

ROCKWALL CITY COUNCIL REGULAR MEETING

Tuesday, July 05, 2022 - 5:00 PM

City Hall Council Chambers - 385 Goliad St., Rockwall, TX 75087

I. Call Public Meeting to Order

II. Executive Session.

The City of Rockwall City Council will Recess into Executive Session to discuss the following matter as authorized by Chapter 551 of the Texas Government Code:

1. Discussion regarding (re)appointments to city regulatory boards and commissions, pursuant to Section, §551.074 (Personnel Matters)
2. Discussion regarding appointment assignments for city council subcommittees and board liaisons, pursuant to Section, §551.074 (Personnel Matters).
3. Discussion regarding Buffalo Creek Interceptor System Contract, pursuant to Section §551.071 (Consultation with Attorney)
4. Discussion regarding Economic Development prospects, projects, and/or incentives pursuant to Section 551.087 (Economic Development).

III. Adjourn Executive Session

IV. Reconvene Public Meeting (6:00 P.M.)

V. Invocation and Pledge of Allegiance - Councilmember Jorif

VI. Proclamations / Awards / Recognitions

1. Recognition of Mr. Larry Parks for service on the N. TX Municipal Water District Board of Directors
2. Presentation of Life-Saving Awards - Rockwall Fire Department
Crew members of Engine 01 "C"
3. Parks & Recreation Month

VII. Open Forum

This is a time for anyone to address the Council and public on any topic not already listed on the agenda or set for a public hearing. Per Council policy, public comments should be limited to three minutes out of respect for other citizens' time. If you have a topic that warrants longer time, please contact the City Secretary at kteague@rockwall.com to be placed on the Agenda during the "Appointment Items" portion of the meeting. This will allow your topic to be provided sufficient time for discussion and will permit proper notice to be given to the public. On topics raised during Open Forum, please know Council is not permitted to respond to your comments during the meeting since the topic has not been specifically listed on the agenda (the Texas Open Meetings Act requires that topics of discussion/deliberation be posted on an agenda not less than 72 hours in advance of the Council meeting). This, in part, is so that other citizens who may have the same concern may also be involved in the discussion.

VIII. Take any Action as a Result of Executive Session

IX. Consent Agenda

These agenda items are routine/administrative in nature, have previously been discussed at a prior City Council meeting, and/or they do not warrant Council deliberation. If you would like to discuss one of these items, please let the City Secretary know before the meeting starts so that you may speak during "Open Forum."

1. Consider approval of the minutes from the June 20, 2022 regular city council meeting, and take any action necessary.

2. **Z2022-022** - Consider a request by Cameron Ehn, PE of DB Constructors on behalf of Matt Wavering of the Rockwall Economic Development Corporation (REDC) for the approval of an **ordinance** for a Specific Use Permit (SUP) to allow a *General Retail Store* on a 10.649-acre parcel of land identified as Lot 1, Block B, Rockwall Technology Park, Phase 2 Addition, City of Rockwall, Rockwall County, Texas, zoned Light Industrial (LI) District, situated within the FM-549 Overlay (FM-549 OV) District, generally located at the southeast corner of Corporate Crossing and Discovery Boulevard, and take any action necessary **(2nd Reading)**.
3. **Z2022-024** - Consider a request by Asher Hamilton of RIV Properties, LLC on behalf of Michael Gibson of Marion E. Wilson, Michael White, Dimensions Real Estates Services, LLC; Mark R. Carson; Allen Anderson; Gary Shultz of Culpepper/Spatex JV; and Robert Fields of In the Estate of Ernest Fields for the approval of an **ordinance** for a PD Development Plan for a 176-unit condominium building on a 3.59-acre tract of land identified as Lots 1, 2, 3, & 4, Block 2; Lots 1, 2, 3, & 4, Block 3; Lots 1, 2, 3, & 4, Block 5; Lots 1 & 2 and a portion of Lots 3 & 4, Block 6; Lots 2, 3, & 4, Block 7; Lots 1 & 2, Block 8; and Lots 1, 2, 3, & 4, Block 9, Moton Addition, City of Rockwall, Rockwall County, Texas, situated within the *Hillside Mixed Use Subdistrict* and the *Horizon/Summer Lee Subdistrict* of Planned Development District 32 (PD-32), generally located at the southwest corner of the intersection of Horizon Road and Summer Lee Drive, and take any action necessary **(2nd Reading)**.
4. **Z2022-025** - Consider a request by Javier Silva for the approval of an **ordinance** for a Specific Use Permit (SUP) allowing *Residential Infill in an Established Subdivision* for the purpose of constructing a single-family home on a 0.25-acre parcel of land identified as Lot E, Block 112, B. F. Boydston Addition, City of Rockwall, Rockwall County, Texas, zoned Single-Family 7 (SF-7) District, situated within the Southside Residential Neighborhood Overlay (SRO) District, addressed as 511 Bourn Street, and take any action necessary **(2nd Reading)**.
5. **Z2022-026** - Consider a request by David Scott and Christine Fischer for the approval of an **ordinance** for a Specific Use Permit (SUP) allowing *Residential Infill Adjacent to Established Subdivision* for the purpose of constructing a single-family home on a ten (10) acre parcel of land identified as Lot 2, Block A, Breezy Hill Lane Addition, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, generally located at the terminus of Breezy Hill Lane, and take any action necessary **(2nd Reading)**.
6. **P2022-030** - Consider a request by Keaton Mai of the Dimension Group on behalf of Justin Webb of Rockwall 205 Investors, LLC for the approval of a Preliminary Plat for Lots 1-14, Block A, Creekside Commons being a 34.484-acre tract of land identified as Tracts 17-5 of the W. W. Ford Survey, Abstract No. 80, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the SH-205 Overlay (SH-205 OV) District, generally located at east of the intersection of S. Goliad Street [SH-205] and S. FM-549, and take any action necessary.
7. **P2022-032** - Consider a request by Chistophe Guignard of KRISS USA, Inc. on behalf of Matt Wavering of the Rockwall Economic Development Corporation (REDC) for the approval of a Replat for Lots 9-11, Block A, Rockwall Technology Park Addition being a 16.44-acre tract of land being identified as Lots 7 & 8, Block A, Rockwall Technology Park Addition, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 73 (PD-73) and Light Industrial (LI) District, situated within the FM-549 Overlay (FM-549 OV) District and the SH-276 Overlay (SH-276 OV) District, located at the northwest corner of the intersection of FM-549 and SH-276, and take any action necessary.
8. **P2022-033** - Consider a request by Josh Millsap of KFM Engineering & Design on behalf of Tony Austin of Rockwall Downtown Lofts, LTD for the approval of a Replat for Lot 2, Block A, TAC Rockwall Addition being a 3.338-acre tract of land identified as Lot 1, Block A, TAC Rockwall Addition, City of Rockwall, Rockwall County, Texas, zoned Downtown (DT) District, situated at the southwest corner of the intersection of SH-66 and SH-205 [*N. Goliad Street*], and take any action necessary.

9. **MIS2022-013** - Consider a request by Keaton Mai of the Dimension Group on behalf of Justin Webb of Rockwall 205 Investors, LLC for the approval of a Miscellaneous Case for an Alternative Tree Mitigation Settlement Agreement on a 34.484-acre tract of land identified as Tracts 17-5 of the W. W. Ford Survey, Abstract No. 80, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the SH-205 Overlay (SH-205 OV) District, generally located at east of the intersection of S. Goliad Street [SH-205] and S. FM-549, and take any action necessary.
10. Consider approval of the construction contract for the Boydston Elevated Water Storage Tank Dismantling Project, including authorizing the City Manager to execute said contract with Hunter Demolition and Wrecking Corp., in the amount of \$177,000 to be funded out of the Water Operations Budget, and take any action necessary.
11. Consider awarding a bid to B&B Concrete for the Service Center Yard Concrete Pavement Replacement Phase II Project in the amount of \$378,000, approving \$116,000 for additional concrete pavement expanding the project scope, project testing and misc. expenses to various vendors to be funded by the Streets Maintenance Budget, and authorizing the City Manager to execute contracts for this project, and take any action necessary.
12. Consider awarding a bid to Chief Landscaping for NIS Forced Mowing services in the amount of \$33,500 to be funded by the Neighborhood Improvement Services (NIS) Operating Budget, and authorizing the City Manager to negotiate and execute a contract, and take any action necessary.

X. Appointment Items

1. Appointment with Planning & Zoning Commission representative to discuss and answer any questions regarding planning-related cases on the agenda.
2. Appointment with Police Chief Max Geron to hear 'state of the department' update for the Rockwall Police Department, and take any action necessary.

XI. Public Hearing Items

If you would like to speak regarding an item listed below, please turn in a (yellow) "Request to Address City Council" form to the City Secretary either before the meeting or as you approach the podium. The Mayor or Mayor Pro Tem will call upon you to come forth at the proper time. Please limit your comments to no more than three minutes.

1. **Z2022-027** - Hold a public hearing to discuss and consider a request by Adam Buczek of the Skorburg Company on behalf of Bill Lofland of the Lofland Family for the approval of an **ordinance** for a Zoning Change from an Agricultural (AG) District to a Planned Development District for Single-Family 10 (SF-10) and General Retail (GR) District land uses on a 544.89-acre tract of land identified as Tracts 3 & 3-1 of the A. Johnson Survey, Abstract No. 123 [355.146-acres]; Tracts 7 & 7-2 of the W. H. Baird Survey, Abstract No. 25 [45.744-acres]; and Tracts 3 & 4 of the J. R. Johnson Survey, Abstract No. 128 [144.00-acres], City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, situated within the SH-205 Overlay (SH-205) and SH-205 By-Pass Overlay (SH-205 BY OV) District, generally located on the east and west side of S. Goliad Street [SH-205] at the corner of the intersection of John King Boulevard and S. Goliad Street [SH-205], and take any action necessary (**1st Reading**).

XII. Action Items

If your comments are regarding an agenda item below, you are asked to wait until that particular agenda item is up for discussion, and the Mayor or Mayor Pro Tem will call you forth to the podium to hear your comments (please limit to 3 minutes or less). This allows for all public comments to be grouped with each specific agenda item for the Council to consider, and they are then easily referenced in meeting recordings.

1. **P2022-028** - Discuss and consider a request by Robert Howman of Glenn Engineering Corp. on behalf of William Salee of the Rockwall Independent School District (RISD) for the approval of a Preliminary Plat for Lots 1 & 2, Block A, Rockwall ISD Addition being a 76.068-acre tract of land identified as Tracts 14-01 & 14-11 of the J. M. Glass Survey, Abstract No. 88, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 94 (PD-94) for limited Neighborhood Services (NS) District land uses, generally located at the northwest corner of the intersection of FM-1141 and E. Quail Run Road, and take any action necessary.

2. **P2022-029** - Discuss and consider a request by Robert Howman of Glenn Engineering Corp. on behalf of William Salee of the Rockwall Independent School District (RISD) for the approval of a Preliminary Plat for Lot 2, Block A, Rockwall – CCA Addition being a 173.00-acre tract of land identified as Tract 7-1 of the W. H. Baird Survey, Abstract No. 25 and Lot 1, Block A, Rockwall CCA Addition, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 95 (PD-95) for limited Neighborhood Services (NS) District land uses, situated within the SH-205 By-Pass Overlay (SH-205 BY-OV) District, addressed as 2301 John King Boulevard, and take any action necessary.
3. **MIS2022-011** - Discuss and consider a request by Matt Wavering of the Rockwall Economic Development Corporation (REDC) for the approval of a Miscellaneous Request for a *Variance* to the *Utility Placement* requirements in the *General Overlay District Standards* to allow overhead utilities along [1] a portion of SH-276 between John King Boulevard and Rochelle Road and [2] a portion of Corporate Crossing [FM-549] between the IH-30 Frontage Road and SH-276, City of Rockwall, Rockwall County, Texas, being right-of-way, and take any action necessary.
4. Discuss and consider (re)appointments to non-regulatory city boards and commissions, and take any action necessary.

XIII. City Manager's Report, Departmental Reports and related discussions pertaining to current city activities, upcoming meetings, future legislative activities, and other related matters.

1. Building Inspections Department Monthly Report - May 2022
2. Fire Department Monthly Report - May 2022
3. Parks & Rec Department Monthly Report - May 2022
4. Police Department Monthly Report - May 2022
5. Sales Tax Historical Comparison
6. Water Consumption Historical Statistics

XIV. Executive Session.

The City of Rockwall City Council will Recess into Executive Session to discuss the following matter as authorized by Chapter 551 of the Texas Government Code:

1. Discussion regarding (re)appointments to city regulatory boards and commissions, pursuant to Section, §551.074 (Personnel Matters)
2. Discussion regarding appointment assignments for city council subcommittees and board liaisons, pursuant to Section, §551.074 (Personnel Matters).
3. Discussion regarding Buffalo Creek Interceptor System Contract, pursuant to Section §551.071 (Consultation with Attorney)
4. Discussion regarding Economic Development prospects, projects, and/or incentives pursuant to Section 551.087 (Economic Development).

XV. Reconvene Public Meeting & Take Any Action as Result of Executive Session

XVI. Adjournment

This facility is wheelchair accessible and accessible parking spaces are available. Request for accommodations or interpretive services must be made 48 hours prior to this meeting. Please contact the City Secretary's Office at (972) 771-7700 or FAX (972) 771-7727 for further information.

The City of Rockwall City Council reserves the right to adjourn into executive session at any time to discuss any of the matters listed on the agenda above, as authorized by Texas Government Code ¶ 551.071 (Consultation with Attorney) ¶ 551.072 (Deliberations about Real Property) ¶ 551.074 (Personnel Matters) and ¶ 551.087 (Economic Development)

I, Kristy Teague, City Secretary for the City of Rockwall, Texas, do hereby certify that this Agenda was posted at City Hall, in a place readily accessible to the general public at all times, on the 1st day of July, 2022 at 4:00 p.m. and remained so posted for at least 72 continuous hours preceding the scheduled time of said meeting.

Kristy Teague, City Secretary
or Margaret Delaney, Asst. to the City Sect.

Date Removed



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Kristy Teague, City Sect./Asst. to the City Manager

DATE: July 5, 2022

SUBJECT: LARRY PARKS' NTMWD BOARD SERVICE

Attachments

Summary/Background Information

North Texas Municipal Water District Board Member, Larry Parks has been serving on the board on behalf of the City of Rockwall since his initial appointment in 1993. He has been a leader on the Board, serving as President, Vice President and Secretary. He served as President of the Board in 2020-2021. As Past President, he has been serving on the Executive Committee and has acted in an advisory position for all standing committee meetings. The City of Rockwall truly appreciates Mr. Parks' nearly three decades of service on this board and would like to acknowledge him for his contributions on behalf of our city and our residents.

Action Needed

Mayor Kevin Fowler will be presenting Mr. Parks with an honorary plaque on behalf of the City of Rockwall. A representative(s) from the NTMWD will also be present to recognize and thank Mr. Parks

Lifesaving Award



ROCKWALL FIRE

Rockwall Fire Department

*takes great pleasure in recognizing with pride and
admiration the members of*

*Engine 01 "C"
CA Lewis Johnson
CA Todd Rowan
FF Josh Turner*

On March 31, 2022 at 4:10 PM the Rockwall Fire Department responded to a reported seizure at 1201 Ridge Road. As the crew was arriving, Dispatch notified them that bystander CPR was in progress. Upon arrival crew members found a 37 year old male patient pulseless and not breathing. The patient was quickly assessed and CPR continued by the crew members. During the course of patient care, which included rescue breathing with bag valve mask, CPR and AED application, the patient was defibrillated two times. After the second defibrillation a spontaneous pulse was detected, and patient care was then transferred to the ambulance crew which had arrived on scene. He was then transported to an area hospital. The patient was released from the hospital only days later having suffered no lasting deficits from the medical emergency.

The rapid, coordinated actions of the crew from Engine 01 "C" shift played a direct role in the survival of the patient and his ability to recover with no lasting deficits.

Given in grateful appreciation this 20th day of June 2022.

Fire Chief

Date

Rockwall, Texas

Proclamation

Whereas, through the National Recreation and Parks Association, people in America have been celebrating Parks and Recreation month for over 35 years; and

Whereas, in 2009, the U.S. House of Representatives officially mandated July as Parks and Recreation Month; and

Whereas, services that parks and recreation professionals provide, such as protecting open spaces and natural resources and providing a wide range of activities for residents to enjoy, are all vital to our community; and

Whereas, statistics show that 260 million people in the United States visited local parks or recreation facilities at least once during the past year; and

Whereas, 4 in 5 adults choose high-quality parks and recreation amenities and services when choosing a place to live; and

Whereas, Rockwall Parks and Recreation staff members work tirelessly to provide quality special events and programming, such as “Concerts by the Lake,” various senior and children’s activities, and the city’s annual Founders Day Festival.

Now, Therefore, I, Kevin Fowler, Mayor of the City of Rockwall, do hereby proclaim **July 2022**, as:

Parks & Recreation Month

in the City of Rockwall, and encourage all citizens to visit our parks system on a regular basis, attend one of our many special events, and recognize the contributions that parks and recreation staff make every day to enhance our health, safety, comfort and quality of life.

In Witness Whereof, I hereunto set my hand and official seal on this 5th day of July, 2022.


Kevin Fowler, Mayor

ROCKWALL CITY COUNCIL REGULAR MEETING

Monday, June 20, 2022 - 5:00 PM

City Hall Council Chambers - 385 Goliad St., Rockwall, TX 75087

I. CALL PUBLIC MEETING TO ORDER

Mayor Fowler called the public meeting to order at 5:01 p.m. Present were Mayor Kevin Fowler and Councilmembers Clarence Jorif, Dana Macalik, Bennie Daniels, and Mark Moeller. Also present were City Manager Mary Smith, Assistant City Manager Joey Boyd, and City Attorney Frank Garza. Mayor Pro Tem Trace Johannesen and Councilmember Anna Campbell were absent from the meeting.

Mayor Fowler read the below-listed discussion items into the record before recessing the public meeting to go into Ex. Session at 5:02 p.m.

II. EXECUTIVE SESSION.

THE CITY OF ROCKWALL CITY COUNCIL WILL RECESS INTO EXECUTIVE SESSION TO DISCUSS THE FOLLOWING MATTER AS AUTHORIZED BY CHAPTER 551 OF THE TEXAS GOVERNMENT CODE:

1. Discussion regarding appointments to city regulatory boards and commissions, pursuant to Section, §551.074 (Personnel Matters)
2. Discussion regarding appointment of city council subcommittees and board liaisons, pursuant to Section, §551.074 (Personnel Matters).
3. Discussion regarding Buffalo Creek Interceptor System Contract, pursuant to Section §551.071 (Consultation with Attorney)
4. Discussion regarding security personnel of public facilities pursuant to Section 551.076 (Deliberations Regarding Security) and Section 551.071 (Attorney Consultation).

III. ADJOURN EXECUTIVE SESSION

Council adjourned from Ex. Session at 6:00 p.m.

IV. RECONVENE PUBLIC MEETING (6:00 P.M.)

Mayor Fowler reconvened the public meeting at 6:04 p.m.

V. INVOCATION AND PLEDGE OF ALLEGIANCE - COUNCILMEMBER MOELLER

Councilmember Moeller delivered the invocation and led the Pledge of Allegiance.

VI. PROCLAMATIONS / AWARDS / RECOGNITIONS

1. Elder Abuse Awareness & Prevention Month

Mayor Fowler called forth Amanda Sutherland, program administrator for Adult Protective Services. He then read and presented her with this proclamation. She spoke

briefly thereafter, encouraging everyone to look after the elderly and disabled within the community.

2. Boys & Girls Club Week

Mayor Fowler called forth representatives of the local Boys & Girls Club, including several young children. He then read and presented them with this proclamation. The Executive Director, Mrs. Houser, then spoke a few, brief words.

VII. OPEN FORUM

Mayor Fowler explained how Open Forum is conducted, asking if anyone would like to come forth and speak at this time.

Jana Durfee
828 Cedar Bluff Drive
Rockwall, TX

Mrs. Durfee came forth and shared that she is a citizen who has concerns about the recent survey that was conducted within the Rockwall Police Department. She stated that it showed a pretty high disapproval rating (about 90%, she said). She would like the city to meet with staff in the police department to identify the source of the employees' dissatisfaction and take corrective action.

Janice Morchower
144 Westwood
Rockwall, TX 75032

Mrs. Morchower came forth and expressed that she was very disturbed when she saw the recent police department survey. She stated the essence of the morale of responding officers towards the police chief is something that the city manager and city council really need to address. She indicated that he may be a good police chief, but perhaps he is not a good leader, and there is some reason(s) why his police force is not positively responding to him. She believes it is vital to our community that our police force is strong, well-staffed, and that employees are well paid so that there is high retention. She strongly encouraged the City Council and City Manager to really look into this.

Justin Scroggs
1512 S. Alamo Road
Rockwall, TX

Mr. Scroggs came forth and expressed dissatisfaction for the Council allowing the applicant on the coffee shop proposal to withdraw his application a few minutes ago without holding the public hearing and allowing residents from the neighborhood a chance to speak. He shared that a lot of residents are against the proposal, and the Council has not denied any requests 'with prejudice' that contain a drive-thru aspect to the proposal. He believes that the Council not doing so is setting a precedence that will result in additional, drive-thru related requests to continue to come back. He suggested that because the Council is not taking action to "deny with prejudice" it must mean that the Council is considering some

type of business with a drive-thru at that location. He went on to ask the mayor if he is friends with the owner of the property. The mayor indicated that he does know the owner; however, they do not 'hang out.' Mayor Fowler furthermore indicated that he knows a lot of people, including Mr. Scroggs (the speaker) himself – that he has been in Mayor Fowler's house before. He shared that not allowing residents an opportunity to speak was a 'dirty move,' and he wishes the Council would listen to the people because they do not feel they have been listened to.

Mrs. Dawn Scroggs
813 S. Alamo
Rockwall, TX

Mrs. Scroggs came forth and shared that she does not understand why the Council took action (on the coffee shop related case) this evening before allowing the residents an opportunity to speak. She shared that last time a proposal came forth at this location (also, from the coffee shop), there was resident input and discussion before the vote. She went on to express notable dissatisfaction in the Council not allowing the public hearing to be held and citizens to be heard on the proposed coffee shop this evening. Mayor Fowler indicated that the Council is and was following a procedure, one that has happened many times before. Mrs. Scroggs expressed that her desire is that the Council would have denied the application 'with prejudice.' She was extremely dissatisfied in Council not allowing citizens to speak until after the Council took a vote on that item. She explained that she understands that applicants have rights, but homeowners also have rights. She feels she and others are having to stand up and fight for their rights. She doesn't understand why Council does not deny it with prejudice, essentially to send a clear message that any future proposal that contains a 'drive-thru' aspect at this location will be denied. She went on to speak extensively about her opposition to the proposed coffee shop and any other, future requests that may come forth that contain a proposed drive-thru.

Yvonne Sullivan
521 Cellars Court
Rockwall, TX

Mrs. Sullivan shared that an alcohol related music venue is supposed to be going in at 190 Shenandoah off of SH-205. Indication was given that this property is located in the county, and it is not at all within the city limits. Even though it is not in the city limits, Mrs. Sullivan wonders if city council members can possibly write letters in opposition of the business' proposal with TABC to sell alcohol. Mayor Fowler generally indicated that he will find out this answer from the city attorney and look into the matter.

Leslie Wilson
535 Cullins Road
Rockwall, TX

Mrs. Wilson shared that she has lived at this location for 25 years. Regarding the proposed "Highgate community" listed on tonight's agenda, she essentially wonders if the possible 'work session' that was referenced earlier would be something that the affected residents would be allowed to participate in and if that is something typical that happens with

developers. Mayor Fowler indicated that it is typical for developers to ask for a work session with Council. In addition, Mayor Fowler shared that all work sessions are advertised on public meeting agendas, and they are 'open session' events that are typically held at 4:00 p.m.

Jolt Peterson

**Stableglen (no house number given) in the Somerset Community
Rockwall, TX**

Mr. Peterson shared that is here to discuss Public Hearing item #7, which is scheduled to be postponed until the next, regular city council meeting. He generally encouraged the Council to slow down development and allow an opportunity for infrastructure to catch up. He has concerns about public safety response times, in particular, and would like to see some sort of study / research performed that will show how the growth has impacted response times for emergency services.

There being no one else wishing to come forth and speak, Mayor Fowler then closed Open Forum.

Mayor Fowler then reordered the agenda to address Public Hearing Item #2 next, followed by Public Hearing Item #7.

VIII. TAKE ANY ACTION AS A RESULT OF EXECUTIVE SESSION

No action was taken as a result of Executive Session.

IX. CONSENT AGENDA

1. Consider approval of the minutes from the June 6, 2022, regular City Council meeting, and take any action necessary.
2. **P2022-025-** Consider a request by Meredith Joyce of Michael Joyce Properties on behalf of Peter Shaddock, Jr. of SH Dev Klutts Rockwall, LLC for the approval of a Final Plat for the Homestead Subdivision being a 196.009-acre tract of land identified as Tract 6 of the J. A. Ramsey Survey, Abstract No. 186, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 92 (PD-92), generally located at the northeast corner of the intersection of FM-549 and FM-1139, and take any action necessary.
3. **P2022-027** - Consider a request by Trey Braswell of Kimley-Horn on behalf of Jarrod Yates of PS LPT Properties Investors for the approval of a Final Plat for Lot 1, Block A, PS Rockwall County Addition being a 2.082-acre tract of land identified as Tract 25-03 of the J. Strickland Survey Abstract No. 187, Rockwall County, Texas, situated within the Extraterritorial Jurisdiction (ETJ) of the City of Rockwall, addressed as 4000 N. Goliad Street [SH-205], and take any action necessary.
4. Consider authorizing the City Manager to execute a facilities agreement with Discovery Lakes Phase 1 LLC, for the reimbursement of the cost of the oversizing of the water line along State Highway 276, to be funded out of the Water and Sewer Fund, and take any action necessary.

Councilmember Macalik moved to approve the entire Consent Agenda (#s 1, 2, 3 and 4). Councilmember Jorif seconded the motion, which passed by a vote of 5 ayes with 2 absences (Campbell and Johannesen).

X. APPOINTMENT ITEMS

1. Appointment with Brad Helmer, Head of School at Heritage Christian Academy, to hear update regarding the school's classroom facility and gymnasium building program, and take any action necessary.

Mr. Helmer came forth and updated the council on the progress the school has made towards a new gymnasium and updated classroom building. This spring they were able to finalize all necessary requirements to begin construction, and a ground-breaking ceremony was recently held in May. On June 1, their construction company began construction with the goal of having at least the parking lot completed before the start of the new, upcoming school year. In addition, they hope to have the entire project completed in about one year from now. They will be working with the construction company to be updated on the progress weekly, and they will continue to work with the city as well. He went on to thank this Council and previous Councils for the role they have played in supporting HCA and this project. Council took no action as a result of Mr. Helmer's update.

2. Appointment with John Brown to discuss and consider his ideas pertaining to further investments, growth opportunities and/or developments at the Rockwall Municipal Airport, and take any action necessary.

Mr. Brown came forth and shared that he owns an aviation-related business at the municipal airport. Regarding economic development, they have gone from two planes to five planes, and they now have 7 (contracted) employees. He generally indicated that the airport and its activities are busy and bustling. He went on to share that he would like Council to consider allowing a light 'maintenance type' business (mechanic shop) to be opened at the airport. He would like permission to set up said facility / operation. He also will need something longer than a month-to-month lease or a year-long lease. He would also like signage to be allowed. Councilmember Jorif shared that if Mr. Brown would like to propose a minor maintenance business at the airport, he needs to do so through the proper channels (i.e. work with Assistant City Manager, Joey Boyd, and the airport manager, Melissa). Mr. Brown was given indication that will likely have to come back before Council at a later date in order to more formally propose this idea. Council took no action pertaining to this agenda item at this time.

3. Appointment with Planning & Zoning Commission representative to discuss and answer any questions regarding planning-related cases on the agenda.

Jerry Welch of the city's P&Z Commission came forth and briefed the Council on recommendations of the Commission relative to planning-related items on tonight's meeting agenda. Council took no action at this time following Mr. Welch's comments.

XI. PUBLIC HEARING ITEMS

1. **Z2022-022** - Hold a public hearing to discuss and consider a request by Cameron Ehn, PE of DB Constructors on behalf of Matt Wavering of the Rockwall Economic Development Corporation (REDC) for the approval of an **ordinance** for a Specific Use Permit (SUP) to allow a *General Retail Store* on a 10.649-acre parcel of land identified as Lot 1, Block B, Rockwall Technology Park, Phase

2 Addition, City of Rockwall, Rockwall County, Texas, zoned Light Industrial (LI) District, situated within the FM-549 Overlay (FM-549 OV) District, generally located at the southeast corner of Corporate Crossing and Discovery Boulevard, and take any action necessary **(1st Reading)**.

Mr. Miller, the city's Planning Director, provided background information concerning this agenda item, which is related to a property at the intersection of Corporate Crossing and Discovery Boulevard. He gave a history of the property and indicated that it has remained vacant since annexation, up until this point. The applicant would like to construct a general retail store in conjunction with an 89,000 light manufacturing facility. A general retail store does require an SUP in a Light Industrial zoned district, and they are considered by Council on a case-by-case basis. The general retail store will be a sort of gift shop for the proposed chocolate factory. The proposed parking does meet city's requirements. The P&Z Commission has recommended approval of this request to the Council. Notices were sent out to 19 adjacent property owners and applicants; however, no notices were received back from staff. In addition, one nearby HOA was also notified.

Matthew Peterson came forth on behalf of DB Constructors (the architect / builder) then came forth as the applicant, indicating he is happy to answer any questions.

Mayor Fowler then opened the public hearing, but no one indicated a desire to speak. So he closed the public hearing.

Councilmember Jorif moved to approve Z2022-022. Councilmember Daniels seconded the motion. The ordinance was read as follows:

**CITY OF ROCKWALL
ORDINANCE NO. 22-XX
SPECIFIC USE PERMIT NO. S-2XX**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING THE UNIFIED DEVELOPMENT CODE (UDC) [ORDINANCE NO. 20-02] OF THE CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AS PREVIOUSLY AMENDED, SO AS TO GRANT A SPECIFIC USE PERMIT (SUP) TO ALLOW A *GENERAL RETAIL STORE* ON A 10.649-ACRE PARCEL OF LAND IDENTIFIED AS LOT 1, BLOCK B, ROCKWALL TECHNOLOGY PARK, PHASE 2 ADDITION, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS; AND MORE SPECIFICALLY DESCRIBED AND DESCRIBED IN *EXHIBIT 'A'* AND DEPICTED IN *EXHIBIT 'B'* OF THIS ORDINANCE; PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; PROVIDING FOR AN EFFECTIVE DATE.

The motion passed by a vote of 5 ayes with 2 absences (Campbell and Johannesen).

2. **Z2022-023** - Hold a public hearing to discuss and consider a request by Jack Kurz of RSDGP, LLC on behalf of Allen Anderson of Adlor Enterprises, LLC for the approval of an **ordinance** for a *Specific Use Permit (SUP)* allowing a *Restaurant, Less Than 2,000 SF, with a Drive-Through/Drive-In* for the purpose of constructing a restaurant with drive-through on a 1.1308-acre parcel of land identified

as Lot 1, Block B, Jack Canup Addition, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 62 (PD-62) for General Retail (GR) District, addressed as 902 & 906 S. Goliad Street [SH-205], and take any action necessary (**1st Reading**).

Jack Kurz
15110 N. Dallas Parkway
Dallas, TX 75248

Mr. Kurz, the applicant, had indicated a desire to speak, so – following clarification from the City Attorney – Mayor Fowler called forth Mr. Kurz to speak. Mr. Kurz generally provided a history of this case, indicating that this is the second time a proposal by this coffee shop has come forth through the Planning & Zoning Commission and to City Council. He generally expressed a desire to withdraw this request because he hopes to find a different location within Rockwall to propose a Seven Brew Coffee, perhaps a location that makes more sense.

Councilmember Daniels moved to allow the applicant to withdraw Z2022-023. Councilmember Macalik seconded the motion, which passed by a vote of 4 ayes, 1 against (Jorif) and 2 absences (Johannesen and Campbell).

Mayor Fowler then addressed Public Hearing item #7.

3. **Z2022-024** - Hold a public hearing to discuss and consider a request by Asher Hamilton of RIV Properties, LLC on behalf of Michael Gibson of Marion E. Wilson, Michael White, Dimensions Real Estates Services, LLC; Mark R. Carson; Allen Anderson; Gary Shultz of Culpepper/Spatex JV; and Robert Fields of In the Estate of Ernest Fields for the approval of an **ordinance** for a PD Development Plan for a 176-unit condominium building on a 3.59-acre tract of land identified as Lots 1, 2, 3, & 4, Block 2; Lots 1, 2, 3, & 4, Block 3; Lots 1, 2, 3, & 4, Block 5; Lots 1 & 2 and a portion of Lots 3 & 4, Block 6; Lots 2, 3, & 4, Block 7; Lots 1 & 2, Block 8; and Lots 1, 2, 3, & 4, Block 9, Moton Addition, City of Rockwall, Rockwall County, Texas, situated within the *Hillside Mixed Use Subdistrict* and the *Horizon/Summer Lee Subdistrict* of Planned Development District 32 (PD-32), generally located at the southwest corner of the intersection of Horizon Road and Summer Lee Drive, and take any action necessary (**1st Reading**).

Planning Director, Ryan Miller provided background information related to this agenda item. He shared that this is located on the SW corner of the intersection of Horizon Road and Summer Lee Drive. Back in March of this year, the Council approved an ordinance allowing for a 176-unit condominium building. These were not ‘new units’ – they were taken from the overall number of units allowed within this district, and they were simply allocated to the subject property. The overall units were originally allowed for back in 2010 with the original establishment of this Planned Development District. He briefly spoke about the applicant’s plans for realignment of two adjacent roadways (Glen Hill Way and Pinnacle Way). Along with this case, council is being asked to consider three things – (1) does it meet the intent of the Planned Development or sub-district that the property is located within; (2) will it result in an improved project that will be an attractive contribution to the PD / sub-district; and (3) will this not prevent the implementation of the intent of the PD district. He went on to share that notices were sent out to 34 adjacent property owners and nearby residents. As of tonight, staff has

received three notices back in favor of this request. In addition, the city's P&Z Commission has recommended to Council the approval of this request.

Mayor Fowler opened the public hearing, and invited forth the first speaker.

Janice Morchower
144 Westwood
Rockwall, TX

Mrs. Morchower indicated she is very strongly opposed to this development. She expressed strong concerns about existing roadways, traffic and the lack of a traffic light at the nearby intersection. She believes that these will not end up being condominiums. They will end up being apartments. She generally and strongly spoke in opposition of this development.

Bob Wacker
309 Featherstone
Rockwall, TX

Mr. Wacker came forth and commended P&Z Commissioner, Chodun, for recently standing up at a meeting and citing several areas of concern (i.e. perhaps not meeting the city's Comp Plan and the idea that perhaps infrastructure, such as streets, is not yet up to par). Indication was given that Mr. Wacker is actually inadvertently speaking right now about the Highgate development – not this case.

There being no one else wishing to come forth and speak, Mayor Fowler then closed the public hearing.

Councilmember Macalik shared that PD-32 was approved back in 2010 as, essentially, a mixed use development, and a certain number of condos (overall) were approved for allocation within this PD. She feels that a traffic impact analysis does definitely need to be looked at, especially considering the upcoming reconstruction of IH-30. Mr. Miller shared that a traffic impact study was done, and it has been reevaluated each time a developer in PD-32 is bringing something forth for consideration. Macalik also wonders about the potential need for a traffic light at this intersection / area. Mr. Miller shared that a study in this regard is currently underway, specifically concerning Horizon Road. Indication was given that emergency vehicles will still be able to traverse the proposed rerouted roadways.

Councilman Daniels moved to approve Z2022-024. Councilmember Jorif seconded the motion. The ordinance caption was read as follows:

**CITY OF ROCKWALL
ORDINANCE NO. 22-XX**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL,
TEXAS, AMENDING PLANNED DEVELOPMENT DISTRICT 32 (PD-32)
[ORDINANCE NO. 17-22] AND THE UNIFIED DEVELOPMENT CODE**

[ORDINANCE NO. 20-02] OF THE CITY OF ROCKWALL, AS HERETOFORE AMENDED, SO AS TO APPROVE A PD DEVELOPMENT PLAN FOR A CONDOMINIUM BUILDING ON A 3.59-ACRE TRACT OF LAND IDENTIFIED AS LOTS 1, 2, 3, & 4, BLOCK 2; LOTS 1, 2, 3, & 4, BLOCK 3; LOTS 1, 2, 3, & 4, BLOCK 5; LOTS 1 & 2 AND A PORTION OF LOTS 3 & 4, BLOCK 6; LOTS 2, 3, & 4, BLOCK 7; LOTS 1 & 2, BLOCK 8; AND LOTS 1, 2, 3, & 4, BLOCK 9, MOTON ADDITION, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS AND MORE FULLY DESCRIBED AND DEPICTED HEREIN BY *EXHIBIT 'A'*; PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; PROVIDING FOR AN EFFECTIVE DATE.

The motion passed by a vote of 5 ayes with 2 absences (Campbell and Johannesen).

4. **Z2022-025** - Hold a public hearing to discuss and consider a request by Javier Silva for the approval of an ordinance for a Specific Use Permit (SUP) allowing *Residential Infill in an Established Subdivision* for the purpose of constructing a single-family home on a 0.25-acre parcel of land identified as Lot E, Block 112, B. F. Boydston Addition, City of Rockwall, Rockwall County, Texas, zoned Single-Family 7 (SF-7) District, situated within the Southside Residential Neighborhood Overlay (SRO) District, addressed as 511 Bourn Street, and take any action necessary (**1st Reading**).

Mr. Miller, Planning Director provided background information concerning this agenda item. The applicant is asking for an SUP to construct a single-family home within the BF Boydston Addition, which is an established subdivision (before the year 1959, and is built out 90% or more). The Council is asked to consider if the proposed home will be architecturally and visually similar to other, existing residential homes. Staff sent out 46 notices to adjacent land and property owners, and two notices were received back in favor of this request. In addition, the city's P&Z Commission has recommended approval of this request.

Mayor Fowler opened the public hearing, asking if anyone would like to come forth and speak at this time. There being no one indicating such, he then closed the public hearing.

Councilmember Jorif moved to approve Z2022-005. Councilmember Moeller seconded the motion. The ordinance caption was then read as follows:

CITY OF ROCKWALL
ORDINANCE NO. 22-XX
SPECIFIC USE PERMIT NO. S-2XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING THE UNIFIED DEVELOPMENT CODE (UDC) [ORDINANCE NO. 20-02] OF THE CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AS PREVIOUSLY AMENDED, SO AS TO GRANT A SPECIFIC USE PERMIT (SUP) FOR *RESIDENTIAL INFILL IN AN ESTABLISHED SUBDIVISION* TO ALLOW THE CONSTRUCTION OF A SINGLE-FAMILY HOME ON A 0.25-ACRE PARCEL OF LAND, IDENTIFIED AS LOT E, BLOCK 112, B.F. BOYDSTON ADDITION, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AND MORE SPECIFICALLY DESCRIBED AND DEPICTED IN

EXHIBIT 'A' OF THIS ORDINANCE; PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; PROVIDING FOR AN EFFECTIVE DATE.

The motion passed by a vote of 5 ayes with 2 absences (Campbell and Johannesen).

5. **Z2022-026** - Hold a public hearing to discuss and consider a request by David Scott and Christine Fischer for the approval of an **ordinance** for a Specific Use Permit (SUP) allowing *Residential Infill Adjacent to Established Subdivision* for the purpose of constructing a single-family home on a ten (10) acre parcel of land identified as Lot 2, Block A, Breezy Hill Lane Addition, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, generally located at the terminus of Breezy Hill Lane, and take any action necessary **(1st Reading)**.

Planning Director Ryan Miller provided background information pertaining to this agenda item. This is located at the end of Breezy Hill Lane. The east side of this roadway is located within the County, and the west side is located within the Breezy Hill (existing) subdivision. The applicant would like to build a single-family home at this location, which is located on a 10-acre lot that is in close proximity to the existing Breezy Hill subdivision, which is considered to be an 'established subdivision.' This case is unique in that staff was not able to provide council with a 'housing study' of adjacent, nearby homes because, essentially, there are no other homes on Breezy Hill Lane. He explained that the applicant is requesting a flat, front-entry garage; however, it is not visible from public view since that street is not currently being utilized as public street. Staff sent out notices to 48 property owners and residents adjacent to this location; however, no notices were received back, neither "for" nor "against." In addition, the city's P&Z Commission has recommended approval of this request.

Mayor Fowler opened the public hearing, asking if anyone would like to come forth and speak at this time. There being no one indicating such, he then closed the public hearing.

Councilmember Moeller moved to approve Z2022-026. Councilmember Macalik seconded the motion. The ordinance was read as follows:

**CITY OF ROCKWALL
ORDINANCE NO. 22-XX
SPECIFIC USE PERMIT NO. S-2XX**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING THE UNIFIED DEVELOPMENT CODE (UDC) [ORDINANCE NO. 20-02] OF THE CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AS PREVIOUSLY AMENDED, SO AS TO GRANT A SPECIFIC USE PERMIT (SUP) FOR RESIDENTIAL INFILL ADJACENT TO AN ESTABLISHED SUBDIVISION TO ALLOW THE CONSTRUCTION OF A SINGLE-FAMILY HOME ON A TEN (10) ACRE PARCEL OF LAND, IDENTIFIED AS LOT 2, BLOCK A, BREEZY HILL LANE ADDITION, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AND MORE

SPECIFICALLY DESCRIBED AND DEPICTED IN *EXHIBIT 'A'* OF THIS ORDINANCE; PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; PROVIDING FOR AN EFFECTIVE DATE.

The motion passed by a vote of 5 ayes with 2 absences (Campbell and Johannesen).

6. **Z2022-027 - [POSTPONED TO THE JULY 5, 2022 CITY COUNCIL MEETING]** - Hold a public hearing to discuss and consider a request by Adam Buczek of the Skorburg Company on behalf of Bill Lofland of the Lofland Family for the approval of an **ordinance** for a Zoning Change from an Agricultural (AG) District to a Planned Development District for Single-Family 10 (SF-10) and General Retail (GR) District land uses on a 544.89-acre tract of land identified as Tracts 3 & 3-1 of the A. Johnson Survey, Abstract No. 123 [355.146-acres]; Tracts 7 & 7-2 of the W. H. Baird Survey, Abstract No. 25 [45.744-acres]; and Tracts 3 & 4 of the J. R. Johnson Survey, Abstract No. 128 [144.00-acres], City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, situated within the SH-205 Overlay (SH-205) and SH-205 By-Pass Overlay (SH-205 BY OV) District, generally located on the east and west side of S. Goliad Street [SH-205] at the corner of the intersection of John King Boulevard and S. Goliad Street [SH-205], and take any action necessary **(1st Reading)**.

Mayor Fowler indicated that Z2022-027 is postponed until the Tuesday, July 5 city council meeting. It will be heard prior to that council meeting at the June 28 Planning & Zoning Commission meeting. No action was taken at this time.

7. **Z2022-028** - Hold a public hearing to discuss and consider a request by Brian Cramer of Corson Cramer Development on behalf of Scott Asbury of Rockwall Highgate LTD for the approval of an **ordinance** for a Zoning Change from an Agricultural (AG) District to a Planned Development District for Single Family 10 (SF-10) District and Commercial (C) District land uses on a 264.510-acre tract of land identified as Tracts 17-13 [50.0-acres], 17-14 [26.452-acres], 17-15 [134.33-acres], 17-16 [43.6-acres], & 40-8 [8.79-acres] of the W. W. Ford Survey, Abstract No. 80, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, located on the east side of SH-205 (S. Goliad Street) south of the intersection of SH-205 and FM-549, and take any action necessary **(1st Reading)**.

Planning Director, Ryan Miller shared that this morning staff received a request from the applicant to withdraw this case. The Council must now decide whether to accept or disapprove the applicant's request to withdraw. Mayor Fowler shared that he met with the developers Friday afternoon. They want an opportunity revamp their plan and to perhaps hold a work session with Council to evaluate options. Councilmember Daniels made a motion to approve the request from the applicant to withdraw Z2022-028. Councilmember Moeller seconded the motion, which passed by a vote of 4 ayes, 1 against (Jorif) and 2 absences (Johannesen and Campbell).

Mayor Fowler then held Open Forum.

XII. ACTION ITEMS

1. Hold a Show Cause Hearing to discuss and consider repair, removal or demolition of a dangerous building located at 333 Yacht Club Drive, legally described as Lot 8 of Chandlers Lan-ding #9, and take any action necessary

Jeffrey Widmer, Building Official came forth and shared details pertaining to this agenda item. He indicated that a major structure fire occurred early this year in January at this location, and extensive damage was done to the residential home located on the property. After the Fire Department completed its investigation, the city's Neighborhood Improvement Services (NIS) Department attempted to make contact with the property owner, and initially some good communication transpired. The property owner, at that time, gave indication that he would be obtaining bids for a demolition company; however, since that time, the property owner has stopped all communication with city staff. Staff has not heard from him in several weeks. So staff did send, via certified mail, an "order" for the property owner to appear tonight for this scheduled "show cause hearing." Staff knows that the property owner did receive the certified mail notice because he did pick up the letter. Staff is now asking the Council to consider permitting the city to move forward with demolition of the structure, because it is open and it is deemed 'dangerous.' Mr. Widmer then shared that state law requires that the city wait at least thirty days after ordering a demolition before actually moving forward with it. So, any demolition that may ensue would be slated for July 21, 2022, which would mark the 31st day. However, if the property owner ramps up and takes action on his own in the meantime, staff will certainly work with him to see that the demolition occurs.

Councilmember Jorif asked for some clarification, and Mr. Widmer shared that the structure has been deemed 'dangerous,' and the Council is now being asked to consider approving the structure's demolition. Jorif confirmed that the city has reached out to the owner, but we have received nothing from him. Jorif then confirmed with the city's legal counsel that the city will likely not encounter liability associated with this demolition as long as proper notice has been given/received by the owner and the city waits at least 30 days after the Council takes action to move forward.

Councilmember Macalik shared that she has been in communication with the Chandler's Landing HOA board of directors, and she has been told that the homeowner has settled the fire claim with the insurance company. Also, last week the property owner was supposedly looking into securing a demolition company on his own. In addition, the owner has received a real estate offer for someone to buy the lot 'as is,' and the buyer then would incur all the expenses for the demolition, but the current owner has not accepted the offer at this time. This information was conveyed to Macalik by the Chandler's Landing HOA Board.

Councilmember Macalik shared that this fire happened on January 1st, so the residents of Chandler's Landing have been looking at this for quite some time. Indication was given that, even if Council wants to move forward with approving demolition, a thirty-day waiting period will ensue prior to any demolition that the city would initiate. In addition, if the city ends up having to move forward with the demolition, notice of the cost would be sent to the property owner. Then, if he failed to pay, the city would place a lien for that amount against the property.

Following additional, brief discussion, Councilmember Jorif moved to approve moving forward with the demolition at 333 Yacht Club Drive. Councilmember Macalik seconded

the motion, which passed by a vote of 5 ayes with 2 absences (Campbell and Johannesen).

2. Discuss and consider awarding a bid to US Flag & Flagpole Supply in the amount of \$174,732 for the City flagpole project on State right-of-way located between the Interstate 30 service road and Laguna Drive, authorizing the city manager to negotiate a contract, and take any action necessary.

Assistant City Manager, Joey Boyd provided background information on this agenda item. The site location is at IH-30 and Laguna Drive on state right-of-way. Staff has received two bids, the lower of which is in the amount of approximately \$174,732 (and there is an established budget of \$250,000 for this flagpole project). The second bid was in excess of \$376,000. He briefly spoke about additional, expected costs (i.e. running electricity to the site and any contingencies).

Councilmember Jorif asked about the previous bid amount that was initially being considered by Council. Mr. Boyd shared that it was initially a bid for \$230,000, and Mrs. Smith indicated that the initial bidder then came back and asked the city for an additional \$77,000. So the city declined and decided to go back out for bid. Following additional, brief comments, Councilmember Daniels moved to accept the proposal from U.S. Flagpole Supply (as described in the agenda caption above). Councilmember Jorif seconded the motion, which passed by a vote of 5 ayes with 2 absences (Campbell and Johannesen).

3. Discuss and consider filling a vacancy on the Main Street Advisory and the Architectural Review Board for a partial term through January 2024, and take any action necessary.

Indication was given that, although Mayor Pro Tem Johannesen is absent this evening, he would like the council to consider his recommended applicant, Hailee Handy-Alberti. Councilmember Macalik pointed out that her application says she is not a registered voter; however, City Secretary Kristy Teague indicated that it is a mistake, and she is in fact a registered, city qualified voter (as confirmed with the county elections office).

Mayor Fowler then moved to appoint Hailee Handy-Alberti to the city's Main Street Advisory Board to fill a vacancy with a partial term thru January of 2024. Councilmember Jorif seconded the motion, which passed by a vote of 5 ayes with 2 absences (Campbell and Johannesen).

XIII. EXECUTIVE SESSION.

THE CITY OF ROCKWALL CITY COUNCIL WILL RECESS INTO EXECUTIVE SESSION TO DISCUSS THE FOLLOWING MATTER AS AUTHORIZED BY CHAPTER 551 OF THE TEXAS GOVERNMENT CODE:

1. Discussion regarding appointments to city regulatory boards and commissions, pursuant to Section, §551.074 (Personnel Matters)
2. Discussion regarding appointment of city council subcommittees and board liaisons, pursuant to Section, §551.074 (Personnel Matters).
3. Discussion regarding Buffalo Creek Interceptor System Contract, pursuant to Section §551.071 (Consultation with Attorney)
4. Discussion regarding security personnel of public facilities pursuant to Section 551.076 (Deliberations Regarding Security) and Section 551.071 (Attorney Consultation).

XIV. RECONVENE PUBLIC MEETING & TAKE ANY ACTION AS RESULT OF EXECUTIVE SESSION

Council did not reconvene in Executive Session following the close of the public meeting agenda.

XV. ADJOURNMENT

Mayor Fowler adjourned the meeting at 7:38 p.m.

**PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS ON THIS 5th
DAY OF JULY, 2022.**

KEVIN FOWLER, MAYOR

ATTEST:

KRISTY TEAGUE, CITY SECRETARY

CITY OF ROCKWALL

ORDINANCE NO. 22-35

SPECIFIC USE PERMIT NO. S-281

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING THE UNIFIED DEVELOPMENT CODE (UDC) [ORDINANCE NO. 20-02] OF THE CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AS PREVIOUSLY AMENDED, SO AS TO GRANT A SPECIFIC USE PERMIT (SUP) TO ALLOW A *GENERAL RETAIL STORE* ON A 10.649-ACRE PARCEL OF LAND IDENTIFIED AS LOT 1, BLOCK B, ROCKWALL TECHNOLOGY PARK, PHASE 2 ADDITION, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS; AND MORE SPECIFICALLY DESCRIBED AND DESCRIBED IN *EXHIBIT 'A'* AND DEPICTED IN *EXHIBIT 'B'* OF THIS ORDINANCE; PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City has received a request from Cameron Ehn, PE of DB Constructors on behalf of Matt Wavering of the Rockwall Economic Development Corporation (REDC) for the approval of a Specific Use Permit (SUP) to allow a *General Retail Store* on a 10.649-acre parcel of land identified as Lot 1, Block B, Rockwall Technology Park, Phase 2 Addition, City of Rockwall, Rockwall County, Texas, zoned Light Industrial (LI) District, situated within the FM-549 Overlay (FM-549 OV) District, generally located at the southeast corner of Corporate Crossing and Discovery Boulevard, and being more specifically described in *Exhibit 'A'* and depicted in *Exhibit 'B'* of this ordinance, which herein after shall be referred to as the *Subject Property* and incorporated by reference herein; and

WHEREAS, the Planning and Zoning Commission of the City of Rockwall and the governing body of the City of Rockwall, in compliance with the laws of the State of Texas and the ordinances of the City of Rockwall, have given the requisite notices by publication and otherwise, and have held public hearings and afforded a full and fair hearing to all property owners generally, and to all persons interested in and situated in the affected area and in the vicinity thereof, the governing body in the exercise of its legislative discretion has concluded that the Unified Development Code (UDC) [Ordinance No. 20-02] of the City of Rockwall should be amended as follows:

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS:

SECTION 1. The Unified Development Code (UDC) [Ordinance No. 20-02] of the City of Rockwall, as heretofore amended, be and the same is hereby amended so as to grant a Specific Use Permit (SUP) to allow a *General Retail Store* in accordance with Article 04, *Permissible Uses*, of the Unified Development Code (UDC) [Ordinance No. 20-02] on the *Subject Property*; and,

SECTION 2. That the Specific Use Permit (SUP) shall be subject to the requirements set forth in Subsection 04.04, *Light Industrial (LI) District*, and Subsection 06.07, *FM-549 Overlay (FM-549 OV) District*, of Article 05, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 20-02] -- as heretofore amended and may be amended in the future -- and

with the following conditions:

2.1 OPERATIONAL CONDITIONS

The following conditions pertain to the operation of the *General Retail Store* on the *Subject Property* and conformance to these conditions is required for continued operation:

- 1) The development of the *Subject Property* shall generally conform to the Concept Plan as depicted in *Exhibit 'C'* of this ordinance.
- 2) The development of the *Subject Property* shall generally conform to the Building Elevations as depicted in *Exhibit 'D'* of this ordinance with consideration of the Architecture Review Board's recommendations.

2.2 COMPLIANCE

Approval of this ordinance in accordance with Subsection 02.02, *Specific Use Permits (SUP)* of Article 11, *Development Applications and Review Procedures*, of the Unified Development Code (UDC) will require the *Subject Property* to comply with the following:

- 1) Upon obtaining a *Certificate of Occupancy (CO)*, should the business owner operating under the guidelines of this ordinance fail to meet the minimum operational requirements set forth herein and outlined in the Unified Development Code (UDC), the City may (*after proper notice*) initiate proceedings to revoke the Specific Use Permit (SUP) in accordance with Subsection 02.02(F), *Revocation*, of Article 11, *Development Applications and Revision Procedures*, of the Unified Development Code (UDC) [*Ordinance No. 20-02*].

SECTION 3. That the official zoning map of the City be corrected to reflect the changes in zoning described herein.

SECTION 4. That all ordinances of the City of Rockwall in conflict with the provisions of this ordinance be, and the same are hereby repealed to the extent of that conflict.

SECTION 5. Any person, firm, or corporation violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and upon conviction shall be punished by a penalty of fine not to exceed the sum of *TWO THOUSAND DOLLARS (\$2,000.00)* for each offence and each and every day such offense shall continue shall be deemed to constitute a separate offense.

SECTION 6. If any section or provision of this ordinance or the application of that section or provision to any person, firm, corporation, situation or circumstance is for any reason judged invalid, the adjudication shall not affect any other section or provision of this ordinance or the application of any other section or provision to any other person, firm, corporation, situation or circumstance, and the City Council declares that it would have adopted the valid portions and applications of the ordinance without the invalid parts and to this end the provisions of this ordinance shall remain in full force and effect.

SECTION 7. That this ordinance shall take effect immediately from and after its passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, THIS THE 5TH DAY OF JULY, 2022.

Kevin Fowler, Mayor

ATTEST:

Kristy Teague, City Secretary

APPROVED AS TO FORM:

Frank J. Garza, City Attorney

1st Reading: June 20, 2022

2nd Reading: July 5, 2022

Exhibit 'A'
Legal Description

BEING a tract of land situated in the JOHN A. RAMSEY SURVEY, ABSTRACT NO. 186 and the JOHN H.B. JONES SURVEY, ABSTRACT NO. 125, Rockwall County, Texas being a portion of a tract of land described in a deed to Rockwall Economic Development Corporation, recorded in volume 2224, page 226, Deed Records, Rockwall County, Texas (D.R.R.C.T), and being all of lot 1, Block B, Rockwall Technology Park, Phase II an addition to the City of Rockwall, Rockwall County, Texas, as shown in the Plat recorded in Cabinet E, Slides 305 and 306, Plat Records, Rockwall County, Texas (P.R.R.C.T.) and being more particularly described by metes and bounds as follows:

BEGINNING at a ½" iron rod with cap stamped "Wer & Assoc Inc" in the South right-of-way line of Discovery Boulevard (an 85 foot wide right-of-way), said iron rod being the northeast corner of said Lot 1, and the northeast corner of Lot 2, Block B, Rockwall Technology Park, Phase III, an addition of the City of Rockwall, Rockwall County, Texas, as shown on the Plat recorded in Cabinet H, Slides 273 and 274, P.R.R.C.T.;

THENCE South 01 degrees 23 minutes 41 seconds East, along the East line of said Lot 1 and the West line of said Lot 2, a distance of 1123.07 feet to a ½" iron rod found with cap stamped "Wer & Assoc Inc" in the North right-of-way line of Springer Road (a variable width right-of-way), said iron rod being the southeast corner of said Lot 1 and the southwest corner of said Lot 2;

THENCE South 88 degrees 36 minutes 19 seconds West, along the North right-of-way line of said Springer Road and the South line of said Lot 1, a distance of 1176.28 feet to a ½" iron rod set with cap stamped "Wer & Assoc Inc", said ½" iron rod being the southwest corner of said Lot 1 and being the intersection of the north right-of-way line of said Springer Road and the East right-of-way line of Corporate Crossing (a 110 foot wide right-of-way);

THENCE North 02 degrees 06 minutes 33 seconds West, along the West line of said Lot 1 and the East right-of-way line of said Corporate Crossing (FM-549), 703.63 feet to an "X" cut set, said "X" cut set being the northwest corner of said Lot 1, and being the intersection of the East right-of-way line of said Corporate Crossing and the South right-of-way line of said Discovery Boulevard;

THENCE along the North line of said Lot 1 and the South right-of-way line of said Discovery Boulevard as follows:

- (1) North 83° 29' 49" East, a distance of 99.85 feet to an "X" cut found;;
- (2) North 89° 12' 27" East, a distance of 110.31 feet to a ½" iron rod found, being a beginning fo a curve to the left;
- (3) Northeasterly, an arc length of 601.06 feet along said curve to the left, having a radius of 1042.50 feet, a delta angle of 33°02'02", and a chord bearing of N 72° 41' 26" E, 592.77 feet to a ½" iron rod found with a cap stamped "Wer & Assoc Inc";
- (4) North 56° 10' 24" East, a distance of 360.25 feet to a ½" iron rod found with a cap stamped "Wer & Assoc Inc", being the beginning of a curve to the right.
- (5) Northeasterly, an arc length of 115.74 feet along said curve to the right, having a radius of 957.50 feet, a delta angle of 06° 55' 33", and a chord bearing of N 59° 38' 11" E, 115.67 feet to the **PLACE OF BEGINNING** and containing 22.649 acres (986,609 SF) of land, more or less.

Exhibit 'B'
Location Map

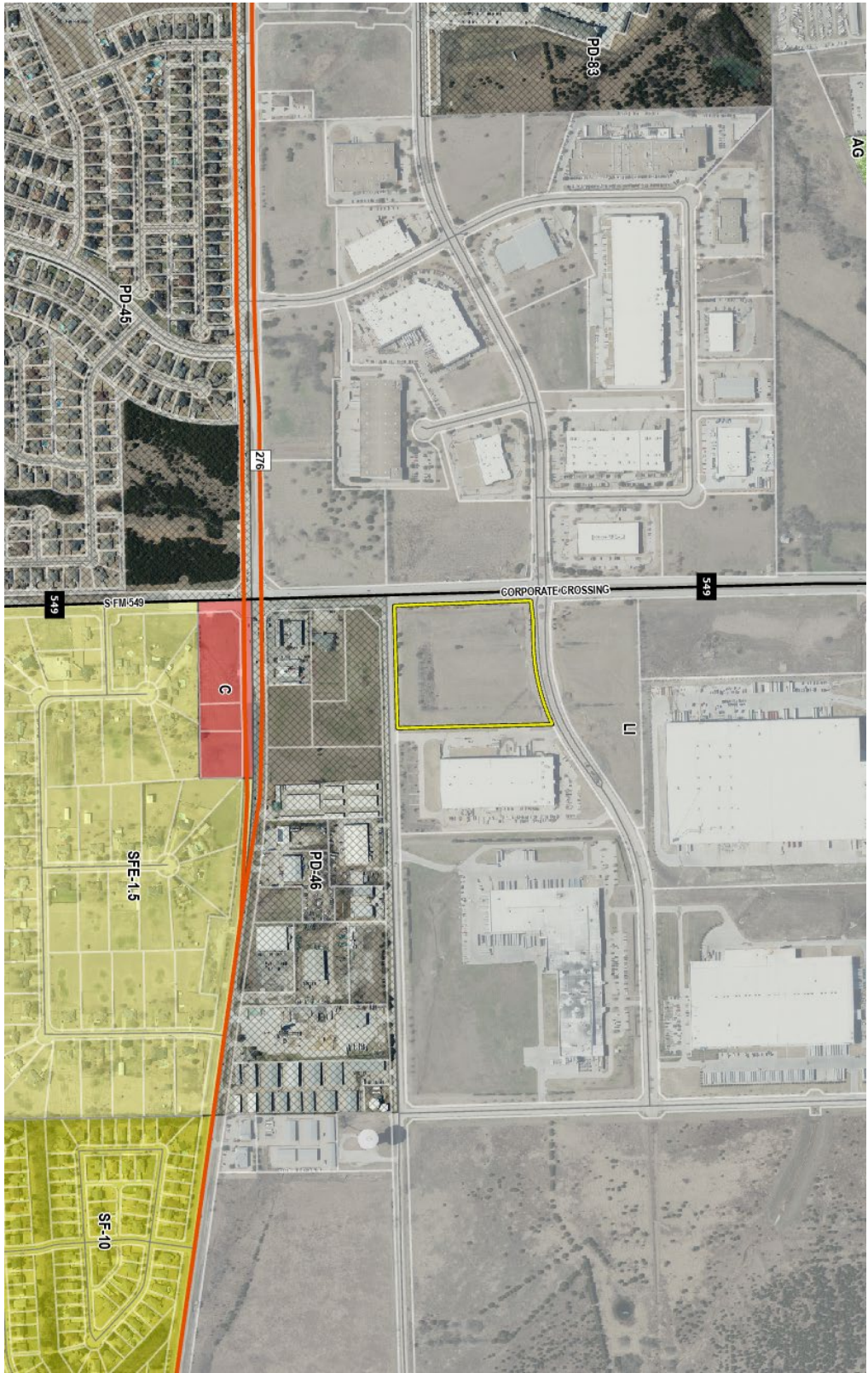


Exhibit 'C'

Concept Plan

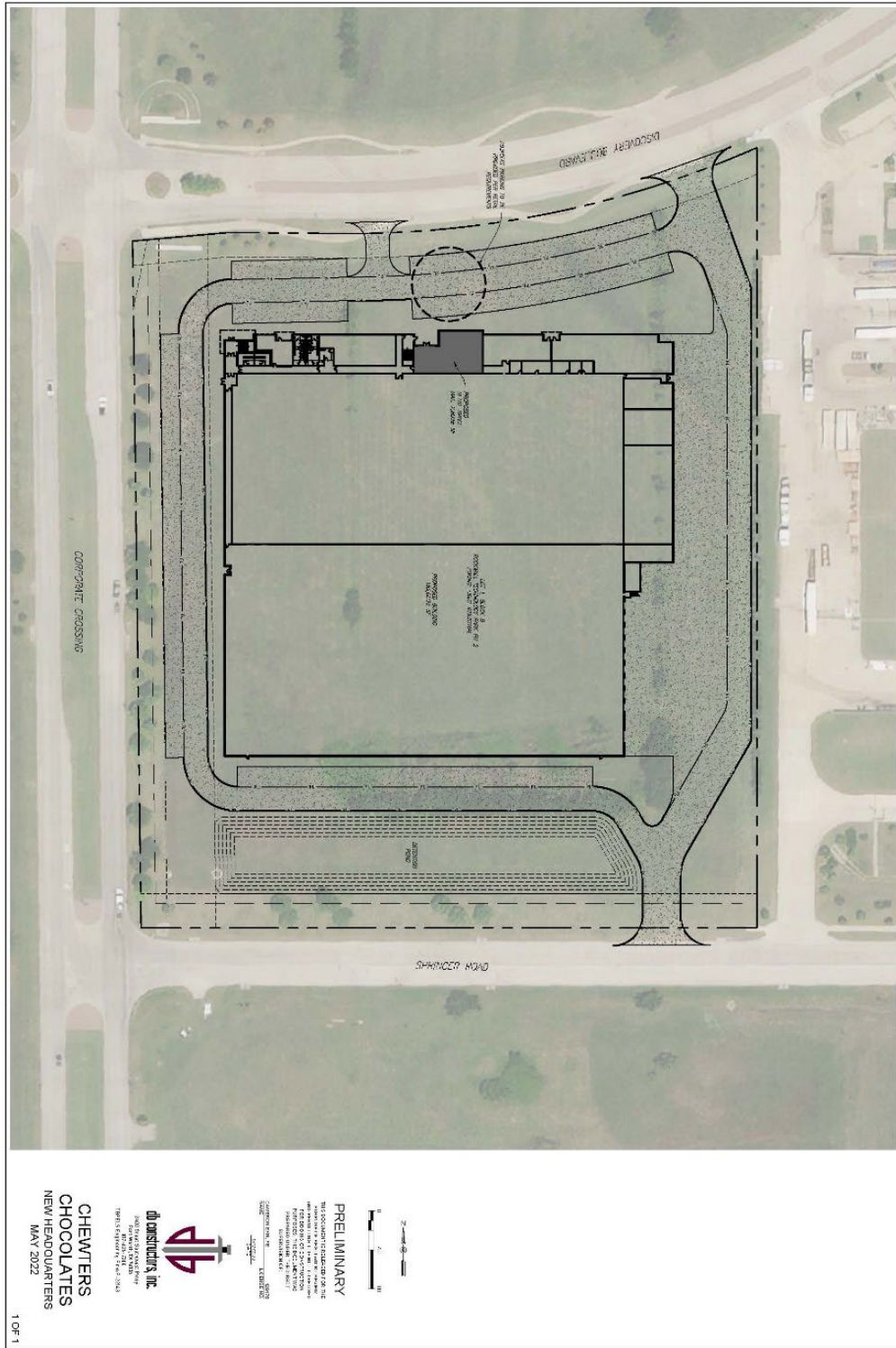
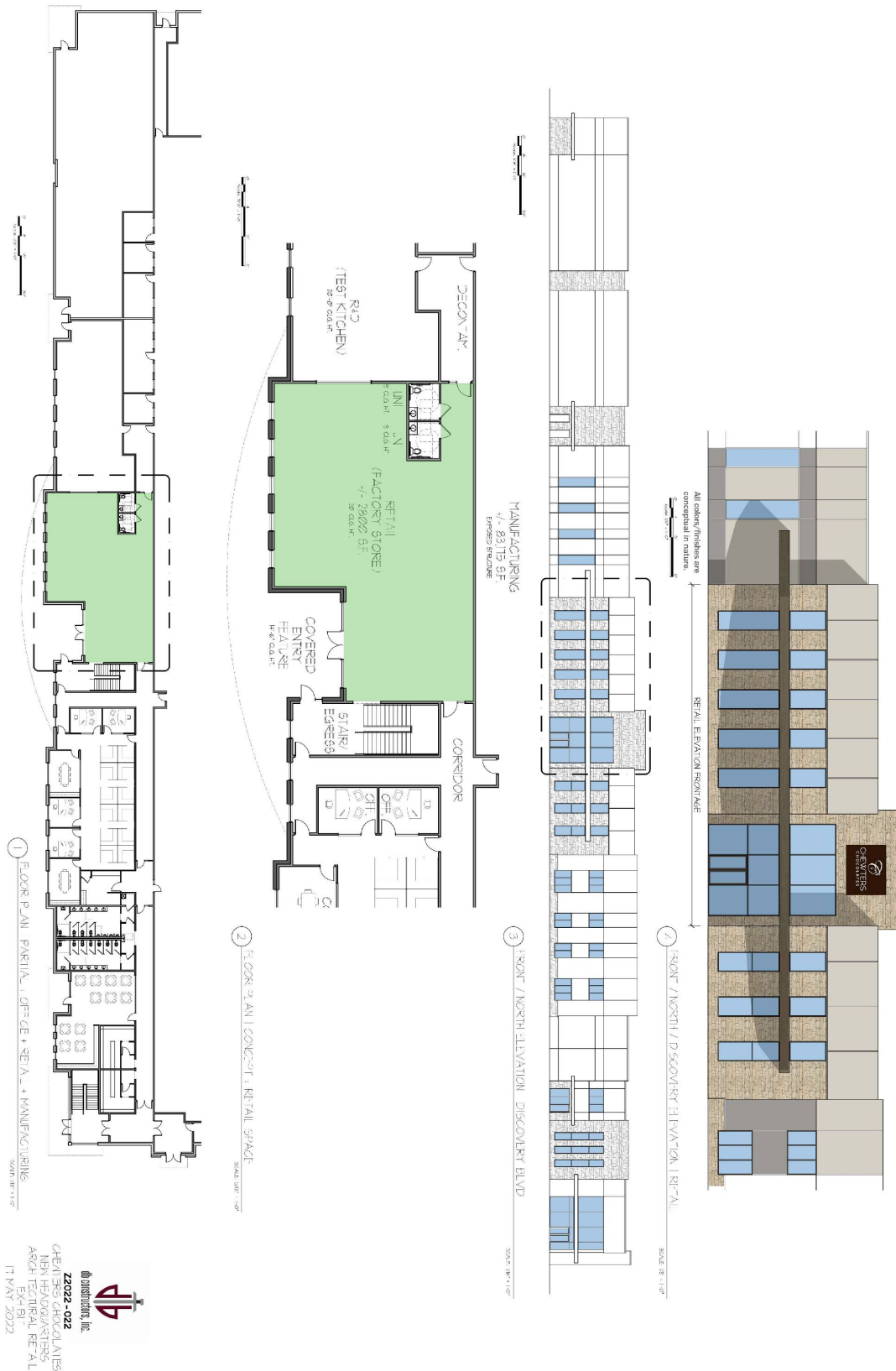


Exhibit 'D': Building Elevations



CITY OF ROCKWALL

ORDINANCE NO. 22-37

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING PLANNED DEVELOPMENT DISTRICT 32 (PD-32) [ORDINANCE NO. 17-22] AND THE UNIFIED DEVELOPMENT CODE [ORDINANCE NO. 20-02] OF THE CITY OF ROCKWALL, AS HERETOFORE AMENDED, SO AS TO APPROVE A PD DEVELOPMENT PLAN FOR A CONDOMINIUM BUILDING ON A 3.59-ACRE TRACT OF LAND IDENTIFIED AS LOTS 1, 2, 3, & 4, BLOCK 2; LOTS 1, 2, 3, & 4, BLOCK 3; LOTS 1, 2, 3, & 4, BLOCK 5; LOTS 1 & 2 AND A PORTION OF LOTS 3 & 4, BLOCK 6; LOTS 2, 3, & 4, BLOCK 7; LOTS 1 & 2, BLOCK 8; AND LOTS 1, 2, 3, & 4, BLOCK 9, MOTON ADDITION, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS AND MORE FULLY DESCRIBED AND DEPICTED HEREIN BY EXHIBIT 'A'; PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City has received a request from Asher Hamilton of RIV Properties, on behalf of Michael Gibson of Marion E. Wilson, Michael White, Dimensions Real Estates Services, LLC; Mark R. Carson; Allen Anderson; Gary Shultz of Culpepper/Spatex JV; and Robert Fields of In the Estate of Ernest Fields for the approval of a *PD Development Plan* for a 176-unit, condominium building to be situated within the *Hillside Mixed-Use Subdistrict* and the *Horizon/Summer Lee*, on a 3.95-acre tract of land identified as Lots 1, 2, 3, & 4, Block 2; Lots 1, 2, 3, & 4, Block 3; Lots 1, 2, 3, & 4, Block 5; Lots 1 & 2 and a portion of Lots 3 & 4, Block 6; Lots 2, 3, & 4, Block 7; Lots 1 & 2, Block 8; and Lots 1, 2, 3, & 4, Block 9, Moton Addition, City of Rockwall, Rockwall County, Texas and more fully described and depicted in *Exhibit 'A'* of this ordinance, which hereinafter shall be referred to as the *Subject Property* and incorporated by reference herein; and

WHEREAS, the Planning and Zoning Commission of the City of Rockwall and the governing body of the City of Rockwall in compliance with the laws of the State of Texas and the ordinances of the City of Rockwall have given the requisite notices by publication and otherwise, and have held public hearings and afforded a full and fair hearing to all property owners generally and to all persons interested in and situated in the affected area, and in the vicinity thereof, and the governing body in the exercise of its legislative discretion, has concluded that Planned Development District 32 (PD-32) [Ordinance No. 17-22] and the Unified Development Code [Ordinance No. 20-02] should be amended as follows:

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS:

SECTION 1. That the approval of this ordinance shall supersede *Ordinance No. 22-10*; and,

SECTION 2. That Planned Development District 32 (PD-32) [Ordinance No. 17-22] and the Unified Development Code [Ordinance No. 20-02], as heretofore amended, shall be further amended by adopting this *PD Development Plan* and amending the official zoning map of the City of Rockwall for the *Subject Property*; and,

SECTION 3. That development of the *Subject Property* shall generally be in accordance with the *Concept Plan*, depicted in *Exhibit 'B'* of this ordinance, attached hereto and incorporated herein by reference as *Exhibit 'B'*, which is deemed hereby to be a condition of approval of the amended zoning classification for the *Subject Property*; and,

SECTION 4. That development of the *Subject Property* shall generally be in accordance with the *Conceptual Building Elevations*, depicted in *Exhibit 'C'* of this ordinance, attached hereto and incorporated herein by reference as *Exhibit 'C'*, which is deemed hereby to be a condition of approval of the amended zoning classification for the *Subject Property*; and,

SECTION 5. That the *Subject Property* shall be used only in the manner and for the purposes provided for in Planned Development District 32 (PD-32) [*Ordinance No. 17-22*], the Unified Development Code [*Ordinance No. 20-02*], and in compliance with the following conditions and requirements:

- (1) The development of the subject property shall generally conform to the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance.
- (2) The development of the subject property shall generally conform to the proposed *Conceptual Building Elevations* depicted in *Exhibit 'C'* of this ordinance and to the design guidelines contained in *Resolution No. 10-40*.
- (3) The proposed condominium building shall not contain more than 176 urban residential units.
- (4) All building materials and color schemes proposed for this development should conform to the requirements stipulated by Planned Development District 32 (PD-32) [*as amended*].
- (5) Prior to the issuance of a building permit the applicant shall submit and seek approval for a detailed *PD Site Plan* that demonstrates compliance with all applicable standards of Planned Development District 32 (PD-32) [*as amended*] and with the requirements approved in this ordinance.
- (6) All buildings throughout the development shall be constructed with a consistent design scheme, incorporate four (4) sided architecture that creates an entry appearance on all four (4) sides, and be approved by the Architectural Review Board (ARB) at the time of the *PD Site Plan*.

