



**SPECIFIC USE PERMIT (SUP) APPLICATION**

**SECTION 1. APPLICANT/OWNER INFORMATION**

Please Print or Type

Applicant/Developer: Las Palapas Keller  
Street Address: 503 Med Ct #102  
City: San Antonio State: TX Zip: 78258  
Telephone: 210.471.2123 Fax: \_\_\_\_\_ E-mail: pergel@mylaspalapas.com  
Applicant's Status: (Check One) Owner  Tenant  Prospective Buyer

*Property Owner must sign the application or submit a notarized letter of authorization.*

Owner: Crista Hubbard  
Street Address: 2377 King Arthur Court  
City: Lajolla State: CA Zip: 92037  
Telephone: 858-334-5780 Fax: \_\_\_\_\_ E-mail: cxhubbard49@gmail.com

[Signature]  
Signature of Applicant  
Date: 6/11/2021

[Signature] Printed Name of Owner  
Date: 6/11/2021

**SECTION 2. PERMIT REQUEST INFORMATION**

Property Location: 455 Keller Pkwy  
Legal Description:  
Lot(s): 2 Block(s): 1 Subdivision Name: Sam Needham Survey  
Unplatted Property Description:  
Abstract Name & Number: \_\_\_\_\_ Tract Number(s): \_\_\_\_\_  
*If property is not platted, please attach a metes and bounds description.*  
Current Zoning: Retail Proposed Zoning: Retail  
Current Use of Property: Dairy Queen Restaurant  
Proposed Use of Property: Las Palapas Mexican Restaurant



## SPECIFIC USE PERMIT (SUP) APPLICATION

### SECTION 3. CHECKLIST

(Please provide each of the items below & initial next to each item)

The application fee *electronic copy*

Seven (7) 22" x 34" or 24" x 36" copies are needed, collated and folded to 9" x 12" paper size; ~~electronic copy is recommended~~ upon submittal date.

A written proposal outlining all special conditions and additional requirements for the property controlled by the SUP, including but not limited to:

- the paving of streets, alleys and sidewalks,
- means of ingress and egress to public streets,
- provisions for drainage,
- adequate off-street parking,
- screening and open space,
- heights of structures,
- compatibility of buildings,
- hours of operation, and
- time limits.

• A letter justifying the request and addressing the decision criteria on with the Planning and Zoning Commission and City Council will base their decision.

- 1) The use is harmonious and compatible with surrounding existing uses or proposed uses;
- 2) The activities requested by the applicant are normally associated with the permitted uses in the base district;
- 3) The nature of the use is reasonable and appropriate in the immediate area;
- 4) Any negative impact on the surrounding area has been mitigated; and
- 5) That any additional conditions specified ensure that the intent of the district purposes are being upheld.

A legal description or meets and bounds description of the property.

Concept Plan. The plan shall be to scale and show the following:

- topography,
- and boundary of SUP area;
- physical features of the site;
- existing streets, alleys and easements;
- location of future public facilities;
- parking ratios, the final Detailed Site Plan;
- building height and location, elevations;
- site landscaping;
- off-street parking facilities;
- size, height, construction materials, and locations of buildings and the uses to be permitted;
- location and instruction of signs;
- means of ingress and egress to public streets;
- the type of visual screening such as walls, plantings and fences;
- the relationship of the intended use to all existing properties and land uses in all directions to a minimum distance of two hundred feet (200') and;
- other information to adequately describe the proposed development and to provide data for approval.

Evidence of communicating the proposal with the adjacent neighborhood

Trip Generation Form and, if required per Section 5.03, Traffic Impact Analysis

Additional information or drawings, operations data, or expert evaluation when considering the application, including traffic studies and drainage studies as required by the Development Review Committee.

Part A - Street System Improvements  
 FIGURE 4.01 - Trip Generation Data Form (Part 1)

Institute of Transportation Engineers  
 Trip Generation Data Form (Part 1)

Land Use/Building Type: RESTAURANT W/ DRIVE THRU ITE Land Use Code: 934  
 Source: LAS PALMAS Source No. (by ITE):  
 Name of Development: RESTAURANT W/ DRIVE THRU State/Province: TX Zip/Postal Code: 76248 Day of the Week:  
 City: KEELER County: THURMAN Metropolitan Area: FORT WORTH Month:  
 Year:

