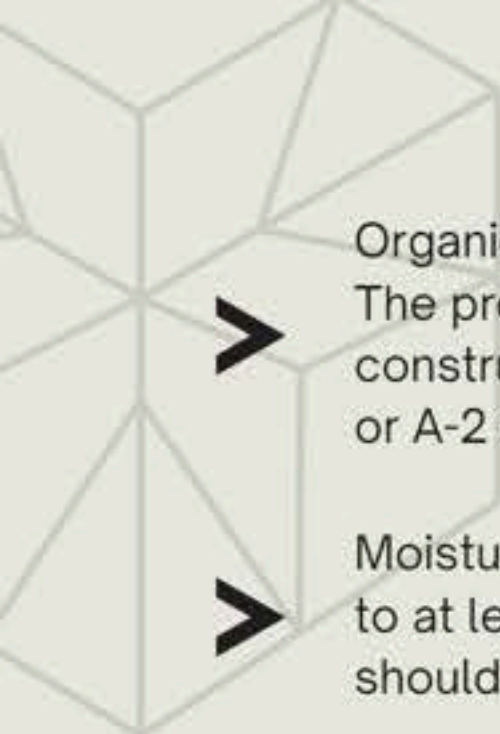
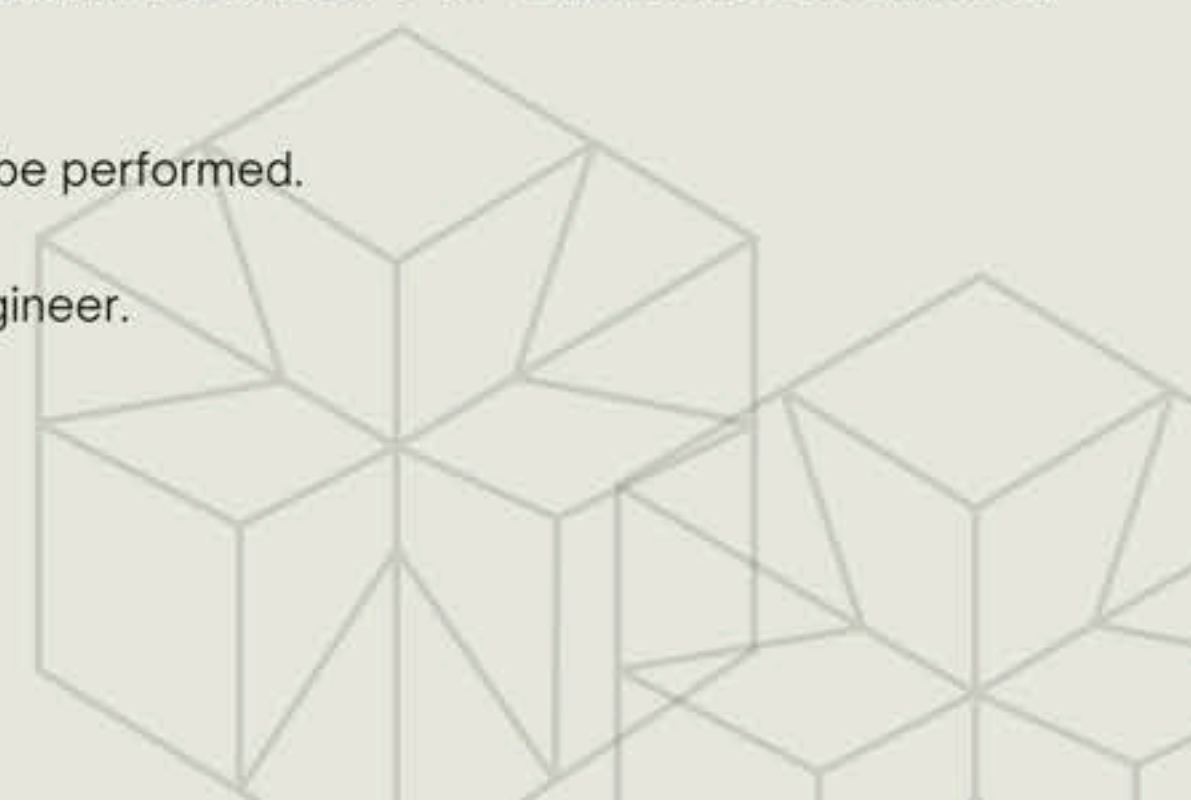
- Local **Type B** Street – **2,000,000 ESALs:**
- Reliability: R-90
- Initial & Terminal Serviceability: 4.2 & 2.0
- Standard Deviation: 0.45