SECTION 6. That any person, firm, or corporation violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and upon conviction shall be punished by a penalty of fine not to exceed the sum of *Two Thousand Dollars* (\$2,000.00) for each offense and each and every day such offense shall continue shall be deemed to constitute a separate offense;

SECTION 7. That if any section, paragraph, or provision of this ordinance or the application of that section, paragraph, or provision to any person, firm, corporation or situation is for any reason judged invalid, the adjudication shall not affect any other section, paragraph, or provision of this ordinance or the application of any other section, paragraph or provision to any other person, firm, corporation or situation, nor shall adjudication affect any other section, paragraph, or provision of the Unified Development Code, and the City Council declares that it would have adopted the valid portions and applications of the ordinance without the invalid parts and to this end the provisions for this ordinance are declared to be severable;

SECTION 8. The standards in this ordinance shall control in the event of a conflict between this

ordinance and any provision of the Unified Development Code or any provision of the City Code, ordinance, resolution, rule, regulation, or procedure that provides a specific standard that is different from and inconsistent with this ordinance. References to zoning district regulations or other standards in the Unified Development Code (including references to the *Unified Development Code*), and references to overlay districts, in this ordinance or any of the Exhibits hereto are those in effect on the date this ordinance was passed and approved by the City Council of the City of Rockwall, Texas;

SECTION 9. That this ordinance shall take effect immediately from and after its passage;

**PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS,
THIS THE 5TH DAY OF JULY, 2022.**

Kevin Fowler, Mayor

ATTEST:

Kristy Cole, City Secretary

APPROVED AS TO FORM:

Frank J. Garza, City Attorney

1st Reading: June 20, 2022

2nd Reading: July 5, 2022

Exhibit 'A':
Legal Description and Location Map

PARCEL 1 (TRACTS 1 & 2)

TRACT 1: All that certain 0.705-acre tract of land in the Edward Teal Survey, Abstract No. 207, Rockwall County, Texas and being Lot 2 and part of Lots 1, 3 and 4, of Block 2 and Lots 1 and 2 and part of Lots 3 and 4, of Block 4 of George Morton Estate, an addition to the City of Rockwall, recorded in Cabinet A, Slide 47B of the Plat Records of said county, and being part of the tract of land described in a Warranty Deed to Culpepper/Spatex Joint Venture, recorded in Volume 209, Page 475 of the Deed Records of said county, and being more particularly described by metes and bounds as follows:

BEGINNING at a ½-inch iron rebar with a cap (illegible) found at the north end of a corner clip at the intersection of Summer Lee Drive, a variable width public right-of-way and Horizon Drive, a variable width public right-of-way per the right-of-way dedication to the City of Rockwall recorded in Instrument Number 2005-0000338484 of the Official Public Records of said county;

THENCE with the northwest right-of-way line of Summer Lee Drive the following courses and distances;

South 38°15'10" West, a distance of 44.84-feet to a ½-inch iron rebar with a cap (illegible) found for corner;

South 43°54'47" West, a distance of 14.91-feet to a ½-inch iron rebar with a cap (illegible) found for corner;

South 43°55'59" West, a distance of 131.01-feet to a ½-inch iron rebar with a cap (illegible) found for corner in the southwest line of said Lot 3, Block 4 and in the northeast line of Lot 4, Block 6 of said addition;

THENCE North 45°23'07" West, with said southwest line and said northeast line, passing at a distance of 38.12-feet, to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for corner in said northwest right-of-way line and the east corner of a called 0.160-acre tract of land described in a General Warranty Deed to Mark R. Carson, recorded in Instrument Number 2008-00394439 of said Official Public Records, continuing with said southwest line of said Lot 3, Block 4, the southwest line of Lot 2, Block 4, the northwest line of said Lot 4, Block 6, the northwest line of Lot 1, Block 6 of said addition, and the northwest line of said 0.160-acre tract, in all, a total distance of 139.41-feet to a ½-inch iron rebar with a cap stamped "RPLS6484" set for the west corner of said Lot 2, Block 4, the north corner of said Lot 1, Block 6 and in the southeast line of a 40 foot wide easement, recorded in said addition;

THENCE North 43°50'43" East, with the northwest lines of said Lot 1 and Lot 2 Block 4 and said Lot 1 and Lot 2, Block 2 and said southeast line of said 40 foot wide easement, a distance of 230.94-feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for corner in the southwest right-of-way line of said Horizon Drive at the beginning of a non-tangent curve to the left, with a radius of 510.50-feet and a chord which bears South 37°22'46" East, a distance of 14.17-feet;

THENCE with said southwest right-of-way line of Horizon drive the following courses and distances;

Along said curve to the left, with a central angle of 01°35'26" and an arc distance of 14.17-feet to a ½-inch iron rebar with a cap (illegible) found for the beginning of a compound curve to the left, with a radius of 576.50-feet, and a chord which bears South 41°42'06" East, a distance of 70.67-feet;

Along said curve to the left, with a central angle of 07°01'39" and an arc distance of 70.71-feet to a ½-inch iron rebar with a cap (illegible) found for corner;

South 45°16'48" East, a distance of 17.37-feet to the **POINT OF BEGINNING** and containing 0.705-acres (30,690 square-feet) of land.

TRACT 2: All that certain 0.463-acre tract of land in the Edward Teal Survey, Abstract No. 207, Rockwall

Exhibit 'A':
Legal Description and Location Map

County, Texas and being Lots 1, 2, 3 and 4, Block 3 of George Morton Estate, an addition to the City of Rockwall, recorded in Cabinet A, Slide 47B of the Plat Records of said county, and being part of the tract of land described in a Warranty Deed to Culpepper/Spatex Joint Venture, recorded in Volume 209, Page 475 of the Deed Records of said county, and being more particularly described by metes and bounds as follows:

BEGINNING at a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the west corner of said Lot 2, Block 3, and at the intersection of a 20 foot wide easement, recorded in said addition, from which a ½-inch iron rebar with a cap stamped "RPLS 5034" found bears North 73°52'22" West a distance of 22.02-feet and a 5/8 inch iron rebar with a cap stamped "Sam Inc" found bears North 88°48'34" East, a distance of 27.56-feet;

THENCE North 43°50'43" East, with the northwest line of said Lot 1 and Lot 2, Block 3 and the southeast line of the 20-foot-wide easement, a distance of 131.01-feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the north corner of said Lot 1, Block 3 and the west corner of Lot 2, Block 1 of said addition;

THENCE South 45°21'44" East, with the northeast line of said Lot 1 and Lot 4, Block 3 and the southwest line of said Lot 2, Block 1 and Lot 3, Block 1 of said addition, a distance of 154.01-feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the east corner of said Lot 4, Block 3, the south corner of said Lot 3, Block 1 and in the northwest line of a 40 foot wide easement as recorded in said addition;

THENCE South 43°50'43" West, with the southeast line of said Lot 3 and Lot 4 Block 3 and said northwest line of said 40 foot wide easement, a distance of 131.01feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the south corner of said Lot 3, Block 3 and at the intersection of said northwest line of the 40 foot wide easement and the northeast line of said 20 foot wide easement;

THENCE North 45°21'44" West, with the southwest line of said Lot 2 and Lot 3, Block 3, and the northeast line of said 20-feet wide easement, a distance of 154.01-feet to the *POINT OF BEGINNING* and containing 0.463-acres (20,176 square-feet) of land.

Parcel 2

All that certain 0.160-acre tract of land in the Edward Teal Survey, Abstract No. 207, Rockwall County, Texas and being Lot 1 and part of Lot 4, Block 6 of George Morton Estate, an addition to the City of Rockwall, recorded in Cabinet A, Slide 47B of the Plat Records of said county, and being same 0.160-acre tract of land described a General Warranty Deed to Mark R. Carson, recorded in Instrument Number 2008-00394439 of the Official Public Records of said county, and being more particularly described by metes and bounds as follows:

BEGINNING at a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the east corner of said 0.160-acre tract, in the northeast line of said Lot 4, Block 6, the southwest line of Lot 3, Block 4 of said addition and in the northwest right-of-way line of Summer Lee Drive, a variable width public right-of-way, from which a ½-inch iron rebar with a cap (illegible) found in said northwest right-of-way line bears South 45°23'07" East, a distance of 38.12-feet;

THENCE with the southeast line of said 0.160-acre tract and said northwest right-of-way line, the following courses and distances;

South 49°50'10" West, a distance of 25.57-feet to a ½-inch iron rebar with a cap stamped "RPLS 5034" found for corner;

North 45°40'41" West, a distance of 20.93-feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for corner in the southeast line of said Lot 1, Block 6 and the northwest line of said Lot 4, Block 6;

South 44°13'18" West, a distance of 39.98-feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the south corner of said 0.160-acre tract, the south corner of said Lot 1, Block 6, the west corner

Exhibit 'A':
Legal Description and Location Map

of said Lot 4, Block 6 the north corner of Lot 3, Block 6 of said addition, the east corner of Lot 2, Block 6 of said addition, and the east corner of a called 0.18-acre tract described in a General Warranty Deed to Allen Anderson, recorded in Instrument No. 2008-00394440 of said Official Public Records;

THENCE North 45°21'44" West, with the southwest line of said 0.160-acre tract, the southwest line of said Lot 1, Block 6, the northeast line of said 0.18-acre tract, and the northeast line of said Lot 2, Block 6, passing at a distance of 77.43-feet, a 1/2-inch iron rebar with a cap stamped "RPLS 6484" set for the west corner of said Lot 1, Block 6, the north corner of said Lot 2, Block 6 and in the southeast line of a 40-foot wide easement, recorded in said addition, in all, a total distance of 97.43-feet to the west corner of said 0.160-acre tract, the north corner of said 0.18-acre tract and in the center of said 40-foot wide easement;

THENCE North 43°50'43" East, with the center of said 40-foot-wide easement, a distance of 65.51-feet to the north corner of said 0.160-acre tract;

THENCE South 45°23'21" East, with the northeast line of said 0.160-acre tract, passing at a distance of 20.00-feet, a 1/2-inch iron rebar with a cap stamped "RPLS 6484" set for the north corner of said Lot 1, Block 6, the west corner of said Lot 2, Block 4 of said addition, continuing with said northeast line of the 0.160-acre tract, the northeast line of said Lot 1 and Lot 4, Block 6, and the southwest line of said Lot 2 and Lot 3, Block 4, in all, a total distance of 121.30-feet to the *POINT OF BEGINNING* and containing 0.160-acres (6,964 square-feet) of gross area, 0.130-acres (5,654 square-feet) of net area of land.

Parcel 3

All that certain 0.175-acre tract of land in the Edward Teal Survey, Abstract No. 207, Rockwall County, Texas and being Lot 2 and part of Lot 3, Block 6 of George Morton Estate, an addition to the City of Rockwall, recorded in Cabinet A, Slide 47B of the Plat Records of said county, and being a called 0.18-acre tract of land described a General Warranty Deed to Allen Anderson, recorded in Instrument No. 2008-00394440 of the Official Public Records of said county, and being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2-inch iron rebar with a cap stamped "RPLS 5034" found for the south corner of said 0.18-acre tract, in the southwest line of said Lot 3, Block 6 and in the northwest right-of-way line of Summer Lee Drive, a variable width public right-of-way, from which a 1/2-inch iron rebar with a cap stamped "RPLS 5034" found in said right-of-way bears South 45°21'27" East, a distance of 19.89-feet;

THENCE North 45°21'27" West, with the southwest line of said 0.18-acre tract, said southwest line of Lot 3, Block 6 and, in said northwest right-of-way line, passing at a distance of 43.01-feet, a 1/2-inch iron rebar with a cap stamped "RPLS 6484" set for the south corner of said Lot 2, Block 6, the west corner of said Lot 3, Block 6 and the west corner of Lot 1, Block 8 of said addition, departing said northwest right-of-way line and continuing with said southwest line of the 0.18-acre tract, the southwest line of said Lot 2, Block 6 and the northwest line of said Lot 1, Block 8, passing at a distance of 119.67-feet, a 1/2-inch iron rebar with a cap stamped "RPLS 6484" set for the west corner of said Lot 2, Block 6, the north corner of said Lot 1, Block 8 and in the southeast line of a 40-foot wide easement recorded in said addition, continuing with said southwest line of the 0.18-acre tract, in all, a total distance of 139.67-feet to the west corner of said 0.18-acre tract and in the center of said 40-foot wide easement;

THENCE North 43°50'43" East, with the northwest line of said 0.18-acre tract and in the center of said 40-foot wide easement, a distance of 65.50-feet to the north corner of said 0.18-acre tract and the west corner of a called 0.160-acre tract of land described a General Warranty Deed to Mark R. Carson, recorded in Instrument Number 2008-00394439 of said Official Public Records;

THENCE South 45°21'44" East, with the northeast line of said 0.18-acre tract and the southwest line of said 0.160-acre tract, passing at a distance of 20.00-feet, a 1/2-inch iron rebar with a cap stamped "RPLS 6484" set for the north corner of said Lot 2, Block 6 and the west corner of said Lot 1, Block 6, continuing with said northeast line of the 0.18-acre tract, the northeast line of said Lot 2, Block 6, said southwest line of the 0.160-acre tract and the southwest line of said Lot 1, Block 6, in all, a total distance of 97.43-feet to

Exhibit 'A':
Legal Description and Location Map

a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the west corner of said 0.18-acre tract, the west corner of said Lot 2, Block 6, the south corner of said 0.160-acre tract, the south corner of said Lot 1, Block 6 and, in said northwest right-of-line of Summer Lee Drive;

THENCE with the southeast line of said 0.18-acre tract and said northwest right-of-way line, the following courses and distances;

South 44°13'18" West, a distance of 19.50-feet to a ½-inch iron rebar with a cap stamped "RPLS 5034" found for corner;

South 09°43'47" East, a distance of 46.51-feet to a ½-inch iron rebar with a cap stamped "RPLS 5034" found for corner;

South 29°14'41" West, a distance of 19.61-feet to the *POINT OF BEGINNING* and containing 0.175-acres (7,635 square-feet) of gross area and 0.145-acres (6,325 square-feet) of net area of land.

Parcel 4

All that certain 0.230-acre tract of land in the Edward Teal Survey, Abstract No. 207, Rockwall County, Texas and being Lots 1 and 2, Block 8 of George Morton Estate, an addition to the City of Rockwall, recorded in Cabinet A, Slide 47B of the Plat Records of said county, and being more particularly described by metes and bounds as follows:

BEGINNING at a ½-inch iron rebar with a cap stamped "RPLS 5034" found for the south corner of said Lot 2, Block 8, the west corner of Lot 3, Block 8 of said addition, the east corner of Lot 1, Block 10 of said addition and the north corner of Lot 4, Block 8 of said addition, from which, a ½-inch iron rebar with a cap stamped "RPLS5034" found bears South 45°21'46" East, a distance of 63.39-feet;

THENCE North 45°21'46" West, with the southwest line of said Lot 2, Block 8 and the northeast line of said Lot 1, Block 10, a distance of 76.12-feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the west corner of said Lot 2, Block 8, the north corner of said Lot 1, Block 10 and in the southeast line of a 40 foot wide easement recorded in said addition;

THENCE North 43°50'43" East, with the northwest line of said Lot 1 and Lot 2 Block 8 and said southeast line of the 40 foot wide easement, a distance of 130.96feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the north corner of said Lot 1, Block 8, the west corner of Lot 2, Block 6 of said addition and in the southwest line of a called 0.18-acre tract of land described a General Warranty Deed to Allen Anderson, recorded in Instrument No. 2008-00394440 of the Official Public Records of said county;

THENCE South 45°21'27" East, with the northeast line of said Lot 1, Block 8, the southwest line of said Lot 2, Block 6 and said southwest line of the 0.18-acre tract, a distance of 76.66-feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the east corner of said Lot 1, Block 8, the south corner of said Lot 2, Block 6, the west corner of Lot 3, Block 6 of said addition and the north corner of said Lot 4, Block 8, from which a ½-inch iron rebar with a cap stamped "RPLS 5034" found for the south corner of said 0.18-acre tract and in the northwest right-of-way line of Summer Lee Drive, a variable width public right-of-way bears South 45°21'27" East, a distance of 43.01-feet;

THENCE South 44°04'51" West, with the southeast line of said Lot 1 and Lot 2, Block 8 and the northwest line of said Lot 3 and Lot 4, Block 8, passing at a distance of 114.25-feet, a ½-inch iron rebar found, in all, a total distance of 130.95feet to the *POINT OF BEGINNING* and containing 0.230-acres (10,002 square-feet) of land.

Parcel 5

All that certain 1.245-acre tract of land in the Edward Teal Survey, Abstract No. 207, Rockwall County, Texas and being Lots 1, 3 and 4, and part of Lot 2 Block 5, Lots 3 and 4 and part of Lot 2, Block 7 and Lots 1, 2, 3 and 4, Block 9 of George Morton Estate, an addition to the City of Rockwall, recorded in Cabinet A,

Exhibit 'A':
Legal Description and Location Map

Slide 47B of the Plat Records of said county, and being all of the tract of land described in a General Warranty Deed to Dimensions Real Estate Services, recorded in Instrument No.2011-00451974 of the Official Public Records of said county, and being more particularly described by metes and bounds as follows:

BEGINNING at a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the west corner of Lot 2, Block 9, the north corner of Lot 1, Block 11 of said addition, and in the southwest line of a 20 foot wide easement recorded in said addition;

THENCE North 43°50'43" East, with the northwest lines of said Lot 1 and Lot 2, Block 9 and Lot 2, Block 7 and said southeast line of the 20 foot wide easement, a distance of 135.22-feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for corner in the northwest line of said Lot 2, Block 7 and in the south right-of-way line of Pinnacle Way, a 58 foot wide public right-of-way, from which a ½-inch iron rebar found at the intersection of said south right-of-way line of Pinnacle Way and the east right-of-way line of Sunset Ridge Drive, a variable width public right-of-way bears South 72°49'03" West, a distance of 184.95-feet;

THENCE North 72°49'03" East, with said south right-of-way line of Pinnacle Way, a distance of 69.48-feet to a ½-inch iron rebar with a cap stamped "RPLS 5034" found for corner in the northeast line of said Lot 2, Block 9;

THENCE South 45°37'46" East, continuing with said south right-of-way line of Pinnacle Way and with the northeast line of said Lot 2, Block 9, a distance of 42.61-feet to a ½-inch iron rebar with a cap stamped "RPLS 5034" found for the east corner of said Lot 2, Block 9, the north corner of said Lot 3, Block 9 and the west corner of said Lot 4, Block 7;

THENCE North 44°12'16" East, continuing with said south right-of-way line of Pinnacle Way and with the northwest line of said Lot 4, Block 7, a distance of 65.39feet to a 5/8 inch iron rebar with a cap stamped "Maddox" found for the north corner of said Lot 4, Block 7, the west corner of said Lot 3, Block 7, the south corner of said Lot 2, Block 7, and the east corner of the terminus of said Pinnacle Way;

THENCE North 45°28'03" West, with the east right-of-way line of said Pinnacle Way and the southwest line of said Lot 2, Block 7, a distance of 41.44-feet to a 5/8-inch iron rebar with a cap stamped "Maddox" found in said east right-of-way line of Pinnacle Way;

THENCE North 17°34'51" West, departing said southwest line of said Lot 2, Block 7 and continuing with said east right-of-way line of Pinnacle Way, passing at a distance of 28.13-feet to the north corner of the terminus of said Pinnacle Way, in all, a total distance of 40.12-feet to a ½-inch iron rebar with a cap stamped "RPLS6484" set in the northwest line of said Lot 2, Block 5 and in the southeast line of a 20 foot wide easement recorded in said addition;

THENCE North 43°50'43" East, with the northwest lines of said Lot 1 and Lot 2, Block 5 and said southeast line of the 20 foot wide easement, a distance of 112.80feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the north corner of said Lot 1, Block 5 and the intersection of said southeast line of the 20 foot wide easement and the southwest line of another 20 foot wide easement recorded in said addition, from which a 5/8 inch iron rebar with a cap stamped "Sam Inc" bears North 44°39'37" West, a distance of 19.25-feet;

THENCE South 45°21'44" East, with the northwest lines of said Lot 1 and Lot 4, Block 5 and said southwest line of the 20 foot wide easement, a distance of 154.01-feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the west corner of said Lot 4, Block 5 and the intersection of said southwest line of the 20 foot wide easement and the northwest line of a 40 foot wide easement recorded in said addition;

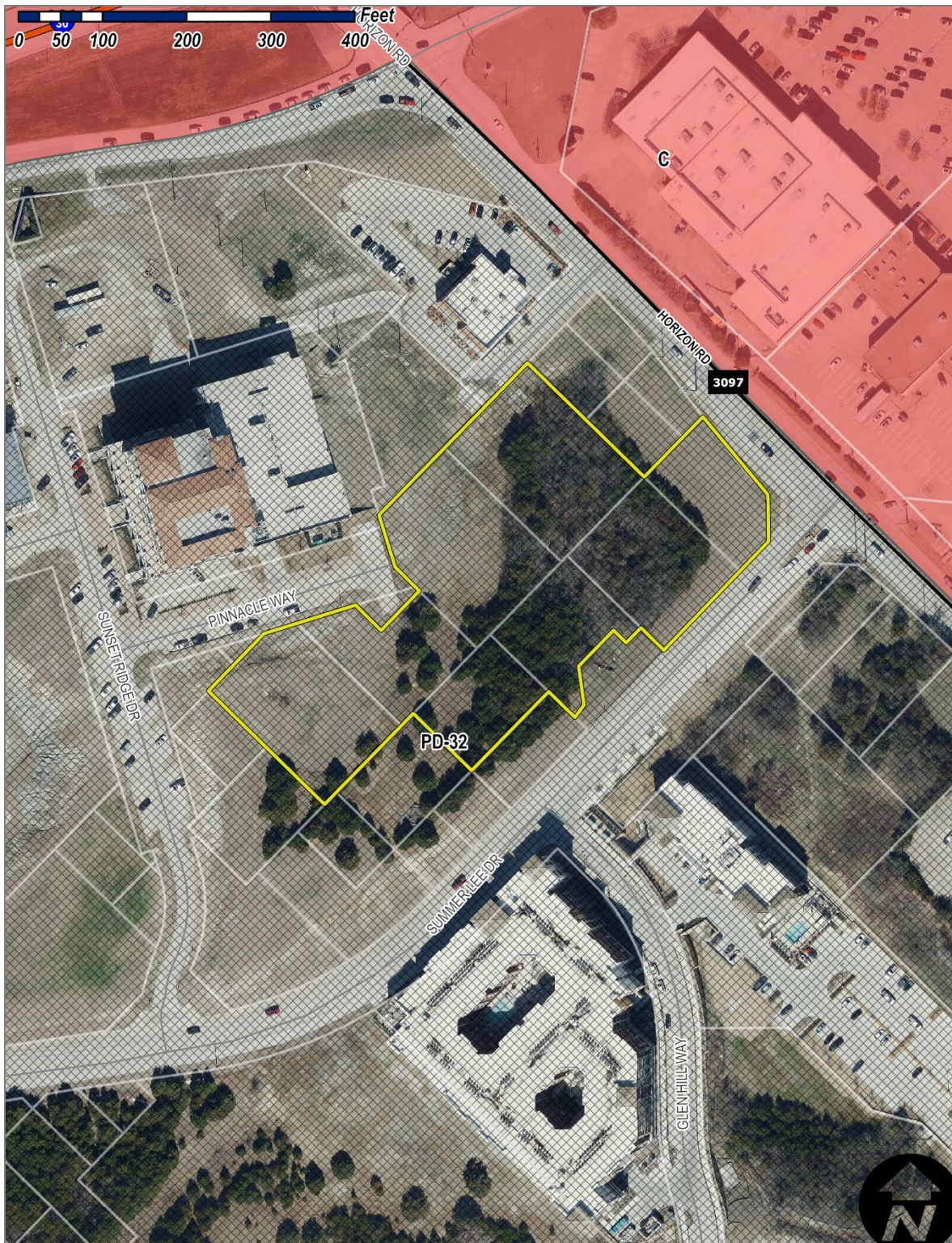
THENCE South 43°50'43" West, with the southeast lines of said Lots 3 and 4, Block 5, Lots 3 and 4, Block 7 and Lots 3 and 4, Block 9 and said northwest line of the 40 foot wide easement, a distance of 393.33-feet to a ½-inch iron rebar with a cap stamped "RPLS 6484" set for the south corner of said Lot 3, Block 9 and the east corner of said Lot 4, Block 11 of said addition, from which a ½-inch iron rebar found bears South

Exhibit 'A':
Legal Description and Location Map

45°25'13" East, a distance of 18.07-feet;

THENCE North 45°25'13" West, with the southwest lines of said Lots 2 and 3, Block 9 and the northwest lines of said Lots 1 and 4, Block 11, passing at a distance of 78.94-feet, a ½-inch iron rebar with a cap stamped "RPLS 5034" found for the west corner of said Lot 3, Block 9, the south corner of said Lot 2, Block 9, the east corner of said Lot 1, Block 11, and the north corner of said Lot 4, Block 11, in all, a total distance of 154.01-feet to the *POINT OF BEGINNING* and containing 1.245-acres (54,217 square-feet) of land.

Exhibit 'A':
Legal Description and Location Map



Site Plan Details:

- Boundaries:**
 - Top: HORIZON ROAD
 - Right: SUMMER LEE DRIVE
 - Bottom: GLEN HILL WAY (NEW)
 - Left: PINNACLE WAY (EXISTING) and PINNACLE WAY (NEW)
- Internal Features:**
 - DOG PARK:** Located at the top right, with a width of 47'-6".
 - PARKING GARAGE:** A large central area with dashed lines indicating parking spaces.
 - COURTYARD:** Located to the left of the parking garage.
 - POOL:** Located to the left of the courtyard.
 - AMENITY:** Located to the left of the parking garage.
 - ENTRY PLAZA SPACE:** Located at the bottom left.
- Dimensions and Setbacks:**
 - Top setbacks: 71'-6" (left), 47'-6" (right).
 - Left setbacks: 14'-9" (top), 17'-3" (middle), 14'-9" (bottom).
 - Right setbacks: 11'-0" (top), 18'-0" (middle), 14'-0" (bottom).
 - Bottom setbacks: 11'-0" (left), 14'-0" (middle), 14'-0" (right).
- Landscaping and Infrastructure:**
 - STREET TREES AT 30' O.C. TYPICAL:** Along the top and right boundaries.
 - 8' SIDEWALK TYPICAL:** Along the right boundary.
 - PUBLIC PLAZA SPACE:** Located along the right boundary.

Exhibit 'C':
Conceptual Building Elevations



Exhibit 'C':
Conceptual Building Elevations



CITY OF ROCKWALL

ORDINANCE NO. 22-38

SPECIFIC USE PERMIT NO. S-283

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING THE UNIFIED DEVELOPMENT CODE (UDC) [ORDINANCE NO. 20-02] OF THE CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AS PREVIOUSLY AMENDED, SO AS TO GRANT A SPECIFIC USE PERMIT (SUP) FOR *RESIDENTIAL INFILL IN AN ESTABLISHED SUBDIVISION* TO ALLOW THE CONSTRUCTION OF A SINGLE-FAMILY HOME ON A 0.25-ACRE PARCEL OF LAND, IDENTIFIED AS LOT E, BLOCK 112, B.F. BOYDSTON ADDITION, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AND MORE SPECIFICALLY DESCRIBED AND DEPICTED IN *EXHIBIT 'A'* OF THIS ORDINANCE; PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City has received a request from Javier Silva for the approval of a Specific Use Permit (SUP) for *Residential Infill in an Established Subdivision* for the purpose of constructing a single-family home on a 0.25-acre parcel of land identified as Lot E, Block 112, B. F. Boydston Addition, City of Rockwall, Rockwall County, Texas, zoned Single-Family 7 (SF-7) District, situated within the Southside Residential Neighborhood Overlay (SRO) District, addressed as 511 Bourn Street, and being more specifically described and depicted in *Exhibit 'A'* of this ordinance, which herein after shall be referred to as the *Subject Property* and incorporated by reference herein; and

WHEREAS, the Planning and Zoning Commission of the City of Rockwall and the governing body of the City of Rockwall, in compliance with the laws of the State of Texas and the ordinances of the City of Rockwall, have given the requisite notices by publication and otherwise, and have held public hearings and afforded a full and fair hearing to all property owners generally, and to all persons interested in and situated in the affected area and in the vicinity thereof, the governing body in the exercise of its legislative discretion has concluded that the Unified Development Code (UDC) [Ordinance No. 20-02] of the City of Rockwall should be amended as follows:

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Rockwall, Texas;

SECTION 1. That the Unified Development Code (UDC) [Ordinance No. 20-02] of the City of Rockwall, as heretofore amended, be and the same is hereby amended so as to grant a Specific Use Permit (SUP) for *Residential Infill in an Established Subdivision* to allow for the construction of a single-family home in an established subdivision in accordance with Article 04, *Permissible Uses*, the Unified Development Code (UDC) [Ordinance No. 20-02] on the *Subject Property*; and,

SECTION 2. That the Specific Use Permit (SUP) shall be subject to the requirements set forth in Subsection 03.01, *General Residential District Standards*, and Subsection 03.09, *Single-Family 7 (SF-7) District*, of Article 05, *District Development Standards*, of the Unified Development Code

(UDC) [Ordinance No. 20-02] -- as heretofore amended and may be amended in the future -- and with the following conditions:

2.1 OPERATIONAL CONDITIONS

The following conditions pertain to the construction of a single-family home on the *Subject Property* and conformance to these operational conditions are required:

- (1) The development of the *Subject Property* shall generally conform to the Residential Plot Plan as depicted in *Exhibit 'B'* of this ordinance.
- (2) The construction of a single-family home on the *Subject Property* shall generally conform to the Building Elevations depicted in *Exhibit 'C'* of this ordinance.
- (3) Once construction of the single-family home has been completed, inspected, and accepted by the City of Rockwall, this Specific Use Permit (SUP) shall expire, and no further action by the property owner shall be required.

2.2 COMPLIANCE

Approval of this ordinance in accordance with Subsection 02.02, *Specific Use Permits (SUP)* of Article 11, *Development Applications and Review Procedures*, of the Unified Development Code (UDC) will require the *Subject Property* to comply with the following:

- 1) Upon obtaining a *Building Permit*, should the contractor operating under the guidelines of this ordinance fail to meet the minimum operational requirements set forth herein and outlined in the Unified Development Code (UDC), the City may (*after proper notice*) initiate proceedings to revoke the Specific Use Permit (SUP) in accordance with Subsection 02.02(F), *Revocation*, of Article 11, *Development Applications and Revision Procedures*, of the Unified Development Code (UDC) [Ordinance No. 20-02].

SECTION 3. That the official zoning map of the City be corrected to reflect the changes in zoning described herein.

SECTION 4. That all ordinances of the City of Rockwall in conflict with the provisions of this ordinance be, and the same are hereby repealed to the extent of that conflict.

SECTION 5. Any person, firm, or corporation violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and upon conviction shall be punished by a penalty of fine not to exceed the sum of *TWO THOUSAND DOLLARS (\$2,000.00)* for each offence and each and every day such offense shall continue shall be deemed to constitute a separate offense.

SECTION 6. If any section or provision of this ordinance or the application of that section or provision to any person, firm, corporation, situation or circumstance is for any reason judged invalid, the adjudication shall not affect any other section or provision of this ordinance or the application of any other section or provision to any other person, firm, corporation, situation or circumstance, and the City Council declares that it would have adopted the valid portions and applications of the ordinance without the invalid parts and to this end the provisions of this ordinance shall remain in full force and effect.

SECTION 7. That this ordinance shall take effect immediately from and after its passage.

**PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS,
THIS THE 5TH DAY OF JULY, 2022.**

Kevin Fowler, Mayor

ATTEST:

Kristy Teague, City Secretary

APPROVED AS TO FORM:

Frank J. Garza, City Attorney

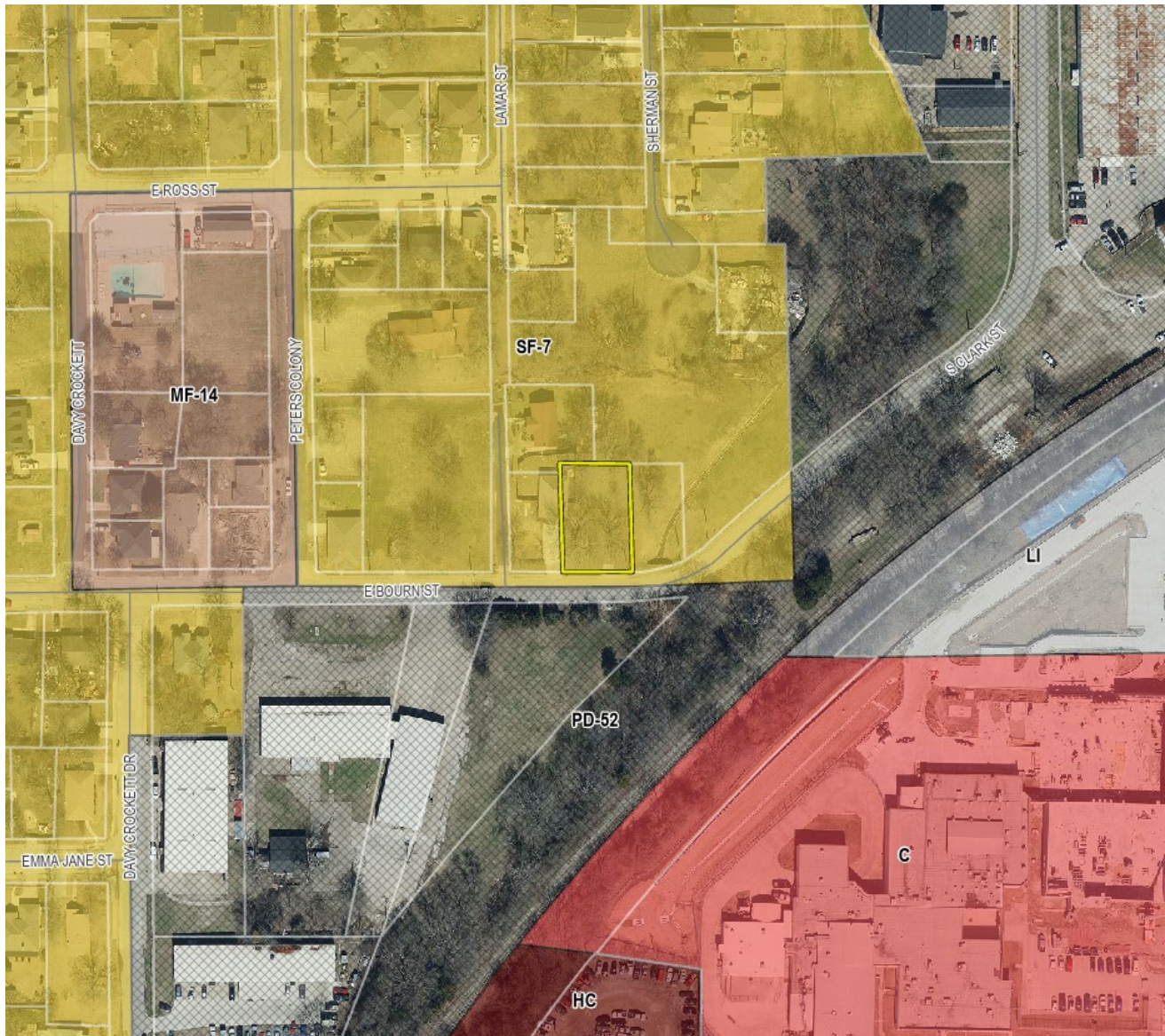
1st Reading: June 20, 2022

2nd Reading: July 5, 2022

Exhibit 'A'
Location Map and Legal Description

Address: 511 Bourne Street

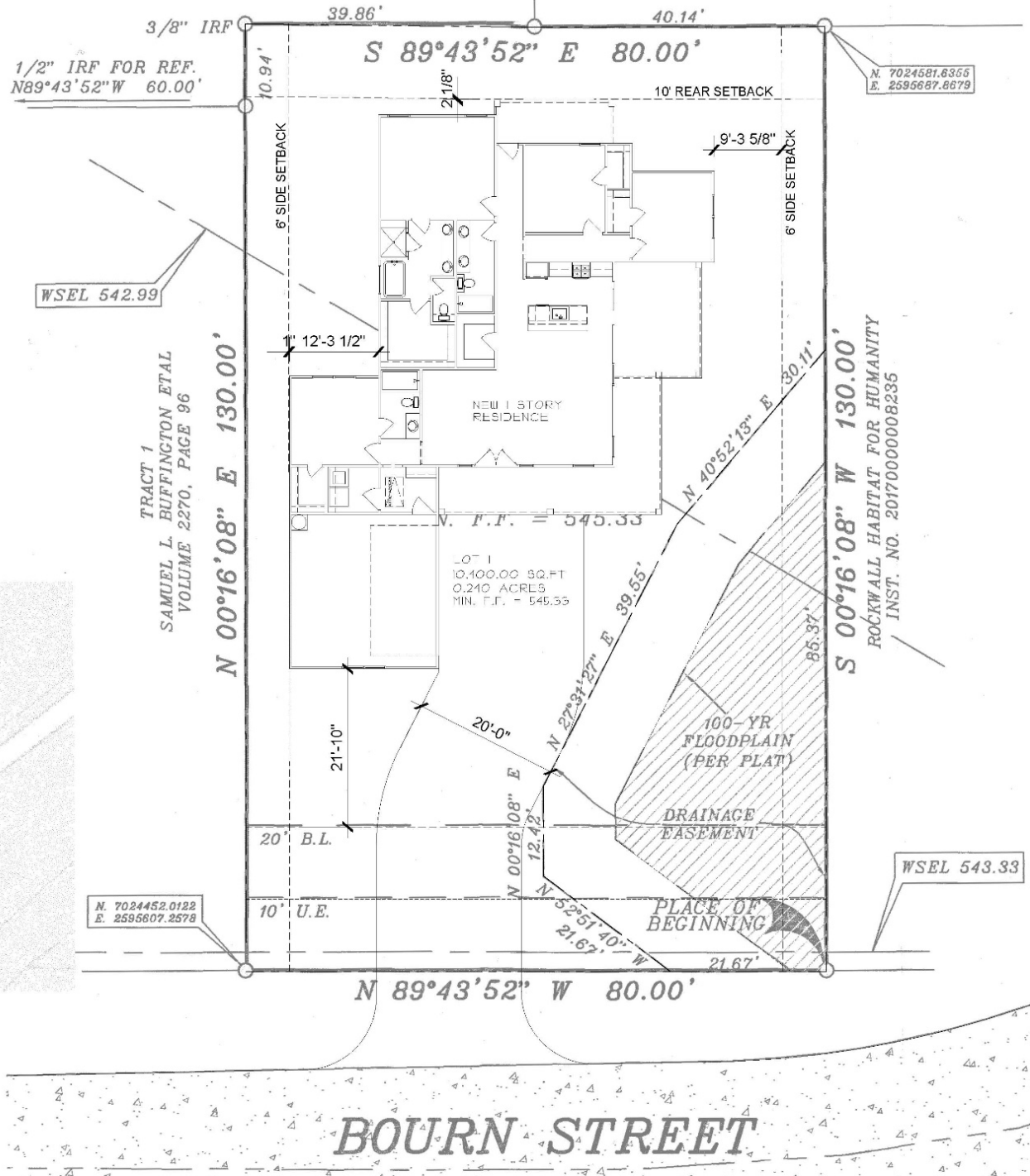
Legal Description: Lot E, Block 112, B.F. Boydston Addition



**Exhibit 'B':
Residential Plot Plan**

LOT 2, BLOCK 1
SAMUEL BUFFINGTON ADDITION
CABINET A, SLIDE 225

ROCKWALL HABITAT FOR HUMANITY
INST. NO. 20170000008236

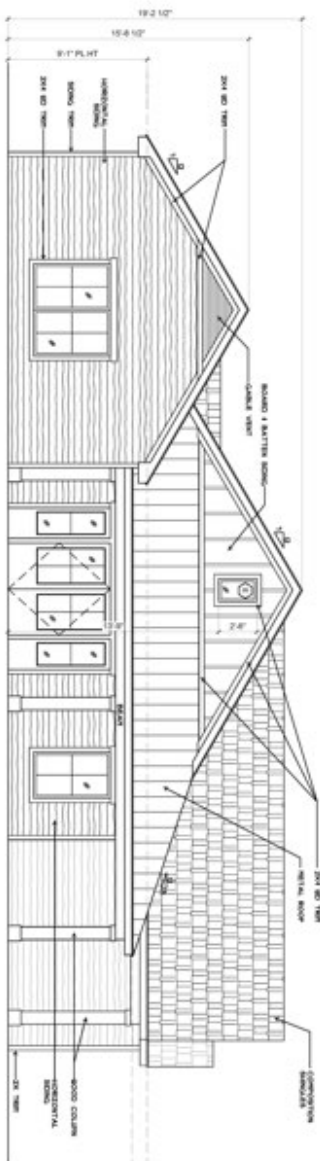


01 ARCHITECTURAL SITE PLAN

SCALE: 1/8"=1'-0"

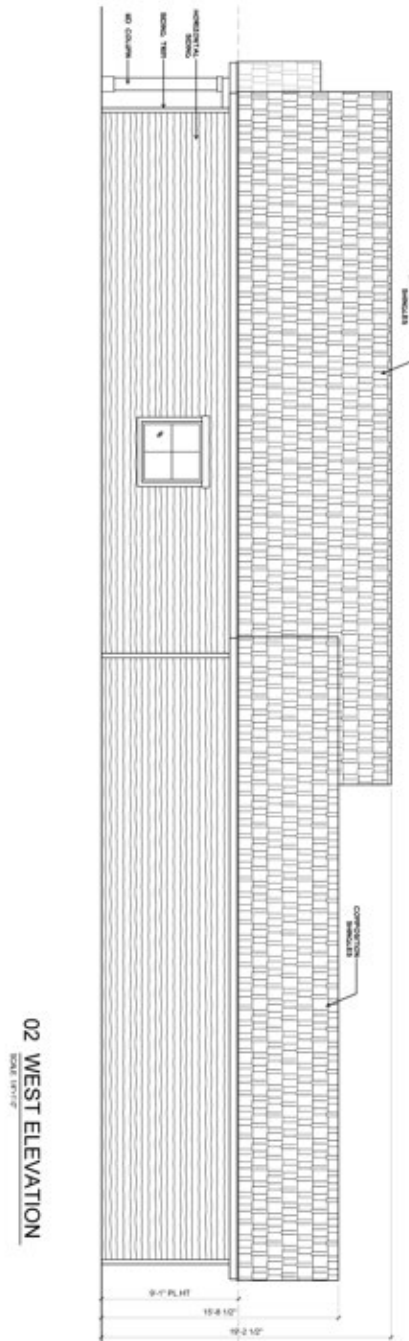
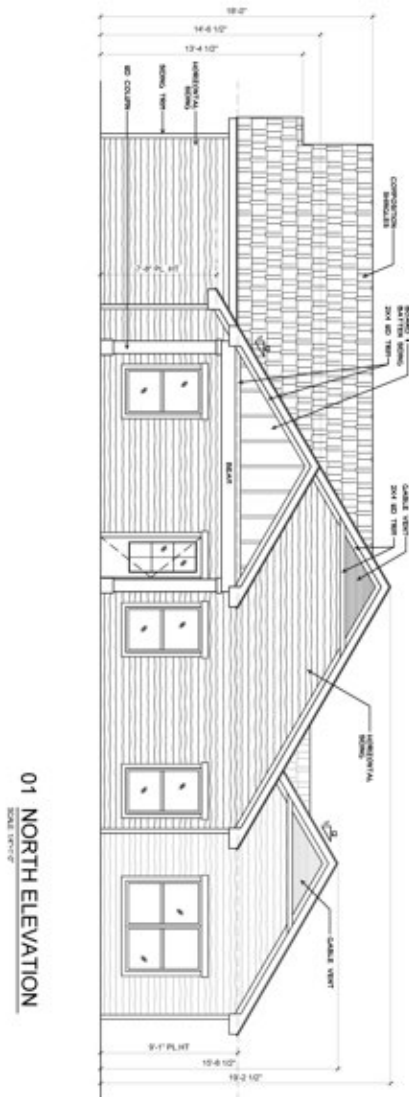
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Abstract



BOOK REVIEW

Exhibit 'C':
Building Elevations



CITY OF ROCKWALL

ORDINANCE NO. 22-39

SPECIFIC USE PERMIT NO. S-284

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING THE UNIFIED DEVELOPMENT CODE (UDC) [ORDINANCE NO. 20-02] OF THE CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AS PREVIOUSLY AMENDED, SO AS TO GRANT A SPECIFIC USE PERMIT (SUP) FOR *RESIDENTIAL INFILL ADJACENT TO AN ESTABLISHED SUBDIVISION* TO ALLOW THE CONSTRUCTION OF A SINGLE-FAMILY HOME ON A TEN (10) ACRE PARCEL OF LAND, IDENTIFIED AS LOT 2, BLOCK A, BREEZY HILL LANE ADDITION, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AND MORE SPECIFICALLY DESCRIBED AND DEPICTED IN *EXHIBIT 'A'* OF THIS ORDINANCE; PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City has received a request from David Scott and Christine Fischer for the approval of a Specific Use Permit (SUP) for *Residential Infill Adjacent to Established Subdivision* for the purpose of constructing a single-family home on a ten (10) acre parcel of land identified as Lot 2, Block A, Breezy Hill Lane Addition, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, generally located at the terminus of Breezy Hill Lane, and being more specifically described and depicted in *Exhibit 'A'* of this ordinance, which herein after shall be referred to as the *Subject Property* and incorporated by reference herein; and

WHEREAS, the Planning and Zoning Commission of the City of Rockwall and the governing body of the City of Rockwall, in compliance with the laws of the State of Texas and the ordinances of the City of Rockwall, have given the requisite notices by publication and otherwise, and have held public hearings and afforded a full and fair hearing to all property owners generally, and to all persons interested in and situated in the affected area and in the vicinity thereof, the governing body in the exercise of its legislative discretion has concluded that the Unified Development Code (UDC) [Ordinance No. 20-02] of the City of Rockwall should be amended as follows:

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Rockwall, Texas;

SECTION 1. That the Unified Development Code (UDC) [Ordinance No. 20-02] of the City of Rockwall, as heretofore amended, be and the same is hereby amended so as to grant a Specific Use Permit (SUP) for *Residential Infill Adjacent to an Established Subdivision* to allow for the construction of a single-family home adjacent to an established subdivision in accordance with Article 04, *Permissible Uses*, the Unified Development Code (UDC) [Ordinance No. 20-02] on the *Subject Property*; and,

SECTION 2. That the Specific Use Permit (SUP) shall be subject to the requirements set forth in Subsection 03.01, *General Residential District Standards*, and Subsection 02.01, *Agricultural*

(AG) District, of Article 05, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 20-02] -- as heretofore amended and may be amended in the future -- and with the following conditions:

2.1 OPERATIONAL CONDITIONS

The following conditions pertain to the construction of a single-family home on the *Subject Property* and conformance to these operational conditions are required:

- (1) The development of the *Subject Property* shall generally conform to the Residential Plot Plan as depicted in *Exhibit 'B'* of this ordinance.
- (2) The construction of a single-family home on the *Subject Property* shall generally conform to the Building Elevations depicted in *Exhibit 'C'* of this ordinance.
- (3) Once construction of the single-family home has been completed, inspected, and accepted by the City of Rockwall, this Specific Use Permit (SUP) shall expire, and no further action by the property owner shall be required.

2.2 COMPLIANCE

Approval of this ordinance in accordance with Subsection 02.02, *Specific Use Permits (SUP)* of Article 11, *Development Applications and Review Procedures*, of the Unified Development Code (UDC) will require the *Subject Property* to comply with the following:

- 1) Upon obtaining a *Building Permit*, should the contractor operating under the guidelines of this ordinance fail to meet the minimum operational requirements set forth herein and outlined in the Unified Development Code (UDC), the City may (*after proper notice*) initiate proceedings to revoke the Specific Use Permit (SUP) in accordance with Subsection 02.02(F), *Revocation*, of Article 11, *Development Applications and Revision Procedures*, of the Unified Development Code (UDC) [Ordinance No. 20-02].

SECTION 3. That the official zoning map of the City be corrected to reflect the changes in zoning described herein.

SECTION 4. That all ordinances of the City of Rockwall in conflict with the provisions of this ordinance be, and the same are hereby repealed to the extent of that conflict.

SECTION 5. Any person, firm, or corporation violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and upon conviction shall be punished by a penalty of fine not to exceed the sum of *TWO THOUSAND DOLLARS (\$2,000.00)* for each offence and each and every day such offense shall continue shall be deemed to constitute a separate offense.

SECTION 6. If any section or provision of this ordinance or the application of that section or provision to any person, firm, corporation, situation or circumstance is for any reason judged invalid, the adjudication shall not affect any other section or provision of this ordinance or the application of any other section or provision to any other person, firm, corporation, situation or circumstance, and the City Council declares that it would have adopted the valid portions and applications of the ordinance without the invalid parts and to this end the provisions of this ordinance shall remain in full force and effect.

SECTION 7. That this ordinance shall take effect immediately from and after its passage.

**PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS,
THIS THE 5TH DAY OF JULY, 2022.**

Kevin Fowler, Mayor

ATTEST:

Kristy Teague, City Secretary

APPROVED AS TO FORM:

Frank J. Garza, City Attorney

1st Reading: June 20, 2022

2nd Reading: July 5, 2022

Exhibit 'A'
Location Map and Legal Description

Legal Description: Lot 2, Block A, Breezy Hill Addition

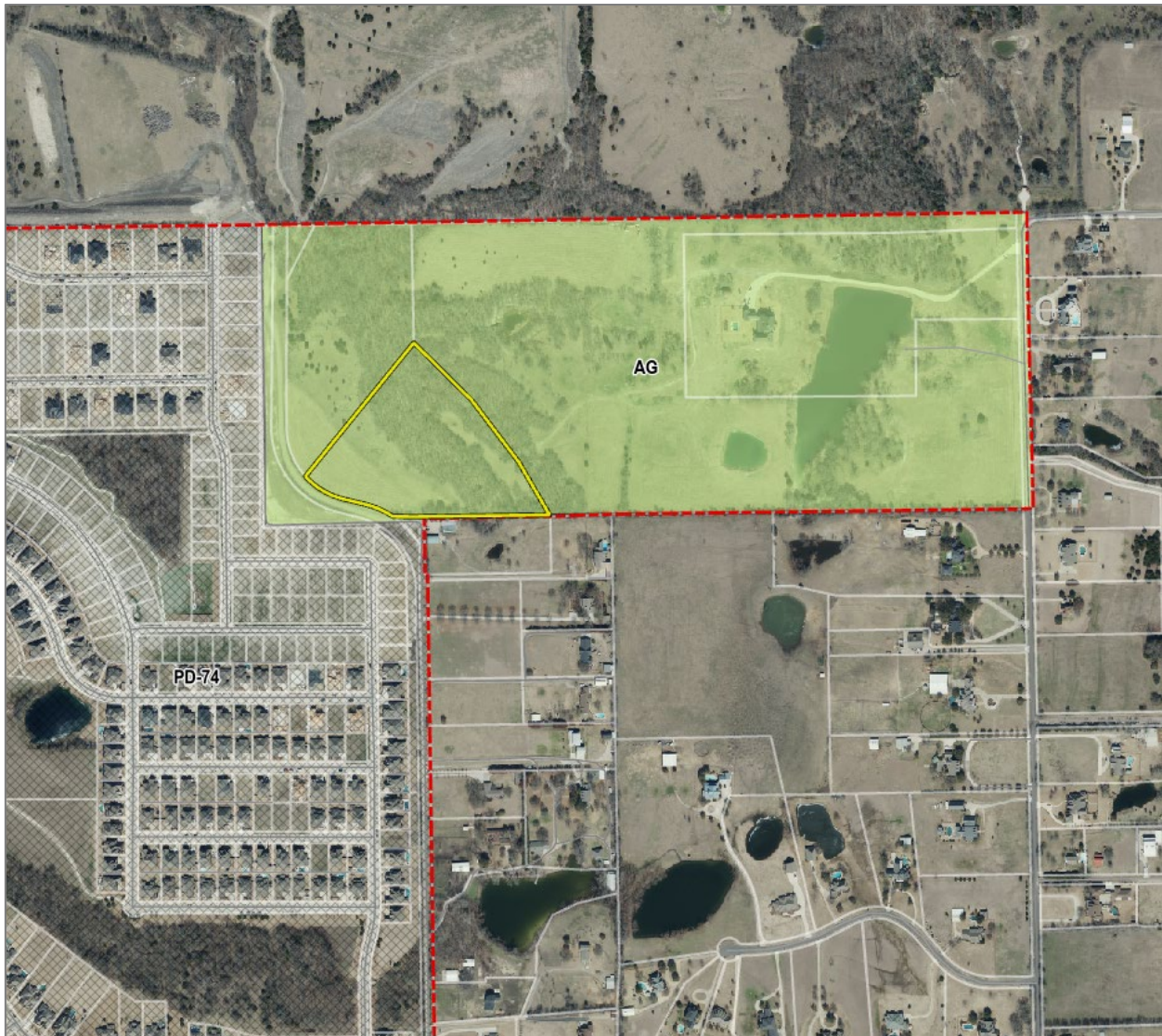


Exhibit 'B':
Residential Plot Plan

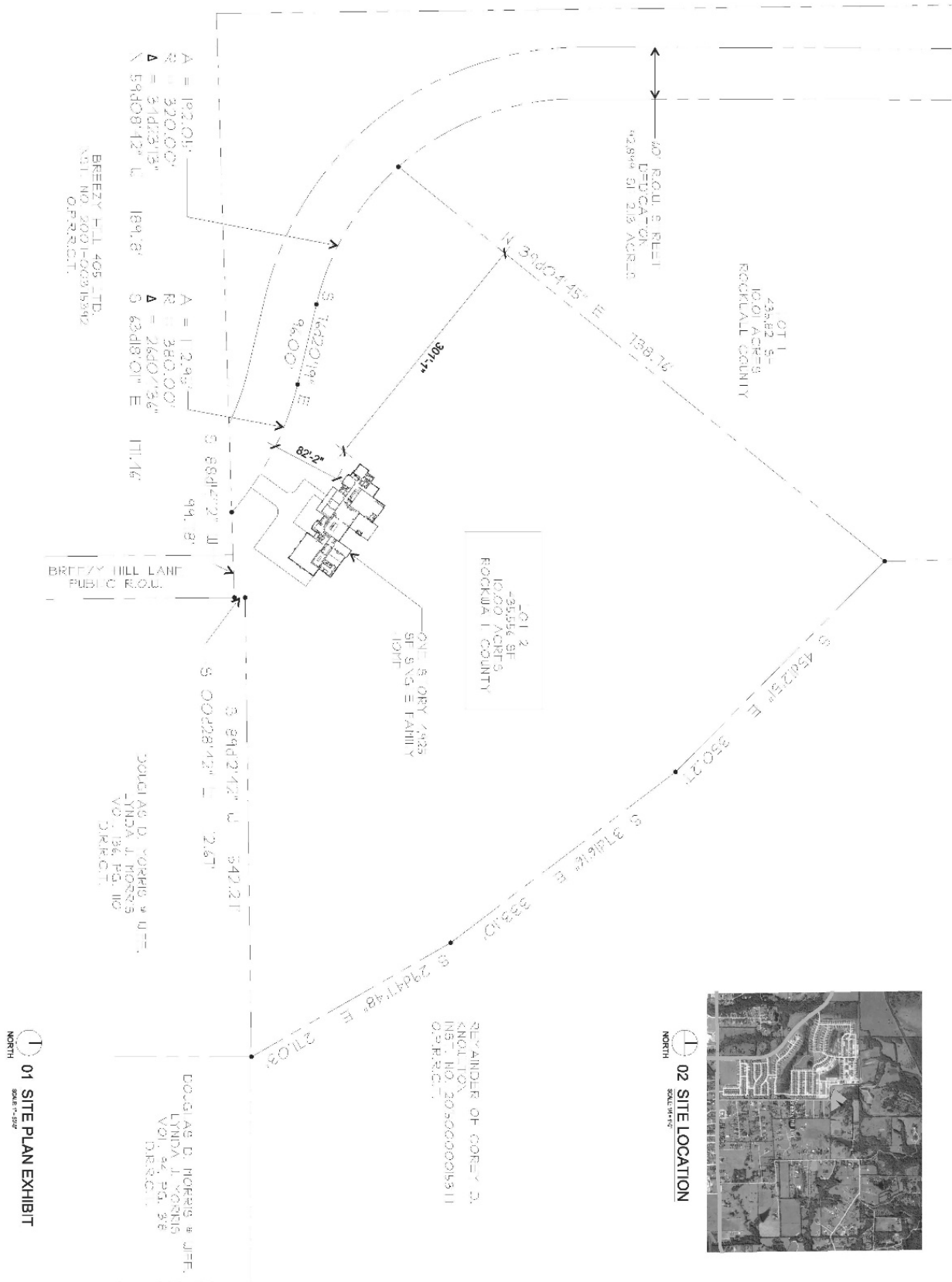


Exhibit 'C': Building Elevations

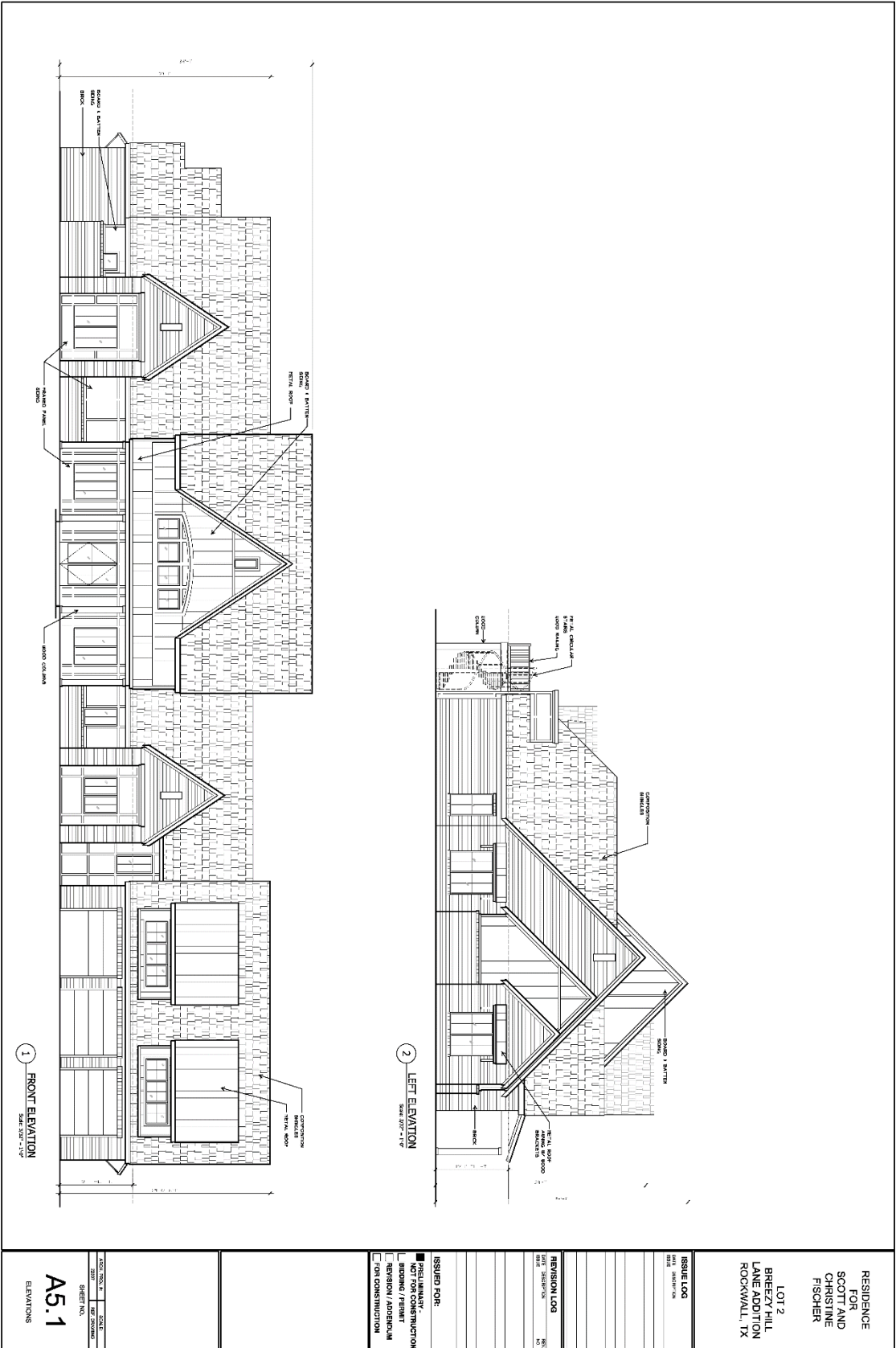
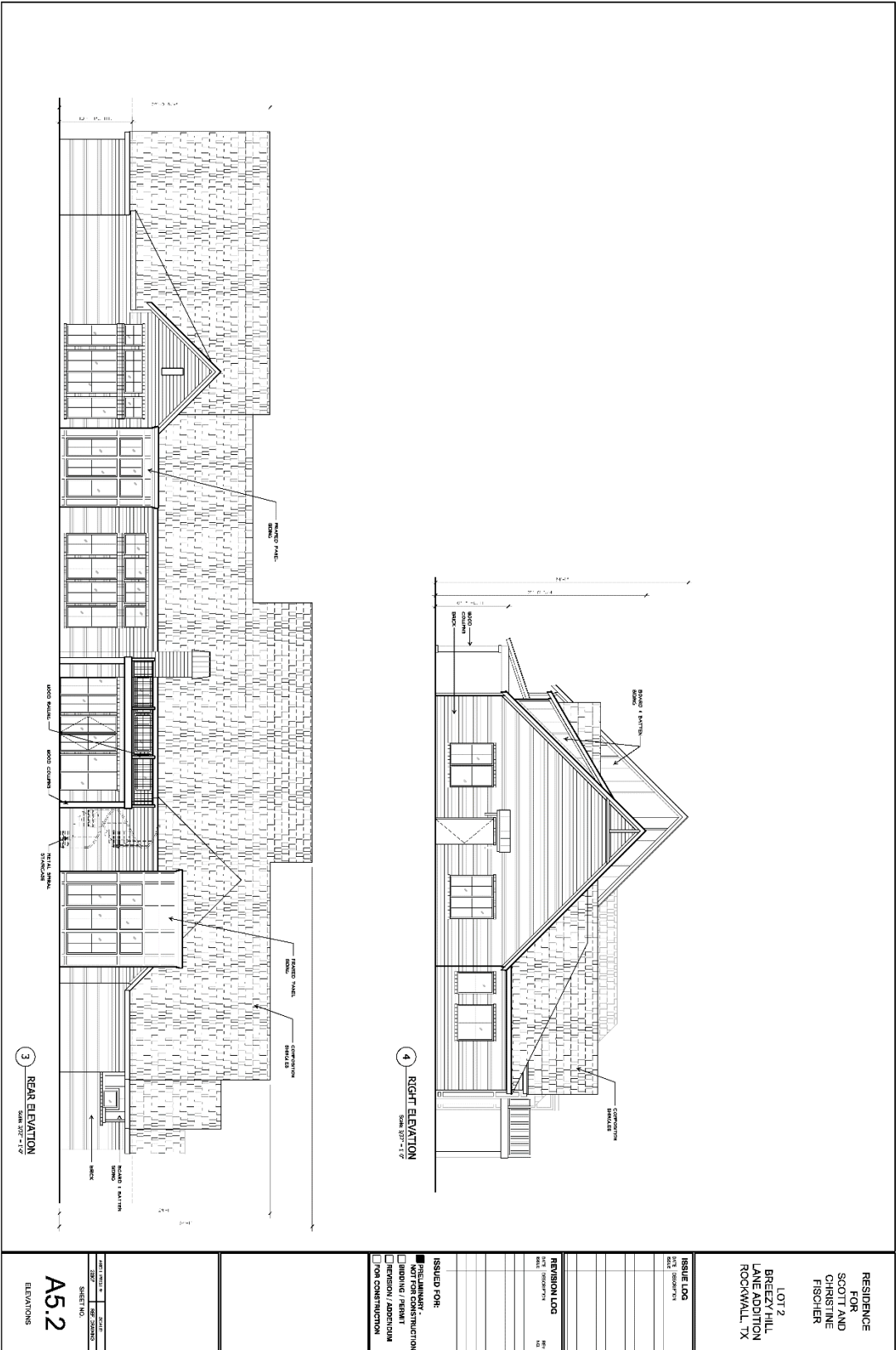


Exhibit 'C':
Building Elevations





MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Ryan Miller, Director of Planning and Zoning

DATE: July 5, 2022

SUBJECT: P2022-030; PRELIMINARY PLAT FOR LOTS 1-14, BLOCK A, CREEKSIDE COMMONS

Attachments

Case Memo
Development Application
Location Map
Preliminary Plat
Closure Report

Summary/Background Information

Consider a request by Keaton Mai of the Dimension Group on behalf of Justin Webb of Rockwall 205 Investors, LLC for the approval of a *Preliminary Plat* for Lots 1-14, Block A, Creekside Commons being a 34.484-acre tract of land identified as Tracts 17-5 of the W. W. Ford Survey, Abstract No. 80, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the SH-205 Overlay (SH-205 OV) District, generally located at east of the intersection of S. Goliad Street [SH-205] and S. FM-549, and take any action necessary.

Action Needed

The City Council is being asked to approve, approve with conditions, or deny the proposed preliminary plat.



CITY OF ROCKWALL

CITY COUNCIL CASE MEMO

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Mayor and City Council
DATE: July 05, 2022
APPLICANT: Keaton Mai; *Dimension Group*
CASE NUMBER: P2022-030; *Preliminary Plat for Lots 1-14, Block A, Creekside Commons*

SUMMARY

Consider a request by Keaton Mai of the Dimension Group on behalf of Justin Webb of Rockwall 205 Investors, LLC for the approval of a Preliminary Plat for Lots 1-14, Block A, Creekside Commons being a 34.484-acre tract of land identified as Tracts 17-5 of the W. W. Ford Survey, Abstract No. 80, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the SH-205 Overlay (SH-205 OV) District, generally located at east of the intersection of S. Goliad Street [SH-205] and S. FM-549, and take any action necessary.

PLAT INFORMATION

- ☑ The purpose of the applicant's request is to amend the preliminary plat approved on June 7, 2021. Specifically, the applicant is proposing to preliminary plat the 34.484-acre tract of land (*i.e. Tracts 17-5 of the W. W. Ford Survey, Abstract No. 80*) proposing (14) lots (*i.e. Lots 1-14, Block A, Creekside Commons Addition*) to facilitate the future commercial development of the subject property and to ensure that adequate public facilities (*e.g. fire lane, public access/right-of-way, utilities, and drainage*) necessary to serve the development are provided. Additionally, the applicant will be dedicating a variable width TXDOT right-of-way that will bi-sect the subject property and provide a connection from the existing S. FM-549 to SH-205.
- ☑ On May 19, 1986, Tract One of the subject property was annexed by the City Council by *Ordinance No. 86-37, T1 [Case No. A1986-005]*. The City Council then annexed Tract Two of the subject property on July 21, 1997 by *Ordinance No 97-14, T6 [Case No. A1997-001]*. At the time of annexation, both tracts of the subject property were zoned Agricultural (AG) District. On March 4, 2013, the City Council approved the zoning change from Agricultural (AG) District to Commercial (C) District [*Ordinance No. 13-03*]. On June 7, 2021, the City Council approved a preliminary plat for the subject property [*Case No. P2021-027*]. On May 2, 2022, the City Council approved a variance to allow the existing overhead powerlines to remain in place.
- ☑ The purpose of the preliminary plat is to provide sufficient information to evaluate and review the general design of the development and to ensure compliance with the density and dimensional requirements stipulated for a property that is situated within the SH-205 Overlay (SH-205 OV) District and the Commercial (C) District as required by the Unified Development Code (UDC). In addition, preliminary plats are also required to ensure conformance with the OURHometown Vision 2040 Comprehensive Plan, the Master Thoroughfare Plan, and the requirements of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances. The proposed preliminary plat appears to conform to these requirements.
- ☑ The surveyor has completed the majority of the technical revisions requested by staff, and this plat -- *conforming to the requirements for plats as stipulated by the Subdivision Ordinance in the Municipal Code of Ordinances* -- is recommended for conditional approval pending the completion of final technical modifications and submittal requirements.
- ☑ Conditional approval of this plat by the City Council shall constitute approval subject to the conditions stipulated in the *Conditions of Approval* section below.

- ☒ With the exception of the items listed in the *Conditions of Approval* section of this case memo, this plat is in substantial compliance with the requirements of the *Subdivision Ordinance* in the Municipal Code of Ordinances.

CONDITIONS OF APPROVAL

If the City Council chooses approve of a preliminary plat for *Lots 1-14, Block A, Creekside Commons*, staff would propose the following conditions of approval:

- (1) All technical comments from City Staff (*i.e. Engineering, Planning and Fire Department*) shall be addressed prior to submittal of civil engineering plans; and,
- (2) Any construction resulting from the approval of this plat shall conform to the requirements set forth by the Unified Development Code (UDC), the International Building Code (IBC), the Rockwall Municipal Code of Ordinances, city adopted engineering and fire codes and with all other applicable regulatory requirements administered and/or enforced by the state and federal government.

PLANNING AND ZONING COMMISSION

On June 28, 2022, the Planning and Zoning Commission approved a motion to recommend approval of the preliminary plat by a vote of 7-0.



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO.

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING:

CITY ENGINEER:

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:

- ☐ MASTER PLAT (\$100.00 + \$15.00 ACRE) ¹
☒ PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE) ¹
☐ FINAL PLAT (\$300.00 + \$20.00 ACRE) ¹
☐ REPLAT (\$300.00 + \$20.00 ACRE) ¹
☐ AMENDING OR MINOR PLAT (\$150.00)
☐ PLAT REINSTATEMENT REQUEST (\$100.00)

SITE PLAN APPLICATION FEES:

- ☐ SITE PLAN (\$250.00 + \$20.00 ACRE) ¹
☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)

ZONING APPLICATION FEES:

- ☐ ZONING CHANGE (\$200.00 + \$15.00 ACRE) ¹
☐ SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE) ^{1 & 2}
☐ PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE) ¹
OTHER APPLICATION FEES:
☐ TREE REMOVAL (\$75.00)
☐ VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00) ²

NOTES:

¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.