1. For fast-food land use, please specify if hamburger, nonhamburger-based.

Location Within Area:	(1) CBD	(2) Suburban (Non-CBD)	(3) Rural	(4) Frameny Interchange Area (Rural)	(5) Urban (Non-CBD)	(6) Suburban CBD	(7) Not Given	Actual	Estimated	Actual	Estimated	Detailer Description of Development <sup>3</sup>
Independent Variable: (include other for as many as possible) <sup>2</sup>												
(1) Employees (E)												
(2) Persons (P)												
(3) Units (U)												
(4) Occupied Units (O)												
(5) Building Area (Gross sq. ft.)												
(6) Net Rentable Area (sq. ft.)												
(7) Gross Leasable Area (sq. ft.)												
(8) Occupied Gross Leasable Area (sq. ft.)												
(9) Acres												
(10) Parking Spaces (P)												
(11) Occupied Bays (O)												
(12) Seals (S)												
(13) Servicing Positions/Vehicle Fueling Positions												
(14) Shopping Center % Out-parcels/parks												
(15) Mall Peak Hour Volume of Adjacent Street Traffic												
(16) PM Peak Hour Volume of Adjacent Street Traffic												
(17) Other												
(18) Other												

2. Definitions for regional independent variables can be found in the Trip Generation User's Guide.  
 3. Please provide all pertinent information that helps to describe the subject project. If necessary, attach a detailed report.

Other Data:

Vehicle Occupancy (V) \_\_\_\_\_ 24-hour %  
 AM % \_\_\_\_\_ PM %  
 Percent by Transit: \_\_\_\_\_ 24-hour %  
 AM % \_\_\_\_\_ PM %  
 Percent by Carpool/Vanpool: \_\_\_\_\_ 24-hour %  
 AM % \_\_\_\_\_ PM %

Field-use Employee by Shift:

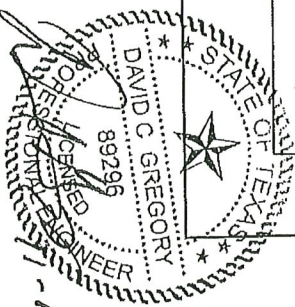
Shift	Start Time	End Time	Employee (E)
First Shift	_____	_____	_____
Second Shift	_____	_____	_____
Third Shift	_____	_____	_____

Parking Cost on Site: Hourly \_\_\_\_\_ Daily \_\_\_\_\_

Transit/Demand Management (TDM) Information:  
 At the time of this study, was there a TDM program that may have impacted the trip generation characteristics of this site) under way?  
 No  
 Yes (If yes, please check appropriate box(es); describe the nature of this TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary.)

<input type="checkbox"/> (1) Transit Service	<input type="checkbox"/> (5) Employer Support Measures	<input type="checkbox"/> (9) Tolls and Congestion Pricing
<input type="checkbox"/> (2) Carpool Programs	<input type="checkbox"/> (6) Preferential HOV Treatments	<input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks
<input type="checkbox"/> (3) Vanpool Programs	<input type="checkbox"/> (7) Transit and Fishbaking Incentives	<input type="checkbox"/> (11) Telecommuting
<input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvements	<input type="checkbox"/> (8) Parking Supply and Pricing Management	<input type="checkbox"/> (12) Other _____

Please Complete Form on Other Side



1-17-8530

FIGURE 4.02 - Trip Generation Data Form (Part 2)

Part A - Street System Improvements

Institute of Transportation Engineers  
 Trip Generation Data Form (Part 2)

(All = All Vehicles Counted/Trucks = Heavy Duty Trucks & Buses)

24-hour Volume A.M. Peak Hour of Adjacent Street Traffic (7-9) Time: P.M. Peak Hour of Adjacent Street Traffic (4-6) Time: A.M. Peak Hour of Generator's Street Time: P.M. Peak Hour of Generator's Street Time: No. of Days Counted	Average Weekdays (M-F)			Saturday			Sunday		
	Enter	Trucks	All	Enter	Trucks	All	Enter	Trucks	All
SEE ATTACHED STUDY FOR CLOUD ST & FM 1709 DOWNS BY GRAM TRAFFIC NTK INC. 09/18/2019	85	78	163	115	107	110	115	107	222
PROHIBITED COUNTS DERIVED FROM ITE TRIP GEN MANUAL	67	65	132	112	110	112	112	110	222

1, 2. Please refer to the Trip Generation Usage guide for a definition of the terms.  
 Detailed Driveway Volumes - Average Weekday (M-F)

A.M. Period	Enter		Total		Mid-Day Period	Enter		Total		P.M. Period	Enter		Total	
	All	Trucks	All	Trucks		All	Trucks	All	Trucks		All	Trucks	All	Trucks
6:00-6:15					11:30-11:45					3:00-3:15				
6:15-6:30					11:45-12:00					3:15-3:30				
6:30-6:45					12:00-12:15					3:30-3:45				
6:45-7:00					12:15-12:30					3:45-4:00				
7:00-7:15					12:30-12:45					4:00-4:15				
7:15-7:30					12:45-1:00					4:15-4:30				
7:30-7:45					1:00-1:15					4:30-4:45				
7:45-8:00					1:15-1:30					4:45-5:00				
8:00-8:15					1:30-1:45					5:00-5:15				
8:15-8:30					1:45-2:00					5:15-5:30				
8:30-8:45										5:30-5:45				
8:45-9:00										5:45-6:00				
9:00-9:15										6:00-6:15				
9:15-9:30										6:15-6:30				

Please attach any additional site information or comments regarding special site characteristics, if available.  
 Check if additional information is attached.