MINIMUM ASPHALT PAVEMENT PARAMETERS

Street Classification	Type "D" Hot-mix (in.)	Compacted Flexible Base Course (in.)	Geogrid	Moist, Compacted Subgrade (in.)
Local Type A	2.0	10" (2 lifts)	✓	6
Without Bus Traffic	2.0	8" (2 lifts)	✓	6
Local Type B	3.0	16" (3 lifts)	✓	6
Without Bus Traffic	3.0	12" (2 lifts)	✓	6

- Pavement sections are based on a minimum CBR value of 2.0.
- It's recommended that the geogrid product selected by the owner/civil design team be installed per the road contractor's/manufacture's guidelines.

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- Organics, soft or excessively wet soils or unsuitable soils encountered should be removed prior to proof-rolling activities. The proof-rolling process is typically implemented in order to identify localized soft-soil areas and should be performed with construction equipment weighing at least 10 tons. Voids created by the removal of trees should be backfilled with moist, A-1 or A-2 crushed limestone or gravelly soil which has a PI range of 8 to 22, and then densely compacted in place.
 - Moisture content of Subgrade should be maintained between -2 to +3 percent of optimum moisture content and compacted to at least 95 percent of the maximum dry density as determined by Proctor method ASTM D-698. A slightly moist condition should be maintained prior to installation and compaction of moistened flexible base course material.
 - Flexible base material should meet the grading and PI requirements as illustrated in TxDot item 247: Type A, Grade 1 or 2.
 - A prime coat should be applied on the finished base course section; and Type "D" section degree of compaction should be between 92 and 96 percent of Max. Theoretical Density.
 - The flexible base course section should extend horizontally at least 12 inches beyond the outside edge of the proposed curb line.
 - The Flexible Base Course section should be compacted to a minimum of 97 percent of the maximum dry density as determined by proctor method TEX-113-E, with in-place moisture content maintained between -1 to +2 percent of the proctor optimum moisture value.
 - A minimum of (1) in-place density test per 200 linear feet of roadway should be performed.
 - Final pavement surface grades should be established by the project civil engineer.



COMMON CAUSES OF PREMATURE ASPHALT PAVEMENT FAILURE

- 01** Absence of deepened curbs and/or moisture barriers which can lead to water entering the permeable base materials, saturating the base and underlying subgrade soils;
- 02** Soft/wet subgrade conditions;
- 03** Inadequately compacted base course / inadequately compacted subgrade soil;
- 04** Subgrade that is not well drained and not of uniform bearing capacity;
- 05** Not utilizing Proof rolling techniques to help identify soft spots or areas of unstable soils;
- 06** A finished pavement that does not provide a uniform, well-draining surface;
- 07** Failure to allow proper curing time of newly placed asphalt pavement prior to traffic loads;
- 08** Inadequate asphalt pavement thickness;
- 09** Failure to provide positive drainage at perimeter edge of pavement which can lead to negative drainage under the pavement; and
- 10** Repetitive load magnitudes that exceed design traffic loads.





The asphalt design criteria illustrated above along with a properly prepared stabilized subgrade and base course section should adequately handle anticipated traffic loads; however, the pavement thickness cannot always counter the detrimental shrink-swell effects of the underlying expansive soils or the effects of future excessive traffic loads. Successful long-term performance may depend in part on the implementation of good construction practices, proper subgrade/base preparation, and good surface drainage.

Perimeter Drainage

It is important that proper perimeter drainage be provided so that infiltration of surface water from compacted areas surrounding the pavement is minimized, but if not possible, curbs should extend through the base and into the subgrade. A crack sealant compatible to both asphalt and concrete should be installed at the concrete-asphalt interfaces. Wherever there are drastic grade changes in the pavement area (such as from 3 to 4 percent grade to 1 to 2 percent grade) 3 x 5- inch gravel subgrade with an approved subsurface drain system on the sides of the pavement and outlet should be considered.

REPRESENTATIVE SITE
PHOTOS

(1082 F.M. 476)





BORING LOCATION PLAN
(1082 F.M. 476)

Boring locations shown are approximate.