²: A \$1,000.00 FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS **NEC of HWY 205 and FM 549, Rockwall, TX 75032**

SUBDIVISION **Creekside Commons**

LOT **1-14** BLOCK **A**

GENERAL LOCATION **NEC of HWY 205 and FM 549, Rockwall, TX 75032**

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING **Commercial (C)**

CURRENT USE **Undeveloped**

PROPOSED ZONING **Commercial (C)**

PROPOSED USE **Mixed use**

ACREAGE **34.484**

LOTS [CURRENT] **1**

LOTS [PROPOSED] **14**

- ☒ **SITE PLANS AND PLATS:** BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB316Z THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

☐ OWNER **Rockwall 205 Investors, LLC**

☐ APPLICANT **The Dimension Group**

CONTACT PERSON **Justin Webb**

CONTACT PERSON **Keaton Mai**

ADDRESS **1 Candlelite Trail**

ADDRESS **10755 Sandhill Rd**

CITY, STATE & ZIP **Heath, TX 75032**

CITY, STATE & ZIP **Dallas, TX 75238**

PHONE **469-446-7734**

PHONE **214-600-1152**

E-MAIL **justinw@alturahomes.com**

E-MAIL **kmai@dimensiongroup.com**



NOTARY VERIFICATION [REQUIRED]

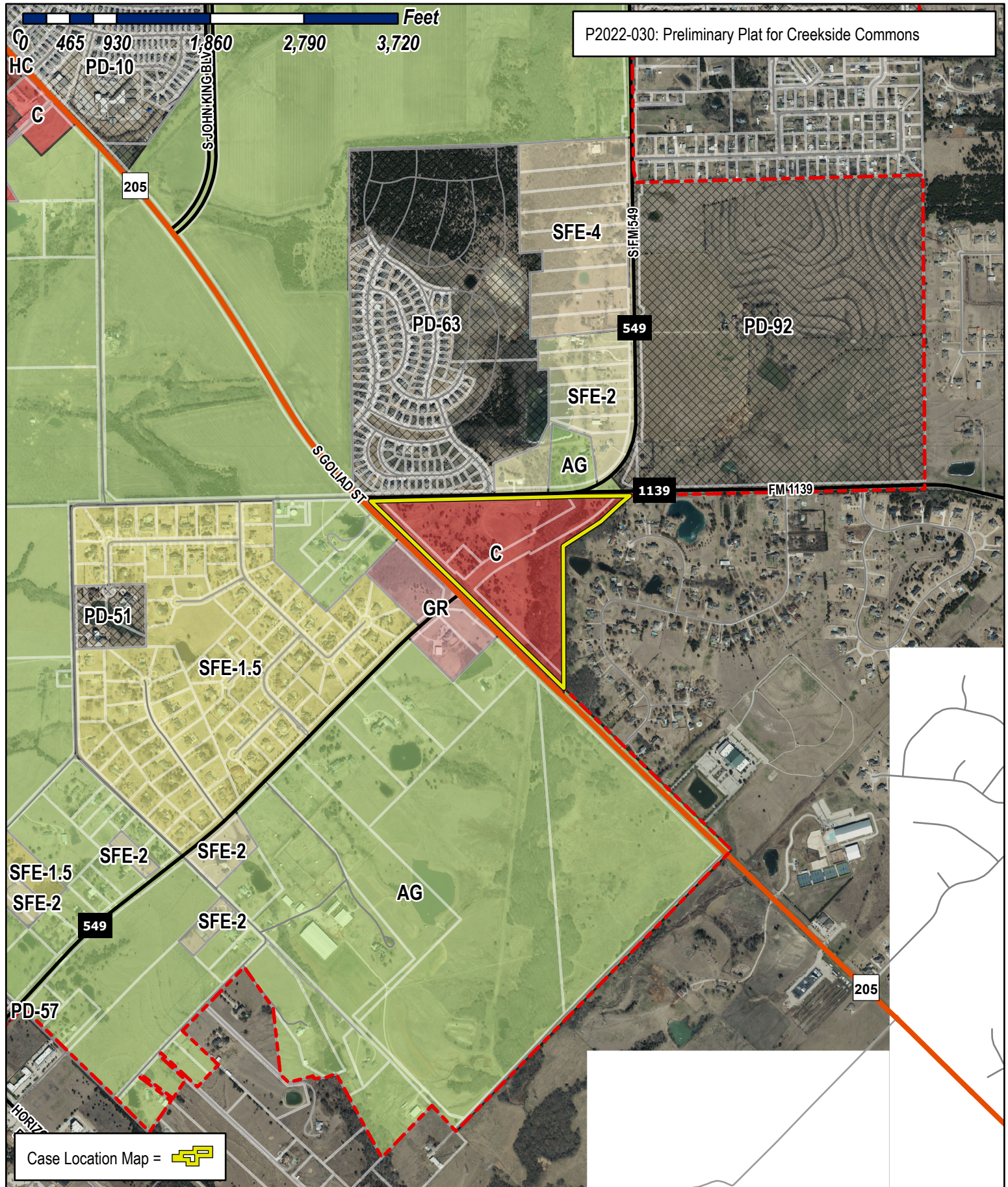
BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED Justin Webb [OWNER] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF \$ 15.00 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 15 DAY OF June, 2022 BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 15 DAY OF June, 2022

OWNER'S SIGNATURE

MY COMMISSION EXPIRES

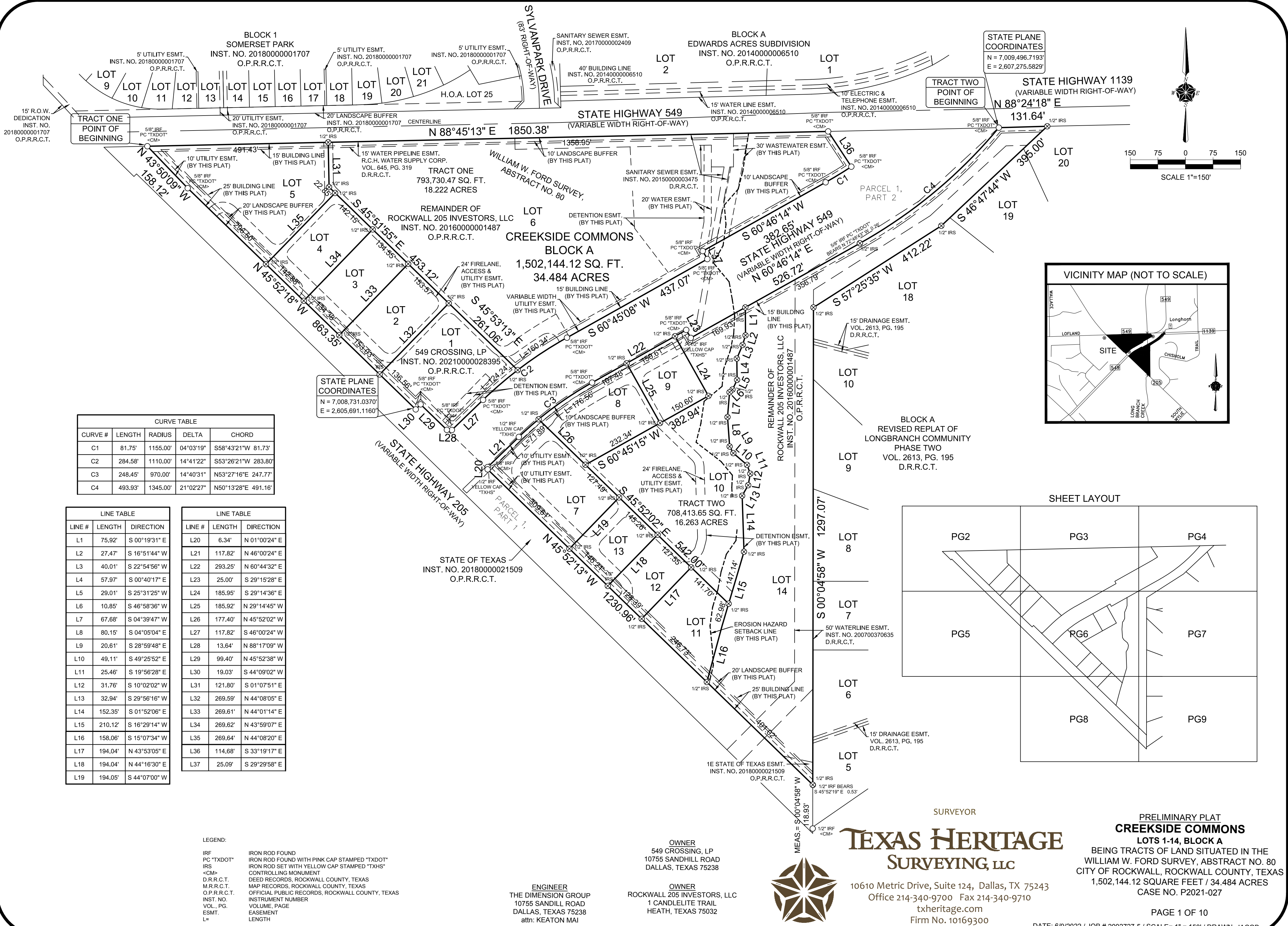


City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75032
(P): (972) 771-7745
(W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.





CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C1	81.75'	1155.00'	04°03'19"	S58°43'21"W 81.73'
C2	284.58'	1110.00'	14°41'22"	S53°26'21"W 283.80'
C3	248.45'	970.00'	14°40'31"	N53°27'16"E 247.77'
C4	493.93'	1345.00'	21°02'27"	N50°13'28"E 491.16'

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	75.92'	S 00°19'31" E
L2	27.47'	S 16°51'44" W
L3	40.01'	S 22°54'56" W
L4	57.97'	S 00°40'17" E
L5	29.01'	S 25°31'25" W
L6	10.85'	S 46°58'36" W
L7	67.68'	S 04°39'47" W
L8	80.15'	S 04°05'04" E
L9	20.61'	S 28°59'48" E
L10	49.11'	S 49°25'52" E
L11	25.46'	S 19°56'28" E
L12	31.76'	S 10°02'02" W
L13	32.94'	S 29°56'16" W
L14	152.35'	S 01°52'06" E
L15	210.12'	S 16°29'14" W
L16	158.06'	S 15°07'34" W
L17	194.04'	N 43°53'05" E
L18	194.04'	N 44°16'30" E
L19	194.05'	S 44°07'00" W

LINE TABLE		
LINE #	LENGTH	DIRECTION
L20	6.34'	N 01°00'24" E
L21	117.82'	N 46°00'24" E
L22	293.25'	N 60°44'32" E
L23	25.00'	S 29°15'28" E
L24	185.95'	S 29°14'36" E
L25	185.92'	N 29°14'45" W
L26	177.40'	N 45°52'02" W
L27	117.82'	S 46°00'24" W
L28	13.64'	N 88°17'09" W
L29	99.40'	N 45°52'38" W
L30	19.03'	S 44°09'02" W
L31	121.80'	S 01°07'51" E
L32	269.59'	N 44°08'05" E
L33	269.61'	N 44°01'14" E
L34	269.62'	N 43°59'07" E
L35	269.64'	N 44°08'20" E
L36	114.68'	S 33°19'17" E
L37	25.09'	S 29°29'58" E

LEGEND:

IRF
PC "TXDOT"
IRS
<CM>
D.R.R.C.T.
M.P.R.C.T.
O.P.R.R.C.T.
INST. NO.
VOL., PG.
ESMT.
L=

IRON ROD FOUND
IRON ROD FOUND WITH PINK CAP STAMPED "TXDOT"
IRON ROD SET WITH YELLOW CAP STAMPED "TXHS"
CONTROLLING MONUMENT
DEED RECORDS, ROCKWALL COUNTY, TEXAS
MAP RECORDS, ROCKWALL COUNTY, TEXAS
OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
INSTRUMENT NUMBER
VOLUME, PAGE
EASEMENT
LENGTH

ENGINEER
THE DIMENSION GROUP
10755 SANDILL ROAD
DALLAS, TEXAS 75238
attn: KEATON MAI

OWNER
549 CROSSING, LP
10755 SANDHILL ROAD
DALLAS, TEXAS 75238

OWNER
ROCKWALL 205 INVESTORS, LLC
1 CANDLELITE TRAIL
HEATH, TEXAS 75032



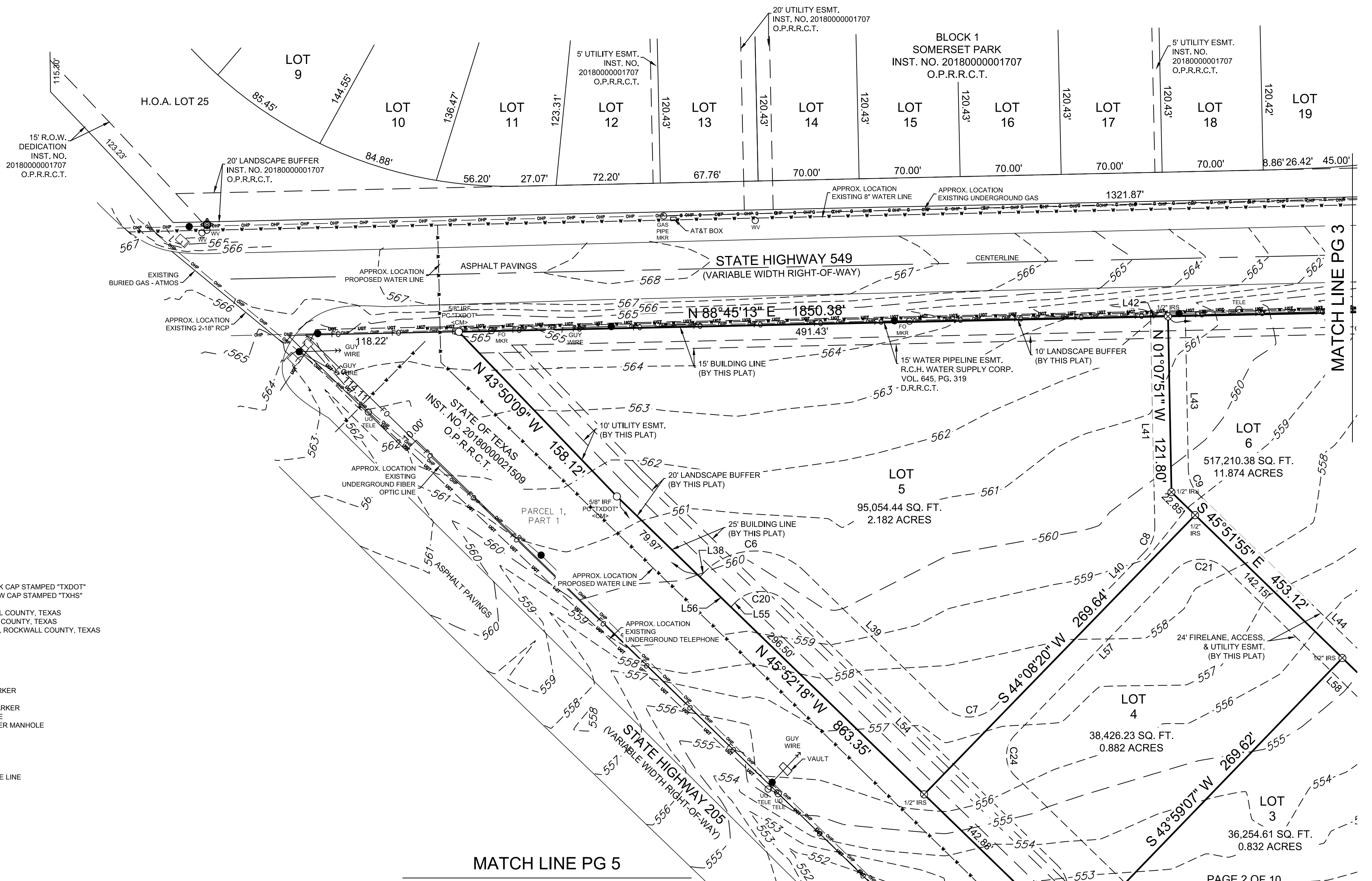
TEXAS HERITAGE
SURVEYING, LLC

10610 Metric Drive, Suite 124, Dallas, TX 75243
Office 214-340-9700 Fax 214-340-9710
txheritage.com
Firm No. 10169300

PRELIMINARY PLAT
CREEKSIDE COMMONS
LOTS 1-14, BLOCK A
BEING TRACTS OF LAND SITUATED IN THE
WILLIAM W. FORD SURVEY, ABSTRACT NO. 80
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS
1,502,144.12 SQUARE FEET / 34.484 ACRES
CASE NO. P2021-027



50 25 0 25 50
SCALE 1"=50'

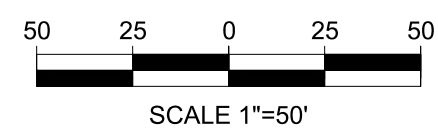


LEGEND:

IRF	IRON ROD FOUND
PC "TXDOT"	IRON ROD FOUND WITH PINK CAP STAMPED "TXDOT"
IRS	IRON ROD SET WITH YELLOW CAP STAMPED "TXHS"
<CM>	CONTROLLING MONUMENT
D.R.R.C.T.	DEED RECORDS, ROCKWALL COUNTY, TEXAS
M.R.R.C.T.	MAP RECORDS, ROCKWALL COUNTY, TEXAS
O.P.R.R.C.T.	OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
INST. NO.	INSTRUMENT NUMBER
VOL., PG.	VOLUME, PAGE
ESMT.	EASEMENT
WV	WATER VALVE
GV	GAS VALVE
FO MKR	FIBER OPTIC MARKER
UGC MKR	UNDERGROUND CABLE MARKER
TELE	TELEPHONE PEDESTAL
CPM	CATHODIC PROTECTION MARKER
SAN. SEW.	SANITARY SEWER MANHOLE
	PROPOSED SANITARY SEWER MANHOLE
	POWER POLE
	FIRE HYDRANT
	GAS METER
	GUARD RAIL
OHP	OVERHEAD POWER LINE
UGT	UNDERGROUND TELEPHONE LINE
FO	FIBER OPTIC LINE
SS	SANITARY SEWER LINE
G	UNDERGROUND GAS LINE
	CONCRETE PAVING

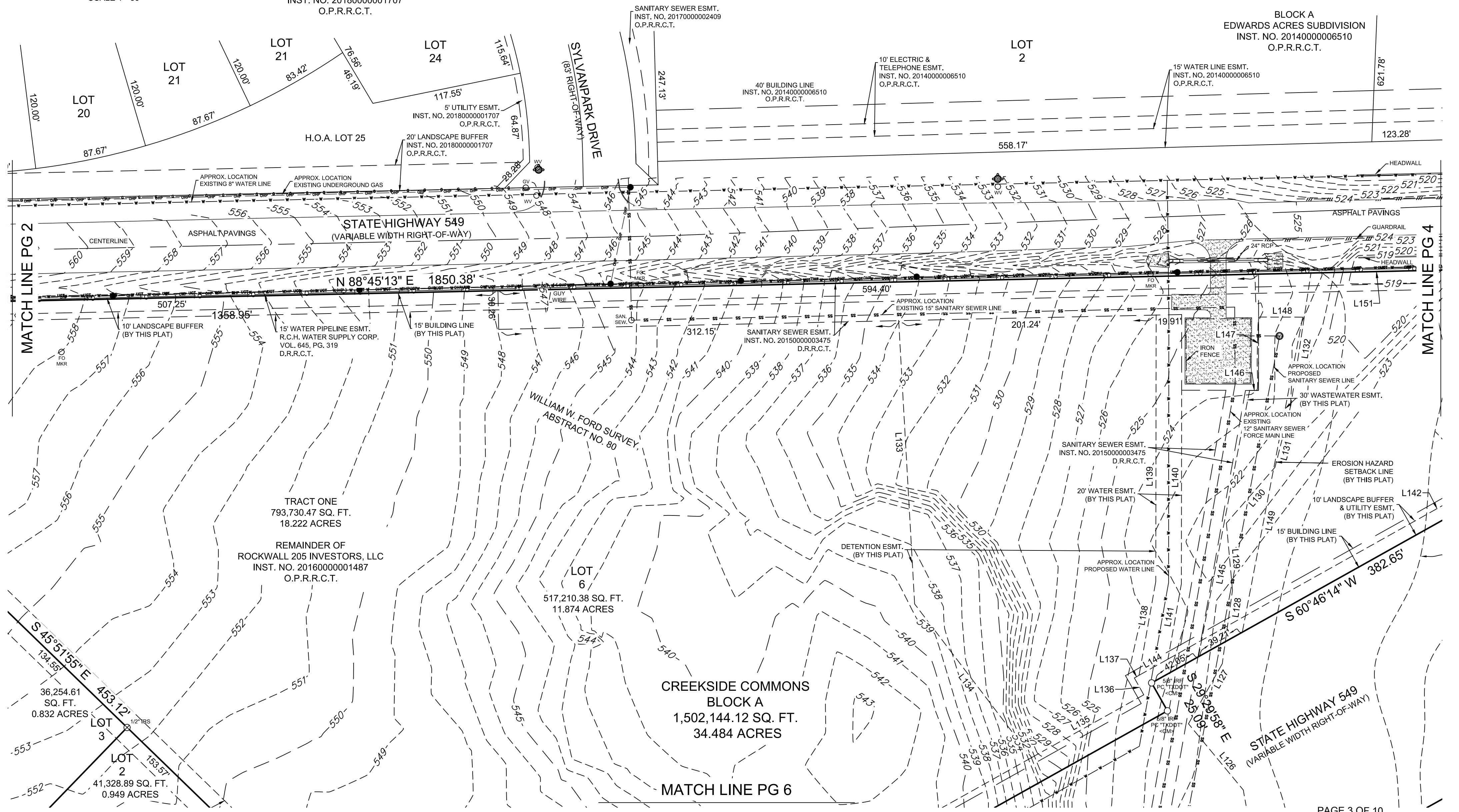
MATCH LINE PG 5

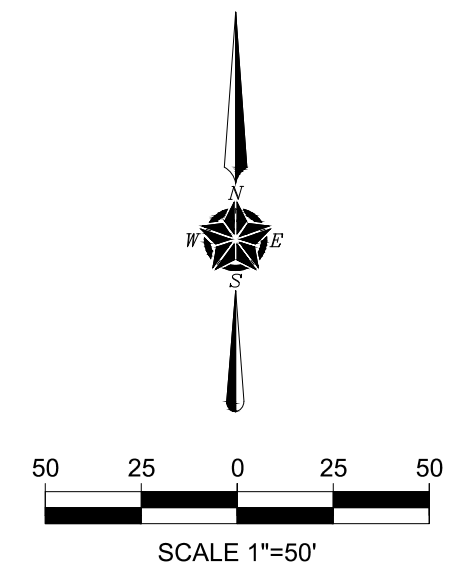
PAGE 2 OF 10



BLOCK 1
SOMERSET PARK
INST. NO. 2018000001707
O.P.R.R.C.T.

BLOCK A
EDWARDS ACRES SUBDIVISION
INST. NO. 20140000006510
O.P.R.R.C.T.





BLOCK A
EDWARDS ACRES SUBDIVISION
INST. NO. 20140000006510
O.P.R.R.C.T.

LOT
1

10' ELECTRIC &
TELEPHONE ESMT.
INST. NO. 20140000006510
O.P.R.R.C.T.

15' WATER LINE ESMT.
INST. NO. 20140000006510
O.P.R.R.C.T.

40' BUILDING LINE
INST. NO. 20140000006510
O.P.R.R.C.T.

STATE HIGHWAY 549
(VARIABLE WIDTH RIGHT-OF-WAY)

STATE HIGHWAY 1139
(VARIABLE WIDTH RIGHT-OF-WAY)

N 88°24'18" E 131.64'

MATCH LINE PG 3

15' BUILDING LINE
(BY THIS PLAT)
15' WATER PIPELINE ESMT.
R.C.H. WATER SUPPLY CORP.
VOL. 645, PG. 319
D.R.R.C.T.

517,210.38 SQ. FT.
11.874 ACRES

LOT
6

10' LANDSCAPE BUFFER
& UTILITY ESMT.
(BY THIS PLAT)

15' BUILDING LINE
(BY THIS PLAT)

L=81.75' R=1155.00'
Δ=4°03'19" W 81.73'
CH=S58°43'21" W 382.65'

PARCEL 1,
PART 2

CH=N50°13'28"E 491.16'
Δ=2°10'27" W 1345.00'
L=493.93'

LOT
14

326,865.77 SQ. FT.
7.504 ACRES

LOT
19

STATE HIGHWAY 549
(VARIABLE WIDTH RIGHT-OF-WAY)

50' WATERLINE ESMT.
INST. NO. 200700370635
D.R.R.C.T.

10' UTILITY ESMT.
(BY THIS PLAT)

5/8" IRF PC "TXDOT"
BEARS N 72°48'43" W 0.26'

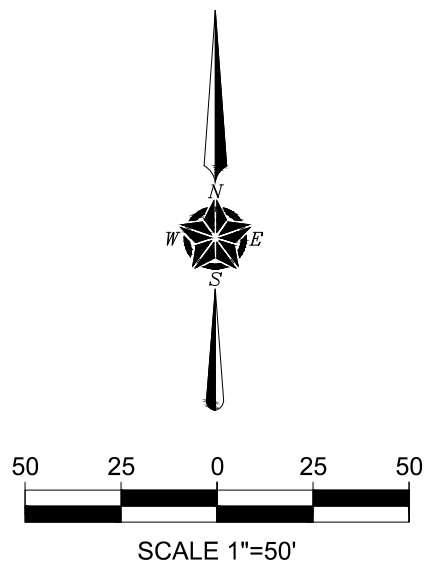
10' LANDSCAPE BUFFER
(BY THIS PLAT)

N 60°46'14" E 526.72'
356.79'

15' BUILDING LINE
(BY THIS PLAT)

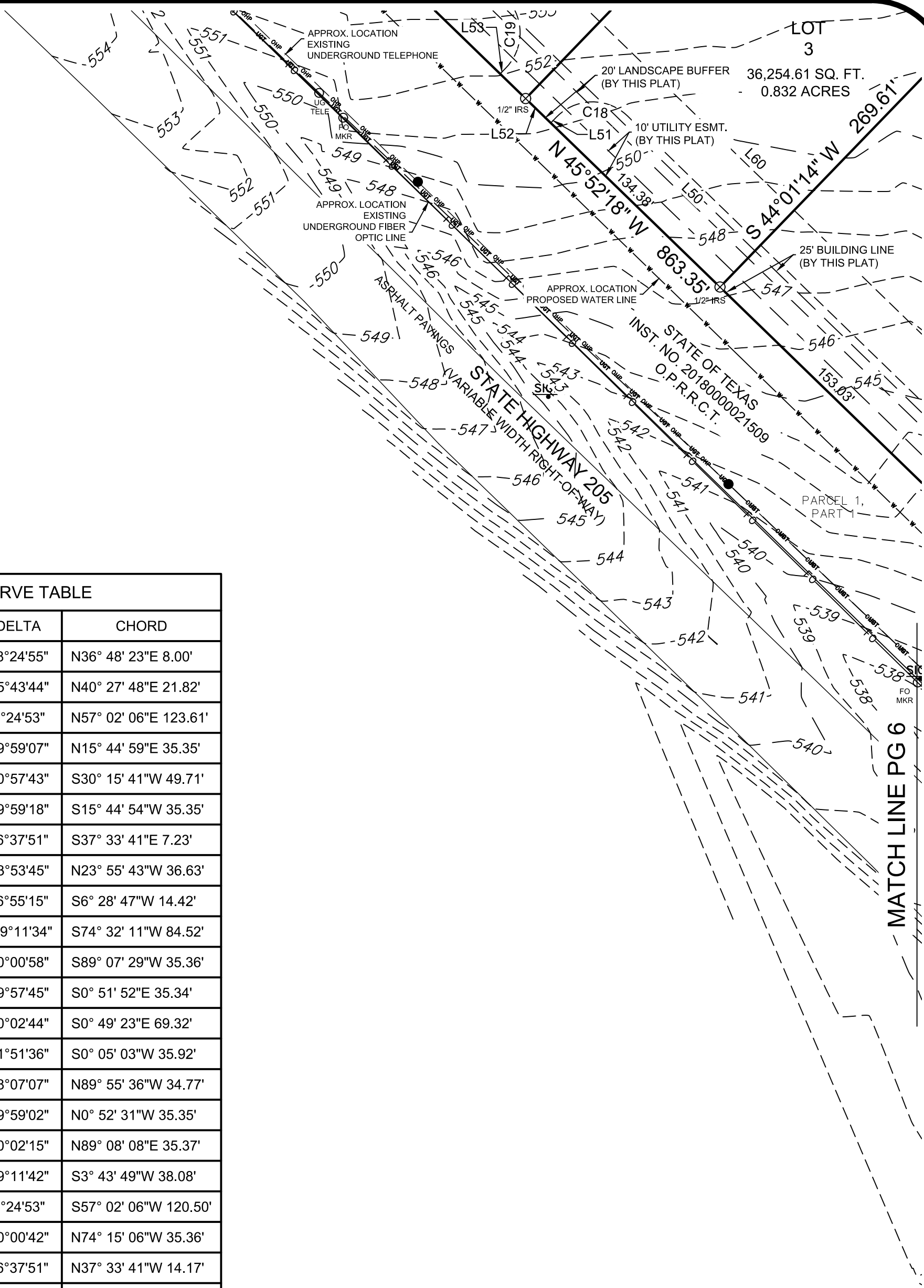
S 57°25'35" W 412.22'

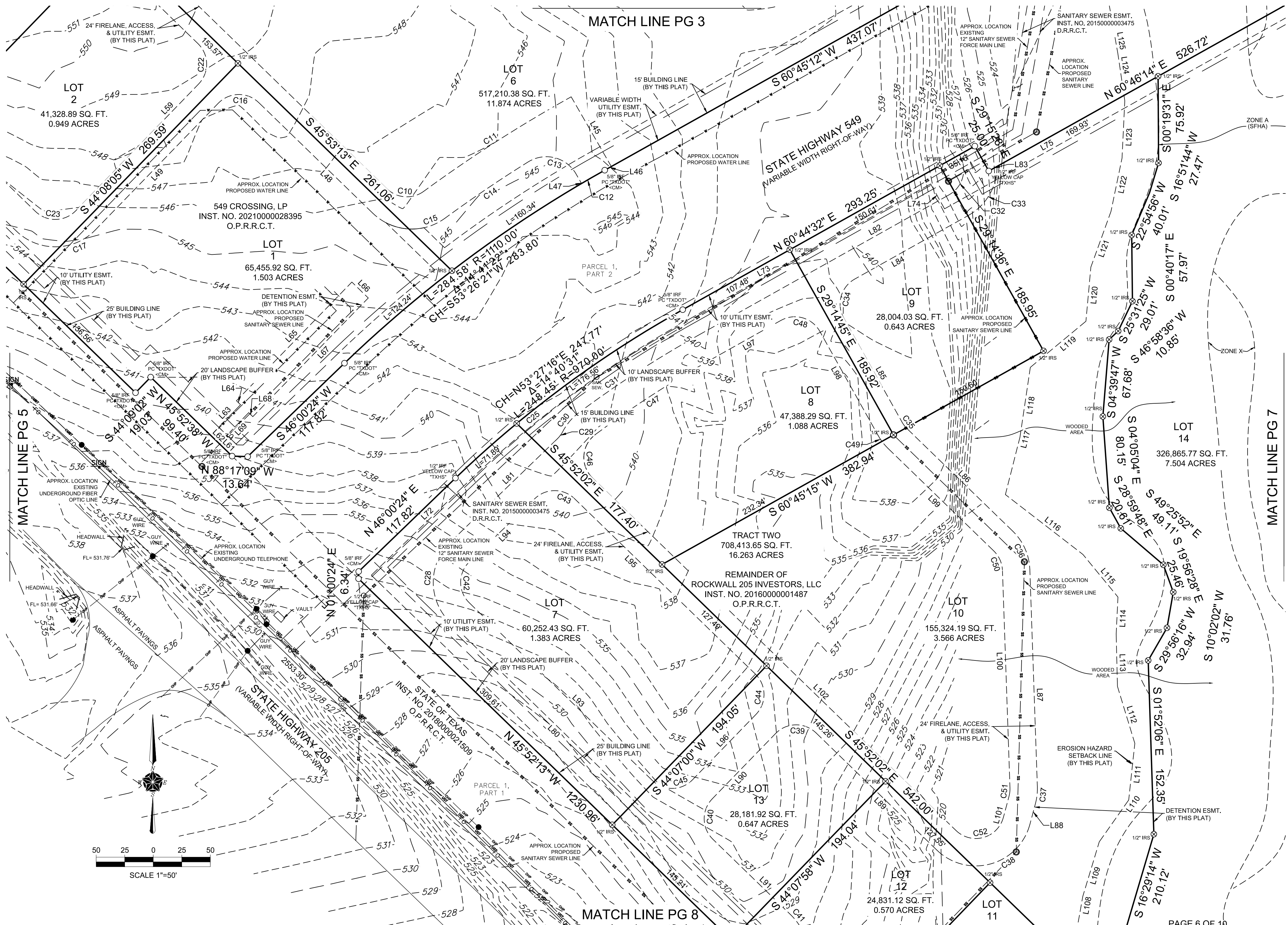
MATCH LINE PG 7

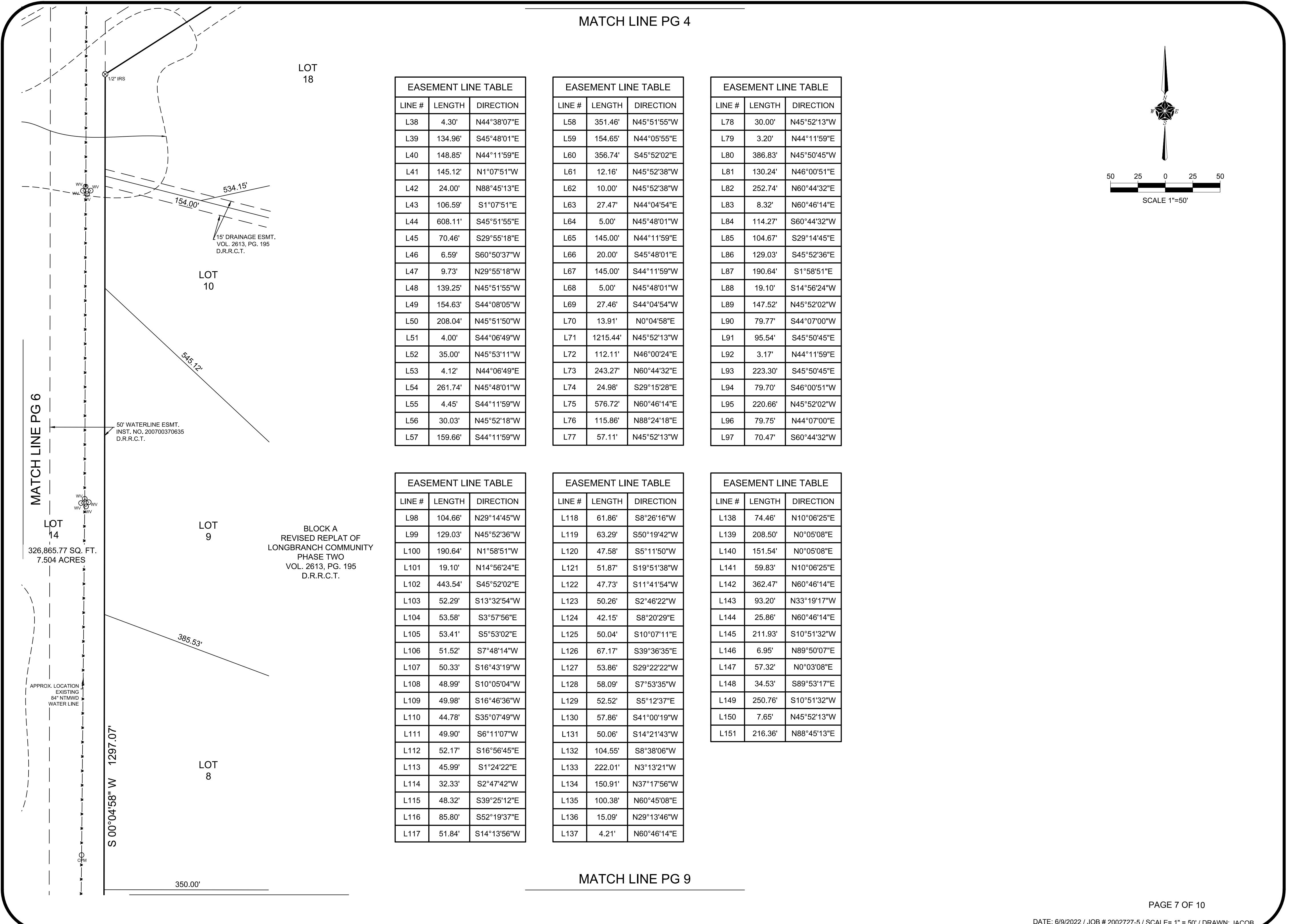


EASEMENT CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C5	71.03'	1133.58'	3°35'25"	N58° 58' 31"E 71.02'
C6	76.97'	49.00'	90°00'00"	N89° 11' 59"E 69.30'
C7	39.27'	25.00'	90°00'00"	N89° 11' 59"E 35.36'
C8	19.78'	25.00'	45°19'50"	N21° 32' 04"E 19.27'
C9	19.52'	25.00'	44°44'04"	S23° 29' 53"E 19.03'
C10	35.08'	25.00'	80°24'27"	S86° 04' 08"E 32.28'
C11	153.50'	1217.83'	7°13'18"	N57° 20' 17"E 153.39'
C12	23.41'	1110.00'	1°12'29"	S60° 10' 48"W 23.41'
C13	48.20'	30.00'	92°03'14"	N75° 56' 55"W 43.18'
C14	88.11'	1187.83'	4°15'00"	S55° 53' 57"W 88.09'
C15	68.78'	49.00'	80°25'32"	S86° 00' 47"E 63.27'
C16	39.27'	25.00'	90°00'00"	S89° 08' 05"W 35.36'
C17	76.97'	49.00'	90°00'04"	S89° 08' 07"W 69.30'
C18	39.27'	25.00'	90°00'08"	S89° 08' 12"W 35.36'
C19	39.23'	25.00'	89°54'50"	N0° 50' 36"W 35.33'
C20	39.27'	25.00'	90°00'00"	S89° 11' 59"W 35.36'
C21	39.24'	25.00'	89°56'06"	S89° 10' 02"W 35.34'
C22	39.25'	25.00'	89°57'50"	N0° 53' 00"W 35.34'
C23	39.27'	25.00'	90°00'07"	N89° 07' 55"E 35.35'
C24	31.44'	20.00'	90°04'01"	S0° 50' 01"E 28.30'
C25	245.88'	945.72'	14°53'48"	N53° 27' 17"E 245.19'
C26	493.09'	1351.76'	20°54'00"	N50° 19' 14"E 490.36'
C27	39.29'	25.00'	90°02'44"	N0° 49' 23"W 35.37'
C28	78.56'	49.00'	91°51'36"	N0° 05' 03"E 70.41'

EASEMENT CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C29	8.03'	25.00'	18°24'55"	N36° 48' 23"E 8.00'
C30	22.00'	49.00'	25°43'44"	N40° 27' 48"E 21.82'
C31	123.69'	955.83'	7°24'53"	N57° 02' 06"E 123.61'
C32	39.26'	25.00'	89°59'07"	N15° 44' 59"E 35.35'
C33	52.14'	49.00'	60°57'43"	S30° 15' 41"W 49.71'
C34	39.26'	25.00'	89°59'18"	S15° 44' 54"W 35.35'
C35	7.26'	25.00'	16°37'51"	S37° 33' 41"E 7.23'
C36	37.54'	49.00'	43°53'45"	N23° 55' 43"W 36.63'
C37	14.47'	49.00'	16°55'15"	S6° 28' 47"W 14.42'
C38	101.93'	49.00'	119°11'34"	S74° 32' 11"W 84.52'
C39	39.28'	25.00'	90°00'58"	S89° 07' 29"W 35.36'
C40	39.25'	25.00'	89°57'45"	S0° 51' 52"E 35.34'
C41	77.01'	49.00'	90°02'44"	S0° 49' 23"E 69.32'
C42	40.08'	25.00'	91°51'36"	S0° 05' 03"W 35.92'
C43	38.45'	25.00'	88°07'07"	N89° 55' 36"W 34.77'
C44	39.26'	25.00'	89°59'02"	N0° 52' 31"W 35.35'
C45	39.29'	25.00'	90°02'15"	N89° 08' 08"E 35.37'
C46	43.28'	25.00'	99°11'42"	S3° 43' 49"W 38.08'
C47	120.59'	931.83'	7°24'53"	S57° 02' 06"W 120.50'
C48	39.28'	25.00'	90°00'42"	N74° 15' 06"W 35.36'
C49	14.22'	49.00'	16°37'51"	N37° 33' 41"W 14.17'
C50	19.15'	25.00'	43°53'45"	N23° 55' 43"W 18.69'
C51	7.38'	25.00'	16°55'15"	N6° 28' 47"E 7.36'
C52	52.01'	25.00'	119°11'34"	N74° 32' 11"E 43.12'



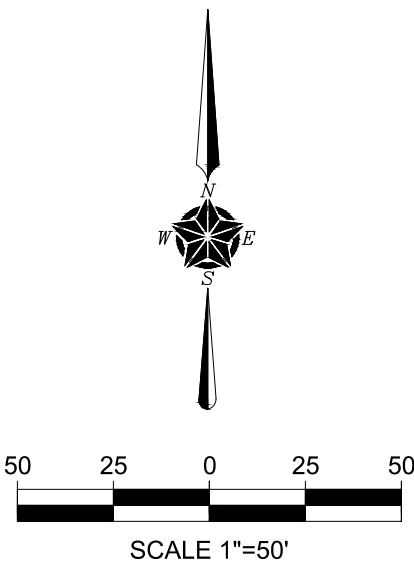


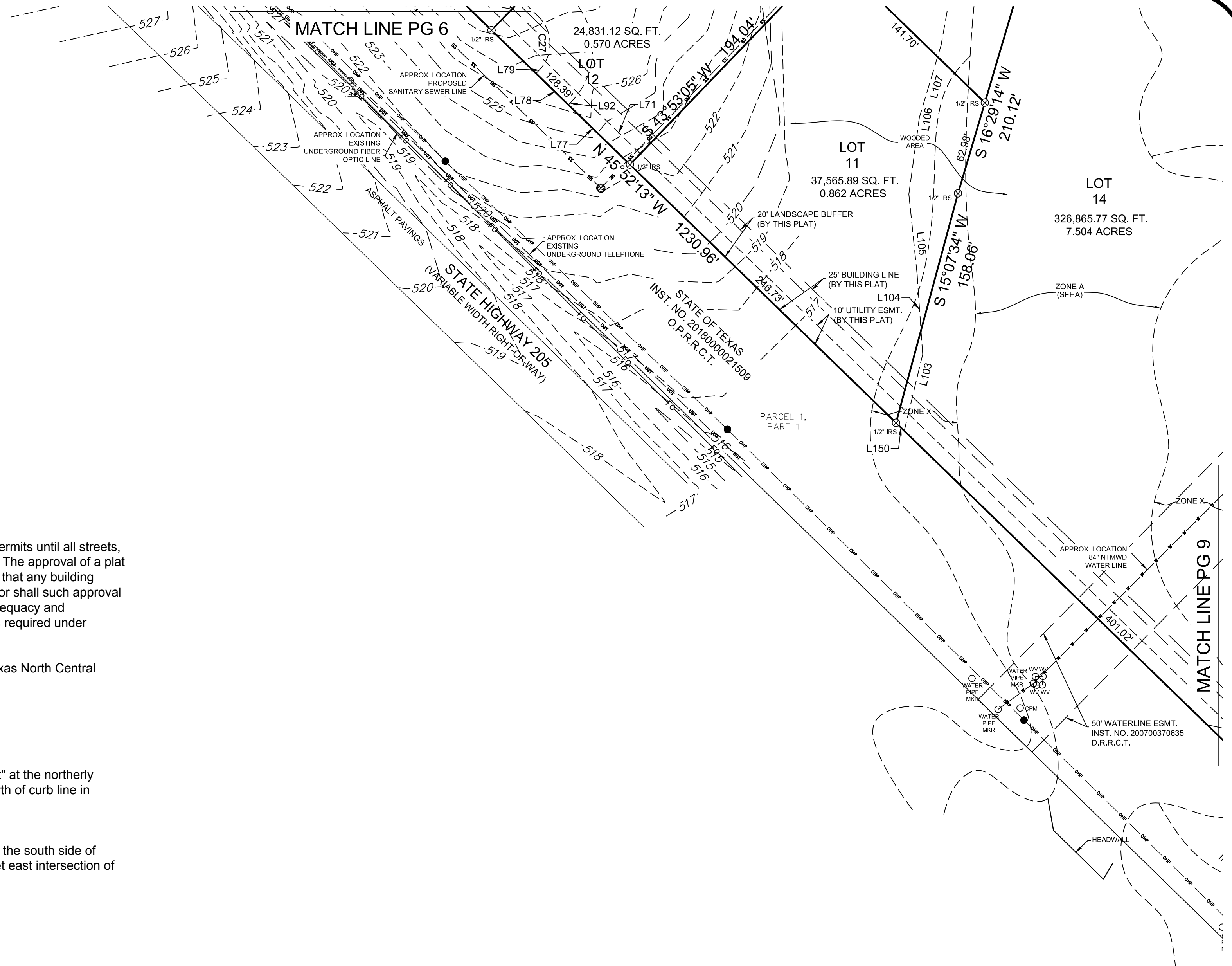
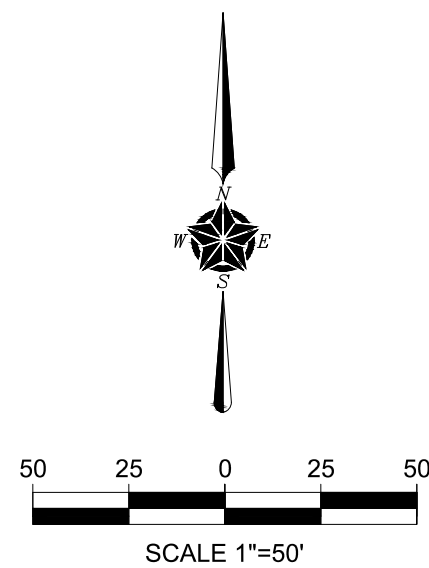


EASEMENT LINE TABLE		
LINE #	LENGTH	DIRECTION
L98	104.66'	N29°14'45"W
L99	129.03'	N45°52'36"W
L100	190.64'	N1°58'51"W
L101	19.10'	N14°56'24"E
L102	443.54'	S45°52'02"E
L103	52.29'	S13°32'54"W
L104	53.58'	S3°57'56"E
L105	53.41'	S5°53'02"E
L106	51.52'	S7°48'14"W
L107	50.33'	S16°43'19"W
L108	48.99'	S10°05'04"W
L109	49.98'	S16°46'36"W
L110	44.78'	S35°07'49"W
L111	49.90'	S6°11'07"W
L112	52.17'	S16°56'45"E
L113	45.99'	S1°24'22"E
L114	32.33'	S2°47'42"W
L115	48.32'	S39°25'12"E
L116	85.80'	S52°19'37"E
L117	51.84'	S14°13'56"W

EASEMENT LINE TABLE		
LINE #	LENGTH	DIRECTION
L118	61.86'	S8°26'16"W
L119	63.29'	S50°19'42"W
L120	47.58'	S5°11'50"W
L121	51.87'	S19°51'38"W
L122	47.73'	S11°41'54"W
L123	50.26'	S2°46'22"W
L124	42.15'	S8°20'29"E
L125	50.04'	S10°07'11"E
L126	67.17'	S39°36'35"E
L127	53.86'	S29°22'22"W
L128	58.09'	S7°53'35"W
L129	52.52'	S5°12'37"E
L130	57.86'	S41°00'19"W
L131	50.06'	S14°21'43"W
L132	104.55'	S8°38'06"W
L133	222.01'	N3°13'21"W
L134	150.91'	N37°17'56"W
L135	100.38'	N60°45'08"E
L136	15.09'	N29°13'46"W
L137	4.21'	N60°46'14"E

EASEMENT LINE TABLE		
LINE #	LENGTH	DIRECTION
L138	74.46'	N10°06'25"E
L139	208.50'	N0°05'08"E
L140	151.54'	N0°05'08"E
L141	59.83'	N10°06'25"E
L142	362.47'	N60°46'14"E
L143	93.20'	N33°19'17"W
L144	25.86'	N60°46'14"E
L145	211.93'	S10°51'32"W
L146	6.95'	N89°50'07"E
L147	57.32'	N0°03'08"E
L148	34.53'	S89°53'17"E
L149	250.76'	S10°51'32"W
L150	7.65'	N45°52'13"W
L151	216.36'	N88°45'13"E





GENERAL NOTES:

1) It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83-54.

2) Bearings are based upon the Texas State Plane Coordinate System, Texas North Central Zone, (4202) North American Datum of 1983, (2011).

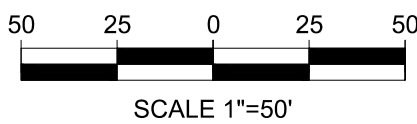
3) The purpose of this plat is to create 14 lots.

4) Benchmarks:

COR-8: Aluminum disk stamped "City of Rockwall Survey Monument" at the northerly intersection of Silver View Lane and Diamond Way Drive \pm 1 foot north of curb line in center of curve.
N= 7,018,063.113; E= 2,609533.682; Elevation= 600.48'

COR-9: Brass disk stamped "City of Rockwall Survey Monument" on the south side of Discovery Boulevard at the southeaster corner of curb inlet \pm 180 feet east intersection of Discovery/Corporate.
N= 7,020,550.132; E= 2,607,463.893; Elevation= 595.63'

5) Zoning: Commercial (C) District



OWNER'S DEDICATION:

NOW THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

STATE OF TEXAS
COUNTY OF ROCKWALL

I the undersigned owner of the land shown on this plat, and designated herein as the CREEKSIDE COMMONS subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. I further certify that all other parties who have a mortgage or lien interest in the CREEKSIDE COMMONS subdivision have been notified and signed this plat. I understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. I also understand the following;

1. No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.
2. Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purposes of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.
3. The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.
4. The developer and subdivision engineer shall bear total responsibility for storm drain improvements.
5. The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.
6. No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall; or

Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or

Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.

I further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; I, my successors and assigns hereby waive any claim, damage or cause of action that I may have as a result of the dedication of exactions made herein.

Rockwall 205 Investors, LLC

Justin Webb
Manager

STATE OF TEXAS
COUNTY OF ROCKWALL

BEFORE ME, the undersigned authority, on this day personally appeared Justin Webb, a Texas limited liability company, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this _____ day of _____, 2022.

Notary Signature

549 CROSSING, LP

XXXXX
Title

STATE OF TEXAS
COUNTY OF ROCKWALL

BEFORE ME, the undersigned authority, on this day personally appeared XXXXX, a Texas limited liability company, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this _____ day of _____, 2022.

Notary Signature

SURVEYORS CERTIFICATE:

I, Gary E. Johnson, do hereby certify that I prepared this plat from an actual and accurate survey of the land, and that the corner monuments shown thereon were properly placed under my personal supervision.

PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSES AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT. (6/10/2022)

Gary E. Johnson, R.P.L.S. No. 5299

Approved:

I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the ____ day of _____, 2022.

The approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall County, Texas, within one hundred eight (180) days from said date of final approval.

WITNESS OUR HANDS, this _____ day of _____, 2022.

Mayor, City of Rockwall

City Secretary

City Engineer

SURVEYOR

TEXAS HERITAGE
SURVEYING, LLC

10610 Metric Drive, Suite 124, Dallas, TX 75243
Office 214-340-9700 Fax 214-340-9710
txheritage.com
Firm No. 10169300



PRELIMINARY PLAT
CREEKSIDE COMMONS
LOTS 1-14, BLOCK A

BEING TRACTS OF LAND SITUATED IN THE
WILLIAM W. FORD SURVEY, ABSTRACT NO. 80
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS
1,502,144.12 SQUARE FEET / 34.484 ACRES
CASE NO. P2021-027

PAGE 10 OF 10

DATE: 6/9/2022 / JOB # 2002727-5 / SCALE= 1" = 50' / DRAWN: JACOB

ENGINEER
THE DIMENSION GROUP
10755 SANDILL ROAD
DALLAS, TEXAS 75238
attn: KEATON MAI

OWNER
ROCKWALL 205 INVESTORS, LLC
1 CANDLELITE TRAIL
HEATH, TEXAS 75032

OWNER
549 CROSSING, LP
10755 SANDHILL ROAD
DALLAS, TEXAS 75238

Parcel Map Check Report

Client:

Tract One
Creekside Commons
2002727-2

Date: 5/13/2021 4:12:29 PM

Prepared by:

Jacob
Texas Heritage Surveying
10610 Metric Drive

Parcel Name: Boundary - AVAT_P - Lots : 3

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North: 7,009,446.2141'

East: 2,604,961.9068'

Segment# 1: Line

Course: N88°45'13"E

Length: 1,850.38'

North: 7,009,486.4610'

East: 2,606,811.8490'

Segment# 2: Line

Course: S33°19'17"E

Length: 114.68'

North: 7,009,390.6380'

East: 2,606,874.8440'

Segment# 3: Curve

Length: 81.75'

Radius: 1,155.00'

Delta: 4°03'19"

Tangent: 40.89'

Chord: 81.73'

Course: S58°43'21"W

Course In: N33°18'18"W

Course Out: S29°14'59"E

RP North: 7,010,355.9386'

East: 2,606,240.6411'

End North: 7,009,348.2050'

East: 2,606,804.9920'

Segment# 4: Line

Course: S60°46'14"W

Length: 382.65'

North: 7,009,161.3543'

East: 2,606,471.0665'

Segment# 5: Line

Course: S29°29'58"E

Length: 25.09'

North: 7,009,139.5163'

East: 2,606,483.4215'

Segment# 6: Line

Course: S60°45'08"W
North: 7,008,925.9704'

Length: 437.07'
East: 2,606,102.0750'

Segment# 7: Curve

Length: 284.58'
Delta: 14°41'22"
Chord: 283.80'
Course In: S29°12'58"E
RP North: 7,007,957.1764'
End North: 7,008,756.9160'

Radius: 1,110.00'
Tangent: 143.08'
Course: S53°26'21"W
Course Out: N43°54'20"W
East: 2,606,643.8673'
East: 2,605,874.1170'

Segment# 8: Line

Course: S46°00'24"W
North: 7,008,675.0820'

Length: 117.82'
East: 2,605,789.3560'

Segment# 9: Line

Course: N88°17'09"W
North: 7,008,675.4900'

Length: 13.64'
East: 2,605,775.7220'

Segment# 10: Line

Course: N45°52'38"W
North: 7,008,744.6900'

Length: 99.40'
East: 2,605,704.3700'

Segment# 11: Line

Course: S44°09'02"W
North: 7,008,731.0370'

Length: 19.03'
East: 2,605,691.1160'

Segment# 12: Line

Course: N45°52'18"W
North: 7,009,332.1582'

Length: 863.35'
East: 2,605,071.4194'

Segment# 13: Line

Course: N43°50'09"W
North: 7,009,446.2141'

Length: 158.12'
East: 2,604,961.9068'

Perimeter: 4,447.54'

Error Closure: 0.0088

Area: 793,730.47Sq.Ft.

Course: S87°24'24"W

Error North : -0.00040

East: -0.00876

Precision 1: 505,404.55

Parcel Map Check Report

Client:

Tract Two
Creeside Commons
2002727-2

Date: 5/13/2021 4:13:48 PM

Prepared by:

Jacob
Texas Heritage Surveying
10610 Metric Drive

Parcel Name: Boundary - AVAT_P - Lots : 4

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North: 7,009,496.7193'

East: 2,607,275.5829'

Segment# 1: Line

Course: N88°24'18"E

Length: 131.64'

North: 7,009,500.3835'

East: 2,607,407.1745'

Segment# 2: Line

Course: S46°47'44"W

Length: 395.00'

North: 7,009,229.9644'

East: 2,607,119.2535'

Segment# 3: Line

Course: S57°25'35"W

Length: 412.22'

North: 7,009,008.0315'

East: 2,606,771.8760'

Segment# 4: Line

Course: S0°04'58"W

Length: 1,297.07'

North: 7,007,710.9615'

East: 2,606,770.0051'

Segment# 5: Line

Course: N45°52'13"W

Length: 1,230.96'

North: 7,008,568.0637'

East: 2,605,886.4623'

Segment# 6: Line

Course: N1°00'24"E

Length: 6.34'

North: 7,008,574.3989'

East: 2,605,886.5736'

Segment# 7: Line

Course: N46°00'24"E

North: 7,008,656.2329'

Length: 117.82'

East: 2,605,971.3346'

Segment# 8: Curve

Length: 248.45'

Delta: 14°40'31"

Chord: 247.77'

Course In: S43°53'00"E

RP North: 7,007,957.1071'

End North: 7,008,803.7700'

Radius: 970.00'

Tangent: 124.91'

Course: N53°27'16"E

Course Out: N29°12'29"W

East: 2,606,643.7280'

East: 2,606,170.3882'

Segment# 9: Line

Course: N60°44'32"E

North: 7,008,947.0931'

Length: 293.25'

East: 2,606,426.2298'

Segment# 10: Line

Course: S29°15'28"E

North: 7,008,925.2823'

Length: 25.00'

East: 2,606,438.4483'

Segment# 11: Line

Course: N60°46'14"E

North: 7,009,182.4849'

Length: 526.72'

East: 2,606,898.1012'

Segment# 12: Curve

Length: 493.93'

Delta: 21°02'27"

Chord: 491.16'

Course In: N29°15'19"W

RP North: 7,010,355.9354'

End North: 7,009,496.7193'

Radius: 1,345.00'

Tangent: 249.78'

Course: N50°13'28"E

Course Out: S50°17'46"E

East: 2,606,240.7933'

East: 2,607,275.5829'

Perimeter: 5,178.40'

Error Closure: 0.0063

Error North : 0.00315

Area: 708,413.64Sq.Ft.

Course: N59°52'37"W

East: -0.00544

Precision 1: 821,968.25



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Ryan Miller, Director of Planning and Zoning

DATE: July 5, 2022

SUBJECT: P2022-032; REPLAT FOR LOTS 9-11, BLOCK A, ROCKWALL TECHNOLOGY PARK ADDITION

Attachments

Case Memo
Development Application
Location Map
Replat

Summary/Background Information

Consider a request by Christophe Guignard of KRISS USA, Inc. on behalf of Matt Wavering of the Rockwall Economic Development Corporation (REDC) for the approval of a *Replat* for Lots 9-11, Block A, Rockwall Technology Park Addition being a 16.44-acre tract of land being identified as Lots 7 & 8, Block A, Rockwall Technology Park Addition, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 73 (PD-73) and Light Industrial (LI) District, situated within the FM-549 Overlay (FM-549 OV) District and the SH-276 Overlay (SH-276 OV) District, located at the northwest corner of the intersection of FM-549 and SH-276, and take any action necessary.

Action Needed

The City Council is being asked to approve, approve with conditions, or deny the proposed replat.



CITY OF ROCKWALL

CITY COUNCIL CASE MEMO

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Mayor and City Council

DATE: July 05, 2022

APPLICANT: Christophe Guignard; KRISS USA, Inc.

CASE NUMBER: P2022-032; *Replat for Lots 9-11, Block A, Rockwall Technology Park Addition*

SUMMARY

Discuss and consider a request by Christophe Guignard of KRISS USA, Inc. on behalf of Matt Wavering of the Rockwall Economic Development Corporation (REDC) for the approval of a Replat for Lots 9-11, Block A, Rockwall Technology Park Addition being a 16.44-acre tract of land being identified as Lots 7 & 8, Block A, Rockwall Technology Park Addition, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 73 (PD-73) and Light Industrial (LI) District, situated within the FM-549 Overlay (FM-549 OV) District and the SH-276 Overlay (SH-276 OV) District, located at the northwest corner of the intersection of FM-549 and SH-276, and take any action necessary.

PLAT INFORMATION

- ☒ The applicant is requesting the approval of a Replat for a 16.44-acre parcel of land (*i.e. Lots 7 & 8, Block A, Rockwall Technology Addition*) for the purpose of creating two (3) lots (*i.e. Lots 9-11, Block A, Rockwall Technology Park Addition*) to facilitate the development of an *Office/Manufacturing Facility* (*i.e. KRISS USA, Inc.*) on the subject property.
- ☒ The subject property was annexed by the City Council on December 3, 1985 by *Ordinance No. 85-69 [Case No. A1985-002]*. According to the City's December 7, 1993 historic zoning map, at some point between the time of annexation and December 7, 1993, the subject property was rezoned from Agricultural (AG) District and Light Industrial (LI) District. On March 2, 2009, Lot 8 was rezoned from Light Industrial (LI) District to Planned Development District 73 (PD-73). On June 16, 1999, the City Council approved a final plat [*Case No. PZ1999-059-01*] that established the subject property as a portion of Block A, Rockwall Technology Park Addition. On January 10, 2003, the City Council approved a replat that established the subject property as Lot 3, Block A, Rockwall Technology Park Addition. On December 17, 2008, the Planning and Zoning Director approved a replat [*P2008-038*] that re-established the subject property as Lots 7 & 8, Block A, Rockwall Technology Park Addition. On March 2, 2009, the City Council approved a zoning change from Light Industrial (LI) District to Planned Development District 73 (PD-73) by *Ordinance No. 09-09 [Case No. Z2008-028]*. The City Council approved a zoning change from Planned Development District 73 (PD-73) back to Light Industrial (LI) District on April 4, 2022. On April 12, 2022, the Planning and Zoning Commission approved a site plan [*Case No. SP2022-014*] for an *Office/Manufacturing Facility*.
- ☒ The surveyor has completed the majority of the technical revisions requested by staff, and this plat -- *conforming to the requirements for plats as stipulated by the Chapter 38, Subdivisions, of the Municipal Code of Ordinances* -- is recommended for conditional approval pending the completion of final technical modifications and submittal requirements.
- ☒ Conditional approval of this Replat by the City Council shall constitute approval subject to the conditions stipulated in the *Conditions of Approval* section below.
- ☒ With the exception of the items listed in the *Conditions of Approval* section of this case memo, this plat is in substantial compliance with the requirements of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances.

CONDITIONS OF APPROVAL

If the City Council chooses to approve of the Replat for *Lots 9-11, Block A, Rockwall Technology Park Addition*, staff would propose the following conditions of approval:

- (1) All technical comments from the Engineering, Planning and Fire Departments shall be addressed prior to the filing of this plat; and,
- (2) Any construction resulting from the approval of this Replat shall conform to the requirements set forth by the Unified Development Code (UDC), the International Building Code (IBC), the Rockwall Municipal Code of Ordinances, city adopted engineering and fire codes and with all other applicable regulatory requirements administered and/or enforced by the state and federal government.

PLANNING AND ZONING COMMISSION

On June 28, 2022, the Planning and Zoning Commission approved a motion to recommend approval of the Replat by a vote of 7-0.



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO.

P2022-032

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING:

CITY ENGINEER:

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:

- ☐ MASTER PLAT (\$100.00 + \$15.00 ACRE)¹
☐ PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE)¹
☐ FINAL PLAT (\$300.00 + \$20.00 ACRE)¹
☒ REPLAT (\$300.00 + \$20.00 ACRE)¹
☐ AMENDING OR MINOR PLAT (\$150.00)
☐ PLAT REINSTATEMENT REQUEST (\$100.00)

SITE PLAN APPLICATION FEES:

- ☐ SITE PLAN (\$250.00 + \$20.00 ACRE)¹
☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)

ZONING APPLICATION FEES:

- ☐ ZONING CHANGE (\$200.00 + \$15.00 ACRE)¹
☐ SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE)^{1 & 2}
☐ PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE)¹

OTHER APPLICATION FEES:

- ☐ TREE REMOVAL (\$75.00)
☐ VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00)²

NOTES:

¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.

²: A \$1,000.00 FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS SOUTHWEST CORNER OF CORPORATE CROSSING AND DISCOVERY BLVD

SUBDIVISION ROCKWALL TECHNOLOGY PARK

LOT 7A, 8A, 8B BLOCK A

GENERAL LOCATION SOUTHWEST CORNER OF CORPORATE CROSSING AND DISCOVERY BLVD

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING LI

CURRENT USE VACANT

PROPOSED ZONING NA

PROPOSED USE INDUSTRIAL & DETENTION POND

ACREAGE 20.6594

LOTS [CURRENT] 7A, 8A

LOTS [PROPOSED] 7A, 8A, 8B

☒ **SITE PLANS AND PLATS:** BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

☒ OWNER ROCKWALL EDC

☒ APPLICANT KRISS USA, INC

CONTACT PERSON MATT WAVERING

CONTACT PERSON CHRISTOPHE GUIGNARD

ADDRESS 2610 OBSERVATION TRAIL, SUITE 104

ADDRESS 565 W. LAMBERT ROAD

SUITE F

CITY, STATE & ZIP ROCKWALL, TX 75032

CITY, STATE & ZIP BREA, CA 92821

PHONE 903-494-7943

PHONE 714-333-1988 X122

E-MAIL MWAVERING@ROCKWALLEDC.COM

E-MAIL CH.GUIGNARD@KRISS-USA.COM

NOTARY VERIFICATION [REQUIRED]

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED Matt Wavering [OWNER] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

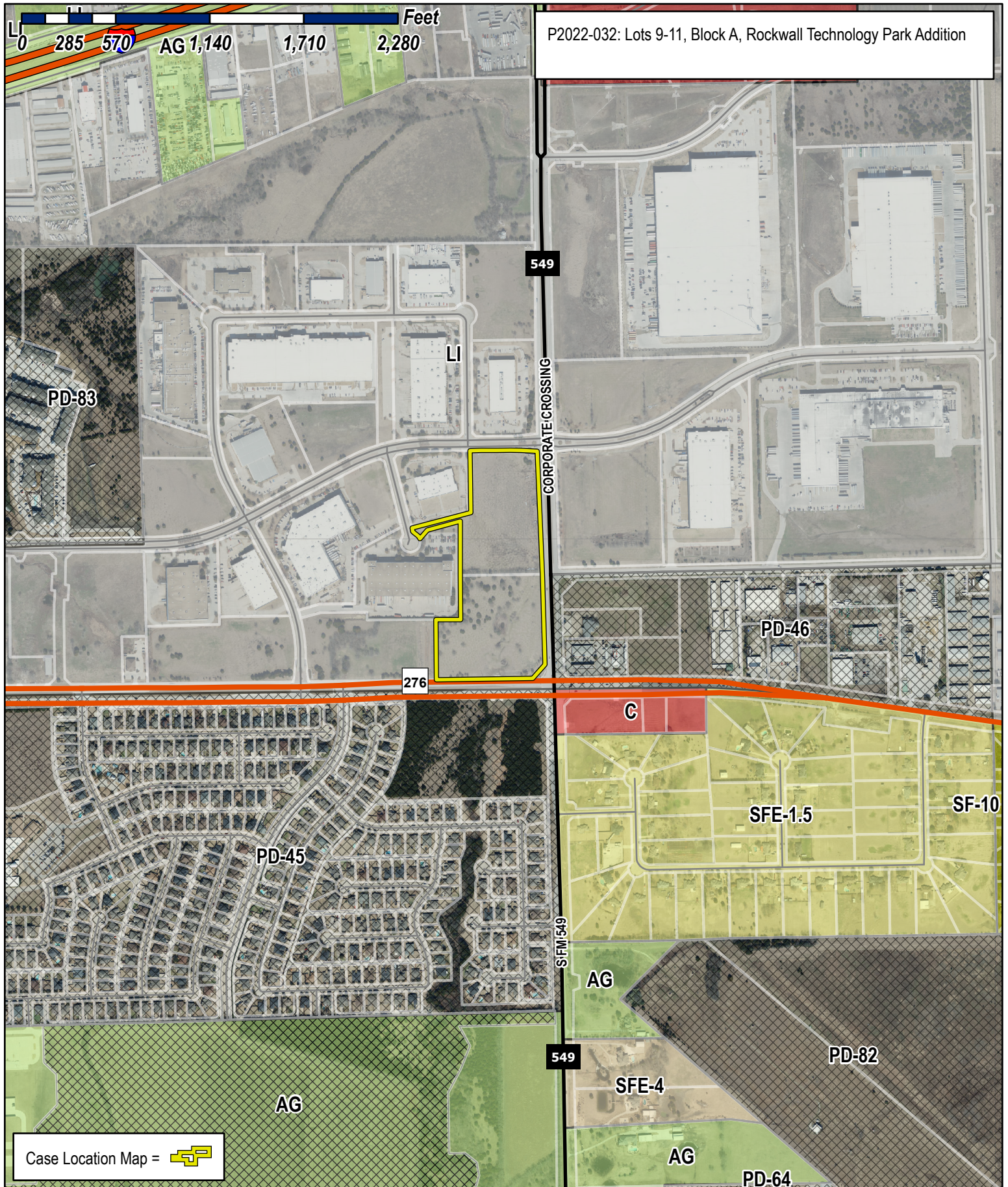
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF \$ 713.19 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 17th DAY OF June, 20 22 BY SIGNING THIS APPLICATION. I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 16th DAY OF June, 20 22

OWNER'S SIGNATURE

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS



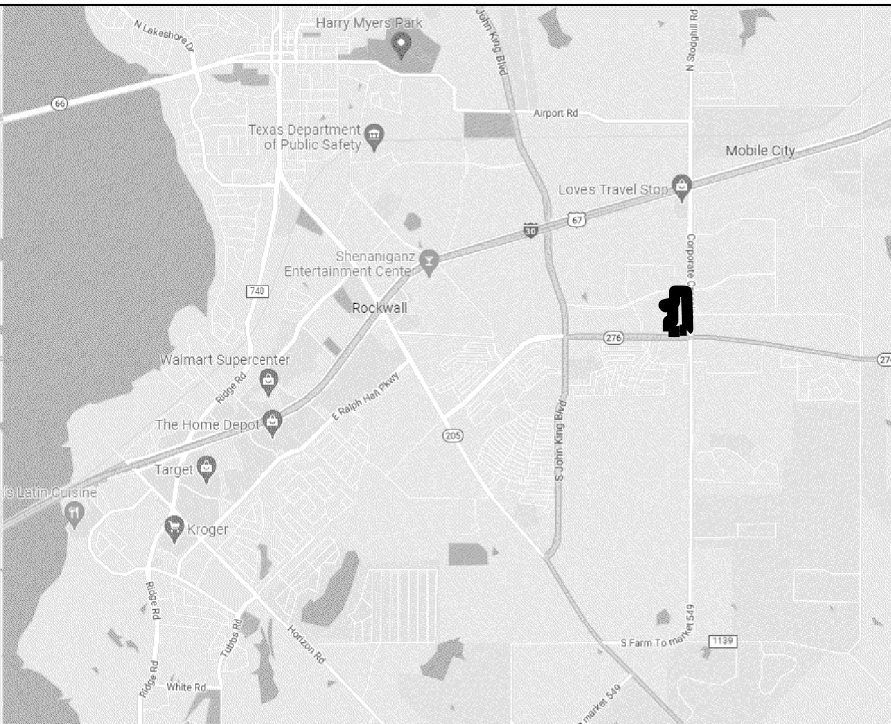


City of Rockwall

Planning & Zoning Department
 385 S. Goliad Street
 Rockwall, Texas 75032
 (P): (972) 771-7745
 (W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.





SURVEYOR'S NOTES:

1. The Basis of Bearings is the Texas Coordinate System of 1983, North Central Zone (4202).
2. This survey was prepared without the benefit of a title commitment.
3. By graphical plotting of FEMA Flood Insurance Rate Map No. 48397C0045L, having an effective date of September 26, 2008, the subject property lies within Zone A (shaded) a special flood hazard area and Zone X (unshaded) designated as those areas outside the 0.2% annual chance floodplain.
4. According to the City of Rockwall Zoning Maps, the subject property is zoned LI(Light Industrial).
5. The purpose of this plat is to replat Lot 7 and Lot 8, Block A for development.