Survey conducted by: Name: **DAVID GREGORY, PE**

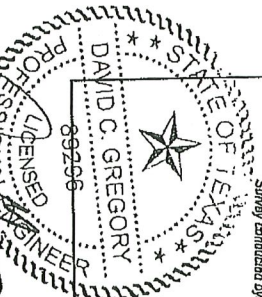
Organization: **DG ENGINEERING INC.**

Address: **168 KELLER PARKWAY STE 100**

City/State/Zip: **KELLER TX 76248**

Telephone #: **8178772244** Fax #: \_\_\_\_\_

Email: **David@dgengineering.com**



11-17-2020

# GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013  
817.265.8968

Count Name: FM 1709 @  
CINDY ST NORTH - WED  
Site Code:  
Start Date: 09/18/2019  
Page No: 1

## Turning Movement Data

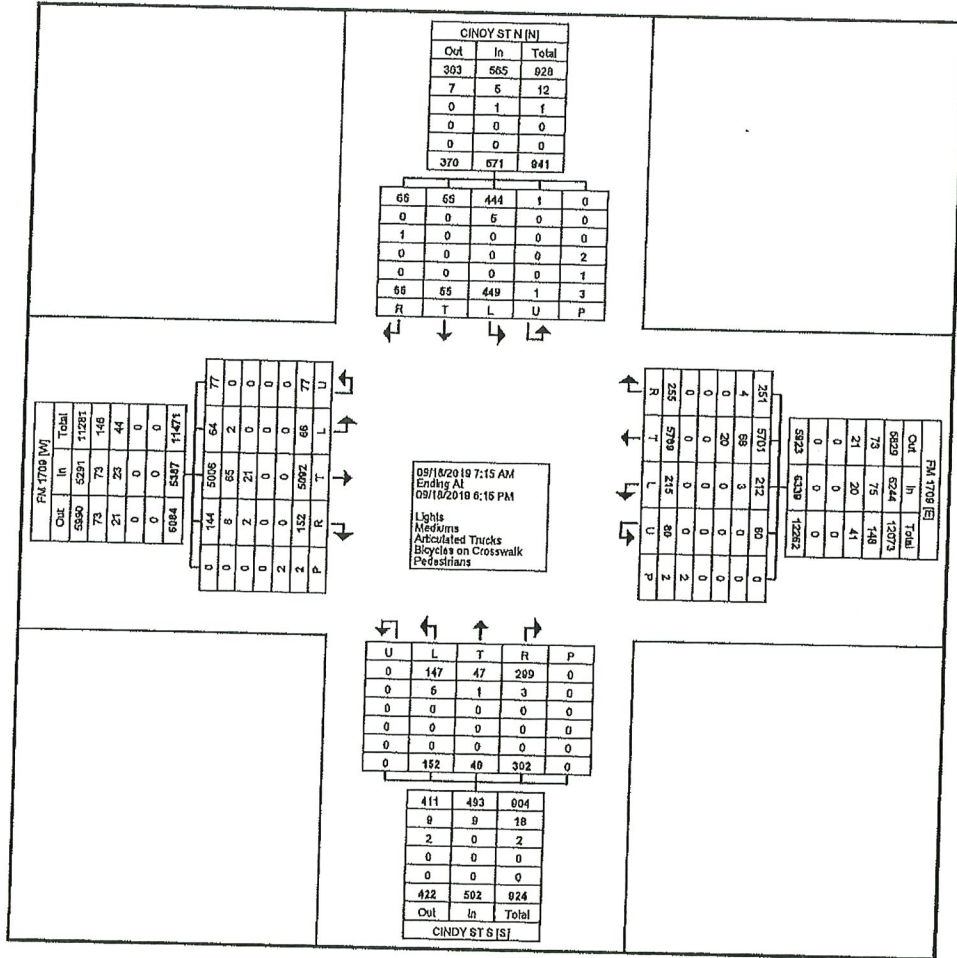
Start Time	CINDY ST N Southbound					FM 1709 Westbound					CINDY ST S Northbound					FM 1709 Eastbound					Int. Total					
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru		Right	U-Turn	Peds	App. Total	
7:15 AM	25	3	1	0	1	29	0	160	7	3	0	170	10	2	7	0	0	19	2	413	2	1	0	418	638	
7:30 AM	18	3	2	0	0	23	3	205	18	0	0	226	5	9	9	0	0	23	0	369	4	3	1	376	648	
7:45 AM	42	3	4	0	0	49	1	238	21	1	2	259	6	4	15	0	0	25	2	339	2	1	0	344	977	
Hourly Total	85	9	7	0	1	101	4	601	46	4	2	655	21	15	31	0	0	67	4	1121	8	5	1	1138	1961	
8:00 AM	54	3	2	0	0	59	12	240	18	1	0	269	7	3	14	0	0	24	5	366	2	5	1	378	730	
8:15 AM	53	9	5	0	0	67	3	214	20	1	0	238	8	5	7	0	0	18	3	383	4	4	0	394	717	
8:30 AM	15	0	3	0	1	19	4	208	4	1	0	215	8	0	19	0	0	27	2	323	5	4	0	334	594	
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	3	
Hourly Total	122	12	10	0	1	144	19	661	40	3	0	723	21	8	40	0	0	69	10	1074	11	13	1	1108	2044	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	30	1	0	0	0	31	14	288	8	9	0	319	10	0	26	0	0	36	5	228	14	2	0	247	833	
12:15 PM	12	0	1	1	0	14	11	287	6	5	0	289	10	0	19	0	0	29	4	250	8	9	0	271	603	
12:30 PM	10	2	4	0	0	16	8	272	8	8	0	298	8	0	21	0	0	29	2	225	12	5	0	244	585	
12:45 PM	12	2	4	0	0	18	20	285	9	2	0	317	18	0	17	0	0	35	7	249	19	2	0	277	647	
Hourly Total	64	5	9	1	0	79	53	1113	31	24	0	1221	46	0	83	0	0	129	18	950	53	18	0	1039	2498	
1:00 PM	14	0	7	0	0	21	18	241	4	6	0	269	17	2	18	0	0	37	2	248	13	1	0	264	591	
1:15 PM	17	4	4	0	0	25	19	315	8	7	0	349	11	0	25	0	0	36	1	223	16	4	0	244	654	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	31	4	11	0	0	46	37	556	12	13	0	618	28	2	43	0	0	73	3	471	29	5	0	508	1245	
4:15 PM	27	2	9	0	0	38	14	482	23	9	0	528	10	3	24	0	0	37	8	213	8	10	0	237	840	
Hourly Total	27	2	9	0	0	38	14	482	23	9	0	528	10	3	24	0	0	37	8	213	8	10	0	237	840	
5:00 PM	28	5	4	0	0	35	20	484	31	4	0	539	5	1	13	0	0	19	8	228	12	6	0	251	844	
5:15 PM	24	3	4	0	0	31	21	437	34	8	0	500	7	8	12	0	0	25	11	220	6	5	0	242	798	
5:30 PM	24	9	7	0	1	40	17	437	23	2	0	479	5	3	8	0	0	16	2	253	6	3	0	264	789	
5:45 PM	25	2	3	0	0	30	21	510	10	7	0	548	2	5	25	0	0	32	3	273	15	7	0	298	908	
Hourly Total	99	19	18	0	1	138	79	1889	98	21	0	2066	19	15	58	0	0	92	22	974	39	20	0	1055	3349	
6:00 PM	21	4	2	0	0	27	9	508	5	8	0	528	7	5	23	0	0	35	1	289	6	6	0	302	892	
Grand Total	449	55	68	1	3	571	215	5789	255	80	2	6339	152	48	302	0	0	502	68	5092	152	77	2	5387	12789	
Approach %	78.6	9.8	11.6	0.2	-	-	3.4	91.3	4.0	1.3	-	-	30.3	9.8	60.2	0.0	-	-	1.2	84.5	2.8	1.4	-	-	-	-
Total %	3.5	0.4	0.5	0.0	-	4.5	1.7	45.2	2.0	0.6	-	49.5	1.2	0.4	2.4	0.0	-	3.9	0.5	39.8	1.2	0.6	-	42.1	-	-
Lights	444	55	65	1	-	565	212	5701	251	80	-	6244	147	47	299	0	-	493	64	5008	144	77	-	5291	12593	
% Lights	98.9	100.0	98.5	100.0	-	98.9	98.6	98.5	98.4	100.0	-	98.5	96.7	97.9	99.0	-	-	98.2	87.0	98.3	94.7	100.0	-	98.2	98.4	
Mediums	5	0	0	0	-	5	3	89	4	0	-	75	5	1	3	0	-	9	2	65	8	0	-	73	162	
% Mediums	1.1	0.0	0.0	0.0	-	0.9	1.4	1.2	1.8	0.0	-	1.2	3.3	2.1	1.0	-	-	1.8	3.0	1.3	3.9	0.0	-	1.4	1.3	
Articulated Trucks	0	0	1	0	-	1	0	20	0	0	-	20	0	0	0	0	-	0	0	21	2	0	-	23	44	
% Articulated Trucks	0.0	0.0	1.5	0.0	-	0.2	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.4	1.3	0.0	-	0.4	0.3	
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	68.7	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-
% Pedestrians	-	-	-	-	33.3	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-