SHEET 1 OF 2

J.M. ALLEN SURVEY, ABSTRACT NUMBER 2

P.R.R.C.T.	PLAT RECORDS ROCKWALL COUNTY, TEXAS
D.R.R.C.T.	DEED RECORDS ROCKWALL COUNTY, TEXAS
O.P.R.R.C.T.	OFFICIAL PUBLIC RECORDS OF ROCKWALL COUNTY, TEXAS
FIR	FOUND IRON ROD
FIRC	FOUND IRON ROD WITH CAP
FIP	FOUND IRON PIPE
FX	FOUND "X" CUT
DOC.	DOCUMENT
NO.	NUMBER

OWNER DEDICATION:

STATE OF TEXAS
COUNTY OF ROCKWALL

WHEREAS Rockwall Economic Development Corporation is the owner of a tract of land, situated in the J. M. Allen Survey, Abstract Number 2, City of Rockwall, Rockwall County, Texas, and being all of Lots 7 and 8, Block A of Rockwall Technology Park, an addition to the City of Rockwall as recorded in Cabinet G, page 367 of the Plat Records of Rockwall County, Texas, and being all of that tract of land described in deed to Rockwall Economic Development Corporation, as recorded in Document Number_____ of the Deed Records of Rockwall County, Texas, and being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2-inch iron rod with a yellow plastic cap stamped "GEONAV" (hereinafter referred to as "with cap") set for the northeast corner of said Lot 7, Block A, said corner being the intersection of the west right-of-way line of F.M. 549 (a variable width right -of-way) with the south right-of-way line of Discovery Boulevard (a called 85-foot wide right-of-way);

THENCE South 02 degrees 06 minutes 33 seconds East, departing said south right-of-way line and along the common said east line of Rockwall tract and said west right-of-way line, a distance of 860.03 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 01 degrees 36 minutes 55 seconds East, continuing along said common line, a distance of 428.73 feet to s 1/2-inch iron rod with cap set for the southeast corner of said Lot 8 at the north end of a corner clip at the intersection of said west right-of-way line with the north right-of-way line of State Highway 276 (a 200-foot wide right-of-way);

THENCE South 42 degrees 16 minutes 22 seconds West, along said corner clip, a distance of 47.53 feet to a 1/2-inch iron rod with cap set for the south end of said corner clip on said north right-of-way line;

THENCE South 89 degrees 12 minutes 06 seconds West, along the common south line of said Rockwall tract and said north right-of-way line, a distance of 243.38 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 00 degrees 47 minutes 48 seconds East, continuing along said common line, a distance of 35.00 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 89 degrees 12 minutes 06 seconds West, continuing along said common line, a distance of 381.48 feet to a 1/2-inch iron rod with cap set for the southwest corner of said Lot 8;

THENCE North 00 degrees 00 minutes 00 seconds East, departing said north right-of-way line and along the wet lien of said Rockwall tract, a distance of 348.77, to a 1/2-inch iron rod with cap set for corner;

THENCE South 90 degrees 00 minutes 00 seconds East, continuing along said west line, a distance of 146.53 feet to a 1/2-inch iron rod with cap set for corner;

THENCE North 00 degrees 00 minutes 00 seconds East, continuing along said west line, a distance of 595.49 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 75 degrees 33 minutes 09 seconds West, a distance of 200.94 feet to a 1/2-inch iron rod with cap set for the point of curvature of a tangent circular curve to the left having a radius of 15.00 feet, whose chord bears South 58 degrees 22 minutes 05 seconds West, a distance of 8.86 feet;

THENCE Westerly, continuing along said west line and along said curve, through a central angle of 34 degrees 22 minute 08 seconds, an arc distance of 9.00 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 41 degrees 11 minutes 01 seconds West, a distance of 68.65 feet to a 1/2-inch iron rod with cap stamped "Weir" found for the point of beginning of a non-tangent circular curve to the left having a radius of 60.00 feet, whose chord bears North 42 degrees 24 minutes 11 seconds West, a distance of 47.26 feet, said iron being on the right-of-ay of the cul-de-sac for Research Circle (a 30-foot wide right-of-way);

THENCE Northerly, along the common said right-of-way and said west line and along said curve, through a central angle of 46 degrees 22 minutes 57 seconds, an arc distance of 48.57 feet to a 1/2-inch iron rod with cap stamped "Weir" found for the beginning of a non-tangent circular curve to the right having a radius of 20.50 feet, whose chord bears North 40 degrees 01 minutes 15 seconds West, a distance of 17.70 feet;

THENCE Northwesterly, continuing along said common line and along said curve, through a central angle of 51 degrees 08 minutes 47 seconds, an arc distance of 18.30 feet to a 1/2-inch iron rod with cap set for corner;

THENCE North 14 degrees 26 minutes 51 seconds West, continuing along said common line, a distance of 18.67 feet to a 1/2-inch iron rod with cap set for corner;

THENCE North 75 degrees 33 minutes 09 seconds East, departing said right-of-way line and along the west line of said Rockwall tract, a distance of 370.56 feet to a 1/2-inch iron rod with cap set for corner;

THENCE North 00 degrees 47 minutes 33 seconds West, continuing along said west line, a distance of 373.72 feet to a 1/2-inch iron rod with cap set for the northwest corner of said Lot 7 on said south right-of-way line of Discovery Boulevard;

THENCE North 89 degrees 12 minutes 27 seconds East, along the common north line of said Rockwall tract and said south right-of-way line, a distance of 271.04 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 86 degrees 55 minutes 21 seconds East, continuing along said common line, a distance of 136.78 feet to the POINT OF BEGINNING AND CONTAINING 699,020 square feet or 16.05 acres of land, more or less.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

STATE OF TEXAS
COUNTY OF ROCKWALL

I(we) the undersigned owner(s) of the land shown on this plat, and designated herein as the LOTS 7A, LOT 8A AND 8B, BLOCK A, ROCKWALL TECHNOLOGY PARK subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. I (we) further certify that all other parties who have a mortgage or lien interest in the Bodin Industrial Addition subdivision have been notified and signed this plat.

I (we) understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. I (we) also understand the following;

1. No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.

2. Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purpose of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.

3. The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.

4. The developer and subdivision engineer shall bear total responsibility for storm drain improvements.

5. The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.

6. No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall; or

Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements itself. Such deposit may be used by the owner and/or developer as progress payments as the work progresses in making such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or

7. Property owner shall be responsible for all maintenance, repair and reconstruction of drainage and detention systems.

Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.

I (we) further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; I (we), my (our) successors and assigns hereby waive any claim, damage, or cause of action that I (we) may have as a result of the dedication of exactions made herein.

Owner

STATE OF TEXAS
COUNTY OF ROCKWALL

Before me, the undersigned authority, on this day personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____day of _____, _____.

Notary Public in and for the State of Texas My Commission Expires:

SURVEYOR'S CERTIFICATE

NOW, THEREFORE KNOW ALL MEN BY THESE PRESENTS:

THAT I, JOEL C. HOWARD, do hereby certify that I prepared this plat from an actual and accurate survey of the land, and that the corner monuments shown thereon were properly placed under my personal supervision.

JOEL C. HOWARD
Registered Public Surveyor No. 6267

STATE OF TEXAS
COUNTY OF ROCKWALL

Before me, the undersigned authority, on this day personally appeared JOEL C. HOWARD known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____day of _____, _____.

Notary Public in and for the State of Texas
My Commission Expires:

OWNER:
ROCKWALL ECONOMIC
DEVELOPMENT CORPORATION
697 EAST INTERSTATE 30
P.O. BOX 968
ROCKWALL, TEXAS 75087
(972) 772-0025

RECOMMENDED FOR FINAL APPROVAL

Planning and Zoning Commission Date

APPROVED

I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the ____ day of _____, 20__.

This approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall, County, Texas, within one hundred eighty (180) days from said date of final approval.

WITNESS OUR HANDS, this _____ day of _____, _____.

Mayor, City of Rockwall City Secretary

City Engineer

GEONAV
SURVEYING • MAPPING • SCANNING

3410 MIDCOURT RD., STE 110, CARROLLTON, TEXAS 75006
SCALE 1"=100' (972) 243-2409 PROJECT NUMBER: 2588
TBPLS FIRM NO. 10194205

DATED: MAY 22, 2022 DRAWN BY: JCH

REPLAT
OF
LOT 7A & LOT 8A,
BLOCK A
ROCKWALL
TECHNOLOGY PARK

BEING A REPLAT OF
LOT 7 AND LOT 8, BLOCK A, ROCKWALL
TECHNOLOGY PARK
AN ADDITION TO THE CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

J.M. ALLEN SURVEY, ABSTRACT NUMBER 2



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Ryan Miller, Director of Planning and Zoning

DATE: July 5, 2022

SUBJECT: P2022-033; REPLAT OF LOT 2, BLOCK A, TAC ROCKWALL ADDITION

Attachments

Case Memo
Development Application
Location Map
Replat

Summary/Background Information

Consider a request by Josh Millsap of KFM Engineering & Design on behalf of Tony Austin of Rockwall Downtown Lofts, LTD for the approval of a *Replat* for Lot 2, Block A, TAC Rockwall Addition being a 3.338-acre tract of land identified as Lot 1, Block A, TAC Rockwall Addition, City of Rockwall, Rockwall County, Texas, zoned Downtown (DT) District, situated at the southwest corner of the intersection of SH-66 and SH-205 [N. Goliad Street], and take any action necessary.

Action Needed

The City Council is being asked to approve, approve with conditions, or deny the proposed replat.



CITY OF ROCKWALL

CITY COUNCIL CASE MEMO

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: The Mayor and City Council

DATE: June 28, 2022

APPLICANT: Josh Millsap; *KFM Engineering & Design*

CASE NUMBER: P2022-033; *Replat of Lot 2, Block A, TAC Rockwall Addition*

SUMMARY

Consider a request by Josh Millsap of KFM Engineering & Design on behalf of Tony Austin of Rockwall Downtown Lofts, LTD for the approval of a Replat for Lot 2, Block A, TAC Rockwall Addition being a 3.338-acre tract of land identified as Lot 1, Block A, TAC Rockwall Addition, City of Rockwall, Rockwall County, Texas, zoned Downtown (DT) District, situated at the southwest corner of the intersection of SH-66 and SH-205 [N. Goliad Street], and take any action necessary.

PLAT INFORMATION

- ☒ The applicant is requesting the approval of a replat for a 3.338-acre tract of land (*i.e. Lot 1, Block A, TAC Rockwall Addition*) in order to establish one (1) lot (*i.e. Lot 2, Block A, TAC Rockwall Addition*) for the purpose of establishing easements to facilitate the construction of a 263-unit *Urban Residential (i.e. Multi-Family Apartment) Building*.
- ☒ The majority of the subject property (*i.e. Lots 1, 2, 3, 4, 5, 6, 7, & 8, Block P and Lots 1 & 2, Block AB, Rockwall OT Addition*) is a part of the *Plan of Rockwall -- also known as the Rockwall OT Addition or Rockwall Original Town Addition --*, which was recorded on September 27, 1861. The remainder of the subject property (*i.e. Lots 4 & 5, Block A and Lots 4 & 5, Block B, Lowe & Allen Addition*) was incorporated with the *Lowe & Allen Subdivision* prior to 1911 based on the May 16, 1911 Sanborn Maps. As of the January 3, 1972, the Historic Zoning Maps show the subject property being zoned General Retail (GR) District. This designation remained until the subject property was rezoned to Downtown (DT) District on September 4, 2007 by *Ordinance No. 07-34 (which is also known as the Downtown Regulating Plan)*. On June 18, 2021, the applicant submitted a site plan (*i.e. Case No. SP2021-020*) for the subject property proposing a four (4) story, 263-unit apartment complex (*i.e. Rockwall Downtown Lofts*) and a conveyance plat (*i.e. Case No. P2021-035*) combining (13) lots (*i.e. Lots 1, 2, 3, 4, 5, 6, 7, & 8, Block P, Lots 1 & 2, Block AB, Rockwall OT Addition, and Lots 4 & 5, Block A and Lots 4 & 5, Block B, Lowe & Allen Addition*) and conveying the subject property. The conveyance plat was approved by the City Council on July 6, 2021, and the site plan was approved by the Planning and Zoning Commission on July 27, 2021.
- ☒ The surveyor has completed the majority of the technical revisions requested by staff, and this plat -- *conforming to the requirements for plats as stipulated by the Chapter 38, Subdivisions, of the Municipal Code of Ordinances --* is recommended for conditional approval pending the completion of final technical modifications and submittal requirements.
- ☒ Conditional approval of this plat by the City Council shall constitute approval subject to the conditions stipulated in the *Conditions of Approval* section below.
- ☒ With the exception of the items listed in the *Conditions of Approval* section of this case memo, this plat is in substantial compliance with the requirements of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances.

CONDITIONS OF APPROVAL

If the City Council chooses to approve the Replat for Lot 2, Block A, TAC Rockwall Addition, staff would propose the following conditions of approval:

- (1) All technical comments from the Engineering, Planning and Fire Departments shall be addressed prior to the filing of this plat; and,
- (2) Any construction resulting from the approval of this plat shall conform to the requirements set forth by the Unified Development Code (UDC), the International Building Code (IBC), the Rockwall Municipal Code of Ordinances, city adopted engineering and fire codes and with all other applicable regulatory requirements administered and/or enforced by the state and federal government.

PLANNING AND ZONING COMMISSION

On June 28, 2022, the Planning and Zoning Commission approved a motion to approve the replat with a vote of 7-0.



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO.

12022-033

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING:

CITY ENGINEER:

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:

- ☐ MASTER PLAT (\$100.00 + \$15.00 ACRE) ¹
- ☐ PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE) ¹
- ☒ FINAL PLAT (\$300.00 + \$20.00 ACRE) ¹
- ☐ REPLAT (\$300.00 + \$20.00 ACRE) ¹
- ☐ AMENDING OR MINOR PLAT (\$150.00)
- ☐ PLAT REINSTATEMENT REQUEST (\$100.00)

SITE PLAN APPLICATION FEES:

- ☐ SITE PLAN (\$250.00 + \$20.00 ACRE) ¹
- ☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)

ZONING APPLICATION FEES:

- ☐ ZONING CHANGE (\$200.00 + \$15.00 ACRE) ¹
- ☐ SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE) ^{1 & 2}
- ☐ PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE) ¹

OTHER APPLICATION FEES:

- ☐ TREE REMOVAL (\$75.00)
- ☐ VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00) ²

NOTES:

¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.

²: A \$1,000.00 FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS

SUBDIVISION TAC Rockwall Addition

LOT

1

BLOCK

A

GENERAL LOCATION SW Corner of Alamo Road and Washington Street

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING DT/SH 66 Overlay

CURRENT USE Vacant/Police Parking

PROPOSED ZONING DT/SH 66 Overlay

PROPOSED USE Urban Residential

ACREAGE 3.338

LOTS [CURRENT]

1

LOTS [PROPOSED]

1

☒ **SITE PLANS AND PLATS:** BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

☐ OWNER Rockwall Downtown Lofts, Ltd.

☒ APPLICANT KFM Engineering & Design

CONTACT PERSON Tony Austin

CONTACT PERSON Josh Millsap

ADDRESS 1600 N Collins Boulevard
Suite 300

ADDRESS 3501 Olympus Boulevard
Suite 100

CITY, STATE & ZIP Richardson, Texas 75080

CITY, STATE & ZIP Dallas, Texas 75019

PHONE 214-507-9055

PHONE 469-899-0536

E-MAIL taustin@tac-inc.net

E-MAIL jmillsap@kfm-llc.com

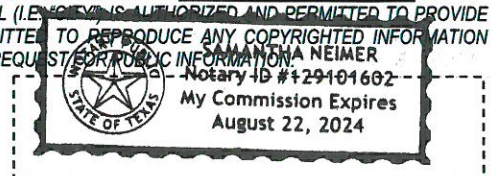
NOTARY VERIFICATION [REQUIRED]

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED Tony Austin [OWNER] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF \$ TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 20 DAY OF June, 2022. BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. NOTARY) IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION.

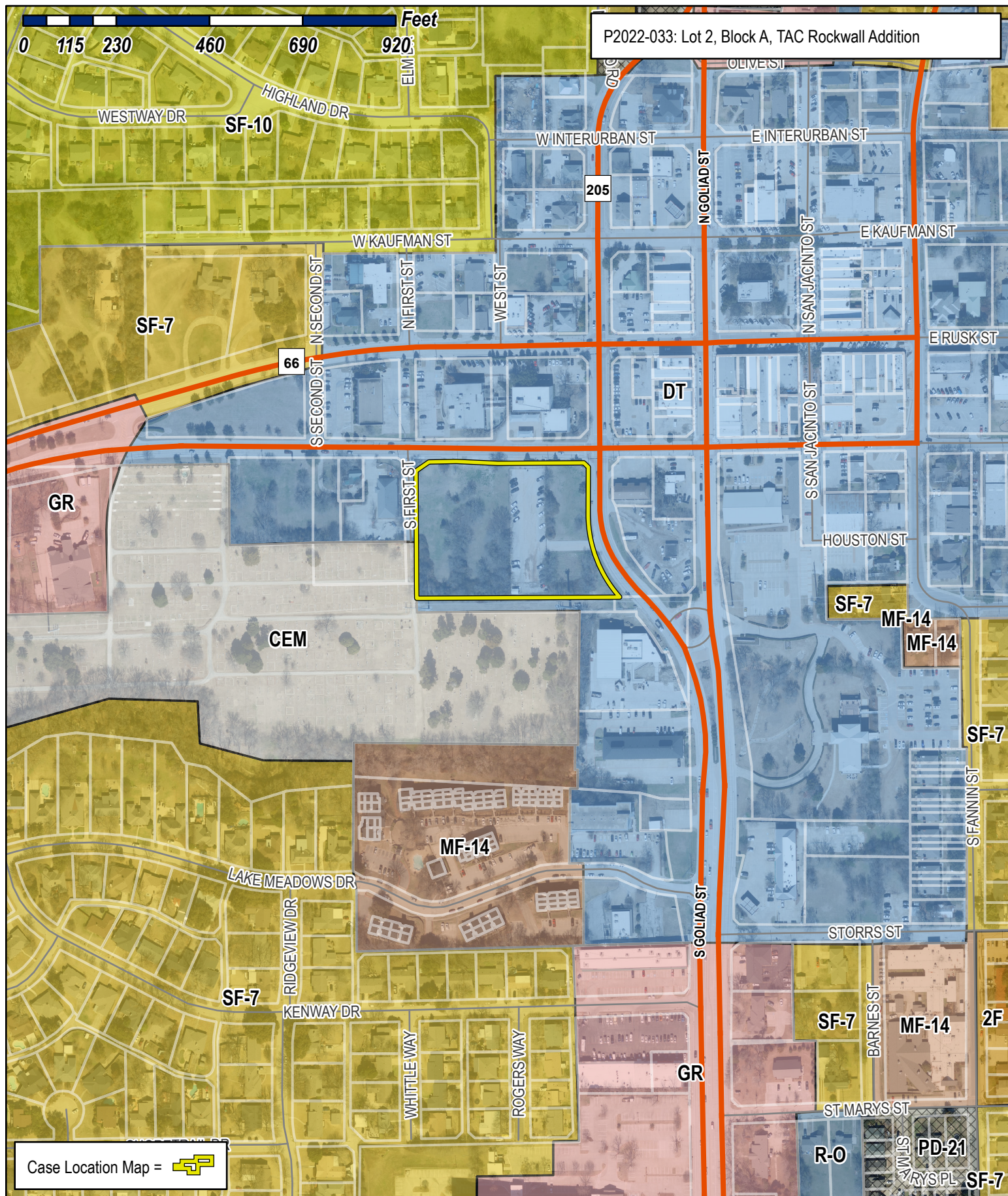
GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS 17th DAY OF June, 2022

OWNER'S SIGNATURE



NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS Pamela Neimer

MY COMMISSION EXPIRES 08/22/2024



City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75032
(P): (972) 771-7745
(W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.



OWNER'S CERTIFICATE

STATE OF TEXAS
COUNTY OF ROCKWALL

BEING a 3.338 acre tract of land situated in the B.F. BOYDSTUN SURVEY, ABSTRACT NO. 14 in the City of Rockwall, Rockwall County, Texas and being all of TAC ROCKWALL ADDITION, LOT 1, BLOCK A as recorded in Clerk File #20210000027157, Official Public Records, Rockwall County, Texas, and being more particularly described as follows:

BEGINNING at an iron rod with cap found for the southerly corner of a corner cut-off line at the intersection of the east line of said FIRST STREET (apparent 30' in width) with the south line of WASHINGTON STREET (apparent 50' in width);

THENCE with the south line of said Washington Street with said corner cut-off line, **NORTH 54°03'24" EAST** a distance of **38.45** feet to an iron rod with cap found for corner;

THENCE with the south line of said Washington Street, **NORTH 88°09'39" EAST** a distance of **67.71** feet to a TxDot Monument found for corner;

THENCE continuing with the south line of said Washington Street, **SOUTH 88°19'21" EAST** a distance of **102.01** feet to a 5/8 inch iron rod found for corner;

THENCE continuing with the south line of said Washington Street, **NORTH 88°46'09" EAST** a distance of **213.27** feet to a 5/8 inch iron rod set for the northerly corner of a corner cut-off line located at the intersection of the west line of State Highway 205 (ALAMO ROAD)(variable width);

THENCE with the west line of State Highway 205 (ALAMO ROAD), **SOUTH 46°03'55" EAST** a distance of **15.56** feet to a 5/8 inch iron rod set for corner;

THENCE continuing with the west line of said State Highway 205 (ALAMO ROAD), **SOUTH 00°53'58" EAST** a distance of **120.15** feet to a 5/8 inch iron rod set for the beginning of a curve to the left having a radius of 309.74 feet and a chord bearing of South 21°14'30" East;

THENCE continuing with the west line of said State Highway 205 (ALAMO ROAD) with said curve to the left through a central angle of **39°56'02"** for an arc length of **215.88** feet to a 5/8 inch iron rod set for the southeast corner of the herein described tract of land;

THENCE departing the west line of said State Highway 205 (ALAMO ROAD), **SOUTH 88°30'56" WEST** a distance of **500.74** feet to a Bois-d-arc fence post found for the southwest corner of herein described tract of land and being located in the east line of said FIRST STREET;

THENCE with the east line of said FIRST STREET, **NORTH 01°12'19" WEST** a distance of **313.44** feet to the **POINT OF BEGINNING**;

CONTAINING within these metes and bounds **3.338 acres** or 145,395 square feet of land more or less.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:
STATE OF TEXAS
COUNTY OF ROCKWALL

We, **ROCKWALL DOWNTOWN LOFTS, LTD.**, the undersigned owner of the land shown on this plat, and designated herein as the **TAC ROCKWALL ADDITION** subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. We further certify that all other parties who have a mortgage or lien interest in the **TAC ROCKWALL ADDITION** subdivision have been notified and signed this plat. We understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. We also understand the following;

1. No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.

2. Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purpose of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.

3. The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.

4. The developer and subdivision engineer shall bear total responsibility for storm drain improvements.

5. The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.

6. No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall;

7. Property owner is responsible for maintenance, repair, and replacement of all detention/drainage facilities in easements;

8. Abandonment and Conveyance: Notwithstanding anything to the contrary contained herein: (i) the purpose of this plat is to be filed in connection with the conveyance of all of the property shown hereon to Rockwall Downtown Lofts, Ltd., a Texas limited partnership, (ii) this plat constitutes and describes the abandonment of those certain right-of-ways know as West Street, Houston Street and part of Alamo Road, as indicated and shown hereon, and West Street, Houston Street and part of Alamo Road, as shown hereon, are hereby conveyed and abandoned by the City of Rockwall to and for the benefit of Rockwall Downtown Lofts, Ltd., a Texas limited partnership and (iii) all parties hereto agree to execute and deliver all such further documents and instruments necessary to effectuate such conveyance and abandonment of West Street, Houston Street and part of Alamo Road to Rockwall Downtown Lofts, Ltd., a Texas limited partnership.

Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements itself. Such deposit may be used by the owner and/or developer as progress payments as the work progresses in making such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or

Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.

We further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; We, my (our) successors and assigns hereby waive any claim, damage, or cause of action that We may have as a result of the dedication of exactions made herein.

ROCKWALL DOWNTOWN LOFTS, LTD.,
a Texas limited partnership

By: ROCKWALL DOWNTOWN LOFTS GP, LP,
a Texas limited partnership, General Partner

By: TONY AUSTIN COMPANY, INC., Managing General Partner

By: _____
Tony S. Austin, President

STATE OF TEXAS
COUNTY OF ROCKWALL

Before me, the undersigned authority, on this day personally appeared Tony Austin, President, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, 2022

Notary Public in and for the State of Texas

General Notes:

1) It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83-54.

2) Property owner shall be responsible for maintaining, repairing, and replacing all systems within the drainage and detention easements.

SURVEYOR'S CERTIFICATE

NOW, THEREFORE KNOW ALL MEN BY THESE PRESENTS:

THAT I, Frank R. Owens, do hereby certify that I prepared this plat from an actual and accurate survey of the land, and that the corner monuments shown hereon were properly placed under my personal supervision.

"Preliminary, this document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document"

Frank R. Owen
Registered Professional Land Surveyor No. 5387
frank@ajbedfordgroup.com
A.J. Bedford Group, Inc.
301 North Alamo Road
Rockwall, Texas 75087

GENERAL NOTES:

It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have bee accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83-54.

The use of the word "certify or certificate" used hereon constitutes an expression of professional opinion regarding those facts of findings which are the subject of the certification, and does not constitute a warranty or guarantee, either expressed or implied.

Basis of Bearings: Bearings are based on Conveyance Plat of TAC ROCKWALL ADDITION, LOT 1, BLOCK A, recorded in Inst. No. 20210000030758, Official Public Records, Rockwall County, Texas.

FLOOD STATEMENT: According to Community Panel No. 48397C0040L, dated September 26, 2008 of the Federal Emergency Management Agency, National Flood Insurance Program map this property is within Flood Zone "X", which is not a special flood hazard area. If this site is not within an identified special flood hazard area, this flood statement does not imply that the property and/or the structures thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This statement shall not create liability on the part of the Surveyor.

RECOMMENDED FOR FINAL APPROVAL

Planning and Zoning Commission Date

APPROVED

I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the _____ day of _____, 2022.

This approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall, County, Texas, within one hundred eighty (180) days from said date of final approval.

WITNESS OUR HANDS, this _____ day of _____, 2022.

Mayor, City of Rockwall City Secretary City Engineer

REPLAT
TAC ROCKWALL ADDITION, LOT 2, BLOCK A

BEING A REPLAT OF
TAC ROCKWALL ADDITION, LOT 1, BLOCK A
B. F. BOYDSTUN SURVEY, ABSTRACT NO. 14
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Owner:
ROCKWALL DOWNTOWN LOFTS, LTD
2300 Versailles Ct.
Heath, TX. 75032

Engineer:
KFM ENGINEERING & DESIGN
3501 OLYMPUS BLVD., SUITE 100
DALLAS, TEXAS 75019
jbaran@kfm-llc

Scale: 1" = 40'
Date: March 18, 2022
Technician: Spradling/Bedford
Drawn By: Spradling/Bedford

Checked By: Frank R. Owens
P.C.: Cryer/Spradling
File: ROCKWALL LOFTS CP 2021-06-09
Job. No. 552-176
GF No.

301 N. Alamo Rd. * Rockwall, Texas 75087
(972) 722-0225 , www.ajbedfordgroup.com

Sheet:
2
Of: 2

AJ Bedford Group, Inc.
Registered Professional Land Surveyors

TBPLS REG#10118200



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Ryan Miller, Director of Planning and Zoning

DATE: July 5, 2022

SUBJECT: MIS2022-013; ALTERNATIVE TREE MITIGATION SETTLEMENT AGREEMENT FOR CREEKSIDE COMMONS

Attachments

Memorandum
Development Application
Applicant's Letter
Location Map
Tree Mitigation Plan
Wetland Determination Report

Summary/Background Information

Consider a request by Keaton Mai of the Dimension Group on behalf of Justin Webb of Rockwall 205 Investors, LLC for the approval of a *Miscellaneous Case* for an *Alternative Tree Mitigation Settlement Agreement* on a 34.484-acre tract of land identified as Tracts 17-5 of the W. W. Ford Survey, Abstract No. 80, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the SH-205 Overlay (SH-205 OV) District, generally located at east of the intersection of S. Goliad Street [SH-205] and S. FM-549, and take any action necessary.

Action Needed

The City Council is being asked to approve, approve with conditions, or deny the proposed Alternative Tree Mitigation Settlement Agreement.



CITY OF ROCKWALL

CITY COUNCIL MEMORANDUM

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Mayor and City Council

CC: Mary Smith, *City Manager*
Joey Boyd, *Assistant City Manager*

FROM: Ryan Miller, *Director of Planning and Zoning*

DATE: July 5, 2022

SUBJECT: MIS2022-013; *Alternative Tree Mitigation Settlement Agreement for Creekside Commons*

The subject property is a 34.484-acre tract of land (*i.e. Tracts 17-5 of the W. W. Ford Survey, Abstract No. 80*) that is generally located at east of the intersection of S. Goliad Street [SH-205] and S. FM-549. The applicant's Treescape Plan -- *complete by Evergreen Design Group* -- indicates that a total of 2,324 caliper inches will be removed from the subject property as part of grading process. Of the 2,324 caliper inches of trees being removed, 436 caliper inches require mitigation. The applicant has indicated that in order to facilitate the future development of the subject property the trees are being removed and no trees will be replanted at this time; however, trees will be planted on these lots when they are developed in the future. This has prompted the applicant to request an *Alternative Tree Mitigation Settlement Agreement*.

According to Section 05, *Tree Mitigation Requirements*, of Article 09, *Tree Preservation*, of the Unified Development Code (UDC), "(t)ree preservation credits may be purchased at a rate of \$200.00 per inch for up to 20% of the total replacement inches ..." and if any trees are replanted on the subject property "(t)he developer/property owner shall be eligible for a reduction in the cost of tree preservation credits of up to 50% ..." (*i.e. \$100.00 per caliper inch*). In this case, 436 caliper inches must be mitigated for on the subject property at \$200.00 an inch for a total of \$87,200.00 (*i.e. 436 caliper inches x \$200.00 = \$87,200.00*). The applicant is requesting an *Alternative Tree Mitigation Settlement Agreement* proposing to pay the balance at a rate of \$100.00 per inch for the 436 caliper inches of trees despite not replanting any trees at this time. At \$100.00 per caliper inch the proposed fee equates to \$43,600.00 (*i.e. 436 caliper inches x \$100.00 = \$43,600.00*). According to Subsection 05(G) of Article 09, *Tree Preservation*, of the Unified Development Code (UDC), "(i)n certain cases, the City Council -- *upon recommendation from the Planning and Zoning Commission* -- may consider an alternative tree mitigation settlement agreement ... (t)hese funds will be deposited in the City's tree mitigation fund and will be used for planting trees in the City's parks, medians, street rights-of-way, or other similar areas as determined by the parks and recreation department." In this case, the applicant is proposing to pay the outstanding tree mitigation balance in full at \$100.00 per caliper inch as if the property were being developed today. Staff should reiterate that the applicant has stated an intent to develop the property in the future, and that the required landscaping for each lot being created by the applicant will be provided at that time; however, this remains a discretionary decision for the Planning and Zoning Commission and City Council. Should the City Council have any questions concerning *Case No. MIS2022-013*, staff will be available at the meeting on July 5, 2022.

PLANNING AND ZONING COMMISSION

On June 28, 2022, the Planning and Zoning Commission approved a motion to recommend approval of the Alternative Tree Mitigation Settlement Agreement by a vote of 7-0.



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO.

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING:

CITY ENGINEER:

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:

- ☐ MASTER PLAT (\$100.00 + \$15.00 ACRE) ¹
- ☐ PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE) ¹
- ☐ FINAL PLAT (\$300.00 + \$20.00 ACRE) ¹
- ☐ REPLAT (\$300.00 + \$20.00 ACRE) ¹
- ☐ AMENDING OR MINOR PLAT (\$150.00)
- ☐ PLAT REINSTATEMENT REQUEST (\$100.00)

SITE PLAN APPLICATION FEES:

- ☐ SITE PLAN (\$250.00 + \$20.00 ACRE) ¹
- ☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)

ZONING APPLICATION FEES:

- ☐ ZONING CHANGE (\$200.00 + \$15.00 ACRE) ¹
- ☐ SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE) ^{1 & 2}
- ☐ PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE) ¹

OTHER APPLICATION FEES:

- ☐ TREE REMOVAL (\$75.00)
- ☒ VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00) ²

NOTES:

¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.

²: A \$1,000.00 FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS NEC of HWY 205 and FM 549, Rockwall, TX 75032

SUBDIVISION Creekside Commons

LOT 1-14 BLOCK A

GENERAL LOCATION NEC of HWY 205 and FM 549, Rockwall, TX 75032

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING Commercial (C)

CURRENT USE Undeveloped

PROPOSED ZONING Commercial (C)

PROPOSED USE Mixed use

ACREAGE 34.484

LOTS [CURRENT] 1

LOTS [PROPOSED] 14

☒ **SITE PLANS AND PLATS:** BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB316Z THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

☐ OWNER Rockwall 205 Investors, LLC

☐ APPLICANT The Dimension Group

CONTACT PERSON Justin Webb

CONTACT PERSON Keaton Mai

ADDRESS 1 Candlelite Trail

ADDRESS 10755 Sandhill Rd

CITY, STATE & ZIP Heath, TX 75032

CITY, STATE & ZIP Dallas, TX 75238

PHONE 469-446-7734

PHONE 214-600-1152

E-MAIL justinw@alturahomes.com

E-MAIL kmai@dimensiongroup.com

NOTARY VERIFICATION [REQUIRED]

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED Justin Webb [OWNER] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF \$ 154 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 15th DAY OF June, 2022. BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 15 DAY OF June, 2022

OWNER'S SIGNATURE

Justin Webb

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

MY COMMISSION EXPIRES



10755 Sandhill Road, Dallas, TX 75238, 214.343.9400, dimensiongrp.com
ARCHITECTURE • CIVIL ENGINEERING • MEP ENGINEERING • PLANNING

June 17, 2022

To: City of Rockwall
Planning & Zoning Commission
385 S. Goliad Street
Rockwall, TX 75087

Re: Creekside Commons
NEC of HWY 205 and FM 549,
Rockwall, TX 75032
Variance Request Letter-Alternative Tree Mitigation Settlement Agreement

The following letter is provided to request a variance for an alternative tree mitigation settlement agreement for the existing trees being removed at the NEC of HWY 205 and FM 549 in Rockwall. We are respectfully requesting the following variance to the City of Rockwall Unified Development Code:

1. 100% of mitigation costs be paid to the tree mitigation fund at a rate of \$100 / inch

To offset these variances, we are providing the following compensatory measure:

1. Trees will be planted to meet the current landscape ordinance at the time of development.

The trees are being removed to install utilities and a temporary access drive to serve future development. Additionally, trees will be removed to infill an existing pond to bring it out of the erosion hazard setback area. The pond in question is not located within the 100-yr floodplain nor is it a protected wetland. We are requesting this alternative settlement, so mitigation plantings are not required prior to development. Any tree replanted at this time would ultimately be removed with subsequent grading.

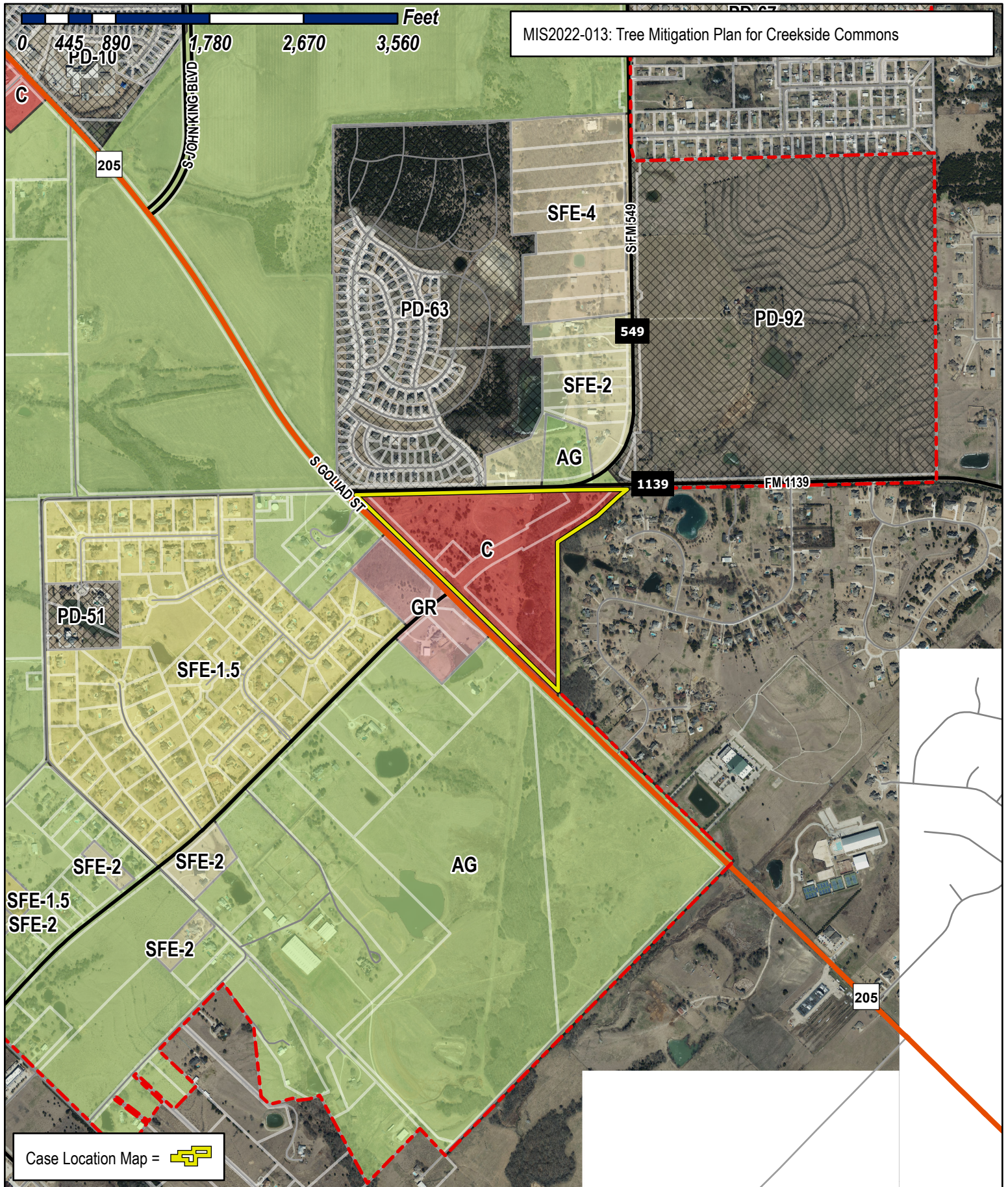
Thank you for your consideration and we appreciate your assistance with this matter.

Sincerely,

Keaton Mai, PE
Director of Civil Engineering

214.343.9400
www.dimensiongrp.com
10755 Sandhill Road, Dallas, TX 75238

ARCHITECTURE • CIVIL ENGINEERING • MEP ENGINEERING • PLANNING



City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75032
(P): (972) 771-7745
(W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.



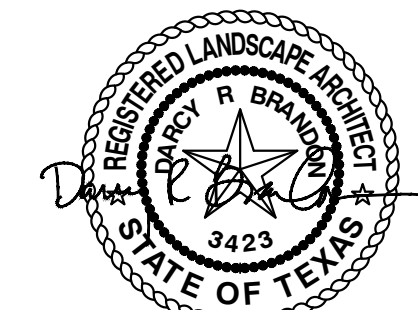
TAG	SPECIES	DBH	CONDITION	COMMENT	Feature Tree	Non-Protected Tree	Primary Protected	Secondary Protected	In ROW
548	CEDAR	6.00	UNKNOWN	REMOVE		6.00			
553	CEDAR	6.00	UNKNOWN	REMOVE		6.00			
554	CEDAR	6.00	UNKNOWN	REMOVE		6.00			
618	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
619	CEDAR	6.00	UNKNOWN	REMOVE		6.00			
620	CEDAR	6.00	UNKNOWN	REMOVE		6.00			
621	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
622	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
623	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
624	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
625	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
635	CEDAR	12.00	UNKNOWN	REMOVE				12.00	
672	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
676	BOIS D'ARC	6.00	UNKNOWN	REMOVE		6.00			
677	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
678	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
683	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
684	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
685	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
690	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
691	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
692	CEDAR	6.00	UNKNOWN	REMOVE		6.00			
697	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
698	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
699	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
707	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
708	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
709	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
712	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
713	CEDAR	8.00	UNKNOWN	REMOVE		8.00			
7189	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
7239	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
7240	CEDAR	13.00	UNKNOWN	REMOVE				13.00	
7241	CEDAR	15.00	UNKNOWN	REMOVE				15.00	
7242	CEDAR	13.00	UNKNOWN	REMOVE				13.00	
7246	CEDAR	10.00	UNKNOWN	REMOVE		10.00			
9616	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	18.00	DECLINE	REMOVE				18.00	
9617	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	DECLINE	REMOVE				12.00	
9618	BOIS D ARC MACLURA POMIFERA	14.00	DECLINE	REMOVE		14.00			
9619	BOIS D ARC MACLURA POMIFERA	10.00	DECLINE	REMOVE		10.00			
9620	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	16.00	DECLINE	REMOVE				16.00	
9621	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	DECLINE	REMOVE		8.00			
9622	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	DECLINE	REMOVE		8.00			
9623	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	DECLINE	REMOVE		10.00			
9624	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	DECLINE	REMOVE		8.00			
9625	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	DECLINE	REMOVE				12.00	
9626	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	DECLINE	REMOVE				12.00	
9627	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	DECLINE	REMOVE		8.00			
9628	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	DECLINE	REMOVE		8.00			
9629	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	DECLINE	REMOVE				12.00	
9630	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	DECLINE	REMOVE				12.00	
9631	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	DECLINE	REMOVE				12.00	
9632	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	26.00	DECLINE	REMOVE	26.00				
9652	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	DECLINE	REMOVE				12.00	
TOTAL		523.00			26.00	338.00	0.00	171.00	0.00
FEATURE TREE MITIGATION (2:1)						52.00			
NON-PROTECTED TREE MITIGATION							0.00		
PRIMARY PROTECTED MITIGATION							0.00		
SECONDARY PROTECTED MITIGATION (0.5:1)								8	

		MITIGATION REQUIREMENT
TOTAL CALIPER OF TREES ON SITE	10,195"	
FEATURE TREES TO BE REMOVED (2:1 MITIGATION)	26"	52"
NON-PROTECTED TREES TO BE REMOVED (NO MITIGATION)	2,324"	0"
PRIMARY PROTECTED TREES TO BE REMOVED (1:1 MITIGATION)	219"	219"
SECONDARY PROTECTED TREES TO BE REMOVED (0.5:1 MITIGATION)	330"	165"
TOTAL MITIGATION REQUIRED		436"



EVERGREEN
DESIGN GROUP

(800) 680-6630
15455 Dallas Pkwy., Ste 600
Addison, TX 75001
www.EvergreenDesignGroup.com



THIS DOCUMENT IS RELEASED
FOR THE PURPOSE OF
PRELIMINARY REVIEW UNDER THE
AUTHORITY OF KEATON L. MAI,
P.E. 125077 ON 3/15/2022
IT IS NOT TO BE USED FOR
CONSTRUCTION PURPOSES.

THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROTECTED BY COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS INCLUDING COPYRIGHT. THEY MAY NOT BE REPRODUCED OR USED FOR ANY PURPOSE WITHOUT THE WRITTEN CONSENT OF THE DIMENSION GROUP.

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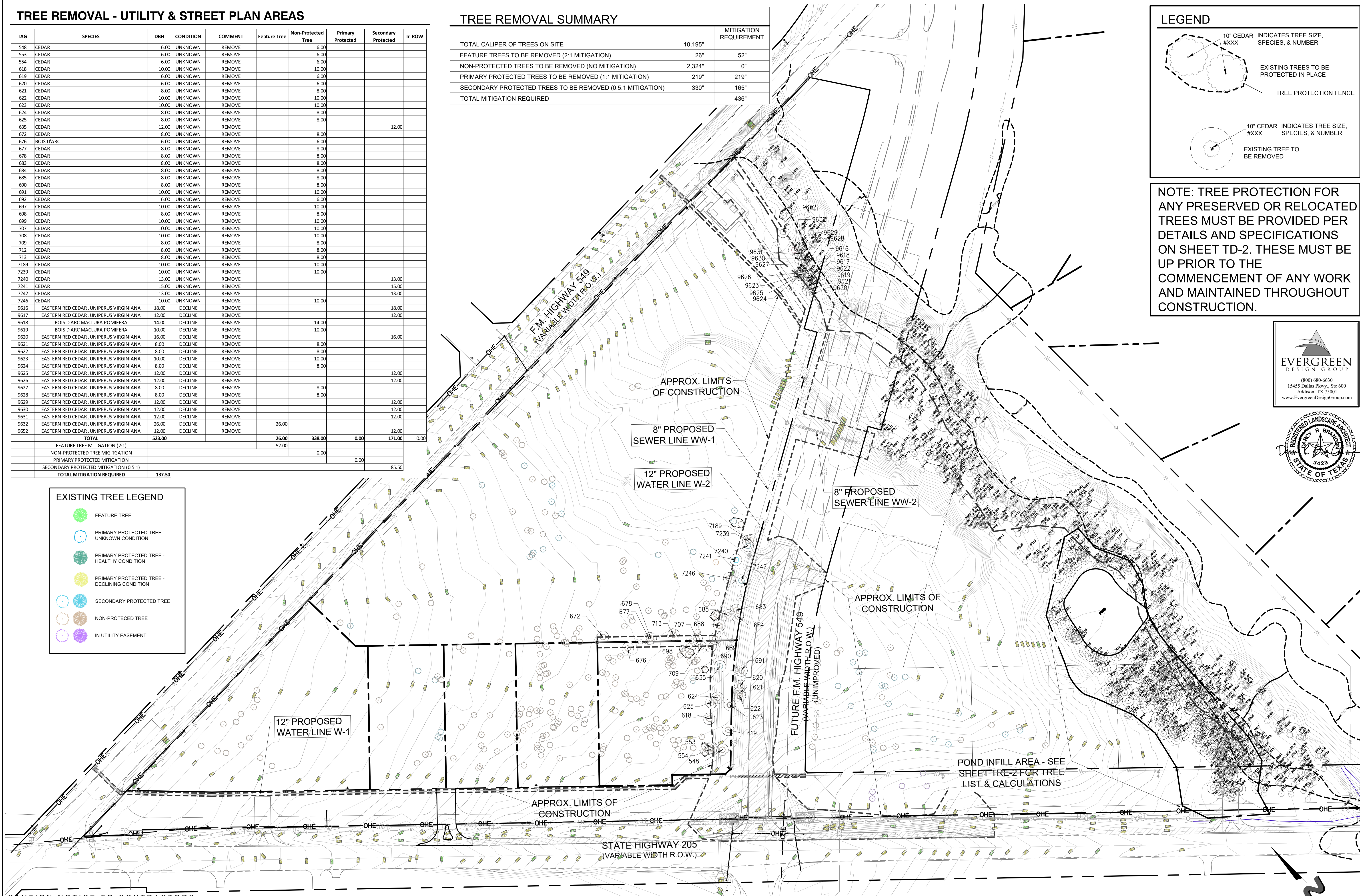
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SHEET

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CAUTION NOTICE TO CONTRACTORS

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, FIELD SURVEY TAKEN IN THE FIELD. THE CONTRACTOR SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUCH CALL 811 AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATED OR REPAIR UTILITIES WHICH ARE DAMAGED BY PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.



GRAPHIC SCALE

80 0 40 80

1 INCH = 80 FEET

TAG	SPECIES	DBH	CONDITION	COMMENT	Feature Tree	Non-Protected	Primary Protected	Secondary Protected	In ROW
2666	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2667	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	FAIR	CROWDED, DECLINE		10.00			
2668	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	FAIR	CROWDED, DECLINE				12.00	
2669	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	FAIR	CROWDED, DECLINE				12.00	
2670	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	6.00	FAIR	CROWDED, DECLINE		6.00			
2671	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2672	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2673	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2674	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2675	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2676	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2677	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2678	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2679	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2680	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2681	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	9.00	FAIR	CROWDED, DECLINE		9.00			
2682	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2683	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2684	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	FAIR	CROWDED, DECLINE				12.00	
2685	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	9.00	FAIR	CROWDED, DECLINE		9.00			
2686	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2687	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2688	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2689	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2690	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	7.00	FAIR	CROWDED, DECLINE		7.00			
2691	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	9.00	FAIR	CROWDED, DECLINE		9.00			
2692	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2693	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2694	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	7.00	FAIR	CROWDED, DECLINE		7.00			
2695	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2696	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	FAIR	CROWDED, DECLINE		10.00			
2697	BOIS D ARC MACLURA POMIFERA	12.00	FAIR	CROWDED, DECLINE		12.00			
2698	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	FAIR	CROWDED, DECLINE		10.00			
2699	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	FAIR	CROWDED, DECLINE		10.00			
2700	BOIS D ARC MACLURA POMIFERA	10.00	FAIR	CROWDED, DECLINE		10.00			
2701	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	FAIR	CROWDED, DECLINE		10.00			
2702	HACKBERRY CELTIS LAEVEGATA	6.00	FAIR	CROWDED, DECLINE		6.00			
2703	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2704	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2705	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2706	BOIS D ARC MACLURA POMIFERA	7.00	FAIR	CROWDED, DECLINE		7.00			
2707	BOIS D ARC MACLURA POMIFERA	10.00	FAIR	CROWDED, DECLINE		10.00			
2708	CEDAR ELM ULMUS CRASSIFOLIA	9.00	FAIR	CROWDED, DECLINE			9.00		
2709	BOIS D ARC MACLURA POMIFERA	14.00	FAIR	CROWDED, DECLINE		14.00			
2710	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2711	CEDAR ELM ULMUS CRASSIFOLIA	8.00	FAIR	CROWDED, DECLINE			8.00		
2712	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2713	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2714	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	9.00	FAIR	CROWDED, DECLINE		9.00			
2715	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	6.00	FAIR	CROWDED, DECLINE		6.00			
2716	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	6.00	FAIR	CROWDED, DECLINE		6.00			
2717	CEDAR ELM ULMUS CRASSIFOLIA	9.00	FAIR	CROWDED, DECLINE			9.00		
2718	BOIS D ARC MACLURA POMIFERA	12.00	FAIR	CROWDED, DECLINE		12.00			
2719	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2720	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2721	HACKBERRY CELTIS LAEVEGATA	7.00	FAIR	CROWDED, DECLINE		7.00			
2722	HACKBERRY CELTIS LAEVEGATA	9.00	FAIR	CROWDED, DECLINE		9.00			
2723	BOIS D ARC MACLURA POMIFERA	10.00	FAIR	CROWDED, DECLINE		10.00			
2724	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2725	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2726	BOIS D ARC MACLURA POMIFERA	14.00	FAIR	CROWDED, DECLINE		14.00			
2727	HACKBERRY CELTIS LAEVEGATA	7.00	FAIR	CROWDED, DECLINE		7.00			
2728	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	9.00	FAIR	CROWDED, DECLINE		9.00			
2729	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2730	CEDAR ELM ULMUS CRASSIFOLIA	10.00	FAIR	CROWDED, DECLINE			10.00		
2731	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	6.00	FAIR	CROWDED, DECLINE		6.00			
2732	HACKBERRY CELTIS LAEVEGATA	10.00	FAIR	CROWDED, DECLINE		10.00			
2733	HACKBERRY CELTIS LAEVEGATA	6.00	FAIR	CROWDED, DECLINE		6.00			
2734	HACKBERRY CELTIS LAEVEGATA	4.00	FAIR	CROWDED, DECLINE		4.00			
2735	CEDAR ELM ULMUS CRASSIFOLIA	10.00	FAIR	CROWDED, DECLINE			10.00		
2736	BOIS D ARC MACLURA POMIFERA	10.00	FAIR	CROWDED, DECLINE		10.00			
2737	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2738	CEDAR ELM ULMUS CRASSIFOLIA	8.00	FAIR	CROWDED, DECLINE			8.00		
2739	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	9.00	FAIR	CROWDED, DECLINE		9.00			
2740	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2741	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2742	HACKBERRY CELTIS LAEVEGATA	6.00	FAIR	CROWDED, DECLINE		6.00			
2743	HACKBERRY CELTIS LAEVEGATA	6.00	FAIR	CROWDED, DECLINE		6.00			
2744	BOIS D ARC MACLURA POMIFERA	14.00	FAIR	CROWDED, DECLINE		14.00			
2745	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2746	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2749	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	11.00	FAIR	CROWDED, DECLINE				11.00	
2750	BOIS D ARC MACLURA POMIFERA	10.00	FAIR	CROWDED, DECLINE		10.00			
2751	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2752	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	FAIR	CROWDED, DECLINE		10.00			
2755	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	FAIR	CROWDED, DECLINE		10.00			
2756	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2757	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2758	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	6.00	FAIR	CROWDED, DECLINE		6.00			
2759	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2760	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2761	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	4.00	FAIR	CROWDED, DECLINE		4.00			
2762	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2763	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	12.00	FAIR	CROWDED, DECLINE				12.00	
2764	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	FAIR	CROWDED, DECLINE		10.00			
2765	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	FAIR	CROWDED, DECLINE		10.00			
2766	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2767	HACKBERRY CELTIS LAEVEGATA	6.00	FAIR	CROWDED, DECLINE		6.00			
2768	BOIS D ARC MACLURA POMIFERA	10.00	FAIR	CROWDED, DECLINE		10.00			
2769	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2770	BOIS D ARC MACLURA POMIFERA	9.00	FAIR	CROWDED, DECLINE		9.00			
2771	CEDAR ELM ULMUS CRASSIFOLIA	7.00	FAIR	CROWDED, DECLINE			7.00		
2772	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2773	HACKBERRY CELTIS LAEVEGATA	6.00	FAIR	CROWDED, DECLINE		6.00			
2774	BOIS D ARC MACLURA POMIFERA	6.00	FAIR	CROWDED, DECLINE		6.00			
2775	HACKBERRY CELTIS LAEVEGATA	4.00	FAIR	CROWDED, DECLINE		4.00			

CAUTION NOTICE TO CONTRACTORS

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUCH CALL 811 AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATED ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.

811

TAG	SPECIES	DBH	CONDITION	COMMENT	Feature Tree	Non-Protected	Primary Protected	Secondary Protected	In ROW
2776	BOIS D ARC MACLURA POMIFERA	10.00	FAIR	CROWDED, DECLINE		10.00			
2777	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2778	BOIS D ARC MACLURA POMIFERA	10.00	FAIR	CROWDED, DECLINE		10.00			
2779	BOIS D ARC MACLURA POMIFERA	6.00	FAIR	CROWDED, DECLINE		6.00			
2780	BOIS D ARC MACLURA POMIFERA	8.00	FAIR	CROWDED, DECLINE		8.00			
2785	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	6.00	FAIR	CROWDED, DECLINE		6.00			
2786	CEDAR ELM ULMUS CRASSIFOLIA	9.00	FAIR	CROWDED, DECLINE				9.00	
2787	CEDAR ELM ULMUS CRASSIFOLIA	6.00	FAIR	CROWDED, DECLINE				6.00	
2789	BOIS D ARC MACLURA POMIFERA	14.00	FAIR	CROWDED, DECLINE		14.00			
2790	HACKBERRY CELTIS LAEVEGATA	7.00	FAIR	CROWDED, DECLINE		7.00			
2791	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2792	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			
2793	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	10.00	FAIR	CROWDED, DECLINE		10.00			
2794	BOIS D ARC MACLURA POMIFERA	12.00	FAIR	CROWDED, DECLINE		12.00			
2801	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	14.00	FAIR	CROWDED, DECLINE				14.00	
2802	BOIS D ARC MACLURA POMIFERA	12.00	POOR	DECLINE		12.00			
2803	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2804	BOIS D ARC MACLURA POMIFERA	10.00	FAIR	CROWDED, DECLINE		10.00			
2805	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2806	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2807	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2808	HACKBERRY CELTIS LAEVEGATA	6.00	FAIR	CROWDED, DECLINE		6.00			
2809	BOIS D ARC MACLURA POMIFERA	12.00	POOR	DECLINE		12.00			
2810	BOIS D ARC MACLURA POMIFERA	12.00	POOR	DECLINE		12.00			
2811	CEDAR ELM ULMUS CRASSIFOLIA	6.00	FAIR	CROWDED, DECLINE				6.00	
2812	CEDAR ELM ULMUS CRASSIFOLIA	8.00	FAIR	CROWDED, DECLINE				8.00	
2813	BOIS D ARC MACLURA POMIFERA	16.00	FAIR	CROWDED, DECLINE		16.00			
2814	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2815	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2816	BOIS D ARC MACLURA POMIFERA	10.00	FAIR	CROWDED, DECLINE		10.00			
2817	HACKBERRY CELTIS LAEVEGATA	7.00	FAIR	CROWDED, DECLINE		7.00			
2818	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2819	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2820	HACKBERRY CELTIS LAEVEGATA	7.00	FAIR	CROWDED, DECLINE		7.00			
2821	HACKBERRY CELTIS LAEVEGATA	10.00	FAIR	CROWDED, DECLINE		10.00			
2822	HACKBERRY CELTIS LAEVEGATA	9.00	FAIR	CROWDED, DECLINE		9.00			
2823	HACKBERRY CELTIS LAEVEGATA	6.00	FAIR	CROWDED, DECLINE		6.00			
2824	HACKBERRY CELTIS LAEVEGATA	6.00	FAIR	CROWDED, DECLINE		6.00			
2825	HACKBERRY CELTIS LAEVEGATA	8.00	FAIR	CROWDED, DECLINE		8.00			
2826	BOIS D ARC MACLURA POMIFERA	12.00	FAIR	CROWDED, DECLINE		12.00			
2827	BOIS D ARC MACLURA POMIFERA	14.00	FAIR	CROWDED, DECLINE		14.00			
2828	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	8.00	FAIR	CROWDED, DECLINE		8.00			



January 24, 2022

Mr. Justin Webb
Rockwall 205 Investors, LLC
c/o Altura Homes
5763 S. State Highway 205
Suite 100
Rockwall, Texas 75032

**Re: Wetland and Other Waters Jurisdictional Determination
Pond Located on Vacant Property
East of Intersection of State Highway 205 and FM 549
Rockwall, Rockwall County, Texas
Apex Project Number ROC412-0312725-22003010**

Apex Companies, LLC (Apex) conducted a wetland and other waters jurisdictional determination for a specific pond at the above-referenced location (Site) to provide our opinion about whether the pond is a water of the U.S. (WOTUS). The location of the pond is outlined on **Figure 1, Attachment A**. A formal wetland and waters of the U.S. delineation was not requested for the pond or the remainder of the property on which the pond was located. This letter presents a summary of our review of records, on-Site observations, and our opinion about the jurisdictional status of the pond under the current regulatory guidance for defining WOTUS under the Clean Water Act (CWA).

Records Summary

The approximately 0.2-acre open water stock pond, located in the southern portion of a legal parcel is visible on Google Earth aerial imagery from 1996 to 2020 (most recent). According to Soil Data Access (SDA) Hydric Soils List, the pond is underlain with Houston black clay soil map unit, which is not classified as a hydric soil unit in Rockwall County, TX. The intermittent stream, Long Branch, is visible on United States Geologic Survey 7.5' topographic maps to the east of the pond. The pond and the stream are also visible on National Wetland Inventory Maps: The pond is classified as PUBHh (Palustrine Unconsolidated Bottom Permanently Flooded Diked/Impounded) and the stream as R4SBC (Riverine Intermittent Streambed Seasonally Flooded) (**Figure 1, Attachment 1**). On aerial imagery, the two features are separated by woodland characterized by dense canopy cover and obscuring the view of any potential surface water connection between the two. The presence of such a feature or a wetland connecting the pond and stream would potentially classify the pond as a jurisdictional WOTUS.

Field Observations Summary

On January 4, 2022, Apex biologists and Professional Wetland Scientist, Dr. Kazik Wieski visited the Rockwall site to evaluate the on-site pond's jurisdictional status. Photographs from the Site visit are presented in **Attachment 2**. Although hydrologic conditions were drier than normal (see APT tool in **Attachment 3**), the pond and Long Branch intermittent stream were observed having water approximately at their Ordinary High Water Mark (OHWM). Apex walked the pond boundary and confirmed that the pond has an emergent wetland buffer up to 15 feet wide and is separated from the Long Branch in the east by an upland berm primarily vegetated with a juniper-hackberry woodland. No

drainage features leaving or entering the pond were observed. An incomplete or remnant overflow channel was visible in the southeastern portion of the pond. On the opposite side of the berm, to the east and downgradient, an upland excavated swale was observed with exposed cut tree roots, likely evidence of groundworks. The swale had no OHWM. The upgradient end of the swale was observed at approximately 30 feet straight line distance from the overflow channel. A 1-foot to 2-foot-wide game trail was observed approximately 20 feet to the south and determined not to be an aquatic feature between the pond and stream.

Pond Jurisdictional Status

The definition of WOTUS has frequent legal and regulatory adjustments that affect whether a specific water body is considered a WOTUS and under the jurisdiction of the CWA. According to current Environmental Protection Agency (EPA) guidance, the pond jurisdictional status was considered in accordance with the pre-2015 regulatory regime.

Based on our review of records and Site observations described above, Apex has the opinion that the pond is **not** a jurisdictional WOTUS and such **would not** require a Section 404 CWA permit for discharge of dredged or fill materials within the pond. This determination is based on the pond being situated as an off-channel stock pond that is apparently fed hydrologically by sheet flow from the surrounding landscape and it does not have an apparent surface hydrological connection with the nearby stream. It also does not appear to be separated from the stream by a natural berm and does not appear to be consistent with the concept of an adjacent wetland for the purposes of jurisdictional determination.

Apex has made no delineation or jurisdictional determination for any other aquatic features on the same parcel as the subject pond or any adjacent parcel.

If you have any questions or require additional information, please contact us.

Sincerely,



Dr. Kazik Wieski, PWS
Environmental Scientist, III
713-882-6675

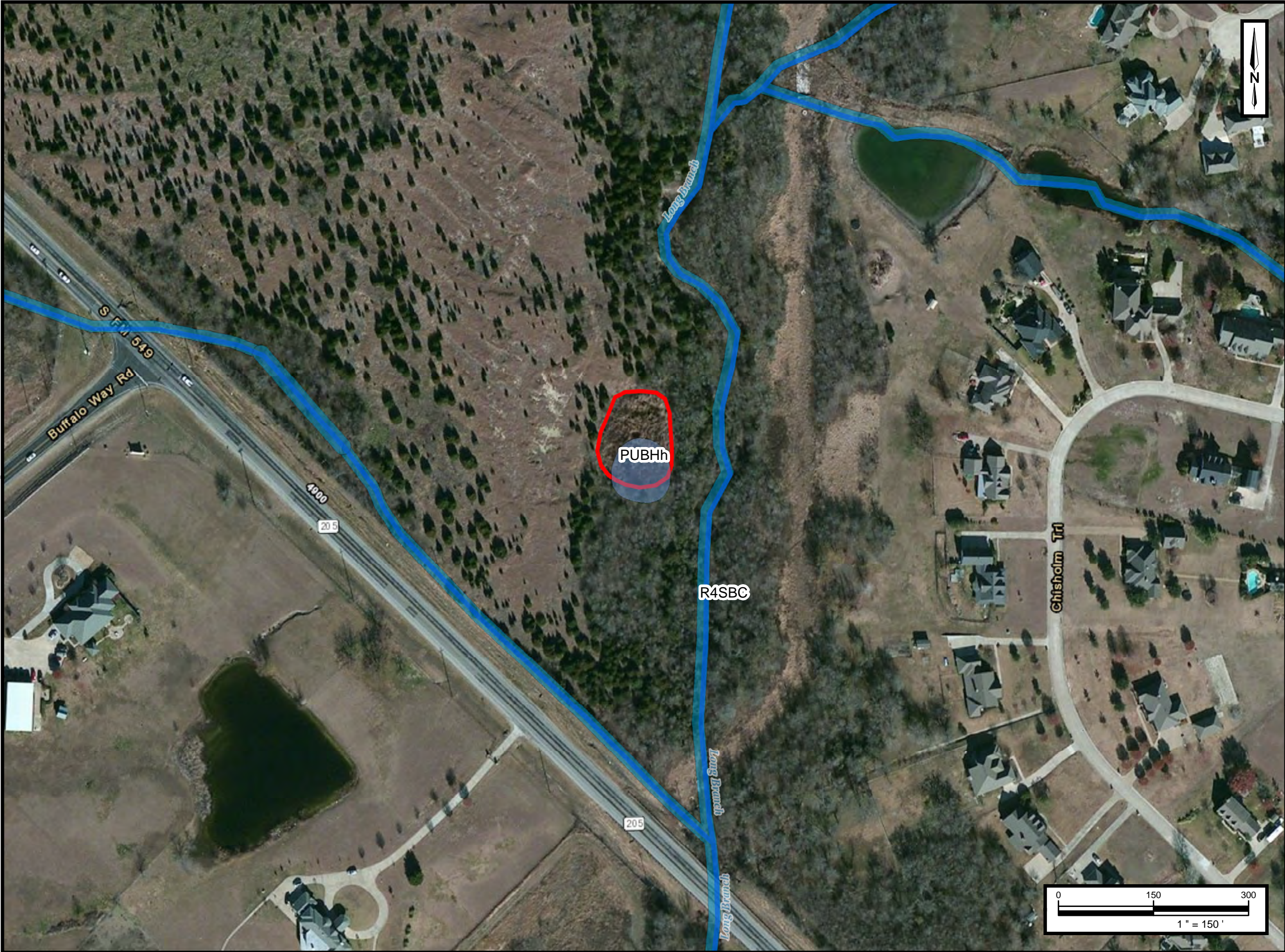


Aaron Brewer, P.G.
Branch Manager
512-410-9640

Attachments

ATTACHMENT 1

Results Map(s)



LEGEND:
Pond Approximate Boundary



Apex Companies, LLC
12012 Technology Blvd, Suite 201
Austin, TX 78727
Phone: (512) 250-2600



Wetland and Other Waters
Jurisdictional Determination
Pond Located on Vacant Property
East of Intersection of SH 205 and FM 549
Rockwall, Rockwall County, Texas

Project No. ROC412-0312725-22003010

FIGURE 1
**Pond and Long Branch on
National Wetland Inventory Map**

Service Layer Credits:
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P,
NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea,

ATTACHMENT 2

Photographic Log



01.04.2022 09:44 AM
32.87642, -96.42133
2049 Chisholm Trail, Rockwall, TXA

Photo 1: View of the intermittent stream Long Branch (downstream) to the east of the pond.



01.04.2022 09:59 AM
32.87739, -96.42148
2061 Chisholm Trail, Rockwall, TXA

Photo 2: View of the pond from the southeast corner. The unfinished overflow channel in front, view partially covered by the tree branch.



01/04/2022 10:00 AM
32.877, -96.42143
2053 Chisholm Trail, Rockwall, TXA

Photo 3: Upland berm separating pond and Long Branch. Shovel indicates the upgradient end of the upland excavated swale. View to the northeast.



Photo 4: The upland excavated swale, view to the southeast.



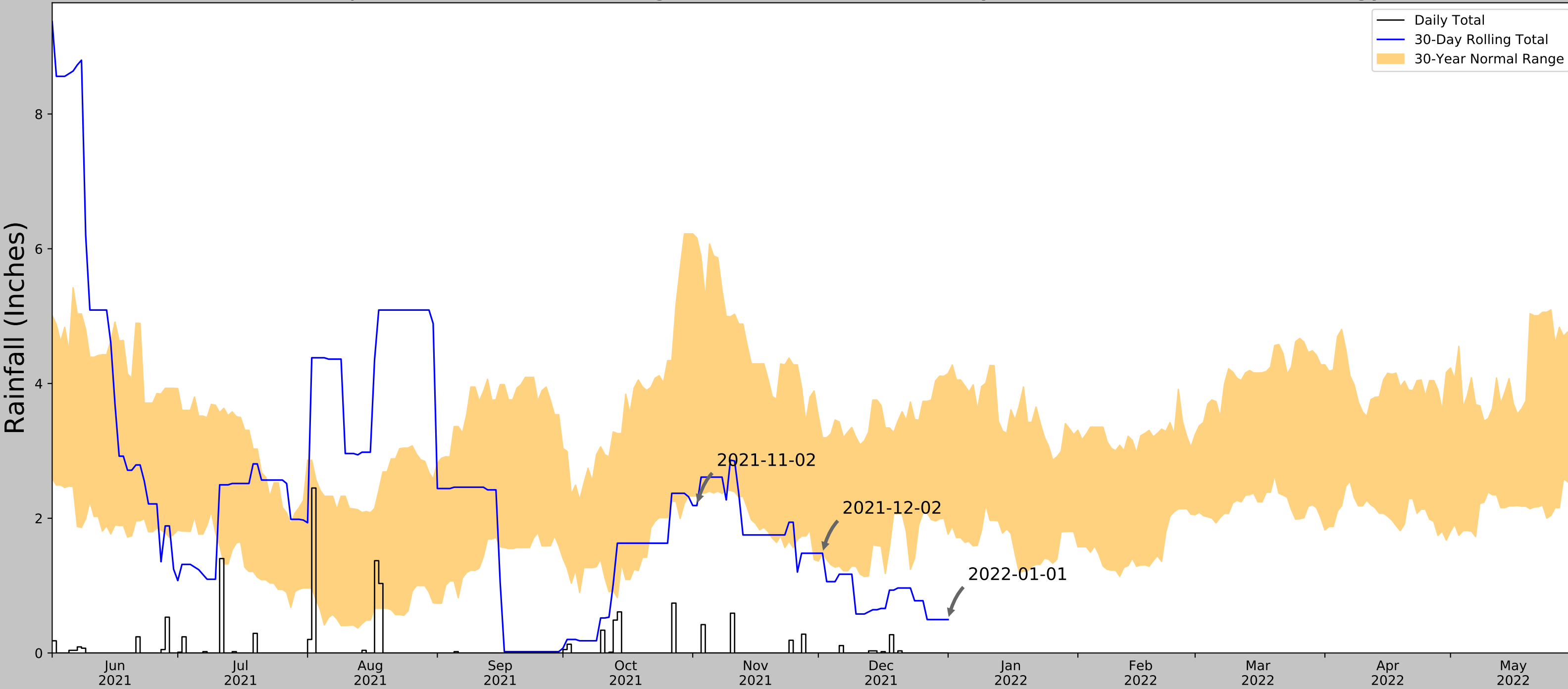
01/04/2022 10:33 AM
32.87698, -96.4214
2053 Chisholm Trail, Rockwall, TXA

Photo 5: Trail from the pond to Long Branch at the stream. View to the southeast.

ATTACHMENT 3

ATP FORM

Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network



Coordinates	32.877232, -96.421702
Observation Date	2022-01-01
Elevation (ft)	517.32
Drought Index (PDSI)	Not available
WebWIMP H ₂ O Balance	Wet Season

30 Days Ending	30 th %ile (in)	70 th %ile (in)	Observed (in)	Wetness Condition	Condition Value	Month Weight	Product
2022-01-01	1.762598	4.148819	0.496063	Dry	1	3	3
2021-12-02	1.477953	3.196063	1.480315	Normal	2	2	4
2021-11-02	2.329528	6.158268	2.188976	Dry	1	1	1
Result							Drier than Normal - 8



Figure and tables made by the
Antecedent Precipitation Tool
Version 1.0

Written by Jason Deters
U.S. Army Corps of Engineers

Weather Station Name	Coordinates	Elevation (ft)	Distance (mi)	Elevation Δ	Weighted Δ	Days (Normal)	Days (Antecedent)
TERRELL MUNI AP	32.71, -96.2672	475.066	14.63	42.254	7.202	8553	88
ROCKWALL 3.1 SSW	32.8832, -96.4843	450.131	3.656	67.189	1.891	9	1
ROCKWALL 0.8 WNW	32.927, -96.4701	479.003	4.439	38.317	2.168	10	0
ROCKWALL	32.9331, -96.4647	542.979	4.596	25.659	2.186	2780	0
ROWLETT 2.3 NW	32.9321, -96.5769	541.011	9.769	23.691	4.627	1	108
Linear Interpolation	N/A	N/A	N/A	N/A	N/A	0	1



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Amy Williams, P.E., Director of Public Works/City Engineer

DATE: July 5, 2022

SUBJECT: BOYDSTUN ELEVATED WATER STORAGE TANK DISMANTLING

Attachments

Letter of Bid Award

Summary/Background Information

The Boydston elevated water storage tank was constructed approximately 40 years ago as an elliptical steel tank supported by steel columns. The tank has not been in operation for years due to the construction of the current elevated water storage tanks at Country Lane and the Southside/IH-30. These storage tanks were constructed with a greater capacity and were built at a higher elevation, to provide better water pressure throughout the water system.

City staff had Malouf Engineering Intl., Inc., a structural engineering firm, perform a structural analysis of the Boydston tank to determine the structural integrity of the tank. The analysis concluded that the existing water tank is not in conformance with the current standards, and would require repairs to the anchoring system supporting the columns and the catwalk railings. The estimated cost of repairs to the tank would be between \$20,000 - \$30,000. After the repairs, the tank would need to have the exterior resurfaced and painted, which is estimated to be between \$600,000 - \$700,000. This cost is largely due to the constrained site, and the age and material of the tank. As an alternative to these repairs, staff requested an estimate for dismantling the tank. Due to estimated cost of repairs needed to bring the tank back into operation, staff recommended that the City Council decommission the tank in the 2021-2022 budget. This was adopted as part of the approved budget.

The City hired Birkhoff, Hendricks & Carter, L.L.P. to provide the engineering design and specifications for the project. Staff received one (1) bid for this construction project through the bidding process, which opened up on June 14, 2022. The only bidder was Hunter Demolition and Wrecking Corp. with a bid of \$177,000.00. The engineering consultants have verified the references for Hunter Demolition and Wrecking Corp. and provided a letter of recommendation.

Action Needed

Staff requests the City Council consider approving the construction contract for the *Boydston Elevated Water Storage Tank Dismantling Project*, and authorize the City Manager to execute a contract with Hunter Demolition and Wrecking Corp. in an amount of \$177,000.00 to be paid for out of the *Water/Sewer Funds*, and take any action necessary.



BIRKHOFF, HENDRICKS & CARTER, L.L.P.
PROFESSIONAL ENGINEERS

11910 Greenville Ave., Suite 600

Dallas, Texas 75243

Phone (214) 361-7900

www.bhcllp.com

JOHN W. BIRKHOFF, P.E.
GARY C. HENDRICKS, P.E., R.P.L.S.
JOE R. CARTER, P.E.
MATT HICKEY, P.E.
ANDREW MATA, JR., P.E.