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Turning Movement Data Plot

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Count Name: FM 1709 @  
CINDY ST NORTH - WED  
Site Code:  
Start Date: 09/18/2019  
Page No: 3

## Turning Movement Peak Hour Data (7:30 AM)

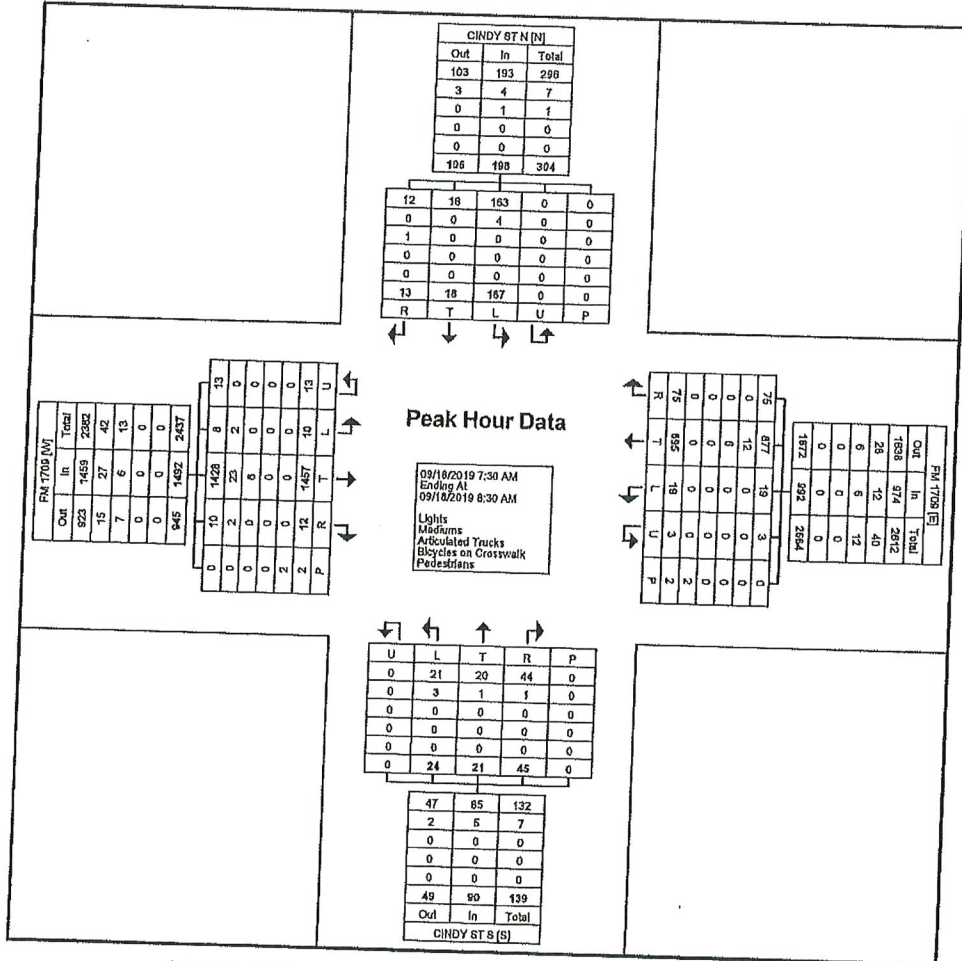
Start Time	CINDY ST N Southbound						FM 1709 Westbound						CINDY ST S Northbound						FM 1709 Eastbound						Int. Total	
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total		
7:30 AM	18	3	2	0	0	23	3	205	18	0	0	226	5	9	9	0	0	23	0	369	4	3	1	0	376	648
7:45 AM	42	3	4	0	0	49	1	238	21	1	2	259	8	4	15	0	0	25	2	339	2	1	0	344	730	
8:00 AM	54	3	2	0	0	59	12	240	16	1	0	259	7	3	14	0	0	24	5	306	2	5	1	314	717	
8:15 AM	53	9	5	0	0	67	3	214	20	1	0	238	8	5	7	0	0	18	3	383	4	4	0	394	2772	
Total	167	18	13	0	0	198	19	895	75	3	2	992	24	21	45	0	0	90	10	1457	12	13	2	1492	-	
Approach %	84.3	9.1	6.6	0.0	-	-	1.9	90.2	7.6	0.3	-	-	28.7	23.3	50.0	0.0	-	-	0.7	97.7	0.8	0.9	-	-	-	
Total %	6.0	0.8	0.6	0.0	-	7.1	0.7	32.3	2.7	0.1	-	35.8	0.9	0.8	1.6	0.0	-	3.2	0.4	52.6	0.4	0.5	-	53.8	-	
PHF	0.773	0.500	0.650	0.000	-	0.739	0.398	0.932	0.893	0.750	-	0.922	0.857	0.583	0.750	0.000	-	0.900	0.500	0.951	0.750	0.650	-	0.947	0.949	
Lights	183	18	12	0	-	193	19	877	75	3	-	974	21	20	44	0	-	85	8	1428	10	13	-	1459	2711	
% Lights	97.6	100.0	92.3	-	-	97.5	100.0	98.0	100.0	100.0	-	98.2	87.5	95.2	97.6	-	-	94.4	60.0	98.0	83.3	100.0	-	97.8	87.8	
Mediums	4	0	0	0	-	4	0	12	0	0	-	12	3	1	1	0	-	6	2	23	2	0	-	27	48	
% Mediums	2.4	0.0	0.0	-	-	2.0	0.0	1.3	0.0	0.0	-	1.2	12.5	4.8	2.2	-	-	6.6	20.0	1.6	18.7	0.0	-	1.8	1.7	
Articulated Trucks	0	0	1	0	-	1	0	6	0	0	-	6	0	0	0	0	-	0	0	6	0	0	-	6	13	
% Articulated Trucks	0.0	0.0	7.7	-	-	0.5	0.0	0.7	0.0	0.0	-	0.6	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	0.0	-	0.4	0.5	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	

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Start Date: 09/18/2019  
Page No: 4



Turning Movement Peak Hour Data Plot (7:30 AM)



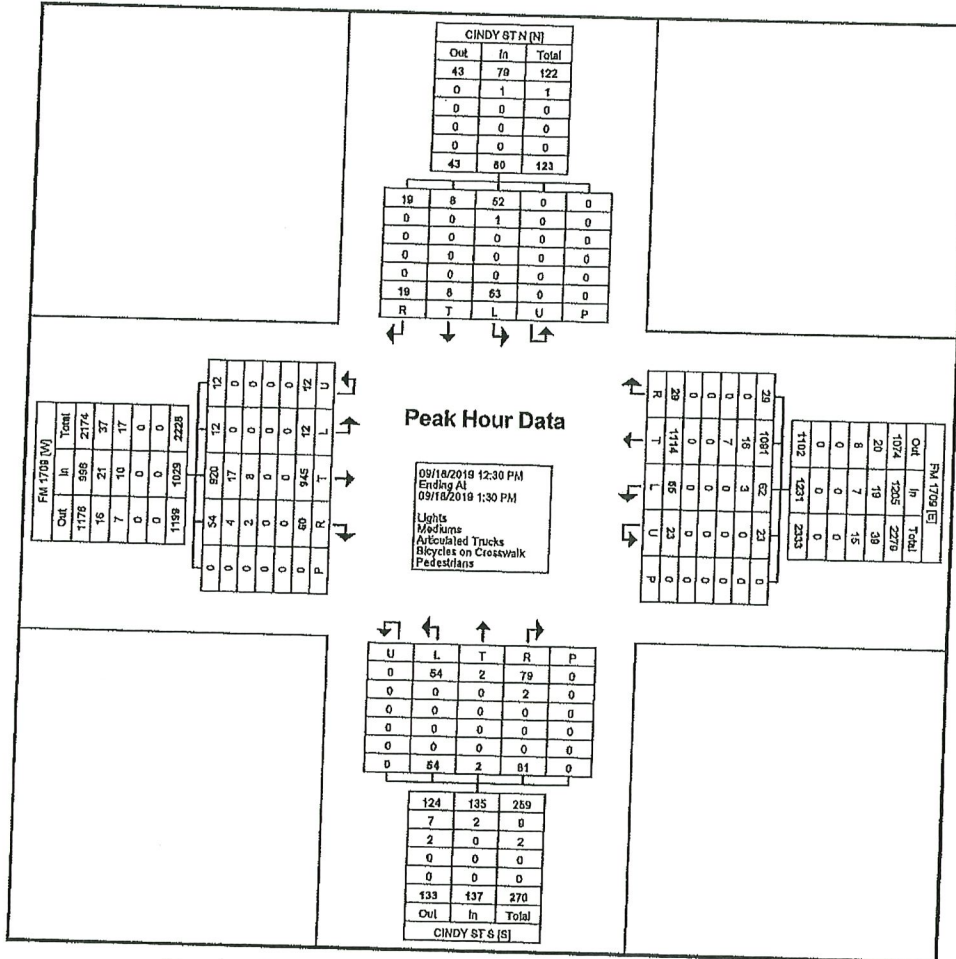


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Start Date: 09/18/2019  
Page No: 6



Turning Movement Peak Hour Data Plot (12:30 PM)