DEREK B. CHANEY, P.E., R.P.L.S.
CRAIG M. KERKHOFF, P.E.
JUSTIN R. IVY, P.E.
COOPER E. REINBOLD, P.E.

June 22, 2022

Mrs. Amy Williams, P.E.
Director of Public Works and City Engineer
City of Rockwall
385 S. Goliad Street
Rockwall, Texas 75087

Re: Boydstun Elevated Storage Tank Removal
Bid Award Recommendation

Dear Mrs. Williams:

Sealed bids were received at 2:00 p.m., Tuesday, June 14, 2022, for the Boydstun Elevated Storage Tank Removal project. We are enclosing one copy of the bid tabulation for the City's files. One bid was received as submitted by Hunter Demolition and Wrecking Corp. in the amount of \$177,000.00.

We have reviewed Hunter Demolition and Wrecking Corp's statement of qualifications and references provided and find them to have a record of satisfactorily completing projects similar to this project.

Based on the contractor's information provided to us, it is recommended City Council accept the bid from Hunter Demolition and Wrecking Corp., and award them a construction contract in the amount of \$177,000.00 for the Boydstun EST Removal project.

We are available to discuss our recommendation further at your convenience.

Sincerely,

Derek B. Chaney, P.E., R.P.L.S.

Enclosures

TABULATION OF BIDS

Date: June 14, 2022

Project: CITY OF ROCKWALL, TEXAS
 Boydstun EST Removal - CIP 2021-004
 Final Submittal for Bidding

BIRKHOFF, HENDRICKS & CARTER, L.L.P.
 PROFESSIONAL ENGINEERS
 Dallas, Texas

BID OF
 Hunter Demolition & Wrecking Corp.
 P.O. Box 786
 Poteet, Texas 78065
 Debbie Hunter
 210-227-5100
dhunter@hunterdemo.com

Item No.	Approximate Quantities	Unit	Description	Unit Bid Price	Extension
1	1	L.S.	Mobilization, Project Signs, Bonds and Insurance	\$8,100.00	\$ 8,100.00
2	1	L.S.	Removal & Disposal of 500,000 Gallon Elevated Storage Tank	\$127,400.00	\$ 127,400.00
3	1	L.S.	Removal and Disposal of Elevated Tank Foundations to 24-inches Below Existing Ground	\$6,000.00	\$ 6,000.00
4	1	L.S.	Abandonment of Concrete Water Valve Vault	\$1,500.00	\$ 1,500.00
5	1	L.S.	Remove and Disposal of Chain Link Fence	\$1,000.00	\$ 1,000.00
6	1	L.S.	Removal and Disposal of Overflow Storm Grate Structure and Pipe	\$1,500.00	\$ 1,500.00
7	1	L.S.	Protection of Structures and Equipment on Subject and Adjacent Properties	\$4,000.00	\$ 4,000.00
8	1	L.S.	Furnish, Install and Implement Fall Protection Safety & Support Plan and System in Conformance with Current OSHA Standards	\$1,000.00	\$ 1,000.00
9	1	L.S.	Furnish Traffic Control Plan, and Furnish, Install, Implement and Remove Traffic Control Devices	\$1,000.00	\$ 1,000.00
10	1	L.S.	Furnish Erosion Control Plan, and Furnish, Implement, Maintain and Remove Erosion Control Devices	\$2,000.00	\$ 2,000.00
11	1	L.S.	Furnish, Install, Fertilize, Water and Maintain Solid Block Sod in Disturbed Areas	\$3,500.00	\$ 3,500.00
12	50	S.Y.	Remove and Replace Asphalt Pavement	\$100.00	\$ 5,000.00
13	1	L.S.	Engineering Services Contingency (See **Note on Bid Summary Sheet)	\$15,000.00	\$ 15,000.00
TOTAL					\$ 177,000.00



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Lea Ann Ewing, Purchasing Agent

DATE: July 5, 2022

SUBJECT: BID AWARD FOR SERVICE CENTER YARD CONCRETE PAVEMENT REPLACEMENT PHASE II

Attachments

Summary/Background Information

Phase I of this project was completed in 2019. This is Phase II of the replacement of the Service Center asphalt yard and parking lot project. Approved is \$494,000 in the General Fund, Streets and Drainage Construction and Repair budget to remove the Service Center yard's failing asphalt pavement and replace it with 8" reinforced concrete pavement. On June 16th, four sealed competitive bids were received and B & B Concrete was the apparent low bidder at \$378,000.

The remaining budget of \$116,000 would be used for additional asphalt pavement removal and concrete replacement at the Service Center along with all material testing services and any miscellaneous costs associated with this project.

Action Needed

For Council consideration is the bid award to B & B Concrete of \$378,000, use of the remaining budget of \$116,000 and authorize the City Manager to execute a contract with B & B Concrete for Phase II.



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Lea Ann Ewing, Purchasing Agent

DATE: July 5, 2022

SUBJECT: BID AWARD FOR NIS FORCED MOWING SERVICES

Attachments

Summary/Background Information

In January 2021, the City accepted sealed bids for the Grounds Maintenance Services Small Contract that includes mostly tractor mowing managed by our Parks Department and has historically been used by Neighborhood Improvement Services department for forced mowing as budgeted for code compliance purposes. Council awarded the bid in February to the apparent low bidder, SRH Landscapes, based on best value. The second low bidder was Grass Kisser (the prior years' contractor for this service).

The Neighborhood Improvement Services department was informed on September 3, 2021 by SRH Landscapes that they can no longer perform the forced mowing part of this contract and that they are going to focus on the large area tractor mowing. Staff approached Grass Kisser to see if they would be interested in the City's contract for forced mowing at the per unit price they submitted in their January 2021 bid and they agreed. Council awarded the contract to Grass Kisser on September 8, 2021.

On June 21, 2022, Grass Kisser informed the City that they were terminating the current contract due to lack of employees.

Staff would like to piggyback the City of Royse City contract with Chief Landscaping for these services. We have an interlocal agreement with Royse City that allows us to piggyback their competitively bid contracts therefore meeting the sealed bid requirements of the Forced Mowing services.

Action Needed

For Council consideration are the bid award to Chief Landscaping and authorize the City Manager to execute a contract in the amount \$33,000 for this work.



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Kristy Teague, City Secretary/Asst. to the City Manager

DATE: July 5, 2022

SUBJECT: 'STATE OF THE DEPARTMENT' FOR PD

Attachments

Summary/Background Information

Rockwall Police Chief, Max Geron will provide a presentation to Council concerning this topic at Tuesdays meeting.

Action Needed

N/A



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Ryan Miller, Director of Planning and Zoning

DATE: July 5, 2022

SUBJECT: Z2022-027; ZONING CHANGE (AG TO PD) FOR THE LOFLAND TRACT

Attachments
Memorandum

Summary/Background Information

Hold a public hearing to discuss and consider a request by Adam Buczek of the Skorburg Company on behalf of Bill Lofland of the Lofland Family for the approval of an ordinance for a *Zoning Change* from an Agricultural (AG) District to a Planned Development District for Single-Family 10 (SF-10) and General Retail (GR) District land uses on a 544.89-acre tract of land identified as Tracts 3 & 3-1 of the A. Johnson Survey, Abstract No. 123 [355.146-acres]; Tracts 7 & 7-2 of the W. H. Baird Survey, Abstract No. 25 [45.744-acres]; and Tracts 3 & 4 of the J. R. Johnson Survey, Abstract No. 128 [144.00-acres], City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, situated within the SH-205 Overlay (SH-205) and SH-205 By-Pass Overlay (SH-205 BY OV) District, generally located on the east and west side of S. Goliad Street [SH-205] at the corner of the intersection of John King Boulevard and S. Goliad Street [SH-205], and take any action necessary (1st Reading).

Action Needed

The City Council will need to announce the public hearing date of July 18, 2022. No further action is required.



CITY OF ROCKWALL

CITY COUNCIL MEMORANDUM

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Mayor and City Council

CC: Mary Smith, *City Manager*
Joey Boyd, *Assistant City Manager*

FROM: Ryan Miller, *Director of Planning and Zoning*

DATE: July 5, 2022

SUBJECT: Z2022-027; *Zoning Change (AG to PD) for the Lofland Tract*

On June 28, 2022, the Planning and Zoning Commission held a public hearing on *Case No. Z2022-027*, and approved a motion to continue the public hearing to the July 12, 2022 Planning and Zoning Commission Work Session meeting (see *attached applicant's letter*). The purpose of this request is to allow the applicant time to refine the concept plan to account for recent findings that include: [1] a 24-inch water line that was discovered in the existing right-of-way of Lofland Circle, and [2] the discovery of wetlands area adjacent to Lofland Circle. Both of these issues require changes to the proposed concept plan. According to Subsection 02.03, *Procedures for Zoning Applications*, of Article 11, *Development Applications and Review Procedures*, of the Unified Development Code (UDC), "(a) public hearing that was noticed in the manner prescribed by Subsection 02.03(A) [Article 11; UDC] may be postponed by announcing the postponement at the time and place of the noticed public hearing. The postponement of a public hearing shall be to a specific time and date no later than 30-days from the first or most recent public hearing. A postponed public hearing shall be presumed to be held in the same location as the initial public hearing, unless a different location is announced. The announcement of a postponement at a public hearing shall be sufficient notice and no additional notice is required." This means the City Council will need to announce the new public hearing date of July 18, 2022 and no further action or motions are required. Should the City Council have any questions staff and the applicant will be available at the July 5, 2022 City Council meeting.



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Ryan Miller, Director of Planning and Zoning

DATE: July 5, 2022

SUBJECT: P2022-028; PRELIMINARY PLAT FOR LOTS 1 & 2, BLOCK A, ROCKWALL ISD ADDITION

Attachments

Case Memo
Memorandum
Applicant's Letter for Quail Run Road
Applicant's Letter for Infrastructure Waiver
Development Application
Location Map
Preliminary Plat
Site Plan
Statement of Service
Traffic Impact Analysis

Summary/Background Information

Discuss and consider a request by Robert Howman of Glenn Engineering Corp. on behalf of William Salee of the Rockwall Independent School District (RISD) for the approval of a *Preliminary Plat* for Lots 1 & 2, Block A, Rockwall ISD Addition being a 76.068-acre tract of land identified as Tracts 14-01 & 14-11 of the J. M. Glass Survey, Abstract No. 88, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 94 (PD-94) for limited Neighborhood Services (NS) District land uses, generally located at the northwest corner of the intersection of FM-1141 and E. Quail Run Road, and take any action necessary.

Action Needed

The City Council is being asked to approve, approve with conditions, or deny the requested waivers to infrastructure and preliminary plat.



CITY OF ROCKWALL

CITY COUNCIL CASE MEMO

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: The Mayor and City Council
DATE: July 5, 2022
APPLICANT: Robert Howman; *Glenn Engineering Corp.*
CASE NUMBER: P2022-028; *Preliminary Plat for lots 1 & 2, Block A, Rockwall ISD Addition*

SUMMARY

Discuss and consider a request by Robert Howman of Glenn Engineering Corp. on behalf of William Salee of the Rockwall Independent School District (RISD) for the approval of a Preliminary Plat for Lots 1 & 2, Block A, Rockwall ISD Addition being a 76.068-acre tract of land identified as Tracts 14-01 & 14-11 of the J. M. Glass Survey, Abstract No. 88, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 94 (PD-94) for limited Neighborhood Services (NS) District land uses, generally located at the northwest corner of the intersection of FM-1141 and E. Quail Run Road, and take any action necessary.

PLAT INFORMATION

- ☑ The purpose of the applicant's request is to Preliminary Plat a 76.068-acre tract of land (i.e. *Tracts 14-01 & 14-11 of the J. M. Glass Survey, Abstract No. 88*) to establish the necessary easements (e.g. *fire lane, public access/right-of-way, utilities, and drainage*) for the future development of a school. In addition, the applicant has submitted a letter requesting waivers to the required infrastructure as stipulated in Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances.
- ☑ On August 30, 1999, the subject property was annex by the City Council through *Ordinance No. 99-33 [Case No. A1999-001]*. At the time of annexation, the subject property was zoned Agricultural (AG) District. The subject property has been remained vacant since annexation. On May 2, 2022, City Council approved a zoning change by *Ordinance No. 22-25 [Case No. Z2022-015]* from Agricultural (AG) District to Planned Development 95 (PD-95) District for Neighborhood Services (NS) District land uses.
- ☑ The purpose of a Preliminary Plat is to provide sufficient information to evaluate and review the general design of the development to ensure compliance with the OURHometown Vision 2040 Comprehensive Plan, the Unified Development Code (UDC), and the *Subdivision Ordinance* contained in the Municipal Code of Ordinances.
- ☑ The applicant has submitted a letter requesting that the City Council waive infrastructure required by Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances. In response to the applicant's request staff has prepared a memorandum addressing the infrastructure requirements for this property and the applicant's requested waivers (see *attached memorandum*). In addition, the following is a summary of the infrastructure the applicant is required to build and the applicant's request/conformance with these requirements:

TABLE 1: ROADWAY REQUIREMENT

Panhandle Drive: Dedicate a 65-foot right-of-way and construct a 45-foot back-to-back concrete street from the northern property line to the southern property line.
Quail Run Road: Dedicate 32.50-feet from the centerline of the roadway and construct a minimum of 24-feet of Quail Run Road from the western property line to FM-1141.
North Country Lane: Dedicate 32.50-feet from the centerline of the roadway and construct the remaining width of 20-feet for North Country Lane.

APPLICANT'S PROPOSAL

WAIVER; The applicant is proposing to dedicate the right-of-way for the roadway, but is requesting a waiver to no construct the street.
IN CONFORMANCE; The applicant is proposing to dedicate the right-of-way for the roadway, and construct the required street section.
WAIVER; The applicant is proposing to dedicate the right-of-way for the roadway, but is requesting a waiver to no construct the street.

TABLE 2: WATER

REQUIREMENT	APPLICANT'S PROPOSAL
<u>Panhandle Drive Water Line</u> : Build a 12-inch water line from the existing 12-inch water line at the northern property line to the existing 12-inch water line in Quail Run Road.	WAIVER : The applicant is proposing to dedicate the right-of-way for the roadway, but is requesting a waiver to not construct the waterline.

- ☑ The surveyor has completed the majority of the technical revisions requested by staff, and this plat -- *conforming to the requirements for plats as stipulated by the Subdivision Ordinance in the Municipal Code of Ordinances* -- is recommended for conditional approval pending the completion of final technical modifications and submittal requirements.
- ☑ Conditional approval of this plat by the City Council shall constitute approval subject to the conditions stipulated in the *Conditions of Approval* section below.
- ☑ With the exception of the items listed in the *Conditions of Approval* section of this case memo, this plat is in substantial compliance with the requirements of the *Subdivision Ordinance* in the Municipal Code of Ordinances.

CONDITIONS OF APPROVAL

If the Planning and Zoning Commission chooses to recommend approval of a Preliminary Plat for *Lots 1 & 2, Block A, Rockwall ISD Addition*, staff would propose the following conditions of approval:

- (1) All technical comments from City Staff (*i.e. Engineering, Planning and Fire Department*) shall be addressed prior to submittal of civil engineering plans;
- (2) Any construction resulting from the approval of this Preliminary Plat shall conform to the requirements set forth by the Unified Development Code (UDC), the International Building Code (IBC), the Rockwall Municipal Code of Ordinances, city adopted engineering and fire codes and with all other applicable regulatory requirements administered and/or enforced by the state and federal government.

PLANNING AND ZONING COMMISSION

On June 28, 2022, the Planning and Zoning Commission approved a motion to recommend denial of the Infrastructure Variance and the Preliminary Plat by a vote of 6-1, with Commissioner Llewellyn dissenting.



CITY OF ROCKWALL

CITY COUNCIL MEMORANDUM

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Mayor and City Council

CC: Mary Smith, *City Manager*
Joey Boyd, *Assistant City Manager*

FROM: Ryan Miller, *Director of Planning and Zoning*

DATE: July 5, 2022

SUBJECT: Infrastructure Request Associated with Case No. P2022-028

As part of the preliminary plat for Case No. P2022-028, the applicant -- William Salee of the Rockwall Independent School District -- has submitted a letter requesting the City Council waive certain infrastructure requirements associated with the development of a school on the subject property. The infrastructure the applicant is requesting the waiver for is required by Subsection (4), *Property Owner's Obligation*, of Section 38-5, *Policy*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, which states:

- (a) *Dedication and Construction of Improvements*. The property owner shall dedicate all rights-of-way, and easements for, and shall construct, capital improvements within the rights-of-way or easements for those water, wastewater, road or drainage improvements needed to adequately serve a proposed development consistent with the applicable master facilities plans, whether the facilities are located on, adjacent to or outside the boundaries of the property being platted.

Specifically, the applicant is requesting the following required infrastructure be waived:

ROADWAYS

Required Infrastructure: The following roadway infrastructure is required:

- (1) *Panhandle Drive*. This roadway is identified as a M4U (i.e. major collector, four [4] lane, undivided roadway) on the City's Master Thoroughfare Plan contained in the OURHometown Vision 2040 Comprehensive Plan. Based on this, this roadway requires a minimum right-of-way width of 65-feet with a 45-foot *back-of-curb to back-of-curb* concrete roadway to be constructed within the right-of-way. Since the applicant's property is situated on both sides of this roadway, they would be required to construct the full width of this roadway from the northern property line adjacent to the Dalton Ranch Subdivision to the southern property line adjacent to Quail Run Road.



FIGURE 1: MASTER THOROUGHFARE PLAN FOR THE SUBJECT PROPERTY

- ①: PANHANDLE DRIVE
②: NORTH COUNTRY LANE
③: QUAIL RUN ROAD
④: FM-1141

Applicant's Response: The applicant has stated that they are willing to dedicate the right-of-way for the roadway, but are requesting that they not be required to construct the roadway.

- (2) Quail Run Road. This roadway is an existing 17-foot wide asphalt street that is identified as a M4U (i.e. major collector, four [4] lane, undivided roadway) on the City's Master Thoroughfare Plan contained in the OURHometown Vision 2040 Comprehensive Plan. Based on this, the proposed project would require that the applicant verify the width of E. Quail Run Road to ensure that there is 32.50-feet of right-of-way from the centerline of the roadway and dedicate any necessary right-of-way. In addition, a minimum 24-foot concrete road section would be required to be constructed along E. Quail Run Road from the western corner of the subject property to the eastern corner of the subject property.

~~Applicant's Response: The applicant has stated that they are willing to dedicate the right of way for the roadway, but are requesting that they not be required to construct the roadway.~~

Updated Applicant's Response: The applicant is proposing to dedicate the right-of-way and construct the required street cross section for E. Quail Run Road.

- (3) North Country Lane. This roadway is identified as a M4U (i.e. major collector, four [4] lane, undivided roadway) on the City's Master Thoroughfare Plan contained in the OURHometown Vision 2040 Comprehensive Plan. Based on this, this roadway requires a minimum right-of-way width of 65-feet with a 45-foot *back-of-curb to back-of-curb* concrete roadway to be constructed within the right-of-way. An existing 24-foot concrete road section for this roadway was constructed when the Dalton Ranch subdivision was constructed. The applicant's project would require the balance of this roadway to be constructed.

Applicant's Response: The applicant has stated that they are willing to dedicate the right-of-way for the roadway, but are requesting that they not be required to construct the remaining 20-foot wide roadway section.

Staff's Response: The applicant has cited the Traffic Impact Analysis (TIA) they submitted to the City as being the rationale for not constructing these roadways. Staff is obligated to point out that this study has not been approved by the City's consultants or the City, and that major discrepancies still exist. In addition, staff is also obligated to note that in the City's original conversations with the applicant, the applicant indicated a willingness to construct portions of Quail Run Road adjacent to the property line and construct their portion of North Country Lane. The site plan submitted with this case also shows North Country Lane being constructed. It wasn't until the recent letter submitted by the applicant that this roadway was requested to be waived.

Infrastructure Being Provided: The applicant is constructing improvements to FM-1141, which include widening the existing roadway from the northern property line to the southern property line to make this roadway a three (3) lane roadway with four (4) foot shoulders. In addition, the applicant is proposing to construct deceleration lanes for all of the proposed driveways and North Country Lane and Quail Run Road. This work will also include an asphalt overlay of the existing roadway from the northern property line to the southern property line of the subject property.

WATER

Required Infrastructure: According to the Water Distribution System Master Plan a 12-inch waterline is required to be constructed in the right-of-way of Panhandle Drive, extending from the existing stub in Panhandle Drive adjacent to the northern property line to the southern property line adjacent to Quail Run Road. This water line will need to be put into the 65-foot right-of-way for Panhandle Drive dedicated with this project.

Applicant's Response: The applicant has stated they are willing to dedicate the right-of-way for the waterline, but are requesting not to construct this waterline.



Staff's Response: Staff has consulted with Birkoff, Hendricks, & Carter LLP -- *the City's Water Consultant* -- concerning the applicant's request, and has determined that 12-inch line in Panhandle is not necessary to serve the current development, but may be needed for any additional development.

Infrastructure Being Provided: Staff should note that the applicant is proposing to extend the 12-inch line in North Country Lane from the northern property line to FM-1141 in accordance with the Water Distribution System Master Plan.

WASTEWATER

Infrastructure Being Provided: The applicant will construct an eight (8) inch wastewater line that will connect with the existing wastewater line existing along Quail Run Road.

Staff should point out that all of the above infrastructure requirements were originally outlined in the case memo for *Case No. Z2022-015*, which involved rezoning the subject property from an Agricultural (AG) District to a Planned Development District for Neighborhood Services (NS) District land uses; however, staff was not informed about the request to waive infrastructure until after the site plan was submitted. It should also be pointed out that the applicant does currently have a site plan in review (*Case No. SP2022-017*), which is pending action until after these infrastructure questions are addressed.

As part of this preliminary plat request, the City Council is being tasked with determining if the requests to waive the above-mentioned infrastructure is warranted. According to Section 38-8, *Preliminary Plat*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, the approval criteria for a preliminary plat is as follows:

- (g) Criteria for Approval. The following criteria shall be used to determine whether the application for a preliminary plat shall be approved, approved with conditions, or denied:
- (1) Where a master plat has been approved for the land subject to the proposed preliminary plat, the preliminary plat conforms to the general layout of the master plat, the conditions attached to the master plat, and the phasing plan approved therein.
 - (2) The preliminary plat is consistent with all zoning requirements for the property, and any approved development or annexation agreements.
 - (3) The proposed provision and configuration of roads, water, wastewater, drainage easements and rights-of-way and park facilities conforms to the city's master facilities plans for such facilities, including the city's adopted thoroughfare plan, and any amendments thereto.
 - (4) The water, wastewater, roadway and drainage systems serving the development have adequate capacity to accommodate the demands for services created by the development at the time of preliminary plat approval, or that such capacity will be available by the time of final plat approval, in accordance with section 38-15 et seq. of these subdivision regulations.
 - (5) The dedication of land, construction of public improvements or fees to be contributed by the subdivider are adequate to offset the impacts on public improvements created by the development.
 - (6) The design of the subdivision meets all other standards of this chapter.
 - (7) Where the proposed development is located in whole in part in the extraterritorial jurisdiction of the city and is subject to an interlocal agreement under V.T.C.A., Local Government Code Chapter 242, the proposed preliminary subdivision plat meets any county standards to be applied pursuant to the agreement.

In addition, Section 38-5, *Policy*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, states "(l)and shall not be approved for platting or development unless and until adequate public facilities necessary to serve the development exist or provision has been made for the facilities, whether the facilities are to be located within the property being developed or offsite." Should the City Council not wish to approve the waivers requested by the applicant they would effectively be denying the proposed preliminary plat. Staff should point out that if this request is denied, staff will be obligated to recommend that the Planning and Zoning Commission deny *Case No. SP2022-017* on the grounds that adequate public facilities have not been

provided. Attached to this memorandum staff has included the applicant's letter, which provides more background on the request. Should the City Council have any questions concerning this request, staff will be available at the July 5, 2022 City Council meeting.



June 29, 2022

Ryan Miller
Director of Planning
City of Rockwall
385 South Goliad
Rockwall, Tx 75087

Rockwall ISD – Cover Letter – Ninth Grade Center Projects – Preliminary Plat Submission

Mr, Miller

Per feedback the district received from the Planning and Zoning Commission at the meeting held on June 28th, 2022 and the subsequent meeting that included City of Rockwall and Rockwall ISD staff on June 29th the district proposes to include the additional infrastructure to the Preliminary Plat Submissions:

The district will demolish the existing asphalt E. Quail Run Road from FM 1141 to John King Blvd and will construct a new 24' wide concrete wide road section of the same length and tie in to the existing concrete intersection paving at John King Blvd. The road alignment will be built on the northern half of the right of way adjacent to the district's property. The road section will conform to City of Rockwall construction standards and be in alignment with the city's Master Thoroughfare plan.

Per the meeting held on June 29, 2022 the district understands that adding this scope at the E. Quail Run roadway will be sufficient per city staff to support both the North site at Dalton Ranch and the South site along John King. All other infrastructure proposed in the preliminary plat would remain to be included as previously submitted.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Will Salee', written over a light blue horizontal line.

Will Salee
Executive Director of Operations



Ryan Miller
Director of Planning, City of Rockwall
385 South Goliad
Rockwall TX 75087

June 22, 2022

Rockwall ISD – Preliminary Plat Submittal for Ninth Grade Center Projects

Mr. Miller,

Rockwall ISD is providing this letter to provide clarity to the proposed infrastructure scope for the district's planned North and South Ninth Grade Center projects. Per discussion with city staff on June 21, 2022 it was indicated by city staff to the district that clarification was needed to ensure the proposed scope was easily identifiable for consideration by P&Z and City Council.

In addition to dialogue with you and other city staff members regarding the Ninth Grade Center projects, the district, our architect (Corgan), and Civil Engineer (Glenn Engineering), have also considered the following information below in regards to the proposed the infrastructure scope:

- TIA Reports created by Glenn Engineering, dated April 13, 2022
- TIA Reports created by Pacheco Koch with updated traffic data collected on May 10, 2022 as requested by city staff, report dated May 24, 2022
- TIA Report comments from Binkley & Barfield, dated June 16, 2022
 - District's engineering firms are currently working on comment responses. Comment responses will not significantly alter traffic generated by district proposed development.
- Water and Wastewater Analysis Report by Birkhoff, Hendricks, & Carter LLP, dated May 11, 2022

With current economic conditions persisting that include supply chain disruptions and significant inflation in fuel and building materials, construction pricing continues to increase on a monthly basis. The district acknowledges our obligation to provide the required city infrastructure (Roads, Water, and Waste Water) to support these facilities for the design capacity of two 1,000-student capacity Ninth Grade Center facilities. The district must focus our efforts on providing the required infrastructure before considering any auxiliary infrastructure desires of the city or the district due to the consistently rising construction costs referenced above. The district's obligation above all else is to provide a safe and secure facility that meets the curriculum needs of the district's ninth grade programs and invests the bond funds that have been entrusted to the district in the highest and best way to serve the students of Rockwall ISD. It has been the district's intent in dialogue with the city regarding these projects to meet all of these goals.

The district will comply with all landscaping, storm drainage, and dumpster oil separator requirements noted on the city's plan review. The district has ensured franchise utilities for electric, natural gas, and telephone/fiber are available and is currently in discussions with these utility companies to bring these utilities to the project sites at no cost to the city. These projects will meet the requirements of the planned development zoning and materiality requirements as reviewed by the Architectural Review Board. This includes the John King overlay requirements. No building variances are being requested.

The required, and thus, district proposed, road, water, and wastewater, infrastructure needs for these projects are as follows:

Infrastructure Item Legend

R – Required & Proposed Infrastructure to be constructed by RISD as a part of these projects

O – City Infrastructure per City Comment, Not required at this time per TIA or Infrastructure Report

Rockwall High School Ninth Grade Center (North Site at Dalton Ranch)**Road Infrastructure - General**

The school district's engineering firms have performed two traffic impact analysis (TIA) reports for this site as referenced above. The below proposed scope at each road identified is based on what is required to support existing traffic and any new traffic generated by the Ninth Grade Centers. Please note that the proposed Ninth Grade center projects will not have student drivers, as very few ninth graders will have obtained a driver's license during their time at this campus. The current site plan indicates significant stacking length for vehicle queuing that exceeds other district secondary campus locations. These extensive drop off lanes will mitigate back up on city roads.

R Farm to Market 1141 (FM 1141)

This roadway is capable of handling the additional traffic for the new Rockwall High School Ninth Grade Center with improvements. These improvements include widening the existing roadway the entire length of the site from a 2-lane roadway without any shoulders to a 3-lane roadway with 4-foot shoulders. This new roadway will also include deceleration lanes for all proposed driveways and both North Country Lane and Quail Run Road. The 3-lane configuration will provide a left turn lane for the entire site while allowing an open travel lane in both direction so the existing traffic will not be impacted. This improvement will also include a full asphalt overlay the length of the improvement

The estimated cost of the required improvements per the district's construction manager to Farm to Market Road 1141 is \$3,083,234

○ Panhandle Drive

The current plan for the new Rockwall High School Ninth Grade Center does not require access to this future roadway. The district acknowledges that Panhandle Drive is shown on the City of Rockwall's Master Thoroughfare Plan. However, it is not required to be constructed to handle the daily traffic per the completed TIA reports. Panhandle drive may be constructed in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$245,078.

○ Quail Run Road

The current plan for the new Rockwall High School Ninth Grade Center does not utilize Quail Run Road for access for drop off and pick up. The site design is for traffic to enter the site on North Country or 1141 for drop off pickup queuing. Bus traffic will use the south portion of the site to keep this traffic separate for safety. The access to Quail Run Road is a courtesy drive for after-hours access for sports events and emergency vehicles. While we acknowledge that Quail Run Road is shown on the City of Rockwall's Master Thoroughfare plan the current road can handle the daily traffic per the completed TIA reports. Quail Run Road may be reconstructed or widened in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$73,462.

○ North Country Lane

The current plan for the new Rockwall High School Ninth Grade Center will utilize North Country Lane for access for drop off and pick up. The access from North Country Lane is primarily for drop off and pick up for southbound traffic off of FM 1141. We acknowledge that North Country Lane is shown on the City of Rockwall's Master Thoroughfare Plan. The current concrete half section road can handle the daily traffic per the completed TIA reports. North Country Lane may be widened in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$60,606.

Water

R Presently there is a 16" water line on the east side of Farm to Market 1141 (FM 1141), a 12" water line on the North Side of North Country Lane and a 12" Water Line on the north side of Quail Run Road. A looped 8" line around the Proposed Rockwall Ninth Grade Center will be constructed for fire protection. The 12" water line on the north side of North Country Lane will be extended east to the existing 16" line in FM 1141 completing the loop connection. A 4" Domestic line will be provided from the Proposed 12" line in North Country Lane to the new Rockwall Ninth Grade Center. Based the existing water pressures and with the above improvements the City of Rockwall is capable of providing the water needs for the new Rockwall High School Ninth Grade Center.

○ The 12" water line on the Master Infrastructure plan along Panhandle Drive is not required to provide domestic or fire protection water service to the facility at this time. This line may be built in the future should the district need to enlarge the facility and it is shown to be needed at that time. The district will provide the easement for the future water line as shown on the preliminary plat.

Sanitary Sewer

R An 8" sanitary sewer line will be provided from the new Rockwall Ninth Grade Center to the proposed sanitary sewer line being constructed by the developer on the south side of Quail Run.

Rockwall Heath High School Ninth Grade Center (South Site at GBCCA & John King Blvd)

Road Infrastructure - General

The school district's engineering firms have performed two traffic impact analysis (TIA) reports for this site as referenced above. The below proposed scope at each road identified is based on what is required to support existing traffic and any new traffic generated by the Ninth Grade Centers. Please note that the proposed ninth grade center projects will not have student drivers, as very few ninth graders will have obtained a driver's license during their time at this campus. The current site plan indicates significant stacking length for vehicle queuing that exceeds other district secondary campus locations. These extensive drop off lanes will mitigate back up on city roads. Note the drop off pick up times for the College and Career Academy and the Ninth Grade Center will be offset by one hour as the CCA does not operate the first and last period of the school day.

R South John King Boulevard

This roadway is capable of handling the additional traffic for the new Rockwall Heath High School Ninth Grade Center. All access for the new Rockwall Heath High School Ninth Grade Center will be taken from South John King Boulevard. Some of the access to the site will come from the existing drives for the



Gene Burton Academy. The original design for the Academy showed additional buildings being placed on this site and so the drive was constructed for future development.

○ Stableglen Drive

The current plan for the new Rockwall Heath High School Ninth Grade Center does not require access to this future roadway. While we acknowledge that Stableglen Drive is shown on the City of Rockwall's Master Thoroughfare Plan, the current development of the Ninth Grade Center just like the Gene Burton Academy does not require the construction of Stableglen to handle the daily traffic. Stableglen may be constructed in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$289,256.

Water

R Presently there is a 16" water line ending at the southeast corner of the Gene Burton Academy. This 16" water line will be extended to the southeast corner of the proposed Rockwall Heath High School Ninth Grade Center Site. With the construction of The Gene Burton Academy an 8" water line was constructed for fire protection and an 8" stub out connection was provided for future growth at the southeast corner of the existing Academy. A looped 8" line around the proposed Rockwall Heath High School Ninth Grade Center will be constructed for fire protection. A 4" Domestic line will be provided from the Proposed 16" along John King Blvd to the new Rockwall Heath High School Ninth Grade Center. Based on the Water and Wastewater Analysis provided by the City of Rockwall prepared by Birkhoff, Hendricks and Carter L.L.P. dated May 11, 2022, with the above improvements, the City of Rockwall water system is capable of providing the needs for the new Rockwall Heath High School Ninth Grade Center.

○ The 12" water line on the Master Infrastructure plan along Stableglen Drive is not required to provide domestic or fire protection water service to the facility at this time. This line may be built in the future should the district need to enlarge the facility and it is shown to be needed at that time. The district will provide the easement for the future water line as shown on the preliminary plat.

R Sanitary Sewer

Presently there is an 8" sanitary sewer serving this proposed site that is connected to the Hickory Ridge Lift Station. Based on the above referenced infrastructure report for Water and Wastewater Analysis this line has the capacity to serve the new Rockwall Heath High School Ninth Grade Center. While the line and the lift station both have adequate capacity, the analysis indicated that even though the downstream Mims Road force main currently has capacity, this capacity will be utilized by future developments and the school site was not part of the future development.

As such, the Rockwall Independent School District would have to construct approximately 3 miles of the Little Buffalo Creek Trunk Sewer Main from the existing Hickory Ridge Lift Station to the FM 3097 No. 1 Lift station as shown on the City of Rockwall's Master Sewer Plan. City staff has indicated that they may not be able to ensure construction of the CIP portion of the line from the lift station at FM 3097 to Wallace Lake in time for the district's Ninth Grade Center to open in the summer of 2024. The construction of the Little Buffalo Trunk Sewer main will result in the Hickory Creek Lift Station no longer being needed. The School District would like the flexibility in the alignment of the City's C.I.P. project to be better able to serve future development / subdivisions on the east side of Wallace Lake. While preserving the intent of the trunk main.



The district's construction manager estimates the cost to build this sewer line extension to serve the facility to be approximately \$2,250,000.00 not including the cost to acquire easements through the property required.

Conclusion

The district, as indicated above, will be committing to a significant investment in the required city infrastructure to support these projects. These commitments as part of the proposed development of these projects include road improvements, city sanitary sewer trunk line extensions, city water line extensions, and granting of right of ways and easements for potential future construction if and when it is needed. All proposed construction is in alignment with the city's Master Infrastructure and Thoroughfare plans to the extent that it is required to be constructed. The district is asking for consideration and approval of the proposed city infrastructure improvements as indicated in this letter. The school district, which is a similar governmental entity as the city, must always remain a good steward of taxpayer dollars while meeting its obligations to the community and city in regards to the development of these projects. Acceptance of the infrastructure as proposed will ensure the district meets these obligations.

Proposed School District Infrastructure Investments

Construction of FM 1141 road improvements	\$3,083,234
12" Water line extension along North Country	\$39,600
South John King Road Improvements	\$18,630
16" Water line extension along John King Blvd	\$125,800
Little Buffalo Creek sanitary Sewer Line Extension	\$2,250,000
Total estimated cost of ROWs granted	\$668,403
Total Investment in City Infrastructure by RISD	\$6,185,667

Sincerely,

A handwritten signature in blue ink, appearing to read 'William Salee', written over a light blue horizontal line.

William Salee
Executive Director of Operations



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO. _____

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING: _____

CITY ENGINEER: _____

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:

- ☐ MASTER PLAT (\$100.00 + \$15.00 ACRE) ¹
☒ PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE) ¹
☐ FINAL PLAT (\$300.00 + \$20.00 ACRE) ¹
☐ REPLAT (\$300.00 + \$20.00 ACRE) ¹
☐ AMENDING OR MINOR PLAT (\$150.00)
☐ PLAT REINSTATEMENT REQUEST (\$100.00)

SITE PLAN APPLICATION FEES:

- ☐ SITE PLAN (\$250.00 + \$20.00 ACRE) ¹
☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)

ZONING APPLICATION FEES:

- ☐ ZONING CHANGE (\$200.00 + \$15.00 ACRE) ¹
☐ SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE) ^{1 & 2}
☐ PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE) ¹

OTHER APPLICATION FEES:

- ☐ TREE REMOVAL (\$75.00)
☐ VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00) ²

NOTES:

¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.

²: A \$1,000.00 FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS _____

SUBDIVISION **Rockwall High School 9th Grade Center**

LOT

1

BLOCK

1

GENERAL LOCATION **Northwest corner of Quail Run Road and FM 1141**

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING **AG**

CURRENT USE **Public School**

PROPOSED ZONING **PD for NS uses**

PROPOSED USE **Public School**

ACREAGE **76.08 acres**

LOTS [CURRENT]

1

LOTS [PROPOSED]

1

☒ **SITE PLANS AND PLATS:** BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

☐ OWNER **Rockwall Independent School District**

☐ APPLICANT **Rockwall Independent School District**

CONTACT PERSON **William Salee - Executive Director of Operations**

CONTACT PERSON **Robert Howman**

ADDRESS **1191 T.L. Townsend Drive**

ADDRESS **4500 Fuller Drive**

Suite 220

CITY, STATE & ZIP **Rockwall, Texas 75087**

CITY, STATE & ZIP **Irving, Texas 75038**

PHONE **469-698-7031**

PHONE **972.989.2174 (mobile)**

E-MAIL **will.salee@rockwallisd.org**

E-MAIL **rahowman@glennengineering.com**

NOTARY VERIFICATION [REQUIRED]

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED WILL SALEE [OWNER] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

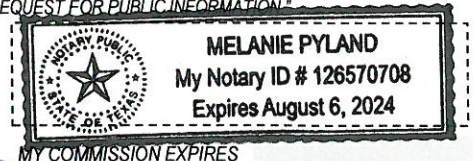
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF \$ 1,341.20 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 16th DAY OF JUNE, 2022. BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 16th DAY OF June, 2022

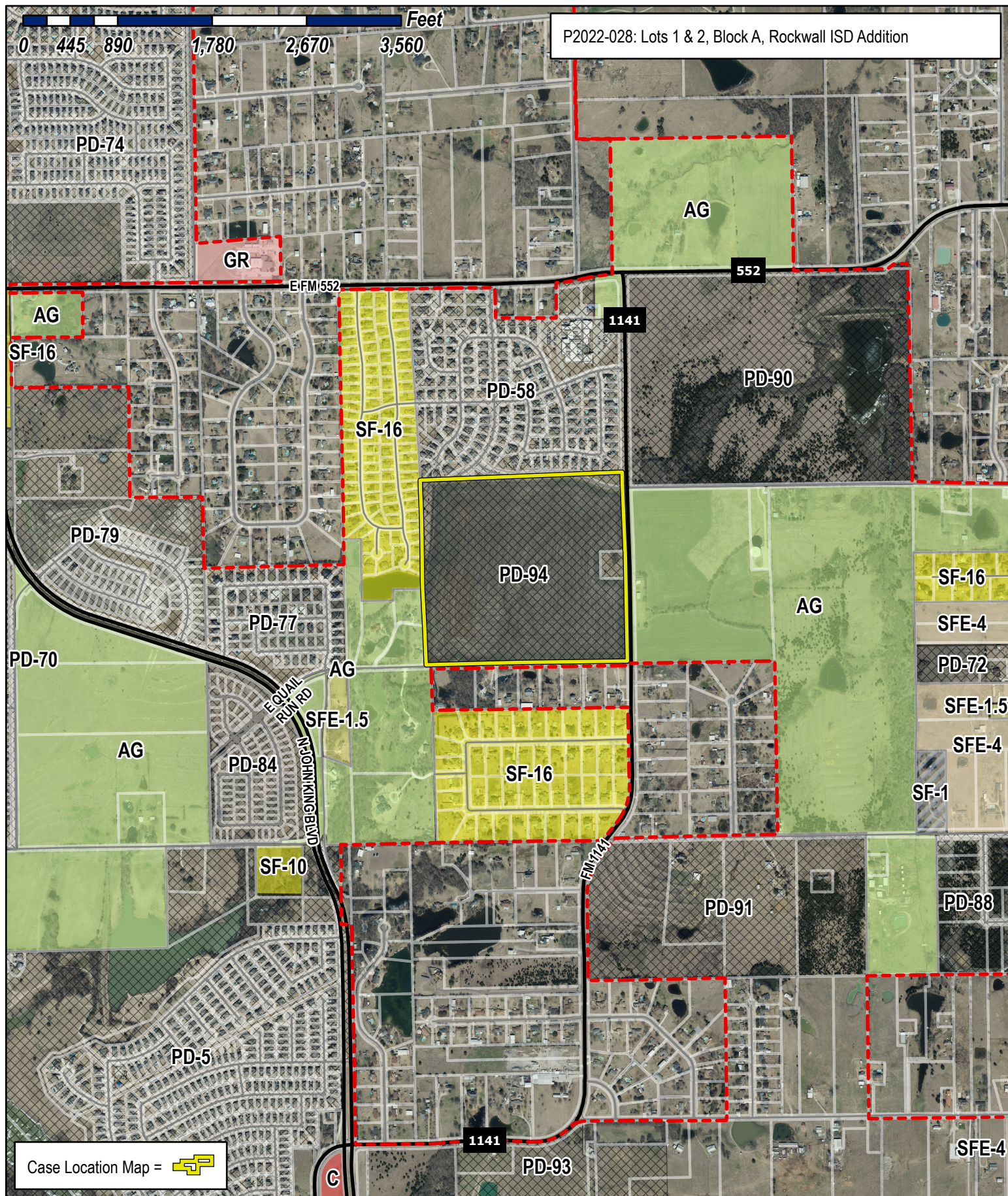
OWNER'S SIGNATURE

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

Melanie Pyland



MY COMMISSION EXPIRES

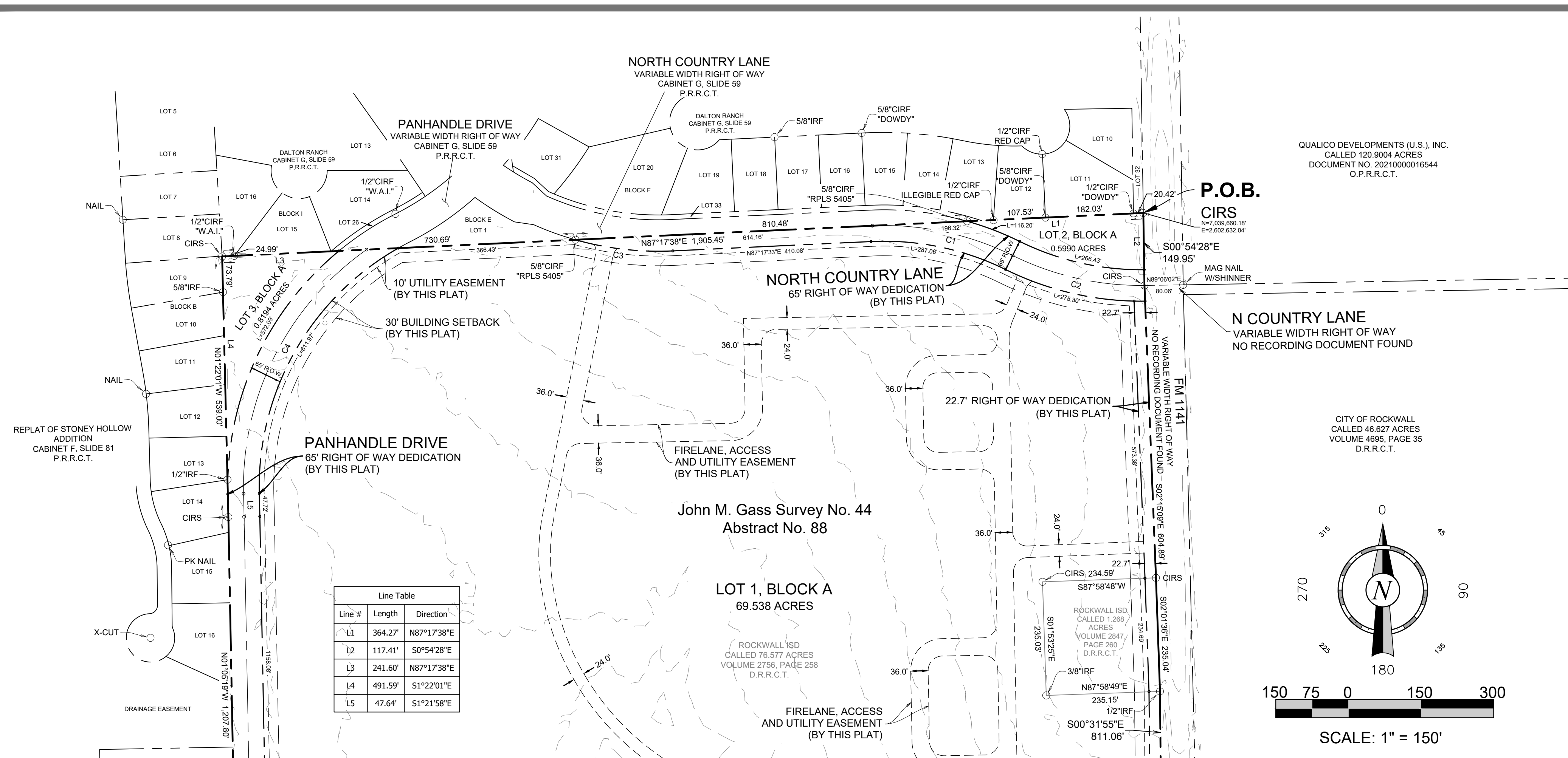


City of Rockwall

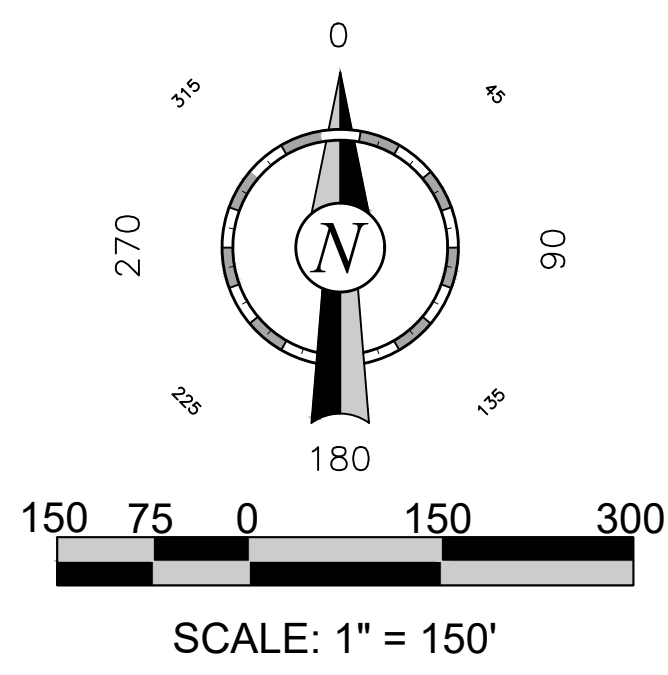
Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75032
(P): (972) 771-7745
(W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.

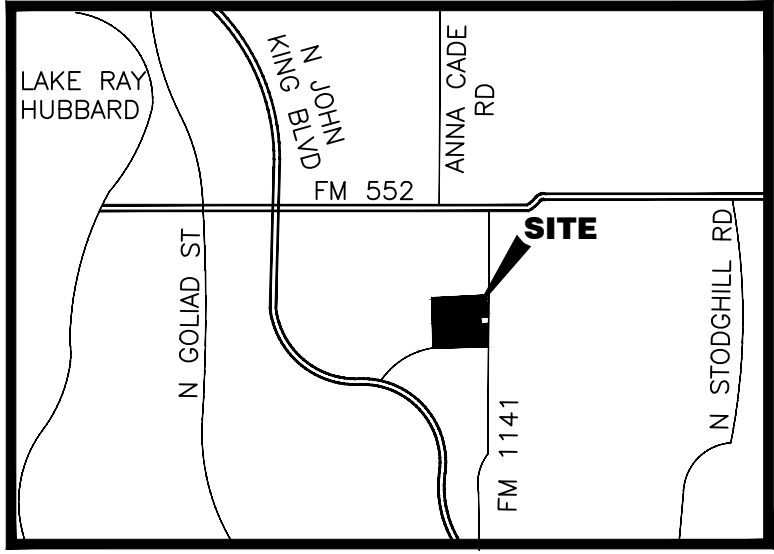




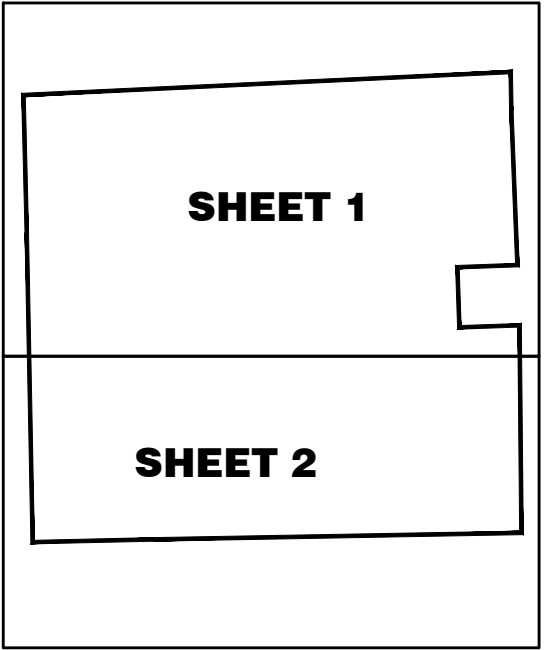
Line Table		
Line #	Length	Direction
L1	364.27'	N87°17'38"E
L2	117.41'	S0°54'28"E
L3	241.60'	N87°17'38"E
L4	491.59'	S1°22'01"E
L5	47.64'	S1°21'58"E



Match Line - See Sheet 2



LOCATION MAP
NOT TO SCALE



SHEET KEY MAP

LEGEND

DEED RECORDS, ROCKWALL COUNTY, TEXAS

OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS

PLAT RECORDS ROCKWALL COUNTY, TEXAS

IRF
CIRF
CIRS
MNF
MNS
P.O.B.
A.E.
B.L.
D.E.
N.G.E.
U.E.
S.S.E.
W.E.
D.U.E.
DIM

IRON ROD FOUND
CAPPED IRON ROD FOUND AS NOTED
1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
MAG NAIL FOUND
MAG NAIL SET
POINT OF BEGINNING
ACCESS EASEMENT
BUILDING LINE
DRAINAGE EASEMENT
NATURAL GAS EASEMENT
UTILITY EASEMENT
SANITARY SEWER EASEMENT
WATER LINE EASEMENT
DRAINAGE AND UTILITY EASEMENT
DIMENSION

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

**ROCKWALL I.S.D.
ADDITION**

LOTS 1 AND 2, BLOCK A
BEING 76.536 ACRES
SITUATED WITHIN THE
JOHN M. GASS SURVEY NO. 44, ABSTRACT NUMBER 88
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

© 2021 Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104
TBPELS #10120600

Phone: (214) 484-8586
www.bowman.com

Bowman Job No.:10305 Drawn By:RAP Sheet: 1 of 3

PLAT PERIMETER LEGAL DESCRIPTION

STATE OF TEXAS §
COUNTY OF ROCKWALL §

WHEREAS, Rockwall Independent School District being the owner of a 69.538 acre tract of land situated within the John M Gass Survey No. 44, Abstract No. 88, City of Rockwall, Rockwall County, Texas, and being all of a called 76.577 acre tract of land as described in the deed to Rockwall ISD recorded in Volume 2756, Page 258 of the Deed Records of Rockwall County, Texas (hereafter referred to as the ISD Tract). Said 69.538 acre tract of land being more particularly describes by metes and bounds as follows:

BEGINNING at a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set at the northeast corner of said ISD Tract, being on the west right of way line of FM 1141, a variable width right of way, as evidenced by the plat designated as "Dalton Ranch" recorded in Cabinet G, Slide 59 of the Plat Records of Rockwall County, Texas;

THENCE SOUTH 00 degrees 54 minutes 28 seconds EAST, 149.95 feet with the west right of way line of said FM 1141 to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set;

THENCE SOUTH 02 degrees 15 minutes 09 seconds EAST, 604.89 feet with the west right of way line of said FM 1141 to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set at the northeast corner of a called 1.268 acre tract of land as described in the deed to Rockwall ISD recorded in Volume 2847, Page 260 of said Deed Records;

THENCE SOUTH 02 degrees 01 minute 36 seconds EAST, 235.04 feet with the with the west right of way line of said FM 1141 to a 1/2-inch iron rod found at the southeast corner of said called 1.268 acre tract of land;

THENCE SOUTH 00 degrees 31 minutes 55 seconds EAST, 811.06 feet with the west right of way line of said FM 1141 to a MAG nail with shiner set at the southeast corner of said ISD Tract, being the northeast corner of a 30-foot right of way dedication for East Quail Run Road as dedicated on the plat designated as "Saddlebrook Estates" recorded in Cabinet A, Slide 307 of said Plat Records;

THENCE SOUTH 88 degrees 58 minutes 59 seconds WEST, 1,435.90 feet with the south line of said ISD Tract, being the north line of said right of way dedication and the approximate centerline of said East Quail Run Road to a MAG nail with shiner set at the northwest corner of said right of way dedication;

THENCE SOUTH 88 degrees 42 minutes 51 seconds WEST, 473.96 feet with the south line of said ISD Tract and the approximate centerline of said East Quail Run Road to the southwest corner of said ISD Tract from which a found MAG nail bears SOUTH 72 degrees 41 minutes 19 seconds WEST, 2.77 feet;

THENCE NORTH 01 degree 05 minutes 19 seconds WEST, 1,207.80 feet with the west line of said ISD Tract and being the east line of a called 2.517 acre tract of land as described in the deed to Michael R and Lori D Nalley recorded in Volume 1024, Page 324 of said Deed Records, the east line of the remainder of a called 4.0005 acre tract of land as described in the deed to Doyl C. Tully and wife, Vonette S. Tully recorded in Volume 951, Page 61 of said Deed Records and being the east line of Block B of the plat designated as "Replat of Stoney Hollow Addition" recorded in Cabinet F, Slide 81 of said Plat Records to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set;

THENCE NORTH 01 degree 22 minutes 01 second WEST, 539.00 feet with the west line of said ISD Tract and being the east line of said Block B to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set at the northwest corner of said ISD Tract and being the southwest corner of said Dalton Ranch;

THENCE NORTH 87 degrees 17 minutes 38 seconds EAST, 1,905.45 feet with the north line of said ISD Tract and being the south line of said Dalton Ranch to the POINT OF BEGINNING containing 69.538 acres.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

STATE OF TEXAS

COUNTY OF ROCKWALL

I (we) the undersigned owner(s) of the land shown on this plat, and designated herein as the **ROCKWALL I.S.D. ADDITION** a subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. I (we) further certify that all other parties who have a mortgage or lien interest in the **ROCKWALL I.S.D. ADDITION** subdivision have been notified and signed this plat. I (we) understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. I (we) also understand the following:

- No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.
- Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purpose of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.
- The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.
- The developer and subdivision engineer shall bear total responsibility for storm drain improvements.
- The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.
- No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall; or
Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements itself. Such deposit may be used by the owner and/or developer as progress payments as the work progresses in making such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or
Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.
- Property owner shall be responsible for maintaining, repairing, and replacing all systems in the detention and drainage easements.

I (we) further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; I (we), my (our) successors and assigns hereby waive any claim, damage, or cause of action that I (we) may have as a result of the dedication of exactions made herein.

Rockwall Independent School District

Rockwall Independent School District - Dr. John Villarreal
Superintendent

STATE OF TEXAS COUNTY OF ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, **2022**.

Notary Public in and for the State of Texas My Commission Expires

PLAT NOTES:

- The Basis of Bearings for this plat is GRID NORTH as established by GPS observation utilizing the Texas Coordinate System of 1983, North Central Zone. To obtain a grid distance, multiply the ground distance by 0.999853886.
- NOTICE: Selling a portion of this addition by metes and bounds is a violation of City ordinance and state law and is subject to fines and withholding of utilities and building permits.
- All corners are 1/2" iron rods set with a plastic cap stamped "BOWMAN PROP COR" unless otherwise noted.
- Lot, block and ROW corners will be set after substantial completion of the infrastructure.
- According to Map No. 48397C0035L and 48397C0030L, both dated 09/26/2008 of the National Flood Insurance Program Map, Flood Insurance Rate Map of Rockwall County, Texas, Federal Emergency Management Agency, Federal Insurance Administration, Panel 30 and 35 of 145, this property is within Zone X unshaded, based on scaled imaging.

GENERAL NOTES:

- It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83 54.

CERTIFICATE OF SURVEYOR

NOW, THEREFORE KNOW ALL MEN BY THESE PRESENTS:

I, THE UNDERSIGNED, A LSLS & REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT AND WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND.

Preliminary, this document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document. Released to the City for review. 2022-06

ROBERT A. HANSEN
LSLS & REGISTERED PROFESSIONAL
LAND SURVEYOR, NO. 6439
RHANSEN@BOWMAN.COM
DATE:

STATE OF TEXAS
COUNTY OF
ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, **2022**.

Notary Public in and for the State of Texas My Commission Expires

PRELIMINARY PLAT

ROCKWALL I.S.D.
ADDITION

LOTS 1 AND 2, BLOCK A
BEING 76.536 ACRES
SITUATED WITHIN THE
JOHN M. GASS SURVEY NO. 44, ABSTRACT NUMBER 88
CITY OF ROCKWALL , ROCKWALL COUNTY, TEXAS

Bowman

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1200 West Magnolia Blvd., Suite 300 Phone: (214) 484-8586
Fort Worth, TX 76104 www.bowman.com
TBPELS #10120600

Bowman Job No.:10305

Drawn By:RAP

Sheet: 3 of 3

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

RECOMMENDED FOR FINAL APPROVAL:

Planning & Zoning Commission, Chairman Date

APPROVED:

I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the _____ day of _____, **2022**.

This approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall, County, Texas, within one hundred eighty (180) days from said date of final approval.

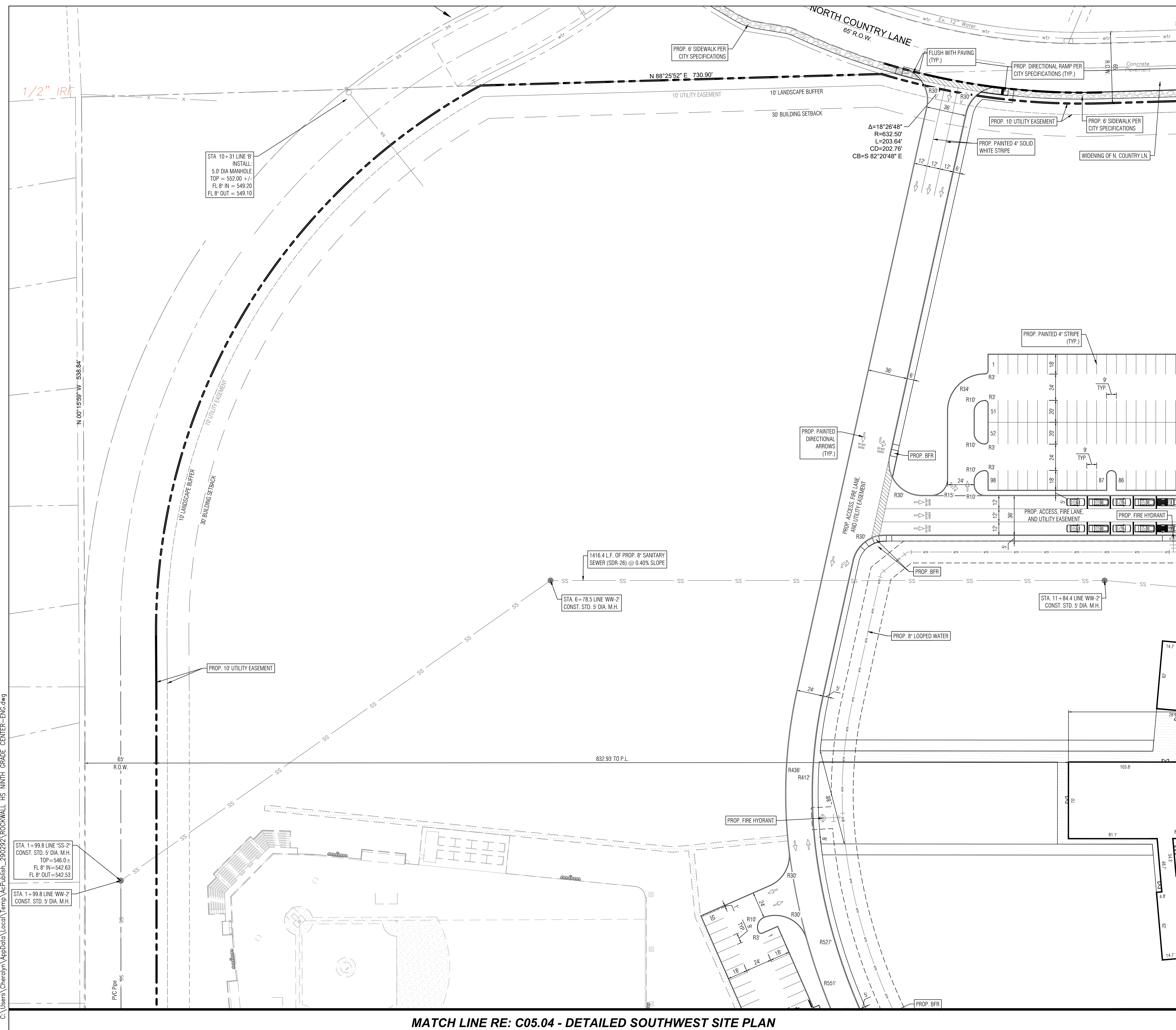
WITNESS OUR HANDS, this _____ day of _____, **2022**.

Mayor, City of Rockwall

City Secretary

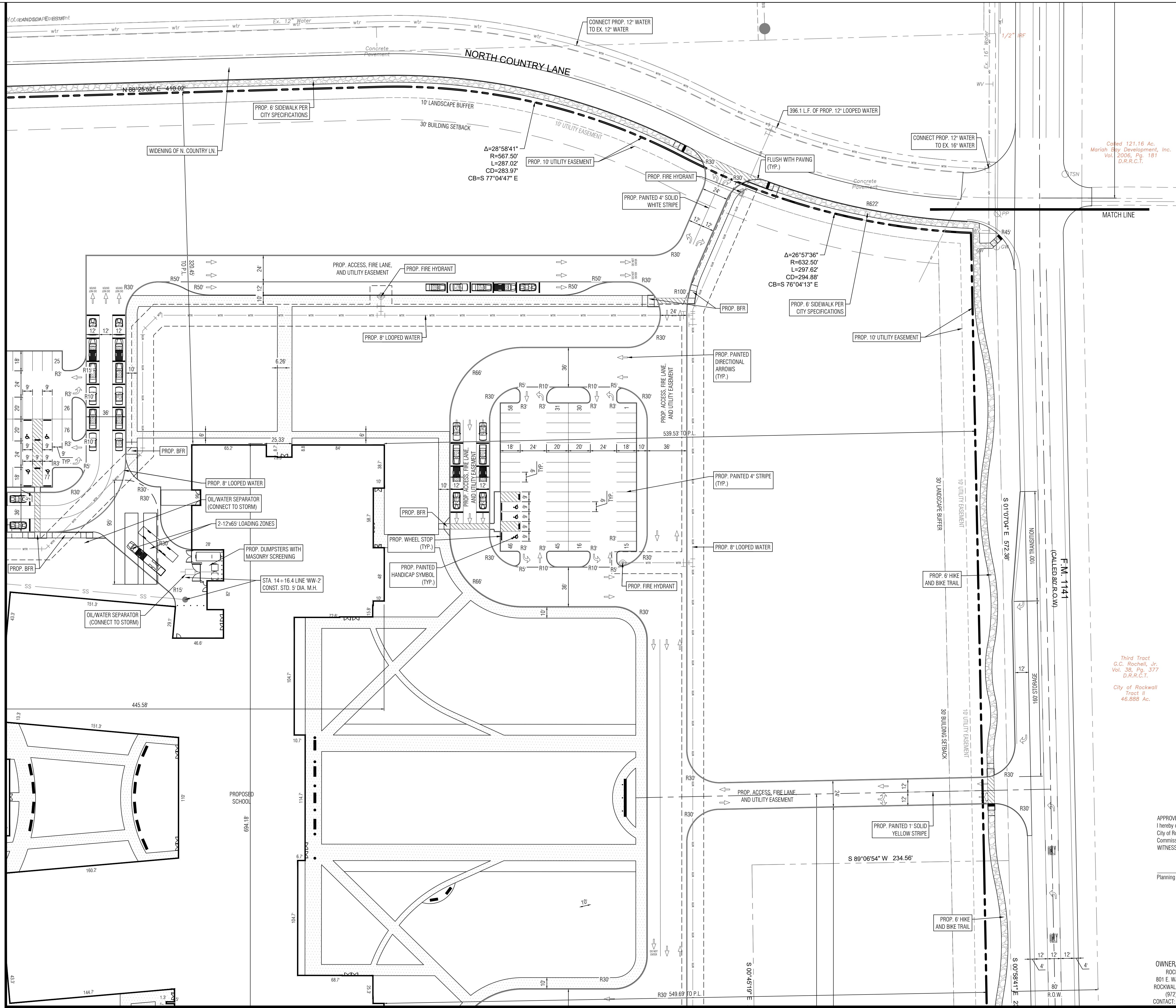
City Engineer

C05.00



Jun 07, 2022 - 9:30am User: Cheryl
C:\Users\Cheryl\AppData\Local\Temp\AcPublish_290292\Rockwall_HS_Ninth_Grade_Center-ENG.dwg

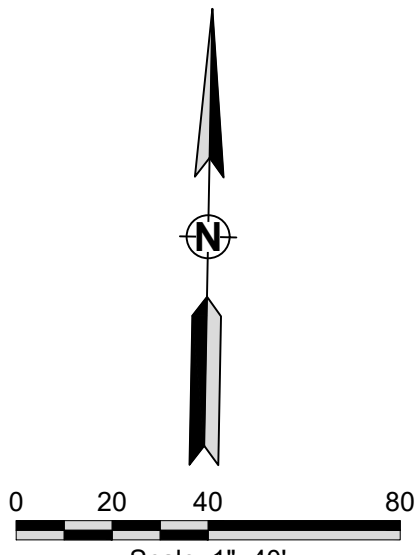
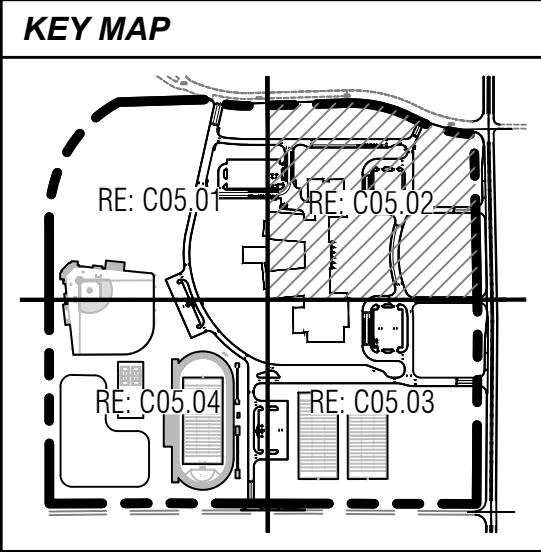
MATCH LINE RE: C05.01 - DETAILED NORTHWEST SITE PLAN



MATCH LINE RE: C05.03 - DETAILED SOUTHEAST SITE PLAN

SITE LEGEND (PROPOSED)	
	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	ORNAMENTAL FENCE
	FIRE LANE
	PAINTED TRAFFIC DIRECTIONAL ARROW
	PLANTING AREAS RE: LANDSCAPE
	PROPERTY LINE
	WASTEWATER
	10' MASONRY SCREENING WALL
	SIDEWALK (PRIVATE)
	SIDEWALK (PUBLIC)
	WATER

SITE LEGEND (EXISTING)	
	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	FENCE
	PROPERTY LINE
	WASTEWATER
	STORM SEWER
	WATER



APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman

Director of Planning and Zoning

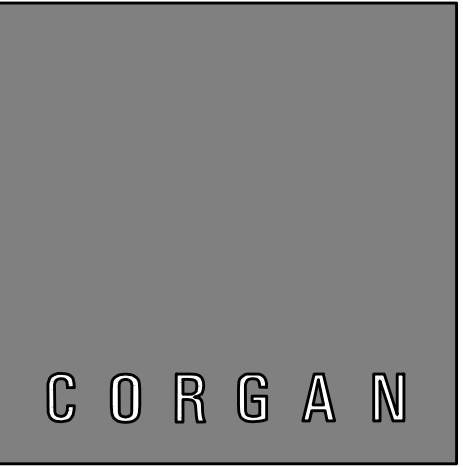
ROCKWALL - NINTH GRADE CENTER
LOT 1, BLOCK A
OUT OF THE
JOHN M. GASS SURVEY, ABSTRACT NO. 88
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-017

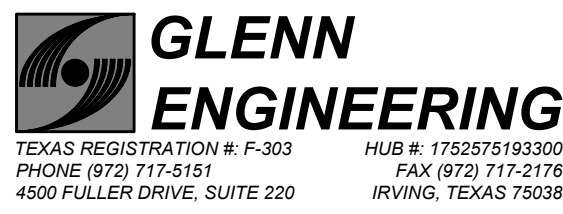


CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 6281

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Date: 05/11/22

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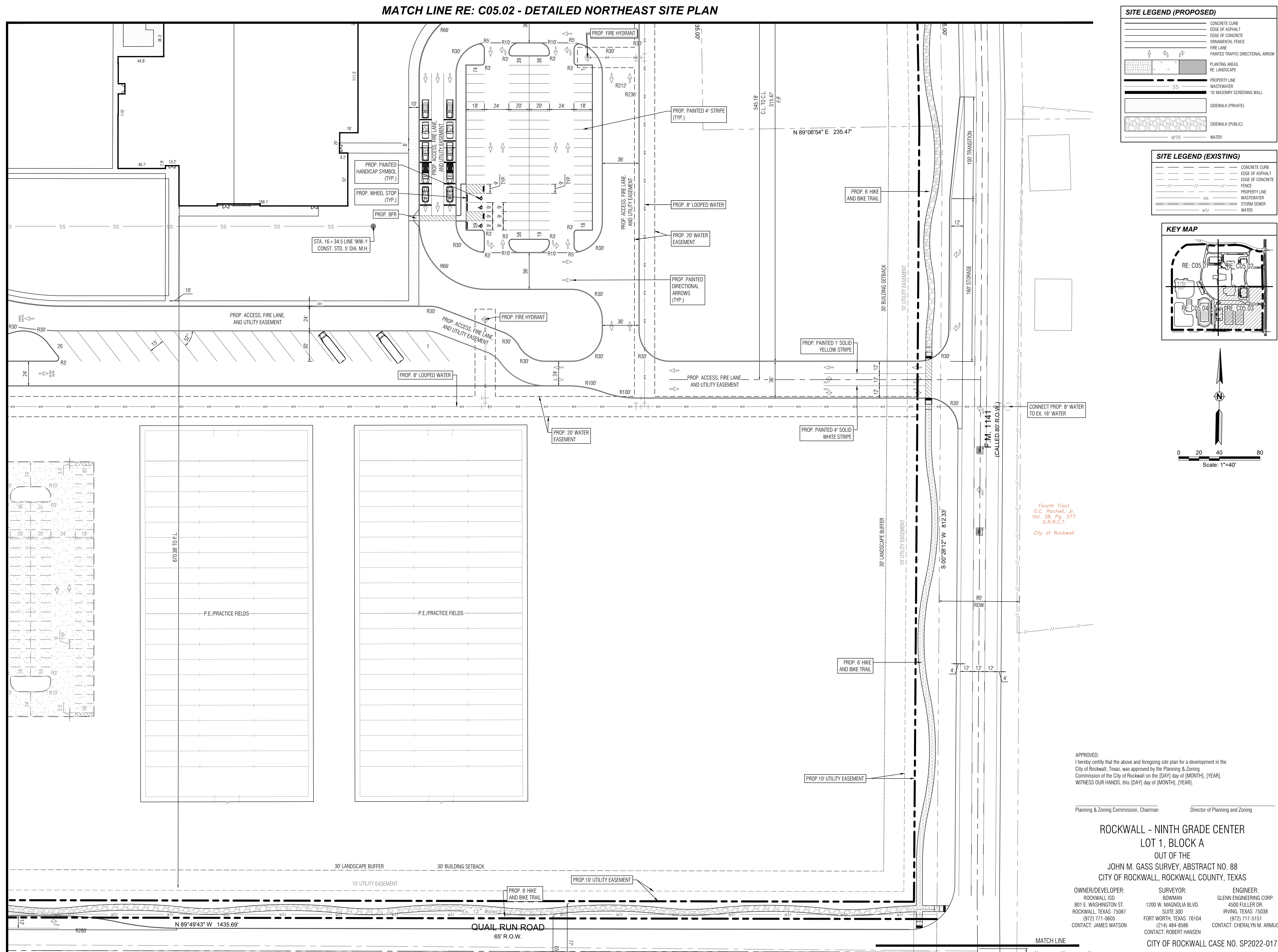
2852 F.M. 1141
Rockwall, TX 75087

DETAILED NORTHEAST SITE PLAN

JOB 21572.0000
DATE 05/11/22
SHEET

C05.02

MATCH LINE RE: C05.04 - DETAILED SOUTHWEST SITE PLAN

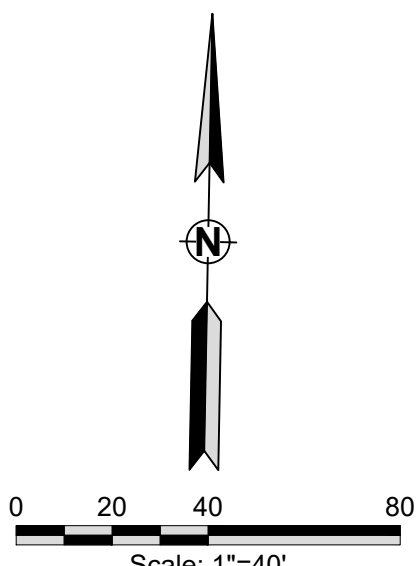
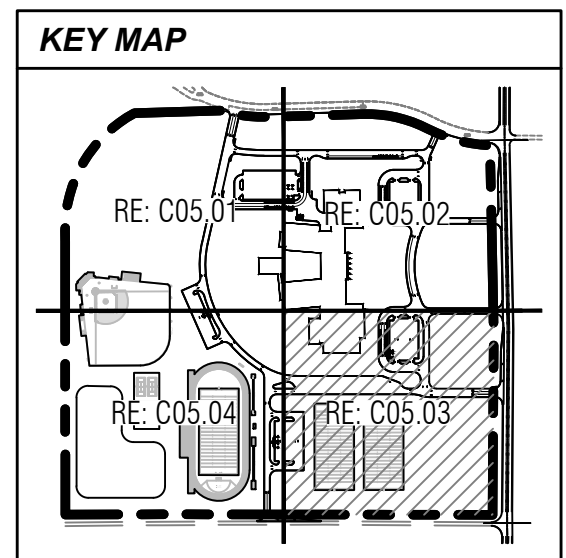


SITE LEGEND (PROPOSED)

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	EDGE OF ASPHALT
	EDGE OF CONCRETE
	ORNAMENTAL FENCE
	FIRE LINE
	PAINTED TRAFFIC DIRECTIONAL ARROW
	PLANTING AREAS
	RE LANDSCAPE
	PROPERTY LINE
	WASTEWATER
	10' MASONRY SCREENING WALL
	SIDEWALK (PRIVATE)
	SIDEWALK (PUBLIC)
	WTR
	WATER

SITE LEGEND (EXISTING)

=====	CONCRETE CURB
=====	EDGE OF ASPHALT
=====	EDGE OF CONCRETE
--//--//--//--	FENCE
=====	PROPERTY LINE
===== ss =====	WASTEWATER
=====	STORM SEWER
===== wtr =====	WATER

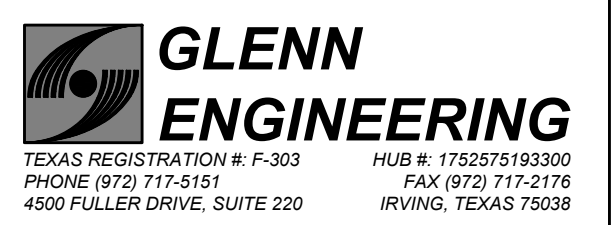


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Date: 05/11/22

ROCKWALL NINTH GRADE CENTER

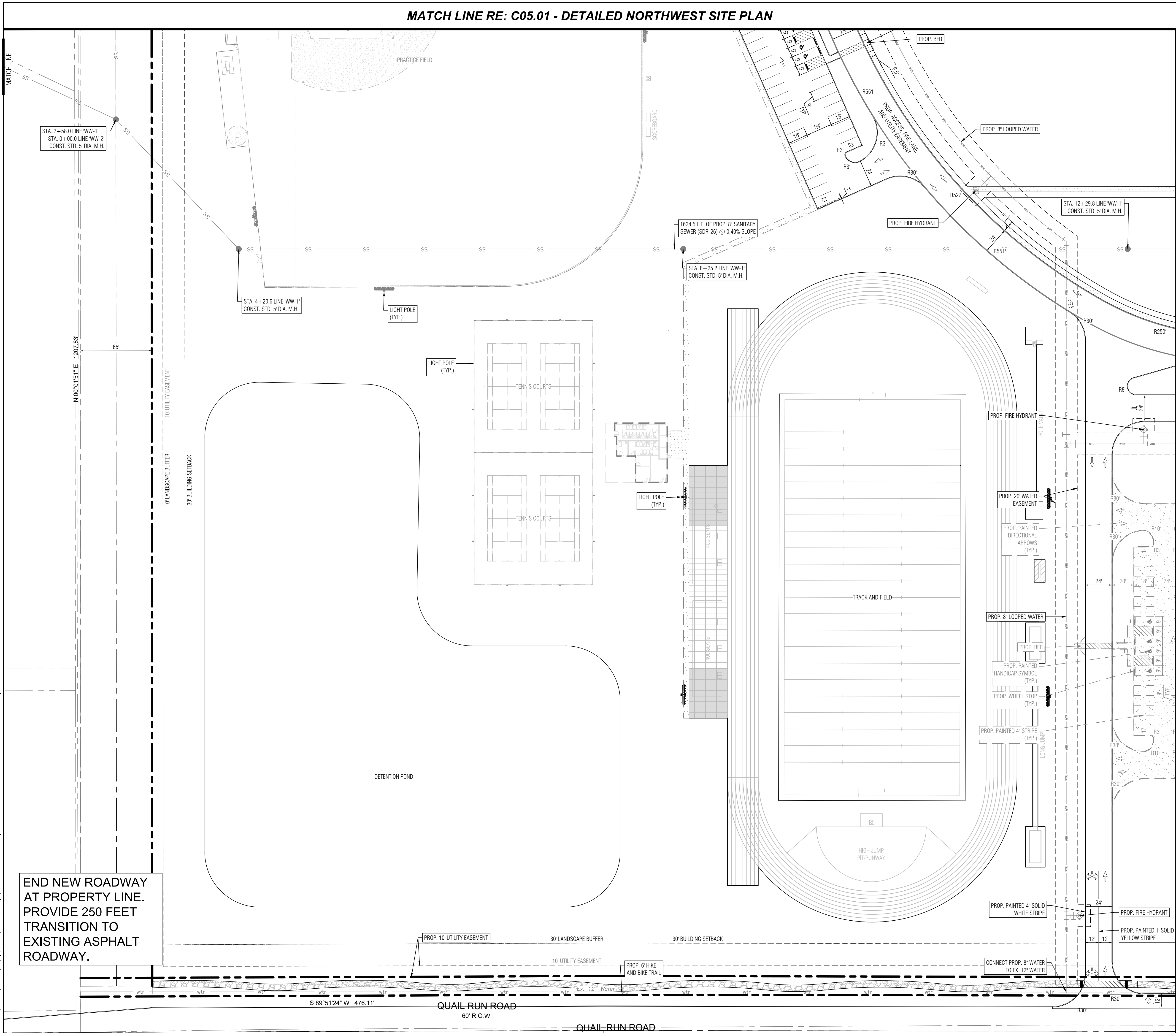
2852 F.M. 1141
Rockwall, TX 75087

DETAILED
SOUTHEAST SITE
PLAN

JOB 21572.0000
DATE 05/11/22
SHEET

C05.03

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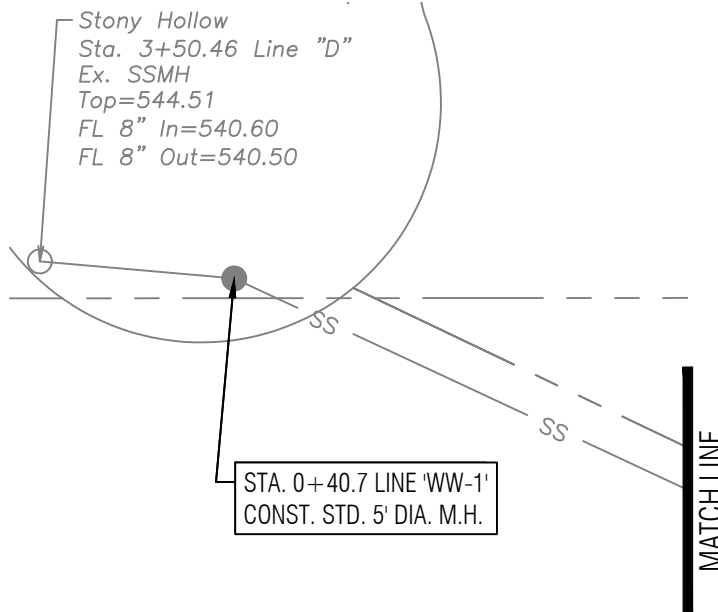
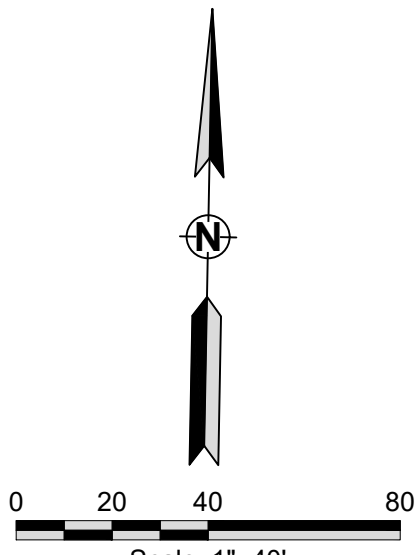
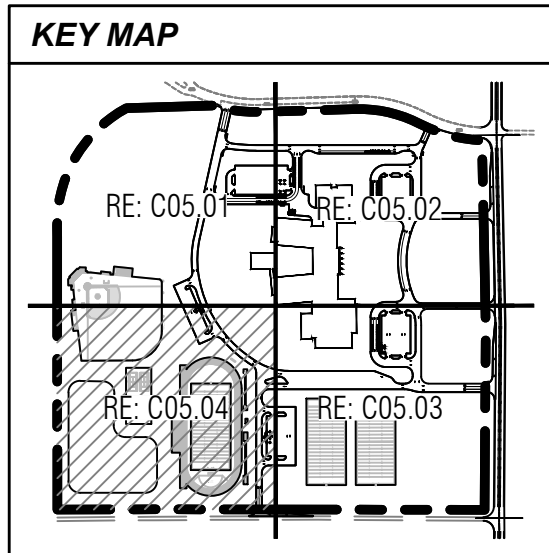


SITE LEGEND (PROPOSED)

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[Symbol]	EDGE OF CONCRETE
[Symbol]	ORNAMENTAL FENCE
[Symbol]	FIRE LINE
[Symbol]	PAINTED TRAFFIC DIRECTIONAL ARROW
[Symbol]	PLANTING AREAS
[Symbol]	RE LANDSCAPE
[Symbol]	PROPERTY LINE
[Symbol]	WASTEWATER
[Symbol]	10' MASONRY SCREENING WALL
[Symbol]	SIDEWALK (PRIVATE)
[Symbol]	SIDEWALK (PUBLIC)
[Symbol]	WTR
[Symbol]	WATER

SITE LEGEND (EXISTING)

[Symbol]	CONCRETE CURB
[Symbol]	EDGE OF ASPHALT
[Symbol]	EDGE OF CONCRETE
[Symbol]	FENCE
[Symbol]	PROPERTY LINE
[Symbol]	WASTEWATER
[Symbol]	STORM SEWER
[Symbol]	WTR
[Symbol]	WATER



APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman

Director of Planning and Zoning

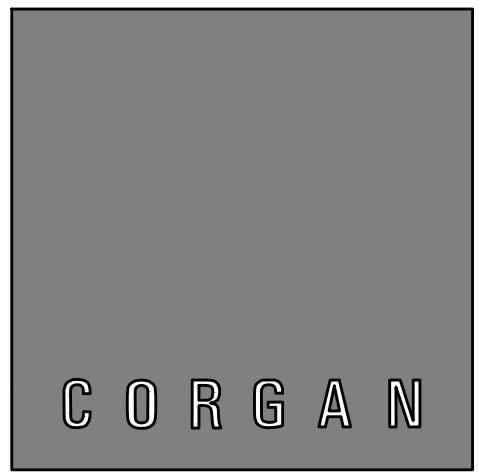
**ROCKWALL - NINTH GRADE CENTER
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CONTACT: CHERALYN M. ARMijo

CITY OF ROCKWALL CASE NO. SP2022-017

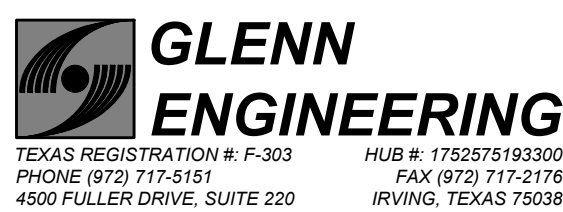


CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 6281

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Date: 05/11/22

**ROCKWALL NINTH
GRADE CENTER**

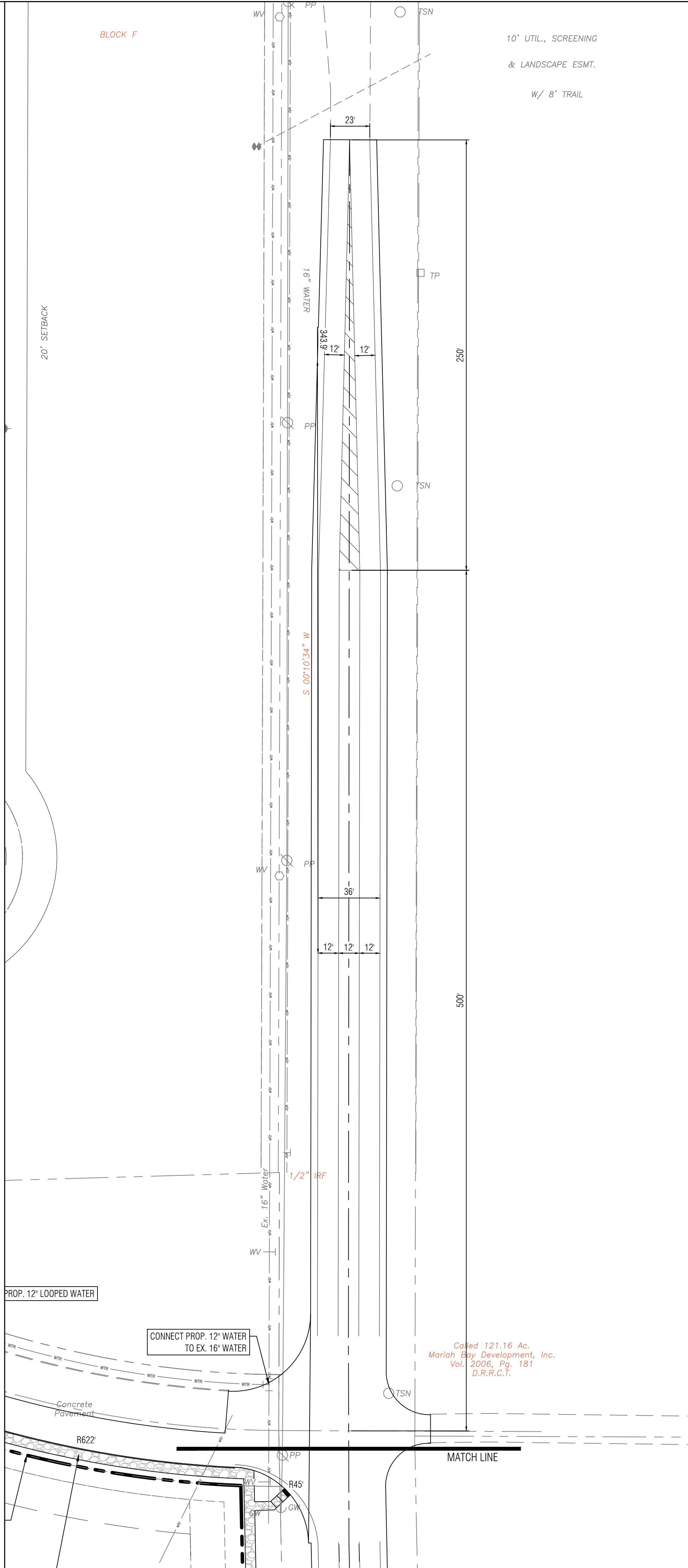
2852 F.M. 1141
Rockwall, TX 75087

**DETAILED
SOUTHWEST
SITE PLAN**

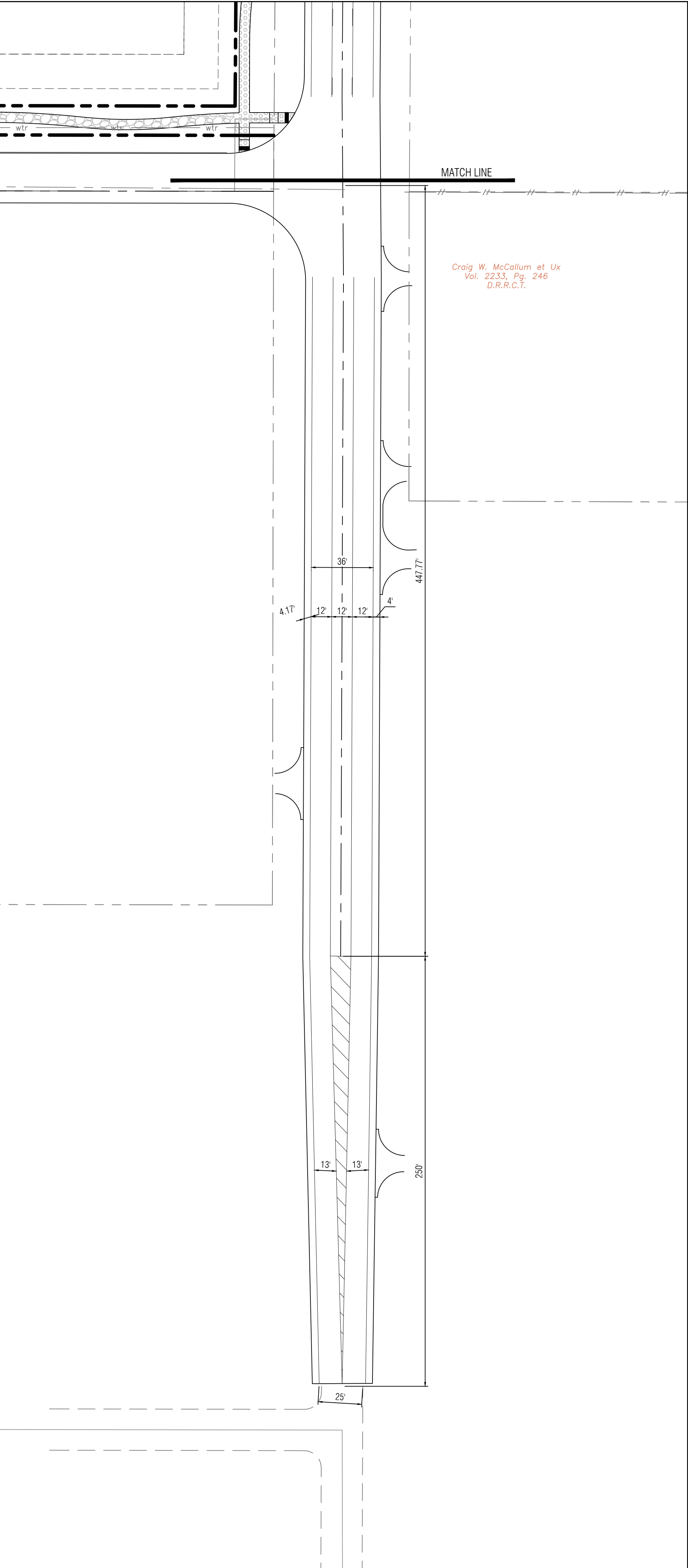
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DATE 05/11/22
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C05.04

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A1	NORTHEAST F.M. 1141 PAVING IMPROVEMENTS
1"=40'	



B1	SOUTHEAST F.M. 1141 PAVING IMPROVEMENTS
1"=40'	

APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman

Director of Planning and Zoning

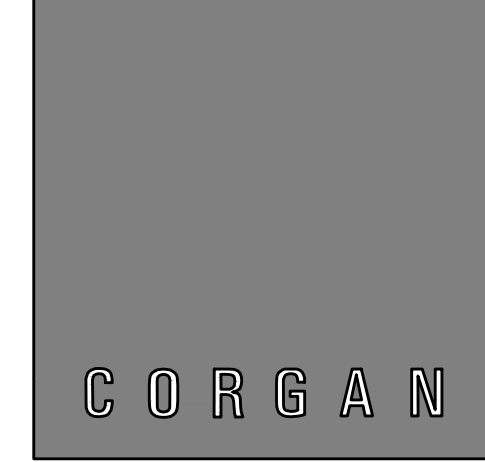
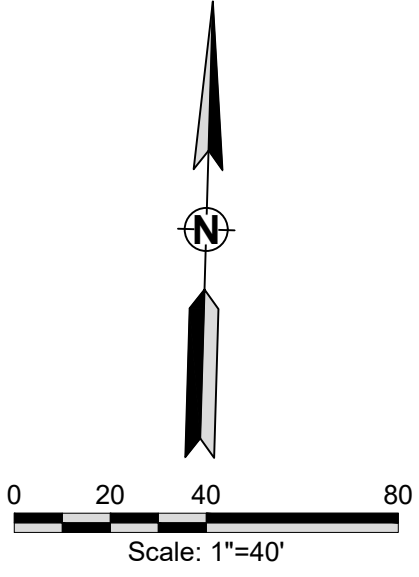
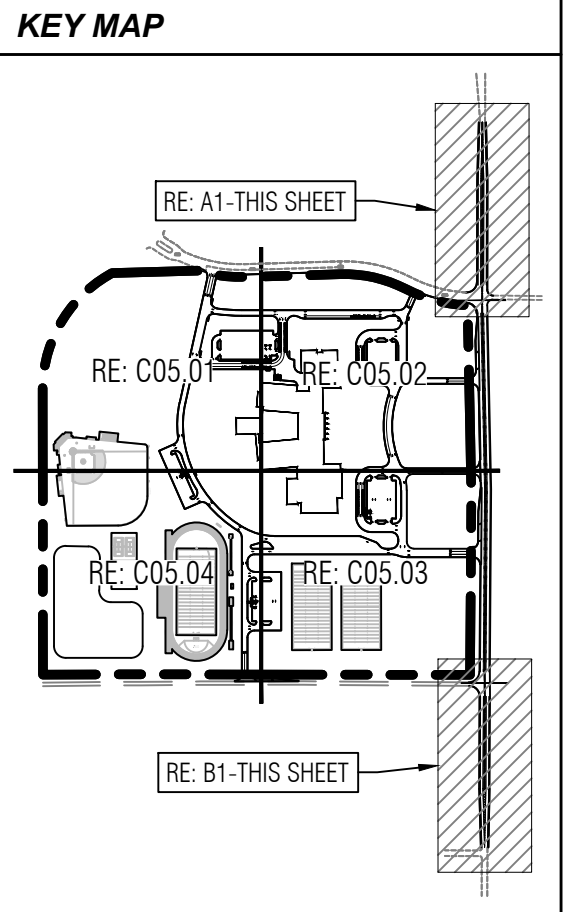
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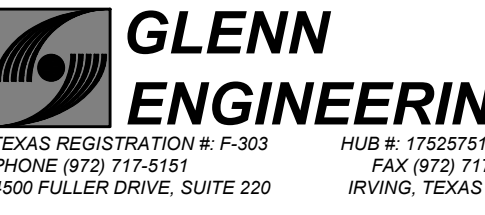


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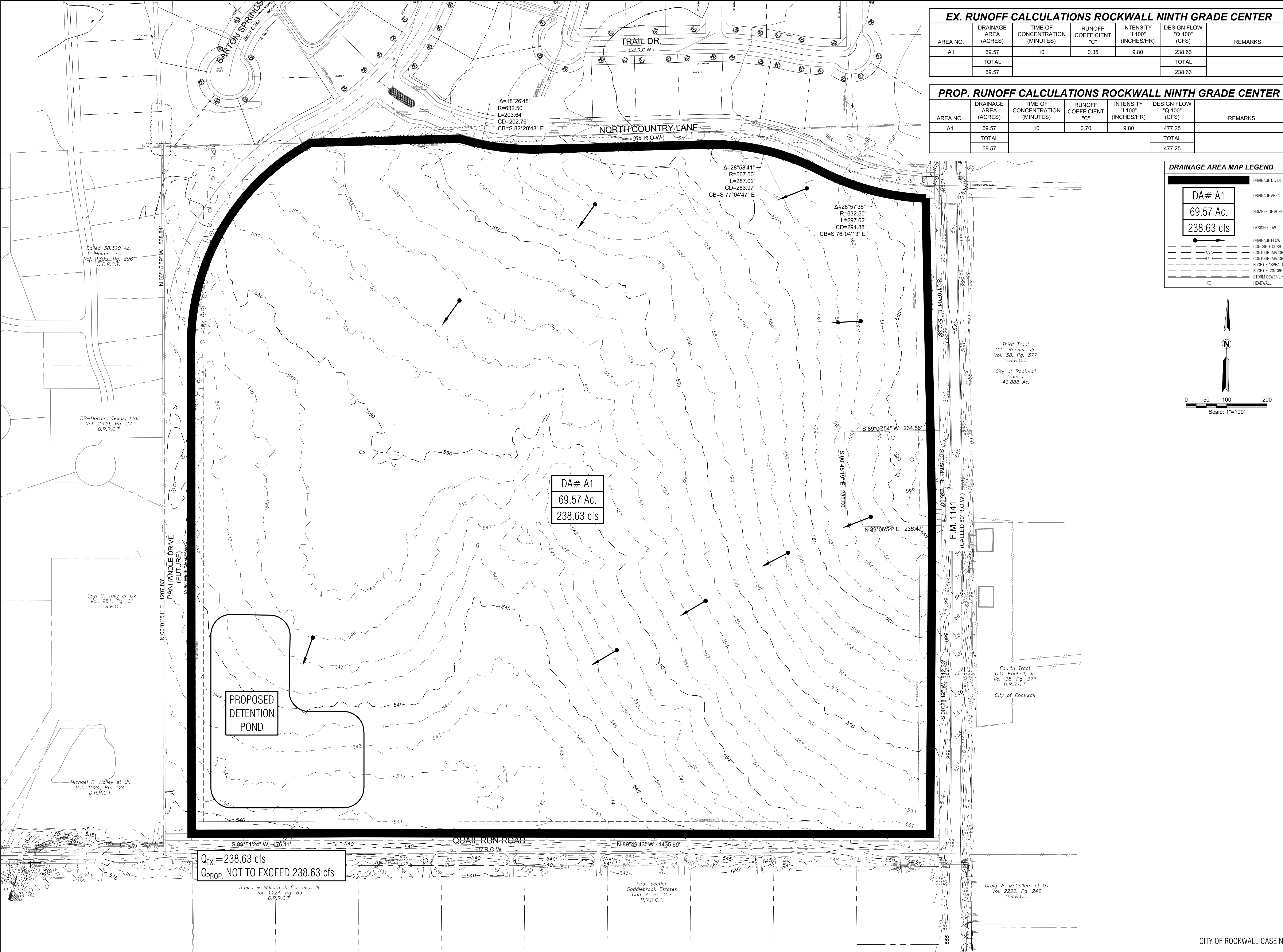
ROCKWALL NINTH
GRADE CENTER

2852 F.M. 1141
Rockwall, TX 75087

F.M. 1141 ROAD
IMPROVEMENTS

JOB 21572.0000
DATE 05/11/22
SHEET

C05.05



EX. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER						
AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "I 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A1	69.57	10	0.35	9.80	238.63	
	TOTAL				TOTAL	
	69.57				238.63	

PROP. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER						
AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "I 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A1	69.57	10	0.70	9.80	477.25	
	TOTAL				TOTAL	
	69.57				477.25	

DRAINAGE AREA MAP LEGEND

DA# A1

69.57 Ac.

238.63 cfs

DRAINAGE DIVIDE

DRAINAGE AREA

NUMBER OF ACRES

DESIGN FLOW

DRAINAGE FLOW

CONCRETE CURB

CONTOUR (MAJOR)

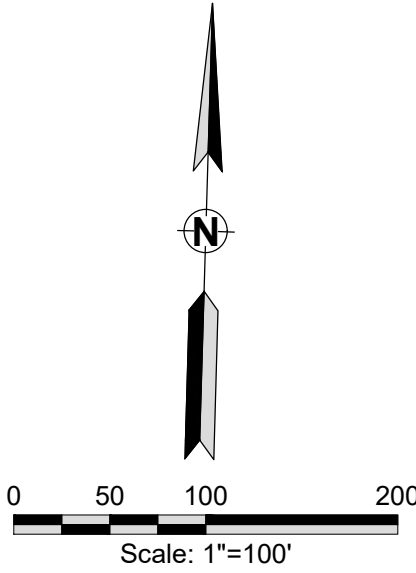
CONTOUR (MAJOR)

EDGE OF ASPHALT

EDGE OF CONCRETE

STORM SEWER LINE

HEADWALL



C O R G A N

CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 8281

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GLENN ENGINEERING

TEXAS REGISTRATION #: F-303 HUB #: 1752575193300
PHONE (972) 717-5151 FAX (972) 717-2176
4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

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Date: 6/16/22

ROCKWALL NINTH GRADE CENTER

2852 F.M. 1141
Rockwall, TX 75087

EXISTING DRAINAGE AREA MAP

JOB DATE SHEET

21572.0000
6/16/22

C08.00

Statement of Service

Prepared for
Rockwall Independent School District
Rockwall High School Ninth Grade Center Site
On Farm to Market 1141
South of North Country Road and North of East Quail Run Road
City of Rockwall, Rockwall County, Texas

June 2022

Prepared By:



GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suite 220
Irving, Texas 75038
(972) 717.5151

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Sanitary Sewer	3
Storm Sewer	3
Electric Service.....	3
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UTILITIES

Utility Information

Water

Presently there is a 16" water line on the east side of FM 1141, a 12" water line on the north side of North Country Lane and a 12" Water Line on the north side of Quail Run Road. A looped 8" line around the Proposed Rockwall Ninth Grade Center will be constructed for fire protection. The 12" water line on the north side of North Country Lane will be extended east to the existing 16" line in FM 1141 completing the loop connection. A 4" domestic line will be provided from the proposed 12" in North Country Lane to the new Rockwall Ninth Grade Center. Based the existing water pressures and with the above improvements the City of Rockwall is capable of providing the water needs for the new Rockwall Heath Ninth Grade Center. (see Site plan sheets C5.01 – C5.04.)

Sanitary Sewer

Presently there is an 8" sanitary sewer stubbed out in Panhandle Road for future development from the south. This line has the capacity for the Rockwall Ninth Grade Center, however, based on the proposed Finish Floor elevation of the new Rockwall Ninth Grade Center a gravity line to the manhole cannot be achieved. Therefore an 8" sanitary sewer line is proposed from the new Rockwall Ninth Grade Center to the existing 8" line in the cul de sac at the end of Cobblestone Drive in the Stoney Hollow Addition. This existing 8" line has the capacity to serve the new Rockwall High School Ninth Grade Center and is the same drainage basin as the line on Panhandle. (see Site plan sheets C5.01 – C5.04.)

Storm Sewer

For the purpose of this study, it is assumed that all drainage will discharge into the existing bar ditch on the North side of Quail Run Road and flow west in the bar ditch on the North side to a triple 5'x4' box culverts flowing south under Quail Run Road. The storm sewer lines will be private and owned and operated by Rockwall ISD. A detention facility will be constructed at the southeast corner of the site and will not negatively impact the downstream neighbors. The design of the detention will be in accordance with the City of Rockwall's Standards of drainage and construction. (See Site plan sheets C5.01 – C5.04 and C8.00 Drainage area map.)

Electric

Electric service is available to the existing school site. Oncor Electric Delivery is capable of providing adequate 3-phase power to the site, but requires a site plan and load calculations to determine the size and location of lines.

Gas

If Atmos Energy is capable of providing adequate gas service to the school site, a site plan and load calculations will be required to determine the size and location of lines.

Telephone

Telephone service is available from AT&T.

ROADWAYS

Roadway Information

Farm to Market 1141 (FM 1141)

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. This roadway is capable of handling the additional traffic for the new Rockwall High School Ninth Grade Center with the improvements shown on the site plans. (See both reports for detailed information) These improvements include widening the existing roadway for the entire length of the site from and 2 lane roadway without any shoulders to a 3 lane roadway with 4 foot shoulders. This new roadway will also include deceleration lanes for all proposed driveways and both North Country Lane and Quail Run Road. The 3-lane configuration will provide a left turn lane for the entire site while allowing a open travel lane in both direction so the existing traffic will not be impacted. (See Traffic Management Plan)

Panhandle Drive

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall High School Ninth Grade Center does not show or require access to this future roadway. While we acknowledge that Panhandle Drive is shown on the City of Rockwall's Master Thoroughfare Plan the current Panhandle Drive is not required to handle the daily traffic. Panhandle will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)

Quail Run Road

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall High School Ninth Grade Center does not utilize Quail Run Road for access for Drop of and pick up. The access to Quail Run Road is a courtesy drive for afterhours access and emergency vehicles. While we acknowledge that Quail Run Road is shown on the City of Rockwall's Master Thoroughfare Plan the current asphalt road can handle the daily traffic. Quail Run Road will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)

North Country Lane

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall High School Ninth Grade Center will utilize North Country Lane for access for Drop of and pick up. The Access from North Country Lane is primarily for drop off and pick up for southbound traffic off of FM 1141 . While we acknowledge that North Country Lane Road is shown on the City of Rockwall's Master Thoroughfare Plan the current concrete half section road can handle the daily traffic. North Country Lane will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)

May 24, 2022

PK# 5359-22.340

TRAFFIC IMPACT ANALYSIS

Project:

Rockwall ISD North Ninth Grade Center TIA
In Rockwall, Texas

Prepared for:

City of Rockwall

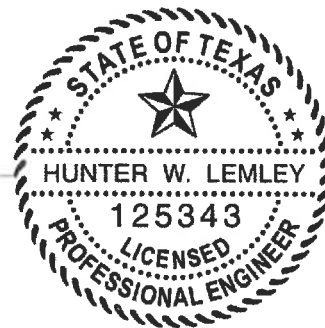
On behalf of:

Glenn Engineering Corp.

Prepared by:



Hunter W. Lemley, P.E., PTOE



7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

EXECUTIVE SUMMARY

The services of **Pacheco Koch** were retained by **Glenn Engineering Corp.** to prepare a Traffic Impact Analysis (TIA) for the proposed public school known as *Rockwall ISD North Ninth Grade Center* (the "Project") located at the southwest corner of FM 1141 and N Country Lane in Rockwall, Texas. The Project will consist of a ninth-grade center with an approximate max enrollment of 1,000 students. Buildout of the Project is estimated to occur by 2024. A TIA is required by the City of Rockwall for review as part of the Owner's request for site plan approval.

The purpose of this report is to estimate the incremental impact on the background traffic operational conditions caused by the proposed development within a specific study area as determined by standardized engineering analyses. The study parameters used in this TIA are based upon the requirements of the City and are consistent with the standard industry practices used in similar studies.

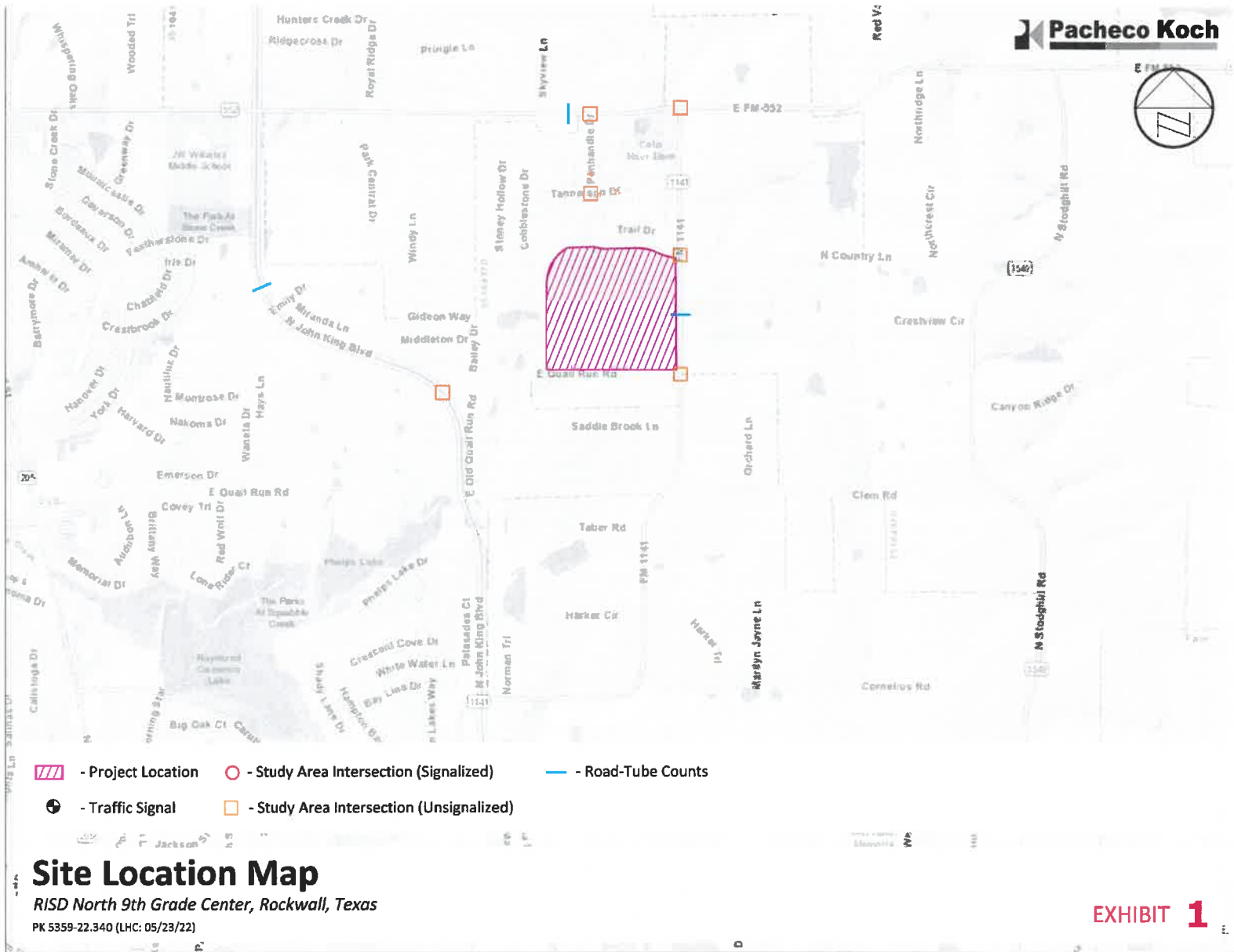
Based upon the analyses performed herein, Pacheco Koch developed the following findings and recommendations.

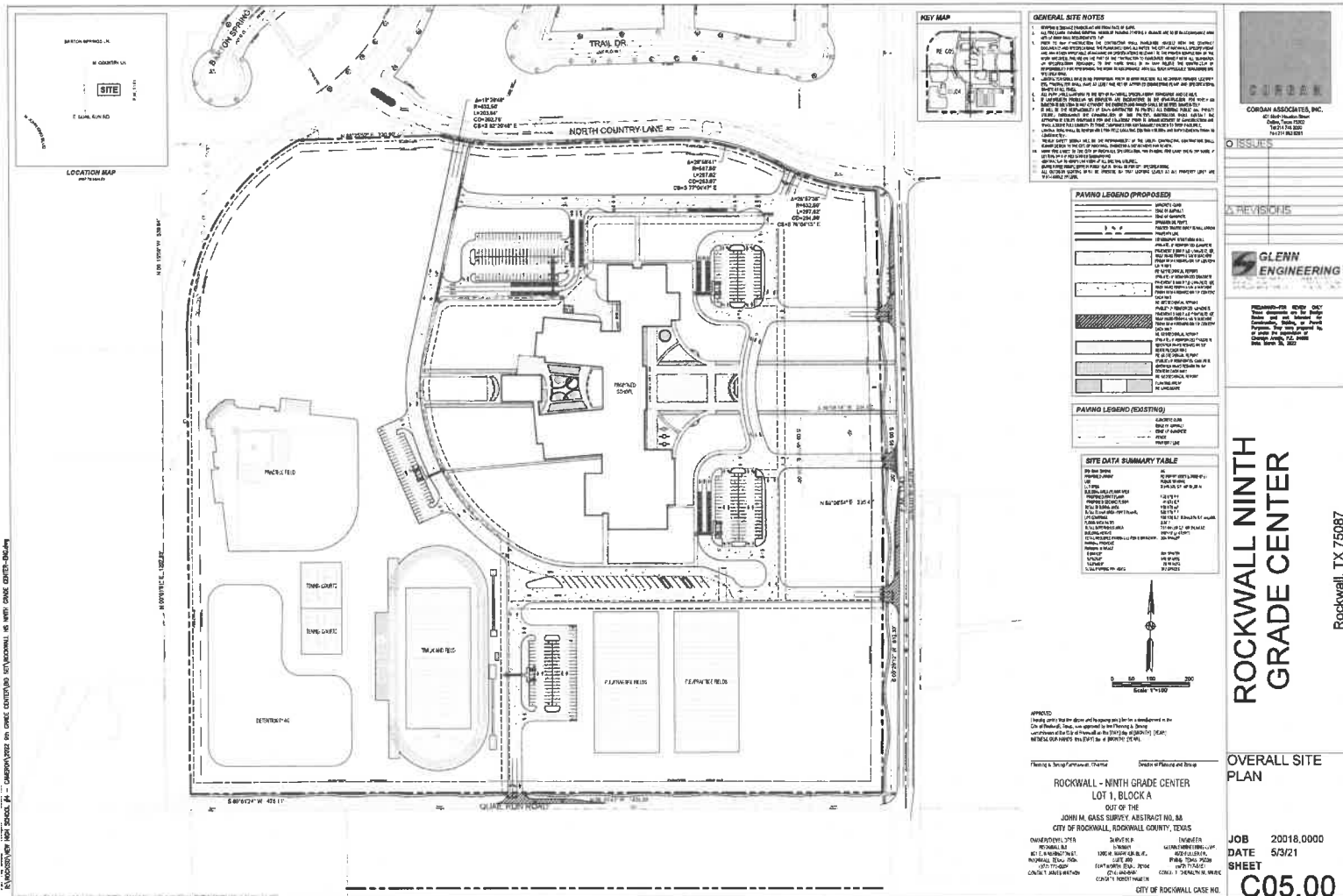
FINDING: The intersection of FM 1141 and FM 552 currently operates efficiently and at "acceptable" Levels of Service during peak traffic periods. However, with the addition of projected school traffic, the calculated average delays for the northbound left-turning maneuvers at the intersection are projected to degrade to "unacceptable" LOS. This condition is common for similar unsignalized intersections on major roadways where a traffic signal being the only mitigation measure to improve the condition. However, with the low projected traffic volumes at the driveway, a traffic signal would not be warranted.

❖ **RECOMMENDATION:** As part of the development, the following improvements will be constructed and are assumed to be implemented in the "Build" Scenario of the study:

1. Right-turn deceleration lanes at all inbound driveways along FM 1141 and E Quail Run Road.
2. Construction and widening of FM 1141 along the frontage of the site to a three-lane cross-section to include a center two-way left-turn lane for separation of inbound left-turns entering the campus.

END





TRAFFIC IMPACT ANALYSIS
Rockwall ISD North Ninth Grade Center
Rockwall, Texas

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Table 2. Roadway Link Capacity Analysis Results Summary

Table 3. Peak Hour Intersection Capacity Analysis Results Summary
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Exhibit 1. Site Location and Study Area Map

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Appendix A. Traffic Volume Exhibits

Appendix B. Detailed Traffic Volume Data

Appendix C. Site-Generated Traffic Supplement

Appendix D. Detailed Intersection Capacity Analysis Results

INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by **Glenn Engineering Corp.** (the "Owner") to prepare a Traffic Impact Analysis for a proposed public school located at the southwest corner of FM 1141 and N Country Lane in Rockwall, Texas. The Project is referred to herein as Rockwall ISD North Ninth Grade Center. A proposed site plan for the Project, prepared by Corgan Associates, Inc., and a site location map (**Exhibit 1**) are provided following the EXECUTIVE SUMMARY section of this report.

In order to facilitate development of the Project, Glenn Engineering Corp. (the "Applicant") has made a request to the City of Rockwall (the "Approving Agency") for site plan approval. As part of application process for this request, submittal of a TIA commissioned by the Applicant must be submitted to the Approving Agency for review.

This TIA was prepared by traffic engineers at Pacheco Koch (the "Engineer") in accordance with industry and local standards. Pacheco Koch is a licensed engineering firm, based in Texas, that provides professional engineering and related services.

Purpose

A Traffic Impact Analysis (TIA) is an engineering study used to provide information on the projected off-site impacts produced by a specific Project on the traffic operations of public traffic facilities. In some instances, those Project impacts can be sufficiently accommodated by the existing roadway network; while in other cases, Project impacts may require mitigation. Determination of mitigation requirements is subject to the standards and expectations of the Approving Agency.

Commissioning a TIA may be required by an Approving Agency when an Applicant is seeking approvals or entitlements for the Project. Using standardized analysis methodologies, the findings of the TIA are used to gauge the direct impacts on the transportation system that are attributable to the Project. Under certain circumstances and within legal parameters, the Approving Agency may require the Applicant to fund the improvement(s) needed to mitigate the impacts.

A TIA should be prepared by a licensed Engineer skilled in the principles of traffic and transportation engineering and planning. The general methodologies, processes, and guidelines used in a TIA are established by industry standards—which are maintained by organizations such as the Institute of Transportation Engineers (ITE) and others—although, the project-specific parameters of the study (e.g., study locations, analysis scenarios, analytical assumptions, etc.) may be established by local ordinances or technical staff of the Approving Agency.

Generally, existing and background conditions of the transportation system are assumed to be the responsibility of the respective governing agency(-ies).

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Although the explicit purpose of a TIA is not to evaluate those conditions and identify deficiencies, this information may be evident from the study's findings. The Engineer may suggest or recommend modifications to the transportation system that, in the Engineer's opinion, could improve overall traffic operations, safety, site access, circulation, etc. However, such proposals may be unrelated to the traffic impacts of the Project and are not considered to be the responsibility of the Developer. Implementation of such modifications are subject to the discretion and approval of the respective agency. In general all proposals from the Engineer should not be considered mandatory and are not intended to assign or imply funding responsibility.

A TIA is not a detailed site plan review nor a substitute for local or regional transportation planning.

Project Description

The Project will consist of a ninth-grade center with a maximum enrollment of approximately 1,000 students. The Project will be built in a single phase. Buildout of the Project is estimated to occur by 2024.

Access to the school will be provided by a total of three driveways along FM 1141 and two driveways along N Country Lane. The surrounding roads of FM 1141 (M4D), North Country Lane (M4U), Panhandle Drive (M4U – Not constructed adjacent to the site), and E Quail Run Road (M4U) are designated roads according to the City of Rockwall throughfare plan.

The undeveloped, 24-acre subject site is currently zoned AG.

Study Parameters

The study parameters used in this TIA are based upon industry standard practices and requirements of the City of Rockwall. Project-specific study parameters were reviewed with the City staff at the outset of the study.

This TIA analyzed the day-to-day traffic operations on the public roadway system at time periods that have the greatest combined volume of the background traffic and site-related traffic. Due to the predominant influence of background traffic, the weekday AM and PM peak hours of adjacent street traffic are typically analyzed.

The analysis scenarios addressed in this study include the following:

- at existing conditions ("Existing" scenario)
- at site buildout year with site-generated traffic ("Build" scenario)

NOTE: Analyses of all future conditions scenarios utilize projected traffic volumes derived by Pacheco Koch using reasonable and customary assumptions that are based upon existing conditions where possible. ITE appropriately points out that, due to natural changes in traffic patterns that occur over time, the margin of error for projected traffic volumes increases as the length of time of the projection increases; and, any projection of hourly turning movement volumes beyond five years inherently contain significant assumptions.

Study Area

The study area for a TIA is typically defined to allow an assessment of the most relevant traffic impacts to the local area. The extent of the study area is discretionary but is generally commensurate with the scale of the proposed development. Special localized factors may also be considered. The specific locations included in the study area of this TIA are listed below and depicted in **Exhibit 1**.

STOP-Sign-Controlled Intersections:

- (a) N John King Boulevard and E Quail Run Road
- (b) FM 552 and Panhandle Drive
- (c) Panhandle Drive and Tannerson Drive
- (d) FM 552 and FM 1141
- (e) FM 1141 and N Country Lane
- (f) FM 1141 and E Quail Run Road

Roadway Links:

- (A) N John King Boulevard, between Featherstone Drive and Emily Drive/Hays Lane
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *P6D*
 - ❑ Current Daily Traffic Volume: *13,679 (Tuesday, May 10, 2022)*
- (B) FM 552, between Panhandle Drive and Skyview Lane
 - ❑ Existing operation and cross-section: *two lanes, two-way operation, no median*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 4D*
 - ❑ Current Daily Traffic Volume: *6,269 (Tuesday, May 10, 2022)*
- (C) FM 1141, adjacent to the site
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *M4D*
 - ❑ Current Daily Traffic Volume: *2,217 (Tuesday, May 10, 2022)*

TRAFFIC IMPACT ANALYSIS

The following is a description of the analyses performed as part of this Traffic Impact Analysis.

Approach

The TIA presented in this report analyzed the operational conditions of the study area intersections for the relevant peak hours using standardized analytical methodologies, where applicable. Actual traffic volumes (with adjustments described previously) represent background traffic conditions with no site-related traffic included. Then, traffic generated by the proposed development was calculated using the industry-standard four-step approach of trip generation, mode split, trip distribution, and traffic assignment. By adding the site-generated traffic to the background traffic, the resulting site-plus-background operational conditions were re-analyzed in order to measure the “impact” created by the Project. For any scenario, where appropriate, the Engineer considered and may recommend measures to mitigate undue operational conditions. Recommendations may be unrelated to impact of the Project. However, any recommendations provided by the Engineer are for the consideration of the Approving Agency who may or may not accept the recommendations. Recommendations provided by the Engineer are not intended to assign or imply a mandate nor financial responsibility as such decisions are for the Approving Agency and Applicant to resolve.

Background Traffic Volume Data

Existing Volumes

Current traffic volumes were collected during the analysis periods at the study area intersections on Tuesday, May 10th, 2022. Traffic volumes are graphically summarized in **Appendix A**; detailed data sheets are provided in **Appendix B**.

Site-Related Traffic

Trip Generation and Mode Split

Trip generation is calculated in terms of “trip ends” – a trip end is a one-way vehicular trip entering or exiting a site driveway (i.e., a single vehicle entering and exiting a site represents two trip ends). Trip generation for this Project was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation* manual (11th Edition). ITE *Trip Generation* is a compilation of actual, vehicular traffic volume generation data and statistics by land use as collected over several decades by creditable sources across the country. Using the ITE equations and rates is an accepted methodology to calculate the projected site-generated traffic volumes for many land uses (though engineering judgment is strongly advised).

The base trip generation data from ITE generally reflect average conditions for a standalone use on a typical day. However, in some cases, the Engineer may judge that other factors may be of sufficient significance to warrant adjusting the base

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ITE calculations in order to more accurately reflect Project-specific conditions. For this analysis, no adjustments to the base ITE data were applied.

"Mode split" refers to the consideration of all modes of transportation. Typically, the majority of trips occur by passenger vehicles such as personal autos and ridesharing services. But, some alternative modes—such as travel by public transit, bicycle, and walking—do not generate additional vehicle trips. The default trip generation data from ITE is summarized in vehicular trip ends and incorporate "typical" mode split characteristics. However, when travel by alternative mode has the potential to be greater than normal, a reduction in the number of vehicular trip volume may be warranted. For this analysis, mode split in terms of bus and pedestrian reductions are assumed to be already in the ITE Trip Generation calculations.

NOTE: As comparison, a trip generation study performed by Glenn Engineering Corp dated April 13th, 2022, was conducted to determine the AM inbound trip generation for the site.

The study determined the following assumptions:

1. 1,000 students x 45% = 450 students by bus (13 buses)
2. 1,000 students x 55% = 550 students by parent
3. 1,000 students x 0% = 0 pedestrian traffic

1,000 students x 0.55 non-bus mode / 1.4 students per vehicles = 393 trip ends (cars/vans)

This calculated trip generation for the inbound AM peak hour is found to resemble the calculated ITE Trip Generation trips and therefore, ITE Trip Generation calculations were determined to be sufficient for this study.

All information from the trip generation study performed by Glenn Engineering Corp. for trip generation purposes has been provided in **Appendix C** for reference.

Table 1 provides a summary of the calculated trip ends generated by the project. Supplemental information used in the trip generation calculations is provided in **Appendix C**.

Table 1. Projected Trip Generation Summary

SCENARIO	ITE TRIP GENERATION DAILY VOLUMES	AM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK)	PM PEAK HOUR TRIP ENDS (GENERATOR STREET PEAK)
		Total (In/Out)	Total (In/Out)
School trips (ITE LUC 525)	1,940	520 (354/166)	320 (102/218)

Trip Distribution and Assignment

The distribution and assignment of site-generated trip ends to the surrounding roadway system is determined by proportionally estimating the orientation of travel via various travel routes. This is a subjective exercise based upon professional judgment considering such factors as directional characteristics of existing local traffic, trip attributes (e.g., trip purpose, trip length, travel time, etc.), roadway features (e.g., capacity, operational conditions, character of environment), regional demographics, etc.

Traffic for the proposed redevelopment was distributed and assigned to the study area roadway network based upon consideration of the factors listed above. Separate traffic assignments were generated for parent traffic and bus traffic. Detailed trip distribution and traffic assignment calculations and results are summarized in **Appendix C**.

Site-Generated Traffic Volumes

Site-generated traffic is calculated by multiplying the trip generation value (from **Table 1**) by the corresponding traffic assignments (from **Appendix C**). The resulting cumulative (for all uses) peak period site-generated traffic volumes at buildout of the Project are graphically summarized in **Appendix A**.

Traffic Operational Analysis — Roadway Links

Description

A roadway link is a segment of roadway between two intersections. Roadway link capacity analysis is a comparison of actual or forecasted traffic volumes to the theoretically optimum roadway capacity. The capacity of the roadway link is predominantly a function of the roadway's cross-section (i.e., number of lanes, lane widths, type of center divider, etc.). However, other more theoretical factors also apply, such as the character of environment and the functional classification of the roadway. Generally, roadway link capacity is less critical than intersection capacity; however, it can provide a gauge of the utilization of given roadway.

A specific industry standard for roadway link capacity does not exist, but the typical concept is derived from a base saturation flow rate (i.e., the maximum theoretical rate of continuous flow under ideal, unobstructed conditions – in the traffic engineering industry, this value is generally considered to range between 1,900-2,100 vehicles per lane per hour). A series of adjustment factors are then applied to the saturation flow rate to reflect the characteristics of a given location.

The North Central Texas Council of Governments (NCTCOG) – the metropolitan planning agency for the Dallas-Fort Worth region – has derived internal “hourly service volume” guidelines used for transportation modelling purposes. The NCTCOG values were based upon the principals presented in the *Highway Capacity Manual* with “regional calibration” factors applied. Though these per-lane capacities, or “Service Volumes” (summarized in the table below), are intended for modelling purposes, they do provide a reasonable gauge of theoretical capacity.

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Area Type	Hourly Service Volumes By Roadway Function					
	Principal Arterial		Minor Arterial & Frontage Road		Collector & Local Street	
	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way
CBD	725	650	725	650	475	425
Urban/Commercial	850	775	825	750	525	475
Residential	925	875	900	825	575	525
Rural	1,025	925	975	875	600	550

To determine the utilization of a roadway, the volume:capacity ratio can be calculated – a v/c ratio of less than 1.0 indicates that the roadway is operating under capacity. NCTCOG's Level of Service denominations are as follows:

Volume:Capacity Ratio \leq 25% is LOS A,
 Volume:Capacity Ratio $>$ 25% and \leq 45% is LOS B,
 Volume:Capacity Ratio $>$ 45% and \leq 65% is LOS C,
 Volume:Capacity Ratio $>$ 65% and \leq 80% is LOS D,
 Volume:Capacity Ratio $>$ 80% and \leq 100% is LOS E,
 Volume:Capacity Ratio \geq 100% is LOS F

Summary of Results

For roadways adjacent to or in the vicinity of the subject site, the volume/capacity ratio was calculated for existing and site buildout conditions. A summary of the link capacity analysis is provided in **Table 2**. See specific recommendations in the *Recommendations* section of this report.

Table 2. Roadway Link Capacity Analysis Results Summary

ROADWAY/ SCENARIO	DAILY VOLUME	THEORETICAL DAILY CAPACITY	V:C RATIO/ LEVEL OF SERVICE
<u>N John King Boulevard</u>			
Existing Conditions	13,679	37,000	0.37 – B
"Build" Conditions	14,063	37,000	0.38 – B
<u>FM 552</u>			
Existing Conditions	6,269	16,500	0.38 – B
"Build" Conditions	7,037	17,500	0.43 – B
<u>FM 1141</u>			
Existing Conditions	2,217	37,000	0.12 – A
"Build" Conditions	3,273	37,000	0.18 – A

Traffic Operational Analysis — Roadway Intersections

Description

The level of performance of civil infrastructure can often be measured through an analysis of volume and capacity that considers various physical and operational characteristics of the system. For vehicular traffic an operational analysis of roadway intersection capacity over a 60-minute period is the most detailed type of analysis. An industry-standardized methodology for this type of analysis was developed by the Transportation Research Board and is presented in the Highway Capacity Manual (HCM). HCM uses the term "Level of Service" (or, LOS) to qualitatively describe the efficiency using a letter grade of A through F. Generally, LOS can be described as follows:

- LOS A = free, unobstructed flow
- LOS B = reasonably free flow
- LOS C = stable flow
- LOS D = approaching unstable flow
- LOS E = unstable flow, operating at design capacity
- LOS F = operating over design capacity

Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. In most urban settings, LOS C, or better, is desirable, although LOS D is considered to be acceptable in urban conditions; LOS E indicates a facility or maneuver is approaching capacity, while LOS F is theoretically an over-capacity condition. On highly-utilized transportation facilities, brief periods of LOS E or F conditions are not uncommon for during peak periods. In some cases measures to increase capacity, either through operational changes and/or physical improvements, can be identified to improve efficiency and sometimes raise Level of Service.

For traffic-signal-controlled ("signalized") intersections and STOP-controlled ("unsignalized") intersections, LOS is determined based upon the calculated average seconds of delay per vehicle. For signalized intersections the average delay per vehicle can be effectively calculated for the entire intersection; however, for unsignalized intersections the average delay per vehicle is calculated only by approach or by individual traffic maneuvers that must stop or yield right-of-way.

NOTE: The HCM unsignalized intersection analysis methodology was developed and calibrated for low-to-moderate volume intersections. When applied to intersections with one or more high-volume or high-capacity approaches, the analyses often reflect poor results (i.e., low Level of Service). However, the actual delay/operational conditions are typical of similar locations and do not necessarily represent unique conditions. Low-performing, high-volume, unsignalized intersections cannot be analytically mitigated unless a traffic signal is installed. (Traffic signal installation is subject to a detailed analysis of established criteria AND approval of the responsible agency. Neither Level of Service nor vehicle delay is a warrant for traffic signal installation.)

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The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the latest edition of the *Highway Capacity Manual*.

	Signalized Intersection (Average Delay per Vehicle)	Unsignalized Intersection (Average Delay per Vehicle)
LOS A	≤ 10	≤ 10
LOS B	$> 10 - \leq 20$	$> 10 - \leq 15$
LOS C	$> 20 - \leq 35$	$> 15 - \leq 25$
LOS D	$> 35 - \leq 55$	$> 25 - \leq 35$
LOS E	$> 55 - \leq 80$	$> 35 - \leq 50$
LOS F	> 80	> 50

Analysis Traffic Volumes

Determination of the traffic impact associated with the Project is measured by comparing the incremental change in operational conditions during peak periods with and without site-related traffic. **Appendix A** provides exhibits summarizing the following:

- Existing traffic volumes during study peak hours
- Projected Site-Generated traffic volumes during study peak hours
- Projected "Build" traffic volumes at the Site Buildout Year during study peak hours

A summary of the existing intersection/roadway geometry and traffic control devices is also graphically summarized in **Appendix A**.

Summary of Results

Intersection capacity analyses presented in this study were performed using the *Synchro* software package. **Table 3** provides a summary of the peak period intersection operational conditions under the analysis conditions presented previously. Detailed software output is provided in **Appendix D**.

NOTE: Traffic signal operational parameters used in this analysis were based upon actual, existing traffic signal operational characteristics observed in the field at the time of traffic data collection.

See specific recommendations in the *SUMMARY OF FINDINGS AND RECOMMENDATIONS* section of this report.

**Table 3. Peak Hour Intersection Capacity Analysis Results Summary
(Unsignalized Intersections)**

INTERSECTION	TRAFFIC MANEUVER	EXISTING CONDITIONS		BUILD CONDITIONS	
		AM	PM	AM	PM
Panhandle Drive @ Tannerson Drive	EB	A (7.1)	A (6.8)	A (7.1)	A (6.9)
	WB	A (7.2)	A (7.0)	A (7.3)	A (7.1)
	NB	A (6.9)	A (7.3)	A (7.1)	A (7.3)
	SB	A (7.6)	A (7.1)	A (7.6)	A (7.1)
FM 1141 @ FM 552	WB	A (1.4)	A (0.7)	A (2.7)	A (1.2)
	NB	C (15.7)	B (11.9)	D (33.2)	C (16.1)
FM 1141 @ N Country Lane	EB	A (9.3)	A (9.1)	B (12.9)	B (11.1)
	WB	A (9.5)	A (9.5)	B (10.1)	A (9.8)
	NB	A (0.5)	A (0.6)	A (0.5)	A (0.6)
	SB	A (0.4)	A (1.1)	A (0.2)	A (0.5)
FM 1141 @ E Quail Run Road	EB	B (10.1)	A (9.1)	B (11.5)	A (10.0)
	NB	A (0.7)	A (0.3)	A (0.4)	A (0.3)
N John King Boulevard @ E Quail Run Road	WB	C (23.2)	C (19.5)	C (22.9)	B (14.9)
	SB	A (0.1)	A (0.2)	A (1.0)	A (0.5)
FM 552 @ Panhandle Drive	WB	A (0.2)	A (0.2)	A (0.1)	A (0.2)
	NB	C (15.4)	B (12.7)	C (21.3)	B (14.7)
N Country Lane @ Site Driveway 1 (Inbound Only)		-	-	-	-
		-	-	-	-
N Country Lane @ Site Driveway 2	NB	-	-	A (9.1)	A (9.0)
FM 1141 @ Site Driveway 3	NB	-	-	A (5.4)	A (2.5)
FM 1141 @ Site Driveway 4	EB	-	-	B (10.2)	A (9.3)
FM 1141 @ Site Driveway 5	EB	-	-	A (9.8)	A (9.3)
	NB	-	-	A (0.2)	A (0.0)

KEY:

A, B, C, D, E, F = Level-of-SERVICE
 NB-, SB-, EB-, WB- = Intersection Approach
 AM = AM Peak Hour of Adjacent Street

(# # . #) = Average Seconds of Delay Per Vehicle
 -L, -T, -R = Left, Through, Right Turning Movement
 PM = PM Peak Hour of Generator

SUMMARY OF FINDINGS AND RECOMMENDATIONS

NOTE: Recommendations presented in this report reflect the opinion of Pacheco Koch based solely upon technical analysis and professional judgment but are not intended to infer mandates or funding responsibility. Any proposed improvements in the public right-of-way are subject to approval of the responsible agency(-ies). Should the approving agency determine that any off-site improvements are required for approval of the Project, legal precedents apply with regard to jurisdiction and funding allocation.

The following findings and, if applicable, recommendations were based upon an analysis of the anticipated traffic impact generated by the proposed development scenario outlined in the Project Description section of this report.

FINDING: The intersection of FM 1141 and FM 552 currently operates efficiently and at “acceptable” Levels of Service during peak traffic periods. However, with the addition of projected school traffic, the calculated average delays for the northbound left-turning maneuvers at the intersection are projected to degrade to “unacceptable” LOS. This condition is common for similar unsignalized intersections on major roadways where a traffic signal being the only mitigation measure to improve the condition. However, with the low projected traffic volumes at the driveway, a traffic signal would not be warranted.

❖ **RECOMMENDATION:** As part of the development, the following improvements will be constructed and are assumed to be implemented in the “Build” Scenario of the study:

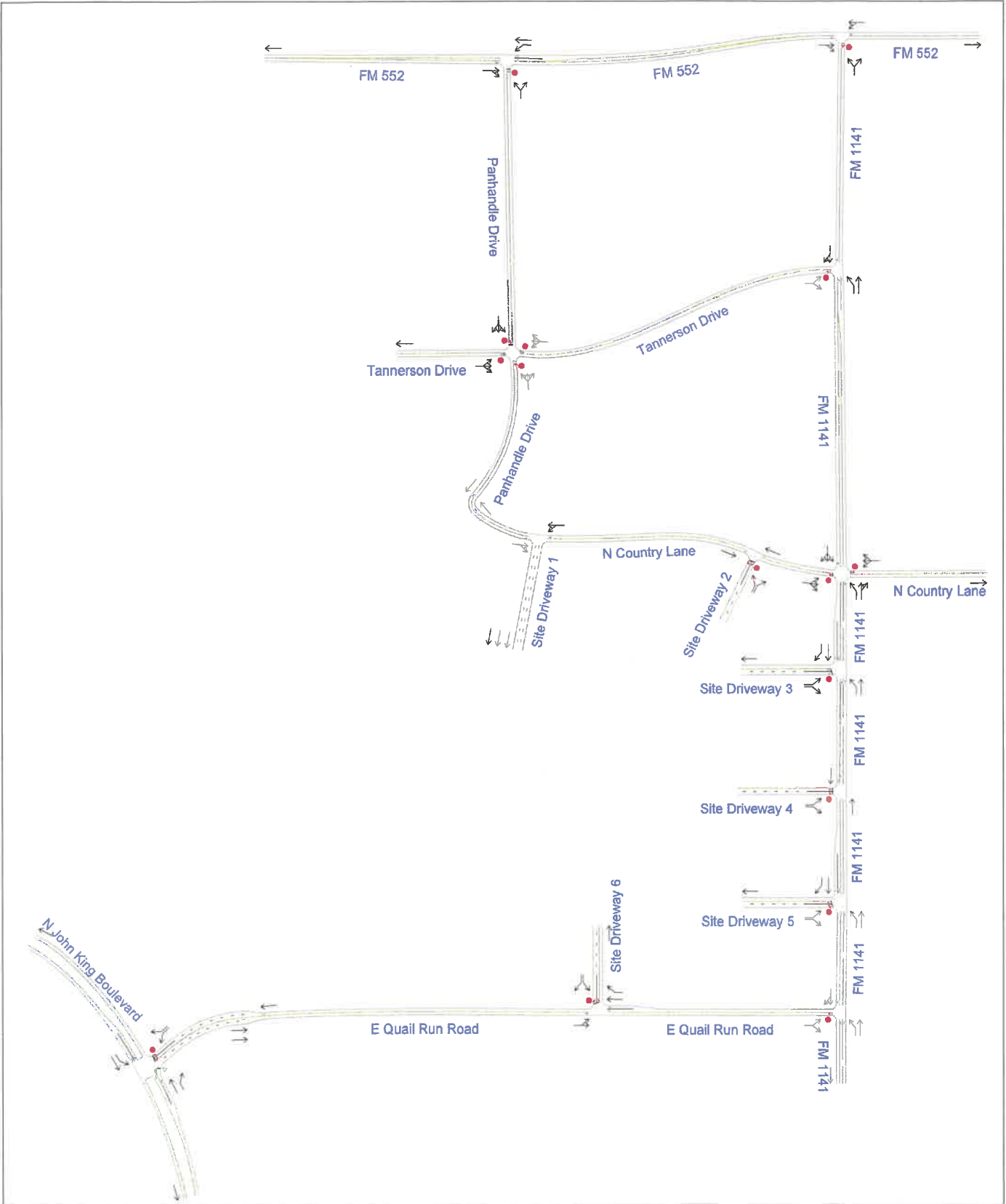
3. Right-turn deceleration lanes at all inbound driveways along FM 1141 and E Quail Run Road.
4. Construction and widening of FM 1141 along the frontage of the site to a three-lane cross-section to include a center two-way left-turn lane for separation of inbound left-turns entering the campus.