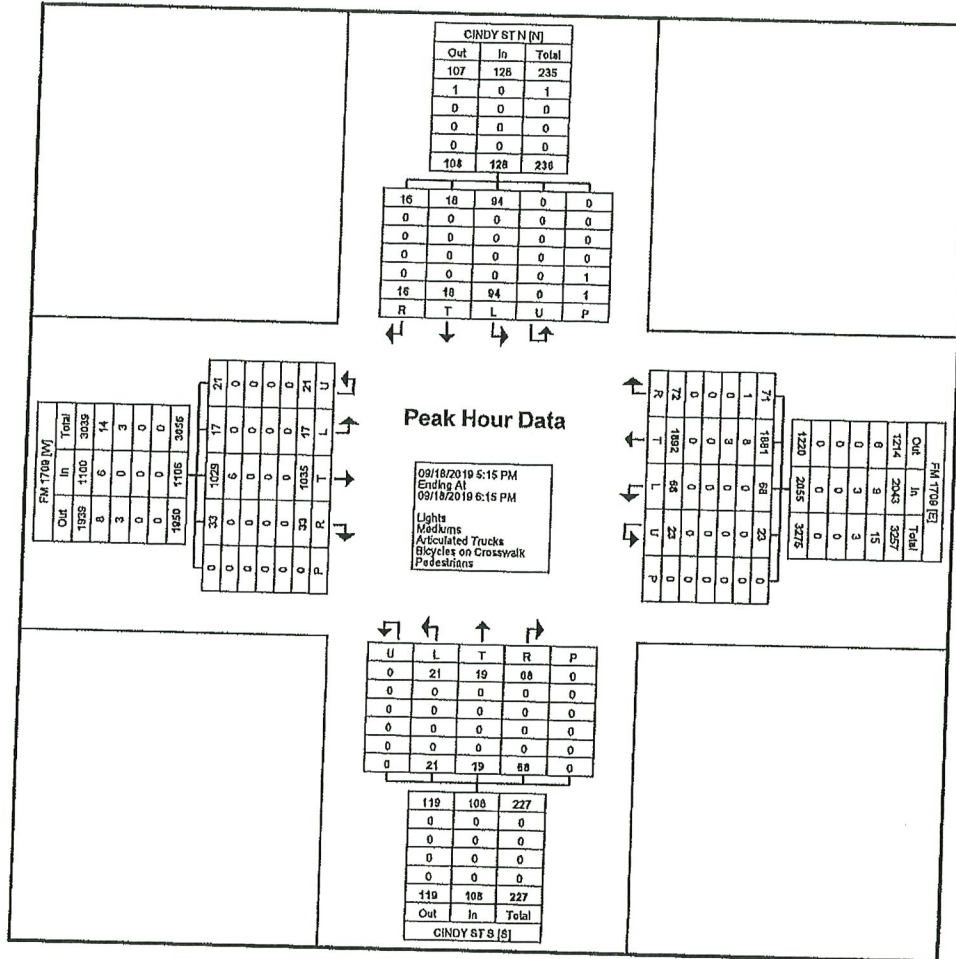


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Count Name: FM 1709 @  
CINDY ST NORTH - WED  
Site Code:  
Start Date: 09/18/2019  
Page No: 8



Turning Movement Peak Hour Data Plot (5:15 PM)

# // DCG ENGINEERING

1088 Keller Parkway, Suite 100  
 Keller, TX 75248  
 Phone: (817) 874-2841 or (817) 201-4477  
 www.dcgengineering.com  
 Engineering Firm Registration Number F-21847

020\_03102\_100301

CONTRACT DATE	REVISED
DRAWING TITLE	
PLAN VERSION	
DATE PLOTTED	
SCALE	
DATE NUMBER	
LAS PALAPAS	
KILLER	
Keller Parkway	
Keller, TX	