END OF MEMO

Appendix A. Traffic Volume Exhibits

Appendix A1 - Roadway Geometry

North ^
Not to Scale

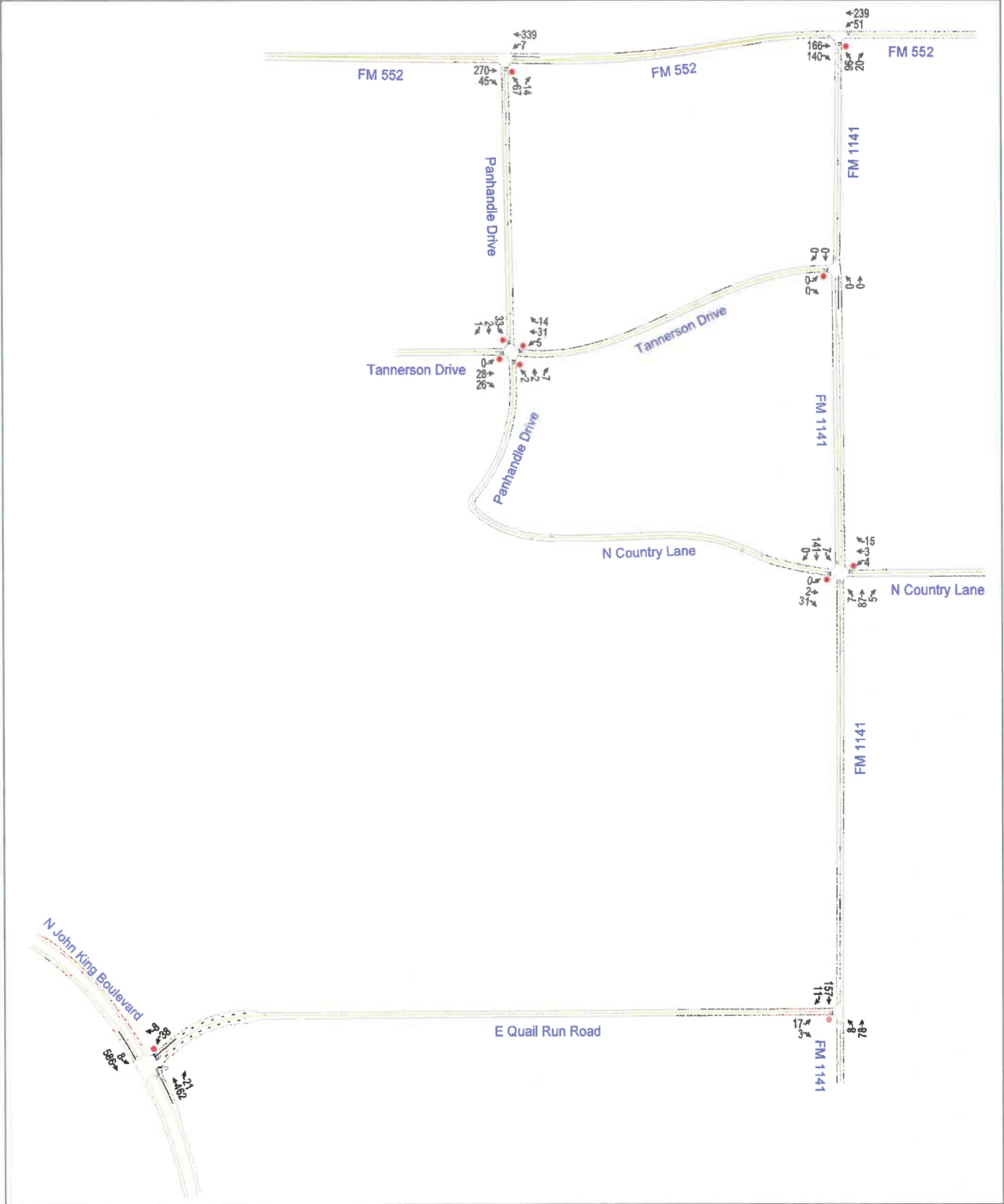


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LHC

04/18/2022
Pacheco Koch

Appendix A2 - Existing AM

North ^
Not to Scale

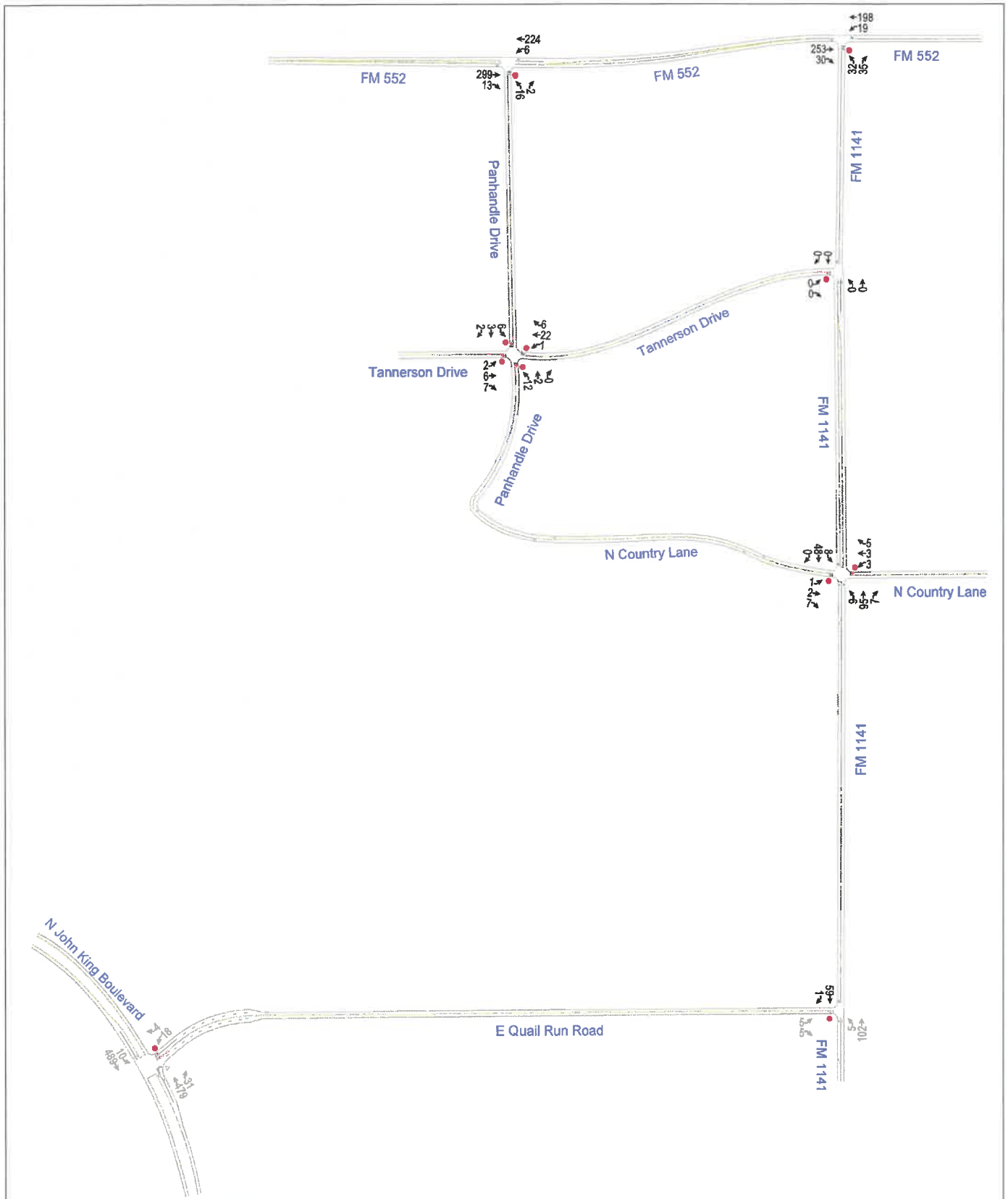


5359-22.340
LHC

04/18/2022
Pacheco Koch

Appendix A3 - Existing PM

North ^
Not to Scale



5359-22.340

LHC

04/18/2022

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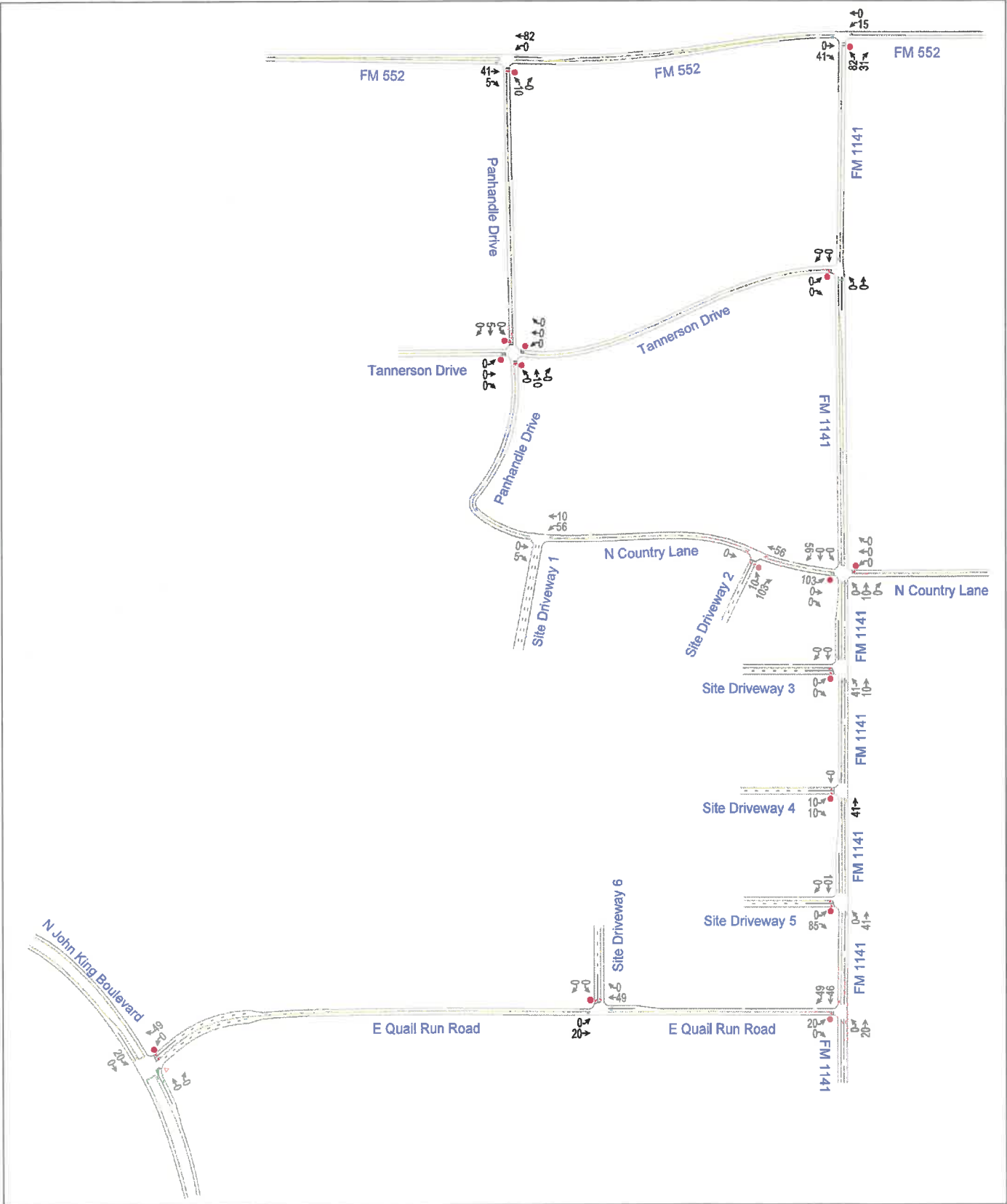
North ^
Not to Scale



04/18/2022
Pacheco Koch

Appendix A5 - Site Generated PM

North ^
Not to Scale

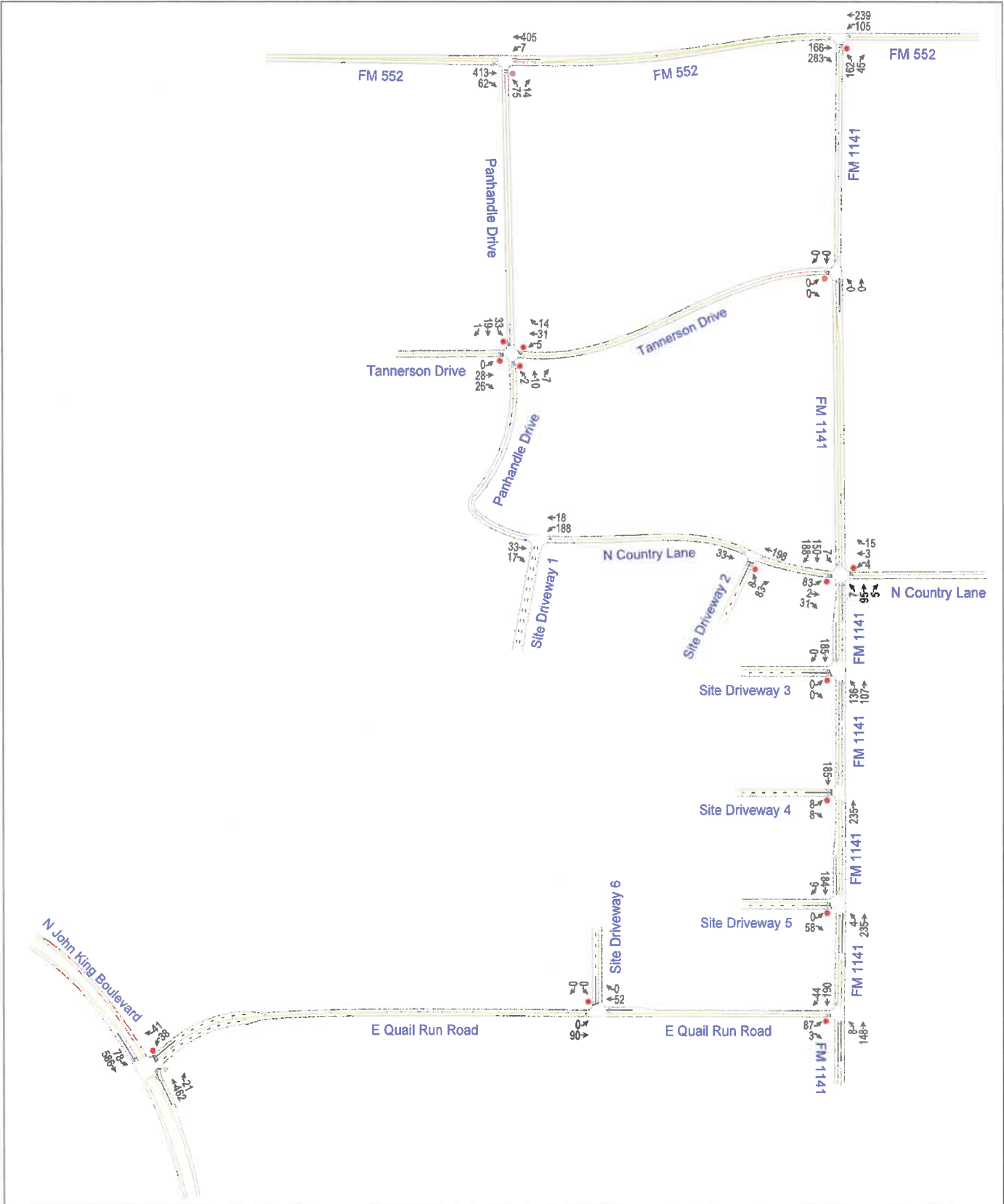


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Appendix B. Detailed Traffic Volume Data

Intersection Turning Movement Counts			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on						Westbound Approach on						Northbound Approach on						Eastbound Approach on					
			FM 1141						FM 552						FM 1141						FM 552					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
START	END		U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
City:	Rockwall	7:00 AM	7:15 AM	0	0	0			8	70	0			4	0	1			0	40	13					
State:	Texas	7:15 AM	7:30 AM	0	0	0			15	89	0			19	0	7			0	81	30					
Day:	Tuesday	7:30 AM	7:45 AM	0	0	0			17	89	0			38	0	4			0	45	59					
Date:	10-May	7:45 AM	8:00 AM	0	0	0			14	54	0			32	0	6			0	32	41					
Year:	2022	8:00 AM	8:15 AM	0	0	0			5	47	0			9	0	3			0	28	10					
Data Collector:	Camera	8:15 AM	8:30 AM	0	0	0			3	60	0			6	0	2			0	36	9					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	0	0			8	37	0			2	0	5			0	32	4					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	0	0			4	44	0			7	0	4			0	32	10					
Observations:																										
		3:00 PM	3:15 PM	0	0	0			9	10	0			26	0	7			0	48	8					
		3:15 PM	3:30 PM	0	0	0			5	38	0			9	0	7			0	32	1					
		3:30 PM	3:45 PM	0	0	0			6	32	0			11	0	10			0	40	5					
		3:45 PM	4:00 PM	0	0	0			6	34	0			4	0	4			0	63	7					
		4:00 PM	4:15 PM	0	0	0			8	49	0			3	0	8			0	52	13					
		4:15 PM	4:30 PM	0	0	0			1	49	0			13	0	10			0	56	7					
		4:30 PM	4:45 PM	0	0	0			7	47	0			11	0	8			0	70	4					
		4:45 PM	5:00 PM	0	0	0			6	53	0			5	0	11			0	76	8					
		5:00 PM	5:15 PM	0	0	0			5	53	0			7	0	14			0	58	6					
		5:15 PM	5:30 PM	0	0	0			9	54	0			7	0	15			0	81	8					
		5:30 PM	5:45 PM	0	0	0			7	39	0			7	0	10			0	74	7					

Intersection Turning Movement Counts			NORTH LEG					EAST LEG					SOUTH LEG					WEST LEG							
			Southbound Approach on FM 1141					Westbound Approach on N COUNTRY LANE					Northbound Approach on FM 1141					Eastbound Approach on N COUNTRY LANE							
			Vehicles				Peds	Vehicles				Peds	Vehicles				Peds	Vehicles				Peds			
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW
City:	Rockwall	7:00 AM	7:15 AM	2	14	0			0	0	0			0	9	1			0	0	6				
State:	Texas	7:15 AM	7:30 AM	1	19	0			0	0	3			0	21	2			0	0	7				
Day:	Tuesday	7:30 AM	7:45 AM	1	55	0			0	2	6			4	32	1			0	0	6				
Date:	10-May	7:45 AM	8:00 AM	4	51	0			3	1	6			2	22	2			0	0	11				
Year:	2022	8:00 AM	8:15 AM	1	16	0			1	0	0			1	12	0			0	2	7				
Data Collector:	Camera	8:15 AM	8:30 AM	0	17	0			1	1	1			1	9	0			0	0	5				
Data Source:	C.J Hensch & Associates, Inc	8:30 AM	8:45 AM	2	19	0			1	0	0			1	14	0			1	0	3				
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	1	22	1			3	0	0			0	16	0			0	0	5				
Observations:																									
		3:00 PM	3:15 PM	4	42	0			0	0	2			1	14	2			0	0	2				
		3:15 PM	3:30 PM	0	17	0			0	0	0			2	22	3			0	0	4				
		3:30 PM	3:45 PM	0	19	0			3	0	2			0	24	0			0	0	0				
		3:45 PM	4:00 PM	2	24	0			1	0	0			0	13	2			0	0	2				
		4:00 PM	4:15 PM	2	18	0			1	0	1			3	14	5			0	1	0				
		4:15 PM	4:30 PM	4	8	0			2	1	1			3	30	0			1	0	2				
		4:30 PM	4:45 PM	1	12	0			0	2	2			1	22	2			0	1	2				
		4:45 PM	5:00 PM	1	10	0			0	0	1			2	29	0			0	0	3				
		5:00 PM	5:15 PM	0	15	0			2	1	0			0	24	2			0	2	1				
		5:15 PM	5:30 PM	0	21	0			0	0	1			1	26	1			0	0	1				
		5:30 PM	5:45 PM	0	21	0			1	1	4			0	31	3			0	0	3				
		5:45 PM	6:00 PM	0	17	0			2	0	1			2	25	1			0	0	2				

Intersection Turning Movement Counts

Intersection Turning Movement Counts			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on FM 1141						Westbound Approach on E QUAIL RUN ROAD						Northbound Approach on FM 1141						Eastbound Approach on E QUAIL RUN ROAD					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
City:	Rockwall	7:00 AM	7:15 AM	0	17	0			0	0	0			0	10	0			4	0	1					
State:	Texas	7:15 AM	7:30 AM	0	30	0			0	0	0			2	21	0			3	0	0					
Day:	Tuesday	7:30 AM	7:45 AM	0	57	2			0	0	0			3	32	0			8	0	2					
Date:	10-May	7:45 AM	8:00 AM	0	46	9			0	0	0			2	11	0			4	0	1					
Year:	2022	8:00 AM	8:15 AM	0	24	0			0	0	0			1	14	0			2	0	0					
Data Collector:	Camera	8:15 AM	8:30 AM	0	19	0			0	0	0			2	9	0			0	0	2					
Data Source:	CJ Hensch & Associates, Inc	8:30 AM	8:45 AM	0	22	1			0	0	0			2	10	0			2	0	2					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	28	1			0	0	0			1	14	0			4	0	0					
Observations:		3:00 PM	3:15 PM	0	30	4			0	0	0			2	16	0			2	0	2					
		3:15 PM	3:30 PM	0	19	0			0	0	0			0	21	0			2	0	4					
		3:30 PM	3:45 PM	0	27	1			0	0	0			0	24	0			3	0	1					
		3:45 PM	4:00 PM	0	21	1			0	0	0			3	12	0			3	0	2					
		4:00 PM	4:15 PM	0	16	0			0	0	0			2	22	0			1	0	1					
		4:15 PM	4:30 PM	0	13	1			0	0	0			1	30	0			2	0	2					
		4:30 PM	4:45 PM	0	16	0			0	0	0			1	27	0			1	0	2					
		4:45 PM	5:00 PM	0	16	0			0	0	0			1	23	0			1	0	0					
		5:00 PM	5:15 PM	0	14	0			0	0	0			4	27	0			7	0	2					
		5:15 PM	5:30 PM	0	21	2			0	0	0			2	24	0			5	0	0					
		5:30 PM	5:45 PM	0	16	1			0	0	0			0	25	0			4	0	1					
		5:45 PM	6:00 PM	0	17	0			0	0	0			1	23	0			5	0	3					
																					</					

Intersection Turning Movement Counts							NORTH LEG Southbound Approach on N JOHN KING BOULEVARD								EAST LEG Westbound Approach on E QUAIL RUN ROAD (NORTH LEG)								SOUTH LEG Northbound Approach on N JOHN KING BOULEVARD								WEST LEG Eastbound Approach on E QUAIL RUN ROAD (NORTH LEG)							
		START END		Vehicles				Peds.				Vehicles				Peds.				Vehicles				Peds.				Vehicles				Peds.						
		U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW							
City:	Rockwall	7:00 AM	7:15 AM	1	89	0				2	0	1				5	75	5				0	1	0				0	1	0								
State:	Texas	7:15 AM	7:30 AM	2	100	0				10	0	2				0	98	2				0	0	0				0	0	0								
Day:	Tuesday	7:30 AM	7:45 AM	0	136	0				11	0	0				0	113	8				0	0	0				0	0	0								
Date:	10-May-2022	7:45 AM	8:00 AM	4	181	1				11	0	3				0	134	8				0	0	0				0	0	0								
Year:		8:00 AM	8:15 AM	2	160	0				8	0	3				0	117	7				#	0	0				#	0	0								
Data Collector:	Camera	8:15 AM	8:30 AM	0	133	1				8	0	0				0	106	5				0	0	2				0	0	2								
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	4	130	0				5	0	1				0	92	8				0	0	0				0	0	0								
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	2	100	0				5	0	1				0	71	5				0	0	0				0	0	0								
Observations:																																						
		3:00 PM	3:15 PM	3	135	0				7	0	2				0	71	12				0	0	0				0	0	0								
		3:15 PM	3:30 PM	4	96	1				2	0	1				0	92	11				1	1	1				1	1	1								
		3:30 PM	3:45 PM	2	103	1				10	0	1				1	103	4				0	1	1				0	1	1								
		3:45 PM	4:00 PM	9	157	0				6	0	2				0	116	5				0	0	0				0	0	0								
		4:00 PM	4:15 PM	3	132	0				4	0	2				0	124	8				#	0	0				#	0	0								
		4:15 PM	4:30 PM	6	135	0				8	0	2				0	113	12				0	0	0				0	0	0								
		4:30 PM	4:45 PM	1	121	0				8	0	0				0	130	7				0	0	0				0	0	0								
		4:45 PM	5:00 PM	1	101	0				4	0	0				0	112	4				0	0	0				0	0	0								
		5:00 PM	5:15 PM	2	121	0				4	0	0				0	131	9				0	0	0				0	0	0								
		5:15 PM	5:30 PM	5	110	0				7	0	3				0	143	7				0	0	0				0	0	0								
		5:30 PM	5:45 PM	1	123	0				8	0	1				0	97	10																				

			NORTH LEG										EAST LEG										SOUTH LEG										WEST LEG									
			Southbound Approach on										Westbound Approach on										Northbound Approach on										Eastbound Approach on									
			PANHANDLE DRIVE										FM 552										PANHANDLE DRIVE										FM 552									
			Vehicles					Peds					Vehicles					Peds					Vehicles					Peds					Vehicles					Peds				
START	END		U	L	T	R	CCW	CW		U	L	T	R	CCW	CW		U	L	T	R	CCW	CW		U	L	T	R	CCW	CW		U	L	T	R	CCW	CW						
City:	Rockwall	7:00 AM	7:15 AM	0	0	0				1	79	0				6	0	0						0	83	2																
State:	Texas	7:15 AM	7:30 AM	0	0	0				1	85	0				6	0	4						0	78	14																
Day:	Tuesday	7:30 AM	7:45 AM	0	0	0				3	106	0				31	0	7						0	97	20																
Date:	10-May	7:45 AM	8:00 AM	0	0	0				3	89	0				23	0	3						0	81	8																
Year:	2022	8:00 AM	8:15 AM	0	0	0				0	69	0				7	0	0						0	34	2																
Data Collector:	Camera	8:15 AM	8:30 AM	0	0	0				0	73	0				3	0	1						0	45	3																
Data Source:	CJ Hensach & Associates, Inc.	8:30 AM	8:45 AM	0	0	0				0	42	0				3	0	1						0	39	4																
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	0	0				0	52	0				3	0	0						0	38	3																
Observations:																																										
		3:00 PM	3:15 PM	0	0	0				1	46	0				27	0	8						0	56	2																
		3:15 PM	3:30 PM	0	0	0				0	48	0				5	0	0						0	43	2																
		3:30 PM	3:45 PM	0	0	0				0	42	0				4	0	1						0	45	3																
		3:45 PM	4:00 PM	0	0	0				0	40	0				8	0	1						0	70	5																
		4:00 PM	4:15 PM	0	0	0				2	61	0				1	0	1						0	61	1																
		4:15 PM	4:30 PM	0	0	0				1	61	0				8	0	0						0	73	6																
		4:30 PM	4:45 PM	0	0	0				1	62	0																														

Intersection Turning Movement Counts

		NORTH LEG Southbound Approach on PANHANDLE DRIVE						EAST LEG Westbound Approach on TANNERSON DRIVE						SOUTH LEG Northbound Approach on PANHANDLE DRIVE						WEST LEG Eastbound Approach on TANNERSON DRIVE					
		Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
		U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
City:	Rockwall	7:00 AM	7:15 AM	2	0	0		0	0	0				0	1	0				0	3	5			
State:	Texas	7:15 AM	7:30 AM	4	0	0		0	2	2				0	0	0				0	4	6			
Day:	Tuesday	7:30 AM	7:45 AM	20	0	0		1	12	4				1	0	5				0	18	6			
Date:	10-May	7:45 AM	8:00 AM	8	2	1		3	12	7				0	1	2				0	8	8			
Year:	2022	8:00 AM	8:15 AM	0	0	0		1	6	1				1	1	0				0	0	0			
Data Collector:	Camera	8:15 AM	8:30 AM	1	1	0		0	2	1				2	0	0				0	1	5			
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	1	0		0	6	1				0	0	0				0	4	3			
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	1	1	2		0	0	0				0	0	0				0	5	1			
Observations:		3:00 PM	3:15 PM	1	1	3		3	11	4				1	2	1				0	2	0			
		3:15 PM	3:30 PM	0	0	0		0	1	2				3	1	0				0	1	4			
		3:30 PM	3:45 PM	1	1	0		0	7	0				0	0	0				0	3	0			
		3:45 PM	4:00 PM	1	0	1		1	4	1				0	0	1				0	2	2			
		4:00 PM	4:15 PM	1	0	0		0	3	1				3	0	0				0	3	1			
		4:15 PM	4:30 PM	3	1	1		0	7	2				5	1	0				0	3	2			
		4:30 PM	4:45 PM	1	1	0		1	4	1				3	1	0				0	0	2			
		4:45 PM	5:00 PM	1	1	1		0	8	2				1	0	0				2	0	2			
		5:00 PM	5:15 PM	2	2	3		0	2	1				1	1	0				0	1	2			
		5:15 PM	5:30 PM	4	0	0		0	2	2				1	0	0				0	3	2			
		5:30 PM	5:45 PM	0	0	1		0	5	3				1	0	0				1	2	3			
		5:45 PM	6:00 PM	1	1	0		0	5	0				2	0	0				0	1	1			
AM Peak Hour	Intersection PHF: 0.58	Intersection PHV:	0	33	2	1		0	5	31	14			0	2	2	7			0	0	28	26		
	Peak Hour: 7:15 AM - 8:15 AM	PHF:	0.41	0.25	0.25			0.42	0.65	0.50				0.50	0.50	0.35				0.00	0.44	0.61			
	Study Area PHF: 0.58	Study Area PHV:	0	33	2	1		0	5	31	14			0	2	2	7			0	0	28	26		
	Peak Hour: 7:15 AM - 8:15 AM	PHF:	0.41	0.25	0.25			0.42	0.65	0.50				0.50	0.50	0.35				0.00	0.44	0.61			
PM Peak Hour	Intersection PHF: 0.72	Intersection PHV:	0	7	5	5		0	1	21	6			0	10	3	0			0	2	4	8		
	Peak Hour: 4:15 PM - 5:15 PM	PHF:	0.58	0.63	0.42			0.25	0.65	0.75				0.50	0.75	0.00				0.25	0.33	1.00			
	Study Area PHF: 0.69	Study Area PHV:	0	6	3	2		0	1	22	6			0	12	2	0			0	2	6	7		
	Peak Hour: 4:00 PM - 5:00 PM	PHF:	0.60	0.75	0.50			0.25	0.69	0.75				0.60	0.50	0.50				0.25	0.50	0.88			

ROADWAY: FM 1141
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME

2,217
 (WEEKDAY)

FM 1141

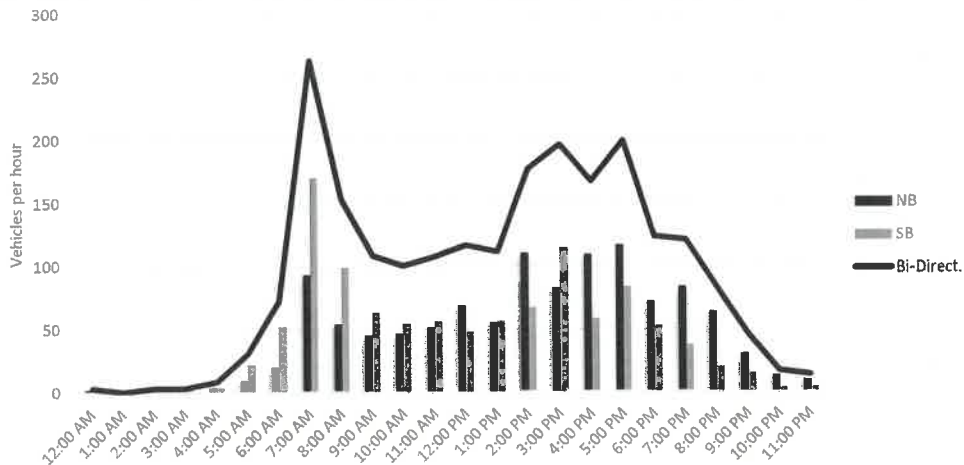
START TIME	Northbound				Southbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	NB	SB	Bi-Direct.
12:00 AM	1	0	0	1	1	0	0	0	2	1	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	1	0	0	0	2	1	3
3:00 AM	0	0	1	0	0	0	1	1	1	2	3
4:00 AM	3	0	0	1	0	2	1	1	4	4	8
5:00 AM	0	3	2	4	3	6	5	8	9	22	31
6:00 AM	2	2	5	11	8	12	13	19	20	52	72
7:00 AM	11	25	34	23	17	30	62	61	93	170	263
8:00 AM	15	9	14	16	22	26	21	30	54	99	153
9:00 AM	11	13	12	9	19	14	13	17	45	63	108
10:00 AM	14	10	13	9	13	11	19	11	46	54	100
11:00 AM	8	14	17	12	14	13	18	11	51	56	107
12:00 PM	14	21	15	18	10	20	9	9	68	48	116
1:00 PM	19	15	11	10	15	16	8	17	55	56	111
2:00 PM	25	17	25	43	18	12	17	20	110	67	177
3:00 PM	15	26	25	16	44	19	24	27	82	114	196
4:00 PM	22	31	26	30	17	12	15	14	109	58	167
5:00 PM	27	29	32	28	18	21	25	19	116	83	199
6:00 PM	30	11	14	16	13	14	14	11	71	52	123
7:00 PM	31	18	16	18	6	16	8	7	83	37	120
8:00 PM	18	15	13	17	6	9	3	2	63	20	83
9:00 PM	13	2	8	7	4	5	2	4	30	15	45
10:00 PM	3	3	4	3	2	0	1	0	13	3	16
11:00 PM	5	2	1	1	1	2	0	1	9	4	13

7:15 AM 8:15 AM
 2:45 PM 3:45 PM
 5:15 PM 6:15 PM
 7:15 AM 8:15 AM

24-Hour Total:
 (Bi-Direct.) AM Peak Hour Total:
 (Bi-Direct.) PM Peak Hour Total:
 Highest By Direction (NB):
 Highest By Direction (SB):

NB	SB	Bi-Direct.
1,136	1,081	2,217
97	175	272
109	107	216
119		
	175	

Graph



Pacheco Koch
 5359-22.340
 PK#

ROADWAY: N JOHN KING BOULEVARD
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME

13,679
 (WEEKDAY)

N JOHN KING BOULEVARD

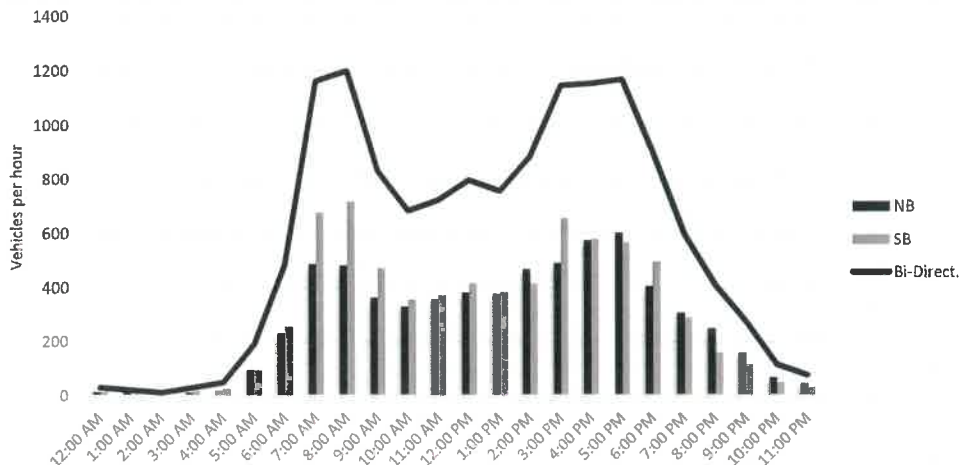
START TIME	Northbound				Southbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	NB	SB	Bi-Direct.
12:00 AM	3	5	3	2	5	4	4	4	13	17	30
1:00 AM	3	5	2	4	0	2	2	3	14	7	21
2:00 AM	2	0	1	2	0	0	2	3	5	5	10
3:00 AM	1	2	4	4	7	6	3	2	11	18	29
4:00 AM	3	3	4	10	2	4	10	12	20	28	48
5:00 AM	17	20	22	36	19	24	22	31	95	96	191
6:00 AM	40	65	67	58	32	64	63	95	230	254	484
7:00 AM	88	110	134	154	109	142	184	242	486	677	1163
8:00 AM	144	137	109	91	211	196	176	136	481	719	1200
9:00 AM	85	100	86	90	107	124	132	108	361	471	832
10:00 AM	86	91	79	72	100	76	74	106	328	356	684
11:00 AM	78	74	94	108	94	94	95	86	354	369	723
12:00 PM	72	108	90	110	88	104	126	98	380	416	796
1:00 PM	92	115	89	78	101	100	95	86	374	382	756
2:00 PM	86	122	130	129	86	115	112	102	467	415	882
3:00 PM	96	117	130	146	170	128	122	238	489	658	1147
4:00 PM	144	150	148	132	152	170	136	121	574	579	1153
5:00 PM	160	176	126	138	130	144	138	156	600	568	1168
6:00 PM	122	104	94	84	133	125	128	110	404	496	900
7:00 PM	76	94	62	74	85	90	57	57	306	289	595
8:00 PM	66	60	66	56	42	48	30	39	248	159	407
9:00 PM	41	46	48	20	43	26	24	22	155	115	270
10:00 PM	17	17	17	15	13	12	16	8	66	49	115
11:00 PM	12	16	10	6	8	8	7	8	44	31	75

7:30 AM 8:30 AM
 3:45 PM 4:45 PM
 4:30 PM 5:30 PM
 7:30 AM 8:30 AM

24-Hour Total:
 (Bi-Direct.) AM Peak Hour Total:
 (Bi-Direct.) PM Peak Hour Total:
 Highest By Direction (NB):
 Highest By Direction (SB):

NB	SB	Bi-Direct.
6,505	7,174	13,679
569	833	1,402
588	696	1,284
616		
	833	

Graph



Pacheco Koch PK# 5359-22.340

ROADWAY: FM 552
LOCATION: ROCKWALL, TX
DAY: TUESDAY
DATE: 10-May
YEAR: 2022
SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME

6,269
(WEEKDAY)

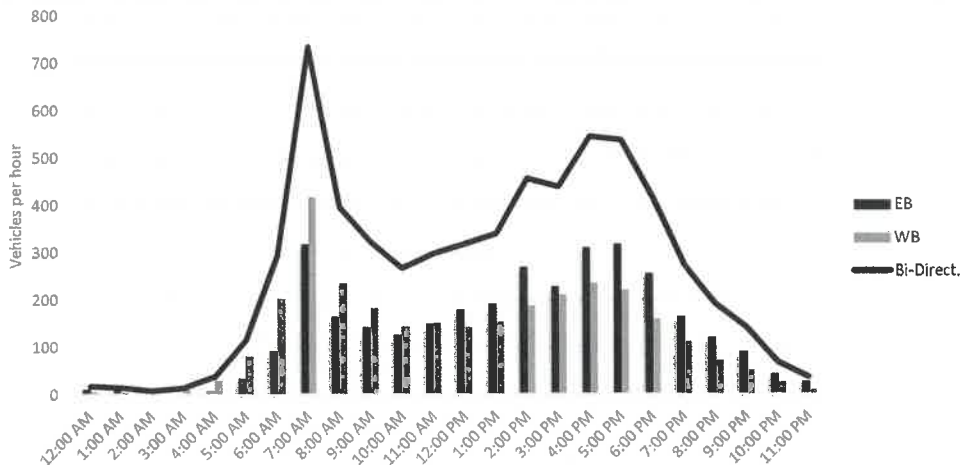
FM 552

START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	4	3	2	2	2	1	3	0	11	6	17
1:00 AM	5	3	1	1	0	1	2	1	10	4	14
2:00 AM	1	0	1	2	0	0	1	2	4	3	7
3:00 AM	2	0	1	0	1	1	4	4	3	10	13
4:00 AM	0	0	6	1	7	3	9	11	7	30	37
5:00 AM	8	7	9	10	8	15	26	32	34	81	115
6:00 AM	19	9	26	38	30	49	59	64	92	202	294
7:00 AM	62	87	106	62	80	96	134	108	317	418	735
8:00 AM	33	50	39	40	64	73	45	51	162	233	395
9:00 AM	33	38	40	29	47	48	43	43	140	181	321
10:00 AM	30	28	24	42	39	34	37	33	124	143	267
11:00 AM	34	32	37	44	22	43	39	46	147	150	297
12:00 PM	34	52	51	40	38	26	41	35	177	140	317
1:00 PM	34	46	58	51	46	41	30	34	189	151	340
2:00 PM	53	68	73	75	43	46	35	64	269	188	457
3:00 PM	60	43	49	76	66	50	49	46	228	211	439
4:00 PM	59	75	87	89	54	64	55	62	310	235	545
5:00 PM	73	93	81	70	56	58	47	60	317	221	538
6:00 PM	75	62	58	60	53	39	36	32	255	160	415
7:00 PM	46	47	35	35	38	32	27	14	163	111	274
8:00 PM	38	28	24	29	16	23	15	17	119	71	190
9:00 PM	24	26	25	14	21	7	9	14	89	51	140
10:00 PM	13	12	10	7	9	7	2	7	42	25	67
11:00 PM	5	9	7	5	2	0	4	3	26	9	35

24-Hour Total:
(Bi-Direct.) AM Peak Hour Total:
(Bi-Direct.) PM Peak Hour Total:
Highest By Direction (EB):
Highest By Direction (WB):

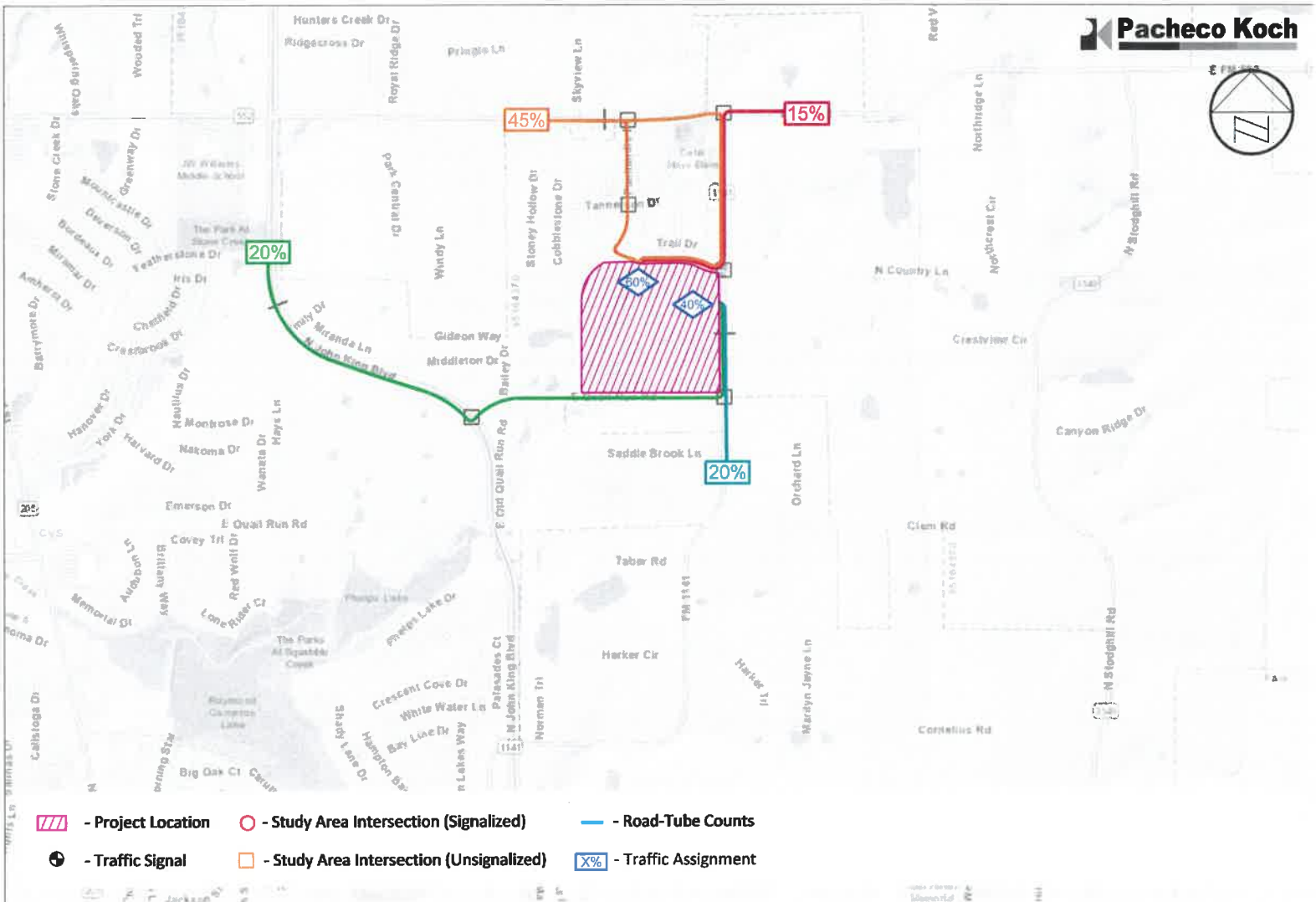
EB	WB	Bi-Direct.
3,235	3,034	6,269
317	418	735
342	231	573
	418	

Graph



Pacheco Koch PK# 5359-22.340

Appendix C. Site-Generated Traffic Supplement

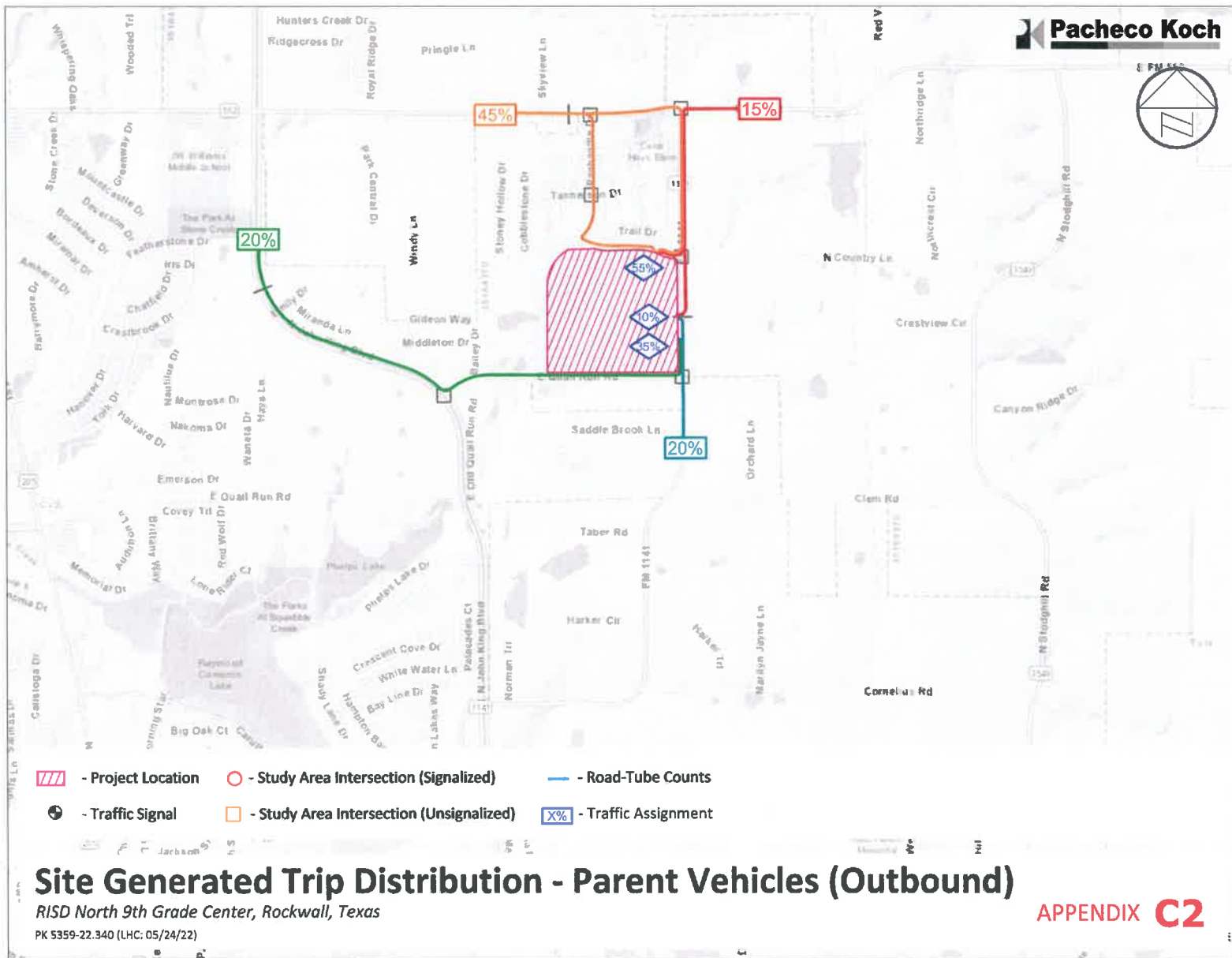


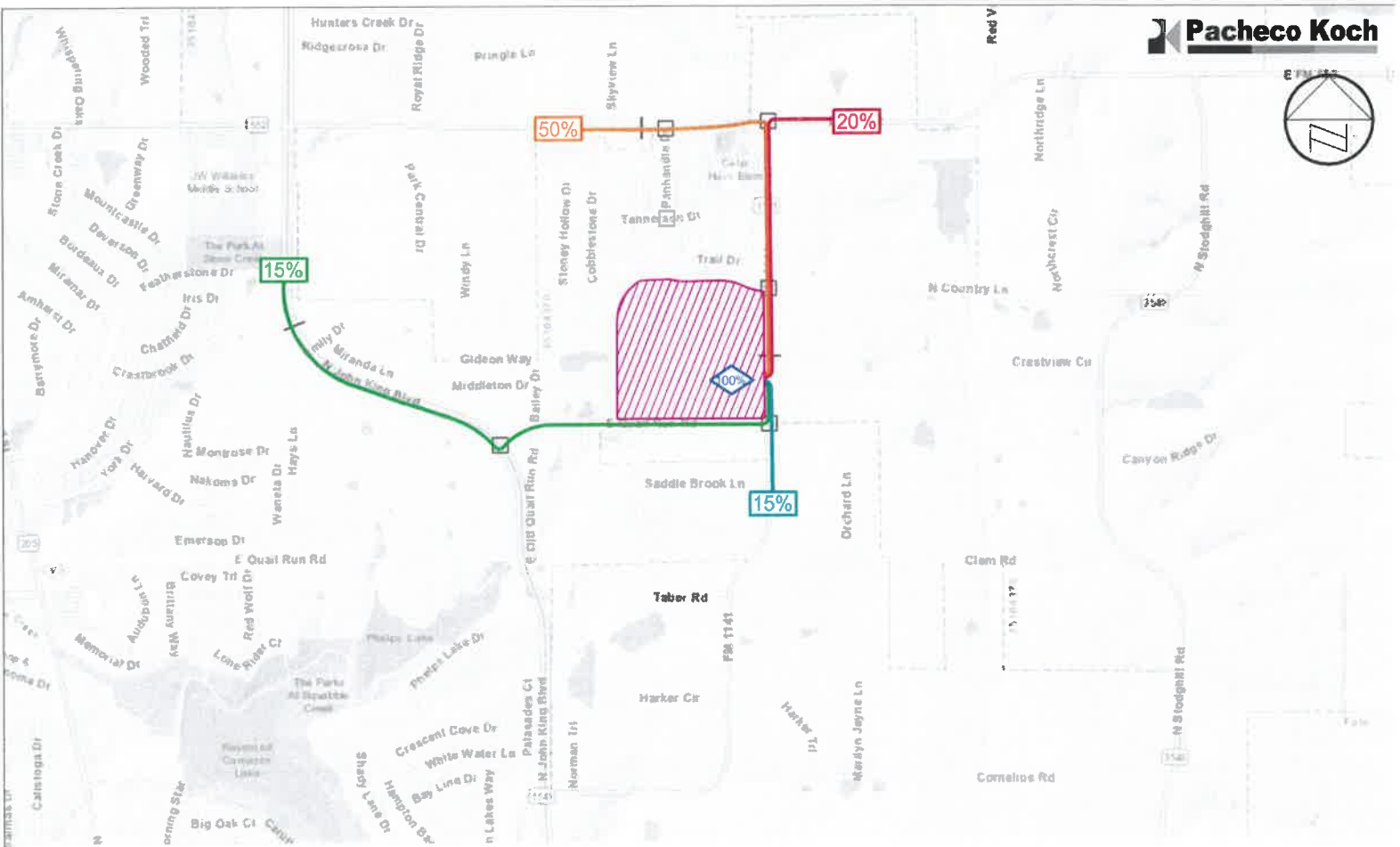
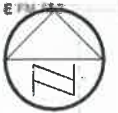
Site Generated Trip Distribution - Parent Vehicles (Inbound)

RISD North 9th Grade Center, Rockwall, Texas

PK 5359-22.340 (LHC: 05/24/22)

APPENDIX **C1**





- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Buses (Inbound)

RISD North 9th Grade Center, Rockwall, Texas

PK 5359-22.340 (LHC: 05/24/22)

APPENDIX **C3**



Trip Generation

The two sources for the trip generation rates used to estimate the future generation potential of the proposed new Rockwall Ninth Grade Center are as follows:

Given the regional attendance zone for the proposed new Rockwall Ninth Grade Center, its location at the northern fringe of the urbanized area of the City of Rockwall, located at center of the Rockwall Independent School District, and the location of existing schools in the school district, trip generation by the Rockwall Ninth Grade Center facility does not fit the description of the ITE Code 520 – Public School land use provided by the Institute of Transportation Engineers (ITE) Trip Generation data, graphs, and formulae. Therefore, trip generation will be based on the following assumptions utilizing data from the current high school Rockwall HS and Rockwall-Heath HS (utilizing current enrollment and ridership) (1) the critical peak trip generation in terms of both capacity and efficiency of travel will occur during the A.M. peak hour, which coincide with the morning peak hour background traffic; currently the school start time is 8:40 am with dismissal at 3:50 pm (2) only students arrivals will be considered since staff trips will occur before the peak of students arrival trips; (3) the District currently runs 14 buses (last semester 17 buses served the campus) with a current ridership of approximately 442 student (last semester has a ridership of 517 student with 218 freshman) with an approximate student population of 2,872 students; of the 442 riders, 218 were Freshman students or a freshman ridership of 42.1%; Freshman students that utilize bus transportation outside the 2 mile walk zone is accepted; to be conservative, a higher value of 45% will be used for the study due to siblings not being able ride together and Freshman not being able to ride with friends; (4) the District's current number of Freshman students being drop off by parent vehicles are approximately 332, 1.4 students per vehicle 237 trips, with an approximate Freshman student population of 788 student or 42.1% of students being dropped off; without pedestrian traffic and friends and sibling being able to provide transportation for a freshman student to a higher the value of 55% will be used for the study; (5) the District's projection that only 5% of students currently are pedestrian traffic (40 students) within the 2 mile walk zone is accepted; a value of 0% is used for the study; however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow with the future development of sidewalks but at this time not enough infrastructure is available for pedestrian traffic.. (6) entering and exiting trip ends will be equal since the only logical exception would be attending students who are children of school staff; (7) average occupancy will be 1.4 students per passenger car or van; average bus load will be assumed to be 35 students; (8) Buses will access site by way of Approach #2 - the south approach off of Farm to Market 1141 (FM 1141).

Morning peak traffic generation will be similar, but without the need to consider the morning peak hour background traffic or will be less due to arrival times being more staggered. Also, it is typically observed that parents and others providing non-bus transportation for the current high school students commonly arrive up to thirty to forty-five minutes in advance of school start time. These varied arrival times tend to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the P.M. peak situation.

Proposed Rockwall Ninth Grade Center Transportation projections. (Full Build Out)

Inbound A.M. peak hour trip ends generated by the proposed new Rockwall Ninth Grade Center is calculated as follows for passenger cars and buses accessing the site by way of Farm to Market 1141 (FM 1141):

Proposed Rockwall Ninth Grade Center Transportation projections. (At full capacity)

1,000 students	x	45.0%	= 450 students by bus (13 Buses)
1,000 students	x	55.0%	= 550 students by parent
1,000 students	x	0%	= 0 pedestrian traffic

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

1,000 students x 0.45 by bus mode / 35 students average per bus = 12.9 (13) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode Freshman students' personal vehicles accessing site are calculated as:

1,000 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 393 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

1,000 students x 0.05 non-bus mode / pedestrian traffic = 0 (walkers)

It is assumed that 0% of the students will come from within the 2-mile walking zone and however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow with the future development of sidewalks but at this time not enough infrastructure is available for pedestrian traffic.

Proposed Rockwall Ninth Grade Center Transportation projections. (On opening day 2024)

 (Current 8th grade Enrollment 2022 1,424 Students)

 (Current 7th grade Enrollment 2022 1,371 Students)

 (Current 6th grade Enrollment 2022 1,381 Students)

700 Freshman Students	x	45.0%	= 315 students by bus (9 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent
700 Freshman Students	x	0%	= 0 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.

Source: Rockwall Independent School District

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

700 Freshman Students x 0.35 by bus mode / 35 students average per bus = 9 (9) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode students' personal vehicles accessing site are calculated as:

700 Freshman Students x 0.60 non-bus mode / 1.4 students per vehicle = 275 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

700 Freshman Students x 0.05 non-bus mode / pedestrian traffic = 0 (walkers)

It is assumed that 0% of the students will come from within the 2-mile walking zone and however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow with the future development of sidewalks but at this time not enough infrastructure is available for pedestrian traffic. The Dalton Ranch, Stoney Hollow and Saddlebrook Subdivision have considered the pedestrian traffic to the school and provided sidewalks leading to the school site. Also, the neighborhood around Nelson Lake will need to have sidewalk access to the school in the future.

Trip Distribution

The following assumptions are made regarding trip distribution:

- (1) All of the morning peak hour inbound Ninth grade, all parent vehicular access to the site will access the site in two locations. Parents north bound on Farm to Market 1141 (FM 1141) will utilize Approach #1 the most southern approach and use and continue to the student drop off lane. This student drop-off lane is intended to be a one-way single / partial double stack loop for student drop-off and pick-up. Parents will exit the student drop lane and exit via the same direction southbound from Approach #2 the southern middle approach where they can make, and right or left hand turn back onto Farm to Market 1141 (FM 1141). The same process will hold true in the afternoon departing traffic flow.
- (2) Parents southbound on Farm to Market 1141 (FM 1141) will utilize Approach #3 - center approach via the new left-hand lane and turn left into the site and continue to the student drop-off lane. This student drop-off lane is intended to be a one-way double stack loop for student drop-off and pick-up in front of the new Rockwall Ninth Grade Center. Parents will exit the student drop lane and exit via Approach #4 northern middle approach where they can make a right or left hand turn back onto Farm to Market 1141 (FM 1141). The same process will hold true in the afternoon departing traffic flow.
- (3) It will be further assumed that all minibuses, school buses, HC Buses and service traffic will enter the site both Northbound and southbound off Farm to Market 1141 (FM 1141) and will utilize Approach #4 the most northern middle approach and continue to the bus drop off loop around the back of the school. The buses will also exit back onto Farm to Market 1141 (FM 1141) but will be limited to only a right hand turn only. This bus loop is intended to be a one-way single stack parking lot for approximately 18 buses for student drop-off and pick-up. This bus traffic is not intended to mix with parent traffic except at the entrance and exit locations on site. This is the only location where school traffic and bus traffic occur in the same location.
- (4) Given the location of this site, for this analysis, it shall be assumed that there will be 5% pedestrian traffic. As residential communities develop around the new Rockwall Ninth Grade Center facility, the pedestrian traffic is anticipated to increase from the growth in new and existing Dalton Ranch, Stoney Hollow and Saddlebrook Subdivision have considered the pedestrian traffic to the school and provided sidewalks leading to the school site. Also, the neighborhood around Nelson Lake will need to have sidewalk access to the school in the future.
- (5) No internal trips are anticipated.

Distribution of these trips is as Follows:

40% of vehicular traffic (parent) will be Northbound on Farm to Market 1141 (FM 1141).
60% of vehicular traffic (parent) will be Southbound on Farm to Market 1141 (FM 1141).

30% of bus traffic will be Northbound on Farm to Market 1141 (FM 1141).
70% of bus traffic will be Southbound on Farm to Market 1141 (FM 1141).

0% of pedestrian traffic (student) will be utilizing sidewalks off Farm to Market 1141 (FM 1141).

1,000 students x 55% x 40% Vehicular Traffic (1.4 students per vehicle) = 157.1 (158) trip ends (cars/vans)
Northbound on Farm to Market 1141 (FM 1141). (Left turn into Approach #4 - Northerly Entrance)

1,000 students x 55% x 60% Vehicular Traffic (1.4 students per vehicle) = 235.7 (236) trip ends (cars/vans)
Southbound on Farm to Market 1141 (FM 1141). (Left turn into North Country Lane) enter through Approach
#6 west approach on North Country Lane

13 buses x 45% x 30% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
Northbound on Farm to Market 1141 (FM 1141). (Right Turn Only into approach #4)

13 buses x 45% x 70% Bus (35 students per Bus) = 9 trip ends (cars/vans/HC bus)
Southbound on Farm to Market 1141 (FM 1141). (Left Turn into Approach #4)

Afternoon peak traffic generation will be similar, but without the need to consider the P.M. peak hour background traffic or will be less if dismissal times by grade are staggered. Also, it is typically observed that parents and others providing non-bus transportation for Rockwall Ninth Grade Center students commonly arrive up to one-half hour to forty- five minutes in advance of dismissal time which tends to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the A.M. peak situation. Likewise, school buses typically arrive early and over a period of time to be ready to receive the students at dismissal. Buses will be allowed to depart prior to the parents.

Route Assignment – Split by inbound Direction

Total trip generation for the afternoon peak traffic period was determined to be 232 car ends entering and 290 is study as stated above, route assignment for afternoon inbound trips only will be addressed. Using the trip distribution assumptions above, route assignment of all afternoon peak entering trips is expected to be as follows:

Ninth grade northbound would be assigned to the front pick area on the south side of the main entrance and Ninth grade southbound would be assigned to the front pick on the north side of the main entrance. This would equate to a 50/50split at the front drop off area at build out between the two drop off and pick areas enter the site, both from southbound and northbound off of Farm to Market 1141 (FM 1141), double stack thru the student drop-off and pick up lanes and exit one way from the student lane back onto north south drive (one-way student drop-off lane). It is anticipated that both exiting lanes will split 90% northbound and 90% southbound on exiting the site. The 10% is for those who are not compliant or follow the design intent.

Total Vehicles = 392
60% 235.7 (236) car trips into the north pick up area
40% 157.1 (158) car trips into the north pickup area.

All bus traffic will and enter and exit the site off Farm to Market 1141 (FM 1141). through Approach #2 and will not conflict with non-bus traffic, except onsite. Buses single stack thru the bus drop-off and pick up lane and exit one way from the bus lane back onto Farm to Market 1141 (FM 1141). This exit will be limited to a left hand turn only. (One-way bus pick-up and drop-off lane).

Inbound 9 bus trips southbound from Farm to Market 1141 (FM 1141).
Inbound 4 bus trips northbound only onto Farm to Market 1141 (FM 1141).
Outbound 13 bus trips northbound only onto Farm to Market 1141 (FM 1141).
(All through Approach #2)

This plan is to be designed for vehicular traffic to be split by direction of travel off of Farm to Market 1141 (FM 1141). With 40% of the northbound traffic turning into Approach #4 and exiting through Approaches #2 and #3.

With 60% of the southbound traffic turning into North Country Lane and utilizing Approaches #5 and #6 of the same traffic turning into Approach #6.

Distribution of these trips is as Follows:

40% of vehicular traffic (parent) will be Northbound on Farm to Market 1141 (FM 1141).

60% of vehicular traffic (parent) will be Southbound on North Country Lane

30% of bus traffic will be Northbound on Farm to Market 1141 (FM 1141)

70% of bus traffic will be Southbound on Farm to Market 1141 (FM 1141)

0% of pedestrian traffic (student).

1,000 Freshman Students x 55% x 40% Vehicular Traffic (1.4 students per vehicle) = 158 trip ends
(cars/vans) Northbound on Farm to Market 1141 (FM 1141).

100% Left turn into Approach #4 = 158 trip ends

80% right turn Exit southbound Approach #2 = 126 trip ends

20% left turn Exit northbound Approach #3 = 32 trip ends

1,000 Freshman Students x 55% x 60% Vehicular Traffic (1.4 students per vehicle) = 236 trip ends (cars/vans)
Southbound on Farm to Market 1141 (FM 1141) to North Country Lane.

90% Left turn into west Entrance off North Country Lane Approach #5 = 212 trip ends

10% Right turn into West Entrance off North Country Lane Approach #5 = 24 trip ends

90% Right turn from East Exit onto North Country Lane Approach #6 = 212 trip ends

10% Left turn from East Exit onto North Country Lane Approach #6 = 24 trip ends

9 buses x 60% Bus (35 students per Bus) = 5 trip ends (cars/vans/HC bus)

Southbound on Farm to Market 1141 (FM 1141). (Right Turn) Approach #2 Inbound

4 buses x 60% Bus (35 students per Bus) = 8 trip ends (cars/vans/HC bus)

Northbound on Farm to Market 1141 (FM 1141) (Left Turn) Approach #2 Inbound

13 buses x 60% Bus (35 students per Bus) = 10 trip ends (cars/vans/HC bus)

Northbound on Farm to Market 1141 (FM 1141). Parkway (Left Turn) Approach #2 Outbound

Opening Day Site Access Distribution of these trips is as Follows:

700 Freshman Students	x	45.0%	= 315 students by bus (9 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent (275 trips)
700 Freshman Students	x	0%	= 0 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.
 Source: Rockwall Independent School District

35% of vehicular traffic (parent) will be Northbound on Farm to Market 1141 (FM 1141).
 65% of vehicular traffic (parent) will be Southbound on Farm to Market 1141 (FM 1141)

30% of bus traffic will be Northbound on Farm to Market 1141 (FM 1141)
 70% of bus traffic will be Southbound on Farm to Market 1141 (FM 1141)

0% of pedestrian traffic (student)

700 Freshman Students x 55% x 40% Vehicular Traffic (1.4 students per vehicle)	= 96 trip ends
(cars/vans) Northbound on Farm to Market 1141 (FM 1141).	
100% Left turn into Approach #4	= 96 trip ends
80% right turn Exit southbound Approach #2	= 20 trip ends
20% left turn Exit northbound Approach #3	= 76 trip ends

700 Freshman Students x 55% x 60% Vehicular Traffic (1.4 students per vehicle)	= 179 trip ends (cars/vans)
Southbound on Farm to Market 1141 (FM 1141) to North Country Lane.	

90% Left turn into west Entrance off North Country Lane Approach #5	= 161 trip ends
10% Right turn into West Entrance off North Country Lane Approach #5	= 18 trip ends
90% Right turn from East Exit onto North Country Lane Approach #6	= 161 trip ends
10% Left turn from East Exit onto North Country Lane Approach #6	= 18 trip ends

7buses x 60% Bus (35 students per Bus) = 5 trip ends (cars/vans/HC bus)
 Southbound on Farm to Market 1141 (FM 1141). (Right Turn) Approach #2 Inbound
 2 buses x 60% Bus (35 students per Bus) = 8 trip ends (cars/vans/HC bus)
 Northbound on Farm to Market 1141 (FM 1141) (Left Turn) Approach #2 Inbound

9 buses x 60% Bus (35 students per Bus) = 10 trip ends (cars/vans/HC bus)
 Northbound on Farm to Market 1141 (FM 1141). Parkway (Left Turn) Approach #2 Outbound

Appendix D. Detailed Intersection Capacity Analysis Results

6: Panhandle Drive & Tannerson Drive
5359-22.340

Existing
Timing Plan: AM

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	28	26	5	31	14	2	2	7	33	2	1
Future Vol, veh/h	0	28	26	5	31	14	2	2	7	33	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	28	5	34	15	2	2	8	36	2	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.2	6.9	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	0%	10%	92%
Vol Thru, %	18%	52%	62%	6%
Vol Right, %	64%	48%	28%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	54	50	36
LT Vol	2	0	5	33
Through Vol	2	28	31	2
RT Vol	7	26	14	1
Lane Flow Rate	12	59	54	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.013	0.062	0.059	0.047
Departure Headway (Hd)	3.813	3.776	3.92	4.305
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	932	945	911	829
Service Time	1.864	1.813	1.956	2.347
HCM Lane V/C Ratio	0.013	0.062	0.059	0.047
HCM Control Delay	6.9	7.1	7.2	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.2	0.1

Intersection

Int Delay, s/veh 3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	140	51	239	96	20
Future Vol, veh/h	166	140	51	239	96	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	152	55	260	104	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	332
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1227
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1227
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-




Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	461	-	-	1227	-
HCM Lane V/C Ratio	0.274	-	-	0.045	-
HCM Control Delay (s)	15.7	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	2	31	4	3	15	7	87	5	7	141	0
Future Vol, veh/h	0	2	31	4	3	15	7	87	5	7	141	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	34	4	3	16	8	95	5	8	153	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	292	285	153	301	283	98	153	0	0	100	0	0
Stage 1	169	169	-	114	114	-	-	-	-	-	-	-
Stage 2	123	116	-	187	169	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	660	624	893	651	626	958	1428	-	-	1493	-	-
Stage 1	833	759	-	891	801	-	-	-	-	-	-	-
Stage 2	881	800	-	815	759	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	640	617	893	619	618	958	1428	-	-	1493	-	-
Mov Cap-2 Maneuver	640	617	-	619	618	-	-	-	-	-	-	-
Stage 1	828	754	-	886	796	-	-	-	-	-	-	-
Stage 2	857	795	-	777	754	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.3			9.5			0.5			0.4		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBL			NBT			NBR			EBLn1WBLn1		
Capacity (veh/h)	1428			-			869			816		
HCM Lane V/C Ratio	0.005			-			0.041			0.029		
HCM Control Delay (s)	7.5			0			9.3			9.5		
HCM Lane LOS	A			A			A			A		
HCM 95th %tile Q(veh)	0			-			0.1			0.1		







3: FM 1141 & E Quail Run Road
5359-22.340

Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	3	8	78	157	11
Future Vol, veh/h	17	3	8	78	157	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	3	9	85	171	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	280	177	183	0	-	0
Stage 1	177	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	710	866	1392	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	705	866	1392	-	-	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.1	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NET EBLn1	SBT	SBR		
Capacity (veh/h)	1392	-	725	-		
HCM Lane V/C Ratio	0.006	-	0.03	-		
HCM Control Delay (s)	7.6	0	10.1	-		
HCM Lane LOS	A	A	B	-		
HCM 95th %tile Q(veh)	0	-	0.1	-		

4: N John King Boulevard & E Quail Run Road
5359-22.340

Existing
Timing Plan: AM






Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	8	462	21	8	586
Future Vol, veh/h	38	8	462	21	8	586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	0	-	125	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	9	502	23	9	637
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1157	502	0	0	502	0
Stage 1	502	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	217	569	-	-	1062	-
Stage 1	608	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	215	569	-	-	1062	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23.2	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	215	569	1062	-
HCM Lane V/C Ratio	-	-	0.192	0.015	0.008	-
HCM Control Delay (s)	-	-	25.7	11.4	8.4	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	0	-

5: Panhandle Drive & FM 552
5359-22.340

Existing
Timing Plan: AM

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	45	7	339	67	14
Future Vol, veh/h	270	45	7	339	67	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	293	49	8	368	73	15

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	342	0	702	318
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1217	-	404	723
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1217	-	401	723
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	434	-	-	1217	-
HCM Lane V/C Ratio	0.203	-	-	0.006	-
HCM Control Delay (s)	15.4	-	-	8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-




6: Panhandle Drive & Tannerson Drive
5359-22.340

Existing
Timing Plan: PM

Intersection												
Intersection Delay, s/veh	7											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	7	1	22	6	12	2	0	6	3	2
Future Vol, veh/h	2	6	7	1	22	6	12	2	0	6	3	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	7	8	1	24	7	13	2	0	7	3	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	6.8			7			7.3			7.1		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	86%	13%	3%	55%								
Vol Thru, %	14%	40%	76%	27%								
Vol Right, %	0%	47%	21%	18%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	14	15	29	11								
LT Vol	12	2	1	6								
Through Vol	2	6	22	3								
RT Vol	0	7	6	2								
Lane Flow Rate	15	16	32	12								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.018	0.017	0.034	0.013								
Departure Headway (Hd)	4.197	3.753	3.877	4.028								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	854	955	925	889								
Service Time	2.216	1.77	1.892	2.049								
HCM Lane V/C Ratio	0.018	0.017	0.035	0.013								
HCM Control Delay	7.3	6.8	7	7.1								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.1	0.1	0.1	0								

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	253	30	19	198	32	35
Future Vol, veh/h	253	30	19	198	32	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	275	33	21	215	35	38

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	308
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1253
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1253
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-




Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	-	-	1253	-
HCM Lane V/C Ratio	0.122	-	-	0.016	-
HCM Control Delay (s)	11.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	7	3	3	5	9	95	7	8	48	0
Future Vol, veh/h	1	2	7	3	3	5	9	95	7	8	48	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	8	3	3	5	10	103	8	9	52	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	201	201	52	202	197	107	52	0	0	111	0	0
Stage 1	70	70	-	127	127	-	-	-	-	-	-	-
Stage 2	131	131	-	75	70	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	757	695	1016	756	699	947	1554	-	-	1479	-	-
Stage 1	940	837	-	877	791	-	-	-	-	-	-	-
Stage 2	873	788	-	934	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	743	686	1016	741	690	947	1554	-	-	1479	-	-
Mov Cap-2 Maneuver	743	686	-	741	690	-	-	-	-	-	-	-
Stage 1	933	832	-	871	785	-	-	-	-	-	-	-
Stage 2	858	782	-	919	832	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.1		9.5		0.6		1.1					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1554	-	-	897	804	1479	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.012	0.015	0.006	-	-				
HCM Control Delay (s)	7.3	0	-	9.1	9.5	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	102	59	1
Future Vol, veh/h	5	5	5	102	59	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	5	111	64	1







Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	186	65	65	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	803	999	1537	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	801	999	1537	-	-	-
Mov Cap-2 Maneuver	801	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	904	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	889	-	-
HCM Lane V/C Ratio	0.004	-	0.012	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

4: N John King Boulevard & E Quail Run Road
5359-22.340

Existing
Timing Plan: PM





Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	4	479	31	10	489
Future Vol, veh/h	18	4	479	31	10	489
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	0	-	125	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	4	521	34	11	532
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1075	521	0	0	521	0
Stage 1	521	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	243	555	-	-	1045	-
Stage 1	596	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	240	555	-	-	1045	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	19.5	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 240	555	1045	-	
HCM Lane V/C Ratio	-	- 0.082	0.008	0.01	-	
HCM Control Delay (s)	-	- 21.3	11.5	8.5	-	
HCM Lane LOS	-	- C	B	A	-	
HCM 95th %tile Q(veh)	-	- 0.3	0	0	-	

5: Panhandle Drive & FM 552
5359-22.340

Existing
Timing Plan: PM

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	299	13	6	224	16	2
Future Vol, veh/h	299	13	6	224	16	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	325	14	7	243	17	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	339
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1220
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1220
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	486	-	-	1220	-
HCM Lane V/C Ratio	0.04	-	-	0.005	-
HCM Control Delay (s)	12.7	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-




6: Panhandle Drive & Tannerson Drive
5359-22.340

Build
Timing Plan: AM

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		🛑			🛑			🛑			🛑	
Traffic Vol, veh/h	0	28	26	5	31	14	2	10	7	33	19	
Future Vol, veh/h	0	28	26	5	31	14	2	10	7	33	19	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	28	5	34	15	2	11	8	36	21	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB			NB			SB			
Opposing Approach	WB		EB			SB			NB			
Opposing Lanes	1		1			1			1			
Conflicting Approach Left	SB		NB			EB			WB			
Conflicting Lanes Left	1		1			1			1			
Conflicting Approach Right	NB		SB			WB			EB			
Conflicting Lanes Right	1		1			1			1			
HCM Control Delay	7.1		7.3			7.1			7.6			
HCM LOS	A		A			A			A			
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	11%	0%	10%	62%								
Vol Thru, %	53%	52%	62%	36%								
Vol Right, %	37%	48%	28%	2%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	19	54	50	53								
LT Vol	2	0	5	33								
Through Vol	10	28	31	19								
RT Vol	7	26	14	1								
Lane Flow Rate	21	59	54	58								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.023	0.062	0.06	0.068								
Departure Headway (Hd)	3.973	3.821	3.965	4.258								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	893	930	897	837								
Service Time	2.031	1.874	2.017	2.305								
HCM Lane V/C Ratio	0.024	0.063	0.06	0.069								
HCM Control Delay	7.1	7.1	7.3	7.6								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.1	0.2	0.2	0.2								

Intersection

Int Delay, s/veh 7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	283	105	239	162	45
Future Vol, veh/h	166	283	105	239	162	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	308	114	260	176	49

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	488
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1075
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1075
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-





Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	33.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	1075	-
HCM Lane V/C Ratio	0.654	-	-	0.106	-
HCM Control Delay (s)	33.2	-	-	8.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	4.4	-	-	0.4	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗			↕	
Traffic Vol, veh/h	83	2	31	4	3	15	7	95	5	7	150	188
Future Vol, veh/h	83	2	31	4	3	15	7	95	5	7	150	188
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	90	2	34	4	3	16	8	103	5	8	163	204
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	412	405	265	421	505	106	367	0	0	108	0	0
Stage 1	281	281	-	122	122	-	-	-	-	-	-	-
Stage 2	131	124	-	299	383	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	550	535	774	543	470	948	1192	-	-	1483	-	-
Stage 1	726	678	-	882	795	-	-	-	-	-	-	-
Stage 2	873	793	-	710	612	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	532	528	774	513	463	948	1192	-	-	1483	-	-
Mov Cap-2 Maneuver	532	528	-	513	463	-	-	-	-	-	-	-
Stage 1	721	673	-	876	789	-	-	-	-	-	-	-
Stage 2	849	787	-	672	608	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.9			10.1			0.5			0.2		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1192	-	-	580	731	1483	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.217	0.033	0.005	-	-				
HCM Control Delay (s)	8	-	-	12.9	10.1	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.8	0.1	0	-	-				

3: FM 1141 & E Quail Run Road
5359-22.340

Build
Timing Plan: AM

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	87	3	8	148	190	44
Future Vol, veh/h	87	3	8	148	190	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	3	9	161	207	48







Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	410	231	255	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	598	808	1310	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	594	808	1310	-	-	-
Mov Cap-2 Maneuver	647	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1310	-	651	-	-
HCM Lane V/C Ratio	0.007	-	0.15	-	-
HCM Control Delay (s)	7.8	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

4: N John King Boulevard & E Quail Run Road
5359-22.340

Build
Timing Plan: AM

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	41	462	21	78	586
Future Vol, veh/h	38	41	462	21	78	586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	0	-	125	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	45	502	23	85	637
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1309	502	0	0	502	0
Stage 1	502	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	176	569	-	-	1062	-
Stage 1	608	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	162	569	-	-	1062	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.9	0	1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	162	569	1062	-
HCM Lane V/C Ratio	-	-	0.255	0.078	0.08	-
HCM Control Delay (s)	-	-	34.7	11.9	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0.3	0.3	-

5: Panhandle Drive & FM 552
5359-22.340

Build
Timing Plan: AM

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↑	
Traffic Vol, veh/h	413	62	7	405	75	14
Future Vol, veh/h	413	62	7	405	75	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	449	67	8	440	82	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	516
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-







Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	316	-	-	1050	-
HCM Lane V/C Ratio	0.306	-	-	0.007	-
HCM Control Delay (s)	21.3	-	-	8.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0	-

Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↖	↗
Traffic Vol, veh/h	33	0	0	198	8	83
Future Vol, veh/h	33	0	0	198	8	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	0	0	215	13	138
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	251	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	738	1037
Stage 1	-	0	0	-	986	-
Stage 2	-	0	0	-	821	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	738	1037
Mov Cap-2 Maneuver	-	-	-	-	738	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	821	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	9.1			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT		
Capacity (veh/h)	738	1037	-	-		
HCM Lane V/C Ratio	0.018	0.133	-	-		
HCM Control Delay (s)	10	9	-	-		
HCM Lane LOS	B	A	-	-		
HCM 95th %tile Q(veh)	0.1	0.5	-	-		

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	136	107	185	0
Future Vol, veh/h	0	0	136	107	185	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	92	92	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	227	116	201	0





Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	771	201	201
Stage 1	201	-	-
Stage 2	570	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	368	840	1371
Stage 1	833	-	-
Stage 2	566	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	307	840	1371
Mov Cap-2 Maneuver	422	-	-
Stage 1	695	-	-
Stage 2	566	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1371	-	-	-	-	-
HCM Lane V/C Ratio	0.165	-	-	-	-	-
HCM Control Delay (s)	8.1	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-	-	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	8	0	235	185	0
Future Vol, veh/h	8	8	0	235	185	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	92	92	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	0	255	201	0







Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	456	201	0
Stage 1	201	-	-
Stage 2	255	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	562	840	0
Stage 1	833	-	0
Stage 2	788	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	562	840	-
Mov Cap-2 Maneuver	625	-	-
Stage 1	833	-	-
Stage 2	788	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	625	840	-
HCM Lane V/C Ratio	-	0.021	0.016	-
HCM Control Delay (s)	-	10.9	9.4	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.1	0	-

11: FM 1141 & Site Driveway 5
5359-22.340

Build
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	58	4	235	184	9
Future Vol, veh/h	0	58	4	235	184	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	92	92	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	97	7	255	200	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	469	200	215	0	-	0
Stage 1	200	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	553	841	1355	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	550	841	1355	-	-	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1355	-	-	841	-	-
HCM Lane V/C Ratio	0.005	-	-	0.115	-	-
HCM Control Delay (s)	7.7	-	0	9.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑	↑	↑
Traffic Vol, veh/h	0	90	52	0	0	0
Future Vol, veh/h	0	90	52	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	60	92	92	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	98	57	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	57	0	0 155 57
Stage 1	-	-	- 57 -
Stage 2	-	-	- 98 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1547	-	- 836 1009
Stage 1	-	-	- 966 -
Stage 2	-	-	- 926 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1547	-	- 836 1009
Mov Cap-2 Maneuver	-	-	- 836 -
Stage 1	-	-	- 966 -
Stage 2	-	-	- 926 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1547	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

6: Panhandle Drive & Tannerson Drive
5359-22.340




Build
Timing Plan: PM

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	6	7	1	22	6	12	12	0	6	8	2
Future Vol, veh/h	2	6	7	1	22	6	12	12	0	6	8	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	7	8	1	24	7	13	13	0	7	9	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	7.1	7.3	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	13%	3%	38%
Vol Thru, %	50%	40%	76%	50%
Vol Right, %	0%	47%	21%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	15	29	16
LT Vol	12	2	1	6
Through Vol	12	6	22	8
RT Vol	0	7	6	2
Lane Flow Rate	26	16	32	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.017	0.034	0.019
Departure Headway (Hd)	4.129	3.778	3.903	4.036
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	868	946	917	887
Service Time	2.15	1.805	1.927	2.059
HCM Lane V/C Ratio	0.03	0.017	0.035	0.019
HCM Control Delay	7.3	6.9	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	253	71	34	198	114	66
Future Vol, veh/h	253	71	34	198	114	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	275	77	37	215	124	72

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	352	0	603
Stage 1	-	-	-	-	314
Stage 2	-	-	-	-	289
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1207	-	462
Stage 1	-	-	-	-	741
Stage 2	-	-	-	-	760
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1207	-	446
Mov Cap-2 Maneuver	-	-	-	-	446
Stage 1	-	-	-	-	741
Stage 2	-	-	-	-	733

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	16.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	519	-	-	1207	-
HCM Lane V/C Ratio	0.377	-	-	0.031	-
HCM Control Delay (s)	16.1	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

2: FM 1141 & N Country Lane
5359-22.340





Build
Timing Plan: PM

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	
Traffic Vol, veh/h	104	2	7	3	3	5	9	105	7	8	48	56
Future Vol, veh/h	104	2	7	3	3	5	9	105	7	8	48	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	113	2	8	3	3	5	10	114	8	9	52	61

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	243	243	83	244	269	118	113	0	0	122	0	0
Stage 1	101	101	-	138	138	-	-	-	-	-	-	-
Stage 2	142	142	-	106	131	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	711	659	976	710	637	934	1476	-	-	1465	-	-
Stage 1	905	811	-	865	782	-	-	-	-	-	-	-
Stage 2	861	779	-	900	788	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	697	650	976	695	628	934	1476	-	-	1465	-	-
Mov Cap-2 Maneuver	697	650	-	695	628	-	-	-	-	-	-	-
Stage 1	899	805	-	859	777	-	-	-	-	-	-	-
Stage 2	847	774	-	884	782	-	-	-	-	-	-	-







Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.1		9.8		0.6		0.5	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1476	-	-	709	761	1465	-	-
HCM Lane V/C Ratio	0.007	-	-	0.173	0.016	0.006	-	-
HCM Control Delay (s)	7.5	-	-	11.1	9.8	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	5	5	122	105	50
Future Vol, veh/h	25	5	5	122	105	50
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	5	5	133	114	54
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	284	141	168	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	706	907	1410	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	703	907	1410	-	-	-
Mov Cap-2 Maneuver	724	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1410	-	749	-	-	
HCM Lane V/C Ratio	0.004	-	0.044	-	-	
HCM Control Delay (s)	7.6	-	10	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

4: N John King Boulevard & E Quail Run Road
5359-22.340

Build
Timing Plan: PM

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	53	479	31	30	489
Future Vol, veh/h	18	53	479	31	30	489
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	0	-	125	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	58	521	34	33	532
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1119	521	0	0	521	0
Stage 1	521	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	229	555	-	-	1045	-
Stage 1	596	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	222	555	-	-	1045	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.9	0	0.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	222	555	1045	-
HCM Lane V/C Ratio	-	-	0.088	0.104	0.031	-
HCM Control Delay (s)	-	-	22.8	12.2	8.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.1	-

5: Panhandle Drive & FM 552
5359-22.340

Build
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↑	
Traffic Vol, veh/h	340	18	6	306	26	2
Future Vol, veh/h	340	18	6	306	26	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	370	20	7	333	28	2

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	390	0	727	380
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1169	-	391	667
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1169	-	389	667
Mov Cap-2 Maneuver	-	-	-	-	389	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	401	-	-	1169	-
HCM Lane V/C Ratio	0.076	-	-	0.006	-
HCM Control Delay (s)	14.7	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection







Int Delay, s/veh 6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	10	0	0	68	10	103
Future Vol, veh/h	10	0	0	68	10	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	0	74	17	172

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	85
Stage 1	-	-	11
Stage 2	-	-	74
Critical Hdwy	-	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	-	3.518
Pot Cap-1 Maneuver	-	0	916
Stage 1	-	0	1012
Stage 2	-	0	949
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	916
Mov Cap-2 Maneuver	-	-	916
Stage 1	-	-	1012
Stage 2	-	-	949

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	916	1070	-	-
HCM Lane V/C Ratio	0.018	0.16	-	-
HCM Control Delay (s)	9	9	-	-
HCM Lane LOS	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0.6	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	41	121	58	0
Future Vol, veh/h	0	0	41	121	58	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	92	92	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	68	132	63	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	331	63	63	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	664	1002	1540	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	635	1002	1540	-	-	-
Mov Cap-2 Maneuver	666	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	777	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1540	-	-	-	-	-
HCM Lane V/C Ratio	0.044	-	-	-	-	-
HCM Control Delay (s)	7.4	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	-

Intersection

Int Delay, s/veh 1.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	↖	↗		↖	↗	
Traffic Vol, veh/h	10	10	0	152	58	0
Future Vol, veh/h	10	10	0	152	58	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	92	92	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	17	0	165	63	0

Major/Minor Minor2 Major1 Major2







Conflicting Flow All	228	63	-	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	760	1002	0	-	-	0
Stage 1	960	-	0	-	-	0
Stage 2	864	-	0	-	-	0
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	760	1002	-	-	-	-
Mov Cap-2 Maneuver	756	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBT EBLn1 EBLn2 SBT

Capacity (veh/h)	-	756	1002	-
HCM Lane V/C Ratio	-	0.022	0.017	-
HCM Control Delay (s)	-	9.9	8.7	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.1	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	85	0	152	68	0
Future Vol, veh/h	0	85	0	152	68	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	92	92	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	142	0	165	74	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	239	74	74	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	749	988	1526	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	749	988	1526	-	-	-
Mov Cap-2 Maneuver	749	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1526	-	-	988	-	-
HCM Lane V/C Ratio	-	-	-	0.143	-	-
HCM Control Delay (s)	0	-	0	9.3	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	-	-

12: E Quail Run Road & Site Driveway 6
5359-22.340

Build
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↖	↖	↖	↖
Traffic Vol, veh/h	0	30	55	0	0	0
Future Vol, veh/h	0	30	55	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	60	92	92	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	60	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	60	0	-	0	93	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1544	-	-	-	907	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	907	1005
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	989	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	0			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1544	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Ryan Miller, Director of Planning and Zoning

DATE: July 5, 2022

SUBJECT: P2022-029; PRELIMINARY PLAT FOR LOT 2, BLOCK A, ROCKWALL-CCA ADDITION

Attachments

Case Memo
Memorandum
Applicant's Letter for Infrastructure Waiver
Development Application
Location Map
Preliminary Plat
Site Plan
Statement of Service
Off-Site Sanitary Sewer Improvements
Water Analysis
Water & Wastewater Analysis
Traffic Impact Analysis

Summary/Background Information

Discuss and consider a request by Robert Howman of Glenn Engineering Corp. on behalf of William Salee of the Rockwall Independent School District (RISD) for the approval of a *Preliminary Plat* for Lot 2, Block A, Rockwall – CCA Addition being a 173.00-acre tract of land identified as Tract 7-1 of the W. H. Baird Survey, Abstract No. 25 and Lot 1, Block A, Rockwall CCA Addition, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 95 (PD-95) for limited Neighborhood Services (NS) District land uses, situated within the SH-205 By-Pass Overlay (SH-205 BY-OV) District, addressed as 2301 John King Boulevard, and take any action necessary.

Action Needed

The City Council is being asked to approve, approve with conditions, or deny the requested waivers to infrastructure and preliminary plat.



CITY OF ROCKWALL

CITY COUNCIL CASE MEMO

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Mayor and City Council

DATE: July 5, 2022

APPLICANT: Robert Howman; *Glenn Engineering Corp.*

CASE NUMBER: P2022-029; *Preliminary Plat for lot 2, Block A, Rockwall-CCA Addition*

SUMMARY

Discuss and consider a request by Robert Howman of Glenn Engineering Corp. on behalf of William Salee of the Rockwall Independent School District (RISD) for the approval of a *Preliminary Plat* for Lot 2, Block A, Rockwall – CCA Addition being a 173.00-acre tract of land identified as Tract 7-1 of the W. H. Baird Survey, Abstract No. 25 and Lot 1, Block A, Rockwall CCA Addition, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 95 (PD-95) for limited Neighborhood Services (NS) District land uses, situated within the SH-205 By-Pass Overlay (SH-205 BY-OV) District, addressed as 2301 John King Boulevard, and take any action necessary.

PLAT INFORMATION

- ☑ The purpose of the applicant's request is to Preliminary Plat a 173.00-acre tract of land (*i.e. Tract 7-1 of the W. H. Baird Survey, Abstract No. 25*) to establish the necessary easements (*e.g. fire lane, public access/right-of-way, utilities, and drainage*) for the future development of the school. In addition, the applicant has submitted a letter requesting waivers to the required infrastructure as stipulated in Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances.
- ☑ On June 15, 1998, the subject property was annexed by the City Council through *Ordinance No. 98-20* [Case No. A1998-002]. On December 5, 2016, the City Council approved a Specific Use Permit (SUP) [Case No. Z2016-035] for the purpose of allowing a *Public School* in an Agricultural (AG) District on the subject property. On December 13, 2016, the Planning and Zoning Commission approved a site plan [Case No. SP2016-029] -- *and recommended approval of all associated variances* -- allowing the construction of a two (2) story, 150,848 SF public school (*i.e. College and Career Academy (CCA)*). On December 19, 2016, the City Council approved all requested variances to the SH-205 By-Pass Overlay (SH-205 BY OV) District regarding primary and secondary building material requirements. On April 3, 2017, the City Council approved a final plat [Case No. P2017-013] for the Rockwall CCA Addition. On December 29, 2020, the Planning and Zoning Commission approved a variance request for an Accessory Building [Case No. MIS2020-018] on the Rockwall CCA's property. On May 2, 2022, City Council approved a zoning change by *Ordinance No. 22-24* [Case No. Z2022-014] from Agricultural (AG) District to Planned Development 95 (PD-95) District for Neighborhood Services (NS) District land uses.
- ☑ The purpose of a Preliminary Plat is to provide sufficient information to evaluate and review the general design of the development to ensure compliance with the OURHometown Vision 2040 Comprehensive Plan, the Unified Development Code (UDC), and the *Subdivision Ordinance* contained in the Municipal Code of Ordinances.
- ☑ The applicant has submitted a letter requesting that the City Council waive infrastructure required by Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances. In response to the applicant's request staff has prepared a memorandum addressing the infrastructure requirements for this property and the applicant's requested waivers (*see attached memorandum*). In addition, the following is a summary of the infrastructure the applicant is required to build and the applicant's request/conformance with these requirements:

TABLE 1: ROADWAY REQUIREMENT

<u>TABLE 1: ROADWAY REQUIREMENT</u>	APPLICANT'S PROPOSAL
<u>Stableglen Drive</u> : Dedicate a 60-foot right-of-way and construct a minimum of 24-feet of the required concrete street section from the northern property line to the southern property line.	WAIVER : The applicant is proposing to dedicate the right-of-way for the roadway, but is requesting a waiver to no construct the street.

TABLE 2: WATER REQUIREMENT

<u>TABLE 2: WATER REQUIREMENT</u>	APPLICANT'S PROPOSAL
<u>Stableglen Drive Water Line</u> : Build a 12-inch water line from the existing 12-inch water line at the northern property line to the southern property line.	WAIVER : The applicant is proposing to dedicate the right-of-way for the roadway, but is requesting a waiver to not construct the waterline.

- ☑ The surveyor has completed the majority of the technical revisions requested by staff, and this plat -- *conforming to the requirements for plats as stipulated by the Subdivision Ordinance in the Municipal Code of Ordinances* -- is recommended for conditional approval pending the completion of final technical modifications and submittal requirements.
- ☑ Conditional approval of this plat by the City Council shall constitute approval subject to the conditions stipulated in the *Conditions of Approval* section below.
- ☑ With the exception of the items listed in the *Conditions of Approval* section of this case memo, this plat is in substantial compliance with the requirements of the *Subdivision Ordinance* in the Municipal Code of Ordinances.

CONDITIONS OF APPROVAL

If the Planning and Zoning Commission chooses to recommend approval of a Preliminary Plat for Lot 2, Block A, Rockwall-CCA Addition, staff would propose the following conditions of approval:

- (1) All technical comments from City Staff (*i.e. Engineering, Planning and Fire Department*) shall be addressed prior to submittal of civil engineering plans;
- (2) Any construction resulting from the approval of this Preliminary Plat shall conform to the requirements set forth by the Unified Development Code (UDC), the International Building Code (IBC), the Rockwall Municipal Code of Ordinances, city adopted engineering and fire codes and with all other applicable regulatory requirements administered and/or enforced by the state and federal government.

PLANNING AND ZONING COMMISSION

On June 28, 2022, the Planning and Zoning Commission approved a motion to recommend denial of the Infrastructure Waivers and Preliminary Plat by a vote of 7-0.



CITY OF ROCKWALL

CITY COUNCIL MEMORANDUM

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Mayor and City Council

CC: Mary Smith, *City Manager*
Joey Boyd, *Assistant City Manager*

FROM: Ryan Miller, *Director of Planning and Zoning*

DATE: July 5, 2022

SUBJECT: Infrastructure Request Associated with Case No. P2022-029

As part of the preliminary plat for Case No. P2022-029, the applicant -- William Salee of the Rockwall Independent School District -- has submitted a letter requesting the City Council waive certain infrastructure requirements associated with the development of a school on the subject property. The infrastructure the applicant is requesting the waiver for is required by Subsection (4), *Property Owner's Obligation*, of Section 38-5, *Policy*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, which states:

- (a) *Dedication and Construction of Improvements*. The property owner shall dedicate all rights-of-way, and easements for, and shall construct, capital improvements within the rights-of-way or easements for those water, wastewater, road or drainage improvements needed to adequately serve a proposed development consistent with the applicable master facilities plans, whether the facilities are located on, adjacent to or outside the boundaries of the property being platted.

Specifically, the applicant is requesting the following required infrastructure be waived:

ROADWAYS

Required Infrastructure: The following roadway infrastructure is required:

- (1) *Stableglen Drive*. This roadway is identified as a *Minor Collector* on the City's Master Thoroughfare Plan contained in the OURHometown Vision 2040 Comprehensive Plan. Based on this, Stableglen is required to be a minimum right-of-way width of 60-feet with a 41-foot *back-of-curb to back-of-curb* concrete roadway to be constructed within the right-of-way. The applicant will be required to construct a minimum of a 24-foot concrete section of this roadway from the northern property line adjacent to the Lofland Farms Subdivision to the southern property line adjacent to the Lofland tract (*Tract 3 of the A. Johnson Survey Abstract No. 123*).

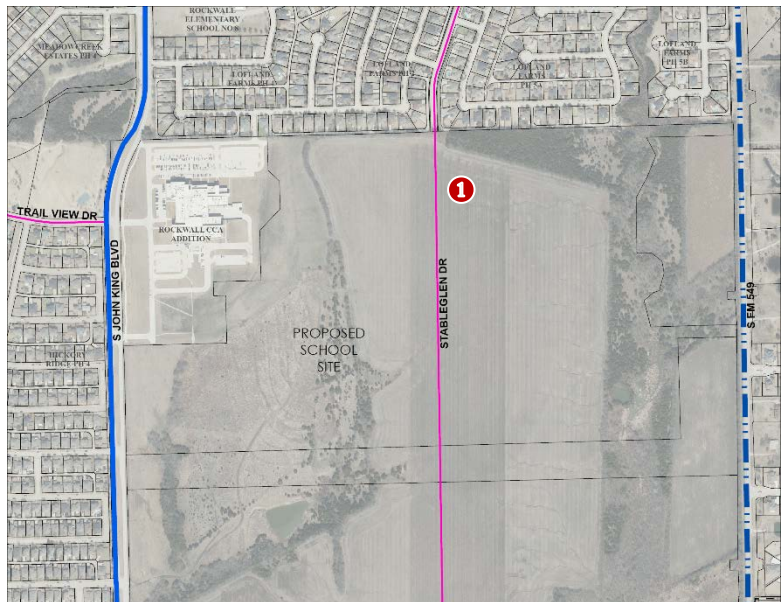


FIGURE 1: MASTER THOROUGHFARE PLAN FOR THE SUBJECT PROPERTY
①: PANHANDLE DRIVE

Applicant's Response: The applicant has stated that they are willing to dedicate the right-of-way for the roadway, but are requesting that they not be required to construct the roadway.

Staff's Response: The applicant has cited the Traffic Impact Analysis (TIA) they submitted to the City as being the rationale for not constructing this roadway. Staff is obligated to point out that this study has not been approved by the City's consultants or the City.

WATER

Required Infrastructure: According to the Water Distribution System Master Plan a 12-inch waterline is required to be constructed in the right-of-way of Stableglen Drive, extending from the existing 12-inch waterline stub in Stableglen Drive at the northern property line to the southern property line adjacent to the Lofland tract (*Tract 3 of the A. Johnson Survey Abstract No. 123*). This water line will need to be put into the 60-foot right-of-way for Stableglen Drive dedicated with this project.

Applicant's Response: The applicant has stated they are willing to dedicate the right-of-way for the waterline, but are requesting not to construct this waterline.

Staff's Response: Staff has consulted with Birkoff, Hendricks, & Carter LLP -- the City's Water Consultant -- concerning the applicant's request, and has determined that 12-inch line in Stableglen Drive is not necessary to serve the current development, but may be needed for any additional development.

Infrastructure Being Provided: Staff should note that the applicant is proposing to extend a 12-inch line along John King Boulevard (listed as a 16-inch in the applicant's letter) from the existing 16-inch waterline along the southern property of the College and Career Academy (CCA) to the subject property's southern property line in accordance the Water Distribution System Master Plan.

WASTEWATER

NOTE: When the College and Career Academy was constructed the Rockwall Independent School District (RISD) requested to utilize temporary capacity in the Mims Lift Station. This was granted to alleviate requiring the School District from upgrading the infrastructure in the Little Buffalo Creek Trunk Sewer Basin (*which would have included upgrading both the FM-3097 lift stations and a gravity line*); however, this was only intended to be an interim solution for this development. The applicant's letter indicates that there is still capacity in this system for the proposed school, and alludes to the City not allowing the use of this capacity because it is allocated for future development. Staff is obligated to point out that this capacity is allocated to other properties in the Mims Basin, which are already permitted to sewer

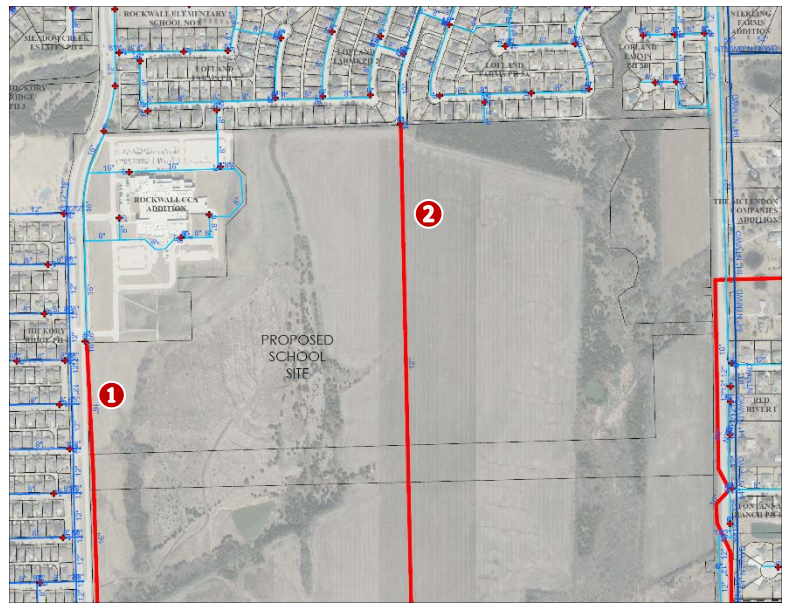


FIGURE 2: MASTER WATER DISTRIBUTION SYSTEM MASTER PLAN FOR THE SUBJECT PROPERTY

- 1**: 12-INCH ALONG JOHN KING BOULEVARD
- 2**: 12-INCH ALONG STABLEGLEN DRIVE



FIGURE 3: MASTER WASTEWATER COLLECTION SYSTEM MASTER PLAN FOR THE SUBJECT PROPERTY

to this basin. This includes -- *but is not limited to* -- all phases of the Rockwall Economic Development Technology Park. Without the School District providing substantial improvements to this system, reallocating the Mims Basin capacity to the School District would present problems for future development. It should also be noted that the applicant's references a future City initiated Capital Improvement Project (CIP), but fails to mention the required upgrades to both FM-3097 lift stations.

Required Infrastructure: The applicant will construct a ten (10) inch wastewater line starting at the Hickory Ridge Station, expanding to a 12-inch wastewater line, and then to a 15-inch wastewater line prior to discharging into the FM-3097 Lift Station #1; however, FM-3097 Lift Station #1 & #2 will also need to be upgraded as part of this project.

Staff's Response: Under the City's Capital Improvement Project (CIP) Plan, the City has started design on a portion of this system (*i.e. the 15-inch wastewater line and the two [2] lift station upgrades*); however, Engineering design has commenced, but no construction date for this project has been set. This could present a timing issue for the School District, which would require them to construct these improvements if they finish construction of the school prior to the City constructing this portion of the project.

Staff should point out that all of the above infrastructure requirements were originally outlined in the case memo for *Case No. Z2022-014*, which involved rezoning the subject property from an Agricultural (AG) District to a Planned Development District for Neighborhood Services (NS) District land uses; however, staff was not informed about the request to waive infrastructure until after the site plan was submitted. It should also be pointed out that the applicant does currently have a site plan in review (*Case No. SP2022-018*), which is pending action until after these infrastructure questions are addressed.

As part of this preliminary plat request, the City Council is being tasked with determining if the requests to waive the above-mentioned infrastructure is warranted. According to Section 38-8, *Preliminary Plat*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, the approval criteria for a preliminary plat is as follows:

- (g) Criteria for Approval. The following criteria shall be used to determine whether the application for a preliminary plat shall be approved, approved with conditions, or denied:
- (1) Where a master plat has been approved for the land subject to the proposed preliminary plat, the preliminary plat conforms to the general layout of the master plat, the conditions attached to the master plat, and the phasing plan approved therein.
 - (2) The preliminary plat is consistent with all zoning requirements for the property, and any approved development or annexation agreements.
 - (3) The proposed provision and configuration of roads, water, wastewater, drainage easements and rights-of-way and park facilities conforms to the city's master facilities plans for such facilities, including the city's adopted thoroughfare plan, and any amendments thereto.
 - (4) The water, wastewater, roadway and drainage systems serving the development have adequate capacity to accommodate the demands for services created by the development at the time of preliminary plat approval, or that such capacity will be available by the time of final plat approval, in accordance with section 38-15 et seq. of these subdivision regulations.
 - (5) The dedication of land, construction of public improvements or fees to be contributed by the subdivider are adequate to offset the impacts on public improvements created by the development.
 - (6) The design of the subdivision meets all other standards of this chapter.
 - (7) Where the proposed development is located in whole in part in the extraterritorial jurisdiction of the city and is subject to an interlocal agreement under V.T.C.A., Local Government Code Chapter 242, the proposed preliminary subdivision plat meets any county standards to be applied pursuant to the agreement.

In addition, Section 38-5, *Policy*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, states "(l)and shall not be approved for platting or development unless and until adequate public facilities necessary to serve the development exist or provision has been made for the facilities, whether the facilities are to be located within the property being developed or offsite." Should the City Council not wish to approve the waivers requested by the applicant they would effectively be denying the proposed preliminary plat. Staff should point out that if this request is denied, staff will be obligated to recommend that the Planning and Zoning Commission deny *Case No. SP2022-018* on the grounds that adequate public facilities have not been provided. Attached to this memorandum staff has included the applicant's letter, which provides more background on the request. Should the City Council have any questions concerning this request, staff will be available at the July 5, 2022 City Council meeting.



Ryan Miller
Director of Planning, City of Rockwall
385 South Goliad
Rockwall TX 75087

June 22, 2022

Rockwall ISD – Preliminary Plat Submittal for Ninth Grade Center Projects

Mr. Miller,

Rockwall ISD is providing this letter to provide clarity to the proposed infrastructure scope for the district's planned North and South Ninth Grade Center projects. Per discussion with city staff on June 21, 2022 it was indicated by city staff to the district that clarification was needed to ensure the proposed scope was easily identifiable for consideration by P&Z and City Council.

In addition to dialogue with you and other city staff members regarding the Ninth Grade Center projects, the district, our architect (Corgan), and Civil Engineer (Glenn Engineering), have also considered the following information below in regards to the proposed the infrastructure scope:

- TIA Reports created by Glenn Engineering, dated April 13, 2022
- TIA Reports created by Pacheco Koch with updated traffic data collected on May 10, 2022 as requested by city staff, report dated May 24, 2022
- TIA Report comments from Binkley & Barfield, dated June 16, 2022
 - District's engineering firms are currently working on comment responses. Comment responses will not significantly alter traffic generated by district proposed development.
- Water and Wastewater Analysis Report by Birkhoff, Hendricks, & Carter LLP, dated May 11, 2022

With current economic conditions persisting that include supply chain disruptions and significant inflation in fuel and building materials, construction pricing continues to increase on a monthly basis. The district acknowledges our obligation to provide the required city infrastructure (Roads, Water, and Waste Water) to support these facilities for the design capacity of two 1,000-student capacity Ninth Grade Center facilities. The district must focus our efforts on providing the required infrastructure before considering any auxiliary infrastructure desires of the city or the district due to the consistently rising construction costs referenced above. The district's obligation above all else is to provide a safe and secure facility that meets the curriculum needs of the district's ninth grade programs and invests the bond funds that have been entrusted to the district in the highest and best way to serve the students of Rockwall ISD. It has been the district's intent in dialogue with the city regarding these projects to meet all of these goals.

The district will comply with all landscaping, storm drainage, and dumpster oil separator requirements noted on the city's plan review. The district has ensured franchise utilities for electric, natural gas, and telephone/fiber are available and is currently in discussions with these utility companies to bring these utilities to the project sites at no cost to the city. These projects will meet the requirements of the planned development zoning and materiality requirements as reviewed by the Architectural Review Board. This includes the John King overlay requirements. No building variances are being requested.

The required, and thus, district proposed, road, water, and wastewater, infrastructure needs for these projects are as follows:

Infrastructure Item Legend

R – Required & Proposed Infrastructure to be constructed by RISD as a part of these projects

O – City Infrastructure per City Comment, Not required at this time per TIA or Infrastructure Report

Rockwall High School Ninth Grade Center (North Site at Dalton Ranch)**Road Infrastructure - General**

The school district's engineering firms have performed two traffic impact analysis (TIA) reports for this site as referenced above. The below proposed scope at each road identified is based on what is required to support existing traffic and any new traffic generated by the Ninth Grade Centers. Please note that the proposed Ninth Grade center projects will not have student drivers, as very few ninth graders will have obtained a driver's license during their time at this campus. The current site plan indicates significant stacking length for vehicle queuing that exceeds other district secondary campus locations. These extensive drop off lanes will mitigate back up on city roads.

R Farm to Market 1141 (FM 1141)

This roadway is capable of handling the additional traffic for the new Rockwall High School Ninth Grade Center with improvements. These improvements include widening the existing roadway the entire length of the site from a 2-lane roadway without any shoulders to a 3-lane roadway with 4-foot shoulders. This new roadway will also include deceleration lanes for all proposed driveways and both North Country Lane and Quail Run Road. The 3-lane configuration will provide a left turn lane for the entire site while allowing an open travel lane in both direction so the existing traffic will not be impacted. This improvement will also include a full asphalt overlay the length of the improvement

The estimated cost of the required improvements per the district's construction manager to Farm to Market Road 1141 is \$3,083,234

○ Panhandle Drive

The current plan for the new Rockwall High School Ninth Grade Center does not require access to this future roadway. The district acknowledges that Panhandle Drive is shown on the City of Rockwall's Master Thoroughfare Plan. However, it is not required to be constructed to handle the daily traffic per the completed TIA reports. Panhandle drive may be constructed in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$245,078.

○ Quail Run Road

The current plan for the new Rockwall High School Ninth Grade Center does not utilize Quail Run Road for access for drop off and pick up. The site design is for traffic to enter the site on North Country or 1141 for drop off pickup queuing. Bus traffic will use the south portion of the site to keep this traffic separate for safety. The access to Quail Run Road is a courtesy drive for after-hours access for sports events and emergency vehicles. While we acknowledge that Quail Run Road is shown on the City of Rockwall's Master Thoroughfare plan the current road can handle the daily traffic per the completed TIA reports. Quail Run Road may be reconstructed or widened in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$73,462.

○ North Country Lane

The current plan for the new Rockwall High School Ninth Grade Center will utilize North Country Lane for access for drop off and pick up. The access from North Country Lane is primarily for drop off and pick up for southbound traffic off of FM 1141. We acknowledge that North Country Lane is shown on the City of Rockwall's Master Thoroughfare Plan. The current concrete half section road can handle the daily traffic per the completed TIA reports. North Country Lane may be widened in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$60,606.

Water

R Presently there is a 16" water line on the east side of Farm to Market 1141 (FM 1141), a 12" water line on the North Side of North Country Lane and a 12" Water Line on the north side of Quail Run Road. A looped 8" line around the Proposed Rockwall Ninth Grade Center will be constructed for fire protection. The 12" water line on the north side of North Country Lane will be extended east to the existing 16" line in FM 1141 completing the loop connection. A 4" Domestic line will be provided from the Proposed 12" line in North Country Lane to the new Rockwall Ninth Grade Center. Based the existing water pressures and with the above improvements the City of Rockwall is capable of providing the water needs for the new Rockwall High School Ninth Grade Center.

○ The 12" water line on the Master Infrastructure plan along Panhandle Drive is not required to provide domestic or fire protection water service to the facility at this time. This line may be built in the future should the district need to enlarge the facility and it is shown to be needed at that time. The district will provide the easement for the future water line as shown on the preliminary plat.

Sanitary Sewer

R An 8" sanitary sewer line will be provided from the new Rockwall Ninth Grade Center to the proposed sanitary sewer line being constructed by the developer on the south side of Quail Run.

Rockwall Heath High School Ninth Grade Center (South Site at GBCCA & John King Blvd)

Road Infrastructure - General

The school district's engineering firms have performed two traffic impact analysis (TIA) reports for this site as referenced above. The below proposed scope at each road identified is based on what is required to support existing traffic and any new traffic generated by the Ninth Grade Centers. Please note that the proposed ninth grade center projects will not have student drivers, as very few ninth graders will have obtained a driver's license during their time at this campus. The current site plan indicates significant stacking length for vehicle queuing that exceeds other district secondary campus locations. These extensive drop off lanes will mitigate back up on city roads. Note the drop off pick up times for the College and Career Academy and the Ninth Grade Center will be offset by one hour as the CCA does not operate the first and last period of the school day.

R South John King Boulevard

This roadway is capable of handling the additional traffic for the new Rockwall Heath High School Ninth Grade Center. All access for the new Rockwall Heath High School Ninth Grade Center will be taken from South John King Boulevard. Some of the access to the site will come from the existing drives for the



Gene Burton Academy. The original design for the Academy showed additional buildings being placed on this site and so the drive was constructed for future development.

○ Stableglen Drive

The current plan for the new Rockwall Heath High School Ninth Grade Center does not require access to this future roadway. While we acknowledge that Stableglen Drive is shown on the City of Rockwall's Master Thoroughfare Plan, the current development of the Ninth Grade Center just like the Gene Burton Academy does not require the construction of Stableglen to handle the daily traffic. Stableglen may be constructed in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$289,256.

Water

R Presently there is a 16" water line ending at the southeast corner of the Gene Burton Academy. This 16" water line will be extended to the southeast corner of the proposed Rockwall Heath High School Ninth Grade Center Site. With the construction of The Gene Burton Academy an 8" water line was constructed for fire protection and an 8" stub out connection was provided for future growth at the southeast corner of the existing Academy. A looped 8" line around the proposed Rockwall Heath High School Ninth Grade Center will be constructed for fire protection. A 4" Domestic line will be provided from the Proposed 16" along John King Blvd to the new Rockwall Heath High School Ninth Grade Center. Based on the Water and Wastewater Analysis provided by the City of Rockwall prepared by Birkhoff, Hendricks and Carter L.L.P. dated May 11, 2022, with the above improvements, the City of Rockwall water system is capable of providing the needs for the new Rockwall Heath High School Ninth Grade Center.

○ The 12" water line on the Master Infrastructure plan along Stableglen Drive is not required to provide domestic or fire protection water service to the facility at this time. This line may be built in the future should the district need to enlarge the facility and it is shown to be needed at that time. The district will provide the easement for the future water line as shown on the preliminary plat.

R Sanitary Sewer

Presently there is an 8" sanitary sewer serving this proposed site that is connected to the Hickory Ridge Lift Station. Based on the above referenced infrastructure report for Water and Wastewater Analysis this line has the capacity to serve the new Rockwall Heath High School Ninth Grade Center. While the line and the lift station both have adequate capacity, the analysis indicated that even though the downstream Mims Road force main currently has capacity, this capacity will be utilized by future developments and the school site was not part of the future development.

As such, the Rockwall Independent School District would have to construct approximately 3 miles of the Little Buffalo Creek Trunk Sewer Main from the existing Hickory Ridge Lift Station to the FM 3097 No. 1 Lift station as shown on the City of Rockwall's Master Sewer Plan. City staff has indicated that they may not be able to ensure construction of the CIP portion of the line from the lift station at FM 3097 to Wallace Lake in time for the district's Ninth Grade Center to open in the summer of 2024. The construction of the Little Buffalo Trunk Sewer main will result in the Hickory Creek Lift Station no longer being needed. The School District would like the flexibility in the alignment of the City's C.I.P. project to be better able to serve future development / subdivisions on the east side of Wallace Lake. While preserving the intent of the trunk main.



The district's construction manager estimates the cost to build this sewer line extension to serve the facility to be approximately \$2,250,000.00 not including the cost to acquire easements through the property required.

Conclusion

The district, as indicated above, will be committing to a significant investment in the required city infrastructure to support these projects. These commitments as part of the proposed development of these projects include road improvements, city sanitary sewer trunk line extensions, city water line extensions, and granting of right of ways and easements for potential future construction if and when it is needed. All proposed construction is in alignment with the city's Master Infrastructure and Thoroughfare plans to the extent that it is required to be constructed. The district is asking for consideration and approval of the proposed city infrastructure improvements as indicated in this letter. The school district, which is a similar governmental entity as the city, must always remain a good steward of taxpayer dollars while meeting its obligations to the community and city in regards to the development of these projects. Acceptance of the infrastructure as proposed will ensure the district meets these obligations.

Proposed School District Infrastructure Investments

Construction of FM 1141 road improvements	\$3,083,234
12" Water line extension along North Country	\$39,600
South John King Road Improvements	\$18,630
16" Water line extension along John King Blvd	\$125,800
Little Buffalo Creek sanitary Sewer Line Extension	\$2,250,000
Total estimated cost of ROWs granted	\$668,403
Total Investment in City Infrastructure by RISD	\$6,185,667

Sincerely,

A handwritten signature in blue ink, appearing to read 'William Salee', written over a light blue horizontal line.

William Salee
Executive Director of Operations



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO.

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING:

CITY ENGINEER:

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:

- ☐ MASTER PLAT (\$100.00 + \$15.00 ACRE) ¹
☒ PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE) ¹
☐ FINAL PLAT (\$300.00 + \$20.00 ACRE) ¹
☐ REPLAT (\$300.00 + \$20.00 ACRE) ¹
☐ AMENDING OR MINOR PLAT (\$150.00)
☐ PLAT REINSTATEMENT REQUEST (\$100.00)

SITE PLAN APPLICATION FEES:

- ☐ SITE PLAN (\$250.00 + \$20.00 ACRE) ¹
☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)

ZONING APPLICATION FEES:

- ☐ ZONING CHANGE (\$200.00 + \$15.00 ACRE) ¹
☐ SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE) ^{1 & 2}
☐ PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE) ¹

OTHER APPLICATION FEES:

- ☐ TREE REMOVAL (\$75.00)
☐ VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00) ²

NOTES:

¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.
²: A \$1,000.00 FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS 2301 S. John King, Rockwall, TX

SUBDIVISION Rockwall Heath High School 9th Grade Center

LOT 2 BLOCK A

GENERAL LOCATION Rockwall 9th Grade Center - South site - at the Gene Burton Academy

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING AG

CURRENT USE Public School

PROPOSED ZONING PD for NS uses

PROPOSED USE Public School

ACREAGE 79.54 acres

LOTS [CURRENT]

1

LOTS [PROPOSED]

1

☒ **SITE PLANS AND PLATS:** BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

☐ OWNER Rockwall Independent School District

☐ APPLICANT Rockwall Independent School District

CONTACT PERSON William Salee - Executive Director of Operations

CONTACT PERSON Robert Howman

ADDRESS 1191 T.L. Townsend Drive

ADDRESS 4500 Fuller Drive

CITY, STATE & ZIP Rockwall, Texas 75087

CITY, STATE & ZIP Irving, Texas 75038

PHONE 469-698-7031

PHONE 972.989.2174 (mobile)

E-MAIL will.salee@rockwallisd.org

E-MAIL rahowman@glennengineering.com

NOTARY VERIFICATION [REQUIRED]

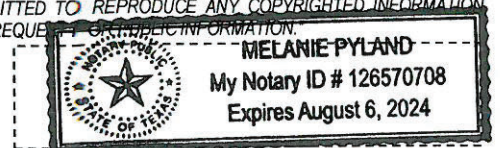
BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED WILL SALEE [OWNER] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT, AND THE APPLICATION FEE OF \$ 1,393.10 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 16th DAY OF JUNE, 2022 BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

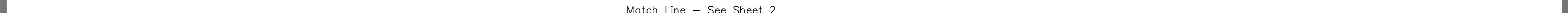
GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 16th DAY OF June, 2022

OWNER'S SIGNATURE

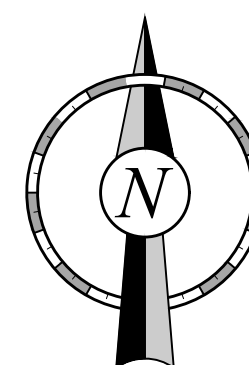
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS



MY COMMISSION EXPIRES



ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman



DEED RECORDS, ROCKWALL COUNTY, TEXAS
OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
PLAT RECORDS ROCKWALL COUNTY, TEXAS

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

**ROCKWALL - CCA
ADDITION**

LOT 2, BLOCK A

BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY, ABSTRACT NUMBER 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

© 2021 Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300 Phone: (214) 484-8586
Fort Worth, TX 76104 www.bowman.com
TBPELS #10120600

Bowman Job No.:10305	Drawn By:RAH	Sheet: 1 of 3
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PLAT PERIMETER LEGAL DESCRIPTION

STATE OF TEXAS §
COUNTY OF ROCKWALL §

WHEREAS, Rockwall Independent School District being the owner of a 79.51 acre tract of land situated within the W.H. Baird Survey, Abstract No. 25, City of Rockwall, Rockwall County, Texas, and being all of a portion of a called 173.00 acre tract of land as described in the deed to Rockwall Independent School District recorded under Document No. 2010-00443616 of the Official Public Records of Rockwall County, Texas (hereafter referred to as the ISD Tract). Said 79.51 acre tract of land being more particularly describes by metes and bounds as follows:

BEGINNING at a 1/2-inch iron rod found at the southwest corner of Lot 1, Block A of the plat designated as "Rockwall CCA Addition" recorded under Document No. 2017000023961 of said Official Public Records, being on the east right of way line of S. John King Boulevard, a 110.00-foot right of way, as described in the deed to the City of Rockwall recorded under Document No. 2008-00398862 of said Official Public Records;

THENCE the following ten (10) calls coincident with the perimeter of said Block A:

1. NORTH 88 degrees 35 minutes 10 seconds EAST, 689.68 feet to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set (hereafter referred to as CIRS);
2. NORTH 01 degree 23 minutes 02 seconds WEST, 316.76 feet to a CIRS;
3. SOUTH 88 degrees 23 minutes 20 seconds WEST, 79.77 feet to a CIRS;
4. NORTH 01 degree 07 minutes 50 seconds WEST, 93.98 feet to a CIRS;
5. NORTH 88 degrees 35 minutes 52 seconds EAST, 317.61 feet to a CIRS;
6. NORTH 01 degree 36 minutes 48 seconds WEST, 332.75 feet to a CIRS;
7. NORTH 43 degrees 24 minutes 53 seconds EAST, 197.54 feet to a CIRS;
8. NORTH 01 degree 36 minutes 45 seconds WEST, 185.96 feet to a CIRS;
9. NORTH 46 degrees 38 minutes 29 seconds WEST, 101.97 feet to a CIRS;
10. NORTH 01 degree 36 minutes 48 seconds WEST, 227.30 feet to a CIRS set on the south line of a 20-foot Alley as dedicated on the plat designated as "Lofland Farms, Phase 4" recorded in Cabinet E, Slide 157 of the Plat Records of Rockwall County, Texas;

THENCE NORTH 88 degrees 23 minutes 11 seconds EAST, 1073.00 feet with the south line of said 20-foot Alley (being also dedicated on the plat designated as "Lofland Farms, Phase 2 recorded in Cabinet E, Slide 13 of said Plat Records) to a CIRS;

THENCE the following five (5) calls through the interior of said called 173.00 acre tract of land:

1. SOUTH 01 degree 39 minutes 38 seconds EAST, 217.79 feet to a tangent curve;
2. southerly, coincident with said tangent curve, concave to the EAST, having a radius of 1023.48 feet and a chord bearing and distance of SOUTH 13 degrees 50 minutes 10 seconds EAST, 431.72 feet, an arc length of 434.98 feet to the point of reverse curve;
3. southerly, coincident with said reverse curve, concave to the west, having a radius of 2176.52 feet and a chord bearing and distance of SOUTH 08 degrees 29 minutes 30 seconds EAST, 1310.42 feet, an arc length of 1331.07 feet to the point of reverse curve;
4. southerly, coincident with said reverse curve, concave to the east, having a radius of 523.48 feet and a chord bearing and distance of SOUTH 03 degrees 41 minutes 02 seconds WEST, 97.52 feet, an arc length of 97.66 feet;
5. SOUTH 01 degree 39 minutes 38 seconds EAST, 52.46 feet to a CIRS set on the south line of said called 173.00 acre tract of land;

THENCE SOUTH 88 degrees 22 minutes 58 seconds WEST, 2311.77 feet with the south line of said called 173.00 acre tract of land to a 1/2-inch capped iron rod stamped "RPLS 5034" found at its southwest corner and being on the east right of way line of said S. John King Boulevard;

THENCE NORTH 01 degree 27 minutes 12 seconds WEST, 725.56 feet with the east right of way line of said S. John King Boulevard to the POINT OF BEGINNING containing 79.51 acres.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

STATE OF TEXAS

COUNTY OF ROCKWALL

I (we) the undersigned owner(s) of the land shown on this plat, and designated herein as the **ROCKWALL - CCA ADDITION, LOT 2, BLOCK A, a** subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. I (we) further certify that all other parties who have a mortgage or lien interest in the **ROCKWALL I.S.D. ADDITION** subdivision have been notified and signed this plat. I (we) understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. I (we) also understand the following:

1. No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.
2. Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purpose of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.
3. The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.
4. The developer and subdivision engineer shall bear total responsibility for storm drain improvements.
5. The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.
6. No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall; or
Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements itself. Such deposit may be used by the owner and/or developer as progress payments as the work progresses in making such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or
Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.
7. Property owner shall be responsible for maintaining, repairing, and replacing all systems in the detention and drainage easements.

I (we) further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; I (we), my (our) successors and assigns hereby waive any claim, damage, or cause of action that I (we) may have as a result of the dedication of exactions made herein.

Rockwall Independent School District

Rockwall Independent School District - Dr. John Villarreal
Superintendent

STATE OF TEXAS COUNTY OF ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, **2022**.

Notary Public in and for the State of Texas My Commission Expires

PLAT NOTES:

1. The Basis of Bearings for this plat is GRID NORTH as established by GPS observation utilizing the Texas Coordinate System of 1983, North Central Zone. To obtain a grid distance, multiply the ground distance by 0.999853886.
2. NOTICE: Selling a portion of this addition by metes and bounds is a violation of City ordinance and state law and is subject to fines and withholding of utilities and building permits.
3. All corners are 1/2" iron rods set with a plastic cap stamped "BOWMAN PROP COR" unless otherwise noted.
4. Lot, block and ROW corners will be set after substantial completion of the infrastructure.

GENERAL NOTES:

1. It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83 54.

CERTIFICATE OF SURVEYOR

NOW, THEREFORE KNOW ALL MEN BY THESE PRESENTS:

I, THE UNDERSIGNED, A LSLS & REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT AND WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND.

Preliminary, this document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document. Released to the City for review. 2022-06

ROBERT A. HANSEN
LSLS & REGISTERED PROFESSIONAL
LAND SURVEYOR, NO. 6439
RHANSEN@BOWMAN.COM
DATE:

STATE OF TEXAS
COUNTY OF
ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, **2022**.

Notary Public in and for the State of Texas My Commission Expires

PRELIMINARY PLAT

ROCKWALL - CCA
ADDITION

LOT 2, BLOCK A

BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY , ABSTRACT NUMBER 25
CITY OF ROCKWALL , ROCKWALL COUNTY, TEXAS

Bowman

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1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104
TBPELS #10120600

Phone: (214) 484-8888
www.bowman.com

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

RECOMMENDED FOR FINAL APPROVAL:

Planning & Zoning Commission, Chairman Date

APPROVED:

I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the _____ day of _____, **2022**.

This approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall, County, Texas, within one hundred eighty (180) days from said date of final approval.

WITNESS OUR HANDS, this _____ day of _____, **2022**.

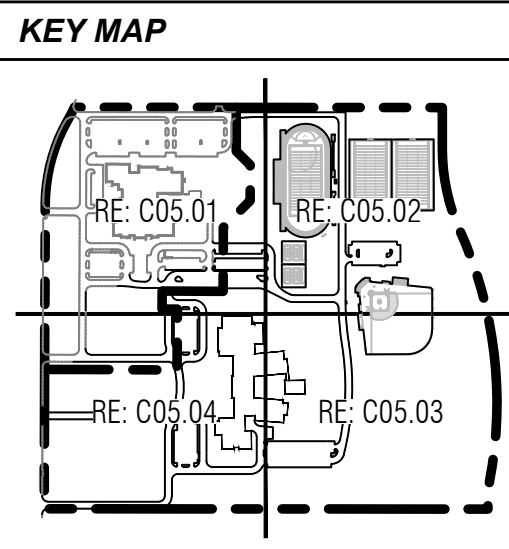
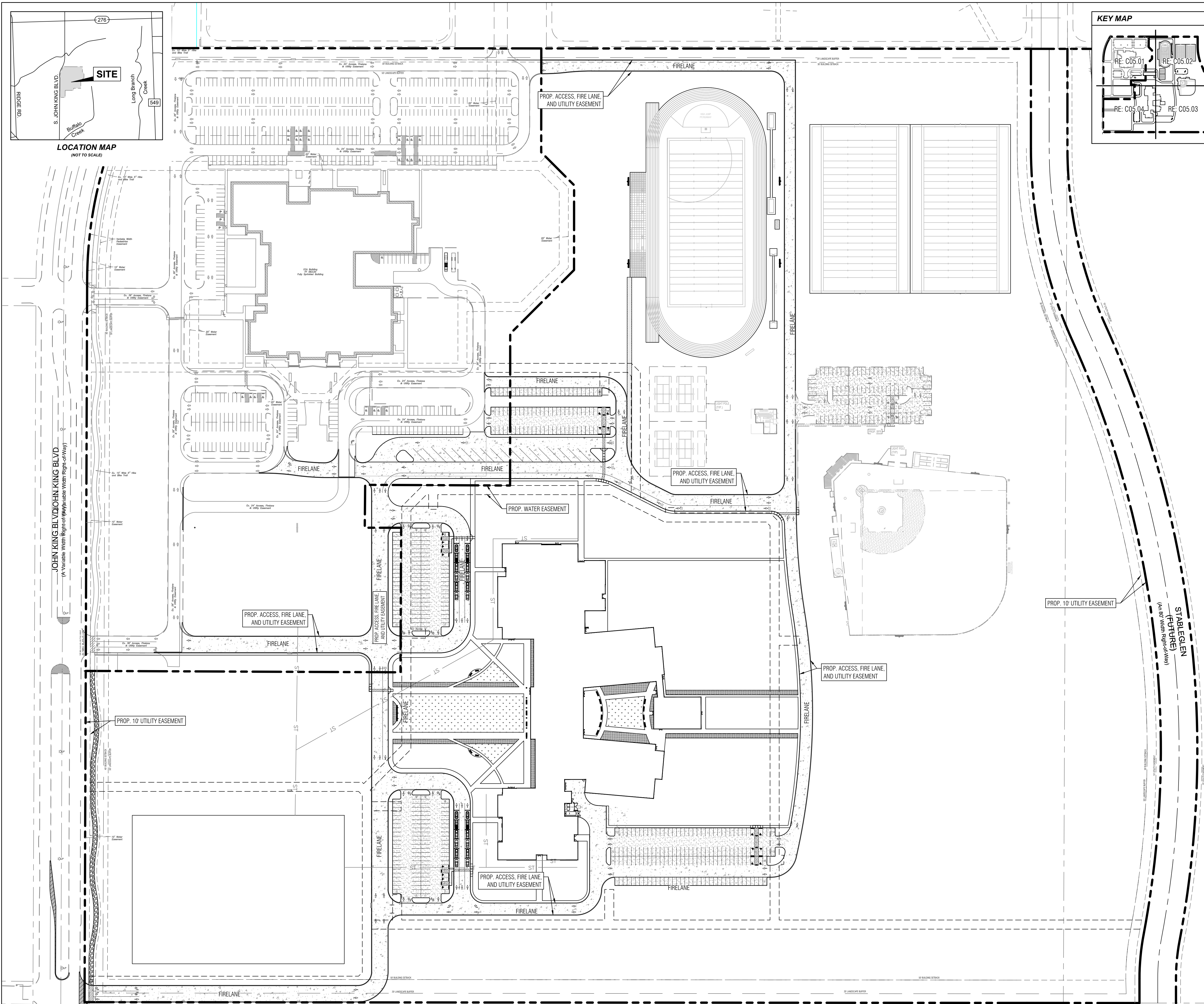
Mayor, City of Rockwall

City Secretary

City Engineer

Jun 07, 2022 - 10:25am User: Cheralyn
C:\Users\Cheralyn\AppData\Local\Temp\AcPublish-290292\ROCKWALL HEATH HS NINTH GRADE CENTER-ENG.dwg

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT



- GENERAL SITE NOTES**
1. STRIPING & SIGNAGE DIMENSIONS ARE FROM FACE OF CURB.
 2. ALL FIRE LANES, PARKING STRIPING, HANDICAP PARKING STRIPING & SIGNAGE ARE TO BE IN ACCORDANCE WITH CITY OF ROCKWALL REQUIREMENTS, TYP.
 3. PRIOR TO ANY CONSTRUCTION, THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS, THE PLANS INCLUDING ALL NOTES, THE CITY OF ROCKWALL SPECIFICATIONS AND ANY OTHER APPLICABLE STANDARDS OR SPECIFICATIONS RELEVANT TO THE PROPER COMPLETION OF THE WORK SPECIFIED. FAILURE ON THE PART OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL STANDARDS OR SPECIFICATIONS PERTAINING TO THIS WORK SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR PERFORMING THE WORK IN ACCORDANCE WITH ALL SUCH APPLICABLE STANDARDS AND SPECIFICATIONS.
 4. CONTRACTOR SHALL HAVE IN HIS POSSESSION, PRIOR TO CONSTRUCTION, ALL NECESSARY PERMITS, LICENSES, ETC. CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED ENGINEERING PLANS AND SPECIFICATIONS ON SITE AT ALL TIMES.
 5. ALL WORK SHALL CONFORM TO THE CITY OF ROCKWALL SPECIFICATIONS, STANDARDS, AND DETAILS.
 6. IF UNFORESEEN PROBLEMS OR CONFLICTS ARE ENCOUNTERED IN THE CONSTRUCTION, FOR WHICH AN IMMEDIATE SOLUTION IS NOT APPARENT, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
 7. IT WILL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT ALL EXISTING PUBLIC AND PRIVATE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS, PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL ASSUME FULL LIABILITY TO THOSE COMPANIES FOR ANY DAMAGES CAUSED TO THEIR FACILITIES.
 8. CONTRACTORS SHALL BE RESPONSIBLE FOR FIELD LOCATING EXISTING UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
 9. TRENCH SAFETY DESIGN WILL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN TO THE CITY OF ROCKWALL ENGINEERING DEPARTMENT FOR REVIEW.
 10. MARK FIRE LANES TO THE CITY OF ROCKWALL SPECIFICATION, "NO PARKING FIRE LANE EVERY 25' WHITE 4" LETTERS ON 4" RED STRIPED BACKGROUND.
 11. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
 12. BARRIER FREE RAMP (BFR) IN PUBLIC R.O.W. SHALL BE PER CITY SPECIFICATIONS.
 13. ALL OUTDOOR LIGHTING MUST BE ORIENTED SO THAT LIGHTING LEVELS AT ALL PROPERTY LINES ARE 1FOOT-CANDLE OR LESS.

PAVING LEGEND (PROPOSED)

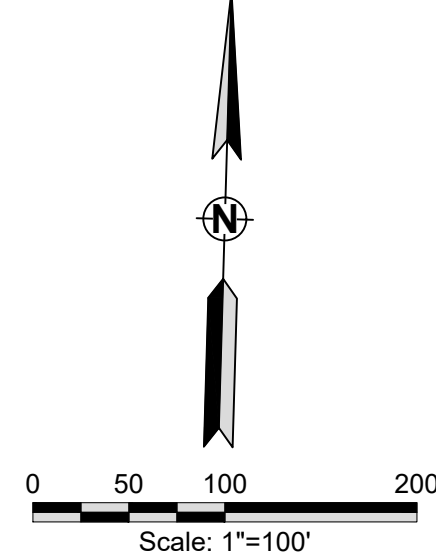
- CONCRETE CURB
- EDGE OF ASPHALT
- EDGE OF CONCRETE
- ORNAMENTAL FENCE
- PAINTED TRAFFIC DIRECTIONAL ARROW
- PROPERTY LINE
- 10' MASONRY SCREENING WALL
- PRIVATELY REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8" SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
- RE: GEOTECHNICAL REPORT (PRIVATE) 6" REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8" SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
- RE: GEOTECHNICAL REPORT (PUBLIC) 7" REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8" SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
- RE: GEOTECHNICAL REPORT (PRIVATE) 4" REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 18" CENTERS EACH WAY
- RE: GEOTECHNICAL REPORT (PUBLIC) 3" REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 24" CENTERS EACH WAY
- RE: GEOTECHNICAL REPORT (PRIVATE) PLANTING AREAS
- RE: LANDSCAPE

PAVING LEGEND (EXISTING)

- CONCRETE CURB
- EDGE OF ASPHALT
- EDGE OF CONCRETE
- FENCE
- PROPERTY LINE

SITE DATA SUMMARY TABLE

EXISTING ZONING	AS
PROPOSED ZONING	PD FOR HS USES (22022-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. (OR 79.54 AC.)
BUILDING AREA (FLOOR AREA)	153,187 S.F.
PROPOSED FIRST FLOOR	41,019 S.F.
PROPOSED SECOND FLOOR	112,168 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	153,187 S.F.
LOT COVERAGE	0.021
FLOOR AREA RATIO	153,187 S.F. / 3,464,762 S.F. = 4.42%
TOTAL IMPERVIOUS AREA	816,045.31 S.F. OR 18.73 AC.
BUILDING HEIGHT	13'-10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	200 SPACES
PARKING PROVIDED	
PARKING SURFACE	304 SPACES
9.0x15.0	209 SPACES
15.0x20.0	19 SPACES
TOTAL PARKING PROVIDED	532 SPACES



APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman

Director of Planning and Zoning

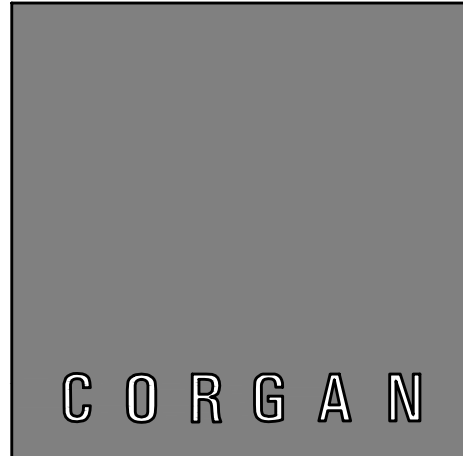
ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4000 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMIG

CITY OF ROCKWALL CASE NO. SP2022-018

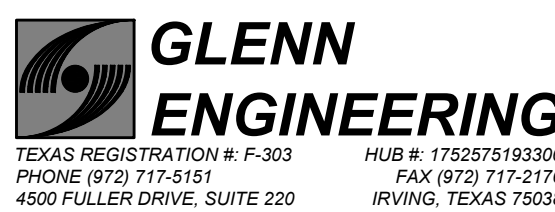


CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
---	----------	------------------

REVISIONS



PRELIMINARY - FOR REVIEW ONLY
These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cheralyn Armijo, P.E. 84568
Date: 05/11/22

ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
Rockwall, TX 75032

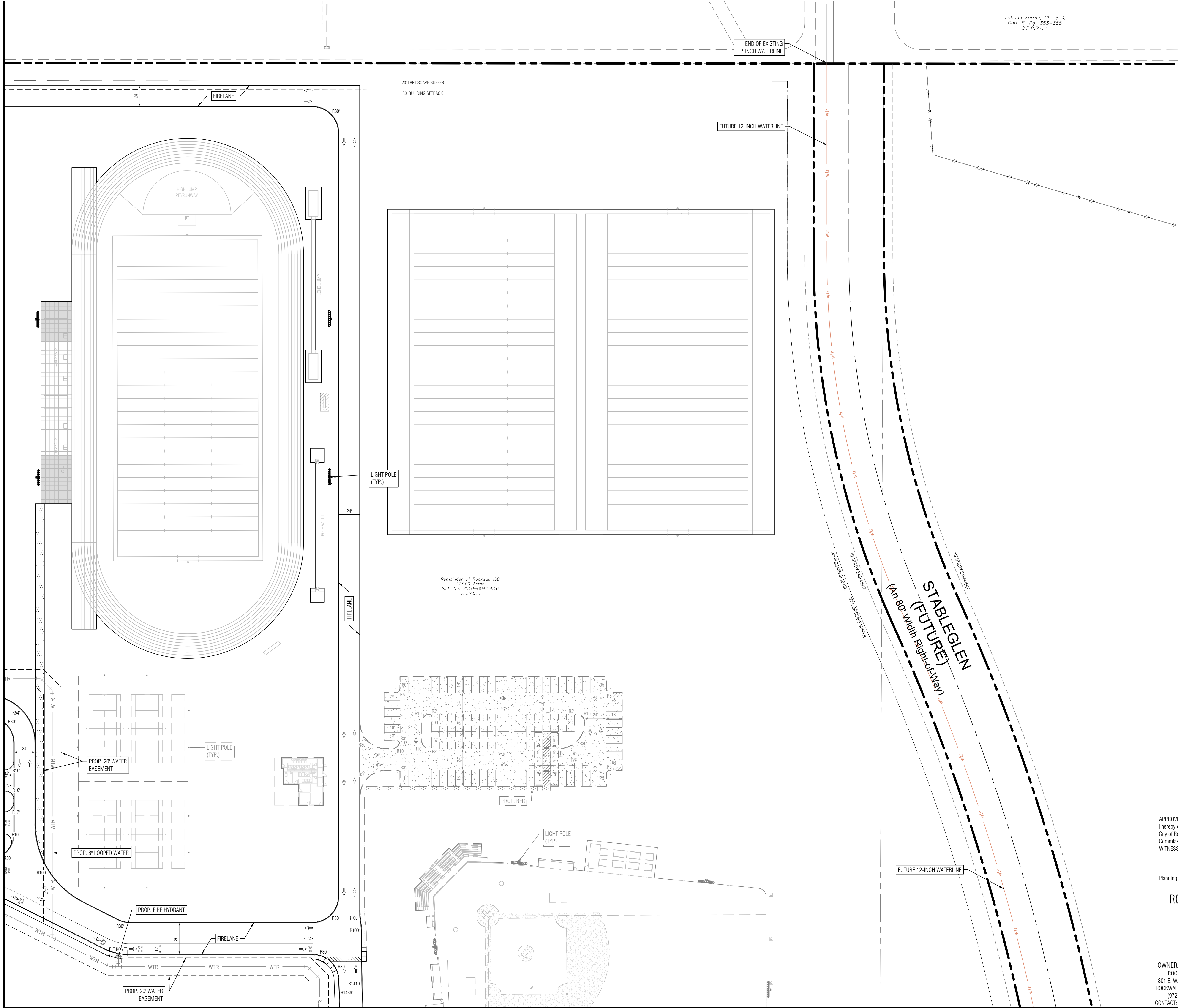
OVERALL SITE PLAN

JOB 21572.0000
DATE 05/11/22
SHEET

C05.00

Jun 07, 2022 - 10:23am User: Cheryl
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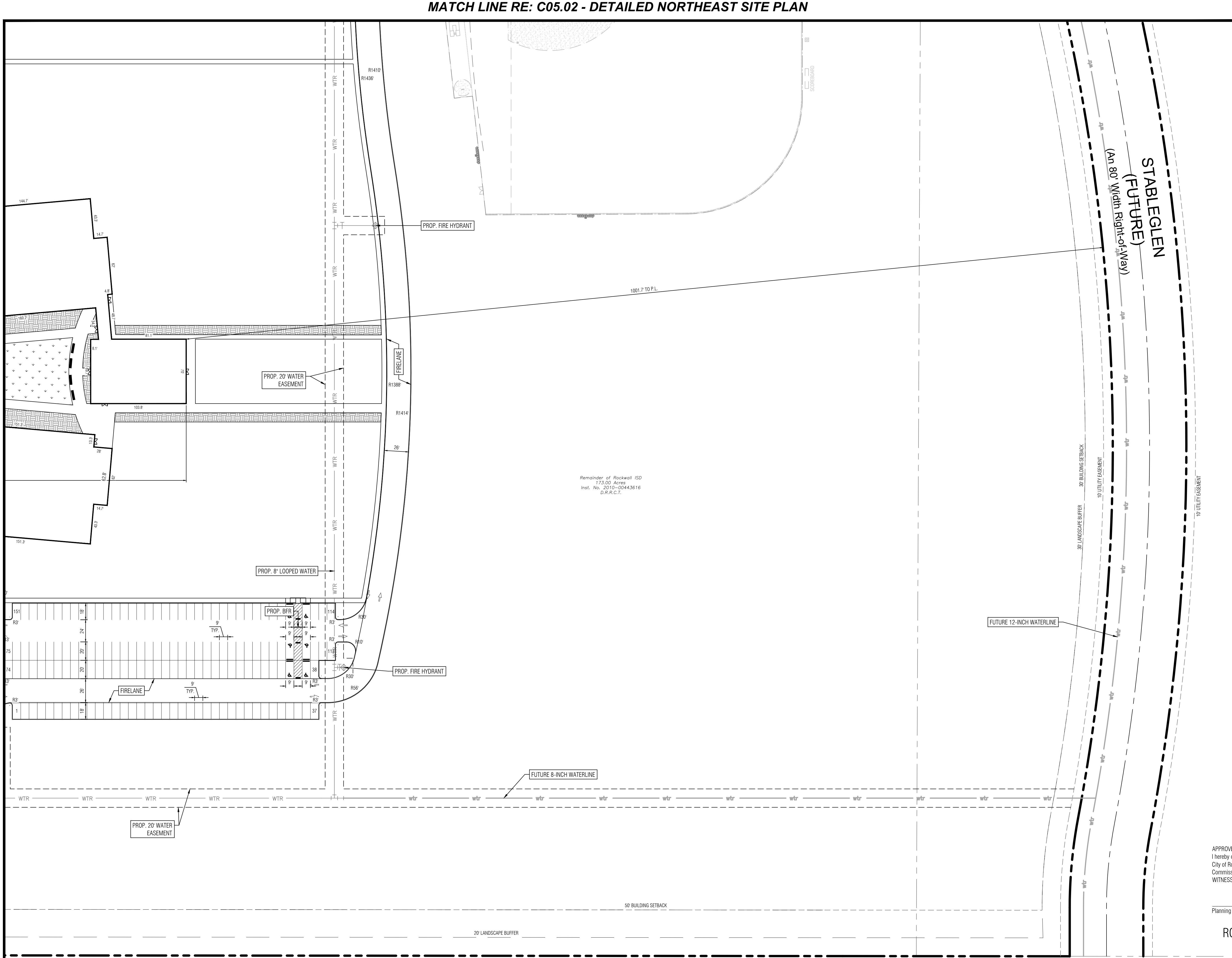
MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



Jun 07, 2022 - 10:25am User: Cheryl
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NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

MATCH LINE RE: C05.04 - DETAILED SOUTHWEST SITE PLAN

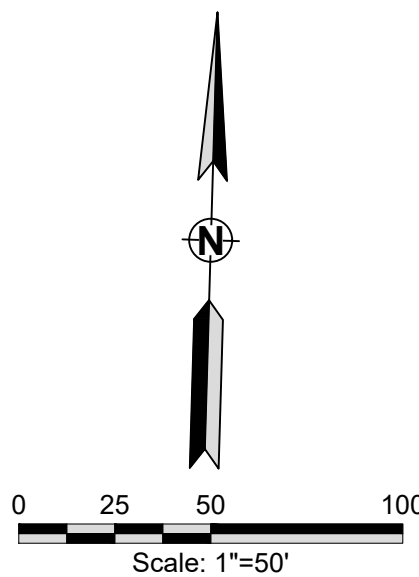