LAS PALAPAS  
 TRAFFIC EXH

NOTES

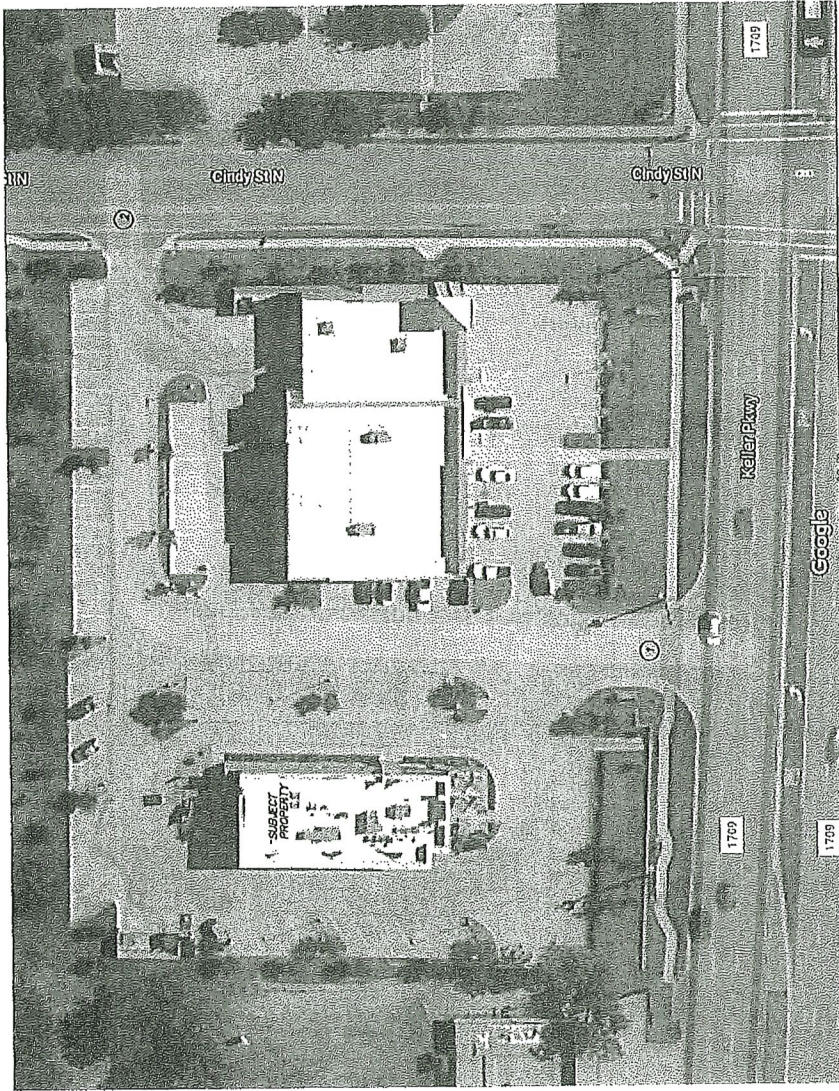
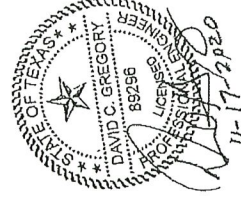
TRAFFIC GENERATION -  
 THE TRIP GENERATION 10TH EDITION  
 LAND USE CODE 23  
 RESTAURANT - 4000 SF (LAS PALAPAS)  
 AM PEAK - 63.19 TRIPS / 1000 SF  
 PM PEAK - 63.19 TRIPS / 1000 SF  
 PM PEAK - 122 TRIPS / 1000 SF

DRIVEWAY TRIP DISTRIBUTION CHART

DRIVEWAY	AM	PM	PM
DRIVEWAY 1	63	63	122
DRIVEWAY 2	0	0	0
DRIVEWAY 3	0	0	0

ASSUMPTIONS  
 DCG ENGINEERING, INC. OBTAINED BACKGROUND TRAFFIC  
 MOVEMENTS AS INCLUDED IN THE OVERALL TRAFFIC  
 ANALYSIS AS AN ATTACHMENT. TRAFFIC COUNTS WERE  
 TAKEN AT THE BUILDING ENTRANCE. TRAFFIC COUNTS  
 BUILDING WAREHOUSE IS BEING RE-URPOSED FOR THE LAS  
 PALAPAS. THIS IS STILL IN BUSINESS THEREFORE THE  
 TRAFFIC COUNTS WERE USED TO DETERMINE THE TRAFFIC  
 PROJECTIONS. COMMENTS DERIVED ABOVE UTILIZING THE  
 TRIP GENERATION MANUAL.

WE HAVE DESIGNATED THE DRIVEWAY ON PL 1700 AS  
 DRIVEWAY 1 AND ASSIGNED THE TRAFFIC TO ENTER  
 TRAFFIC TO ENTER THE SITE FROM THE WEST. WE HAVE  
 DESIGNATED THE DRIVEWAY ON PL 1700 AS DRIVEWAY 2  
 DRIVEWAY WITH REMAINING TRAFFIC UTILIZING DRIVEWAY 2  
 ON CINDY TO MAKE MOVEMENTS AT THE TRAFFIC SIGNAL  
 AND LEAVE BACK TO THE EAST.





To: City of Keller Economic Development Board  
Keller Texas 76244

RE: Las Palapas Keller Restaurant

Las Palapas Restaurants brand was established in San Antonio Texas in 1981. It currently has 19 locations in operation throughout San Antonio, New Braunfels, and College Station, Texas, with 2 other locations in San Antonio to open their doors within the next 30 days.

Restaurants are open for breakfast, lunch and dinner, with indoor, and outdoor, seating capacities, along with a drive thru lane for quick ordering and pickup, as a convenience to their customers.

We have selected 455 Keller Parkway as the location for our next Las Palapas Restaurant. The desired hours of operation are Sunday-Thursday, 6am – 10pm and Friday-Saturday, 6am – Midnight. The maximum number of employees per shift will average around 15.

There will be limited exterior décor renovations to the building and the interior will be completely renovated to fit the Las Palapas model requirements. The drive thru lane for ordering, and picking up, of food, is a major portion for the operational success of the restaurant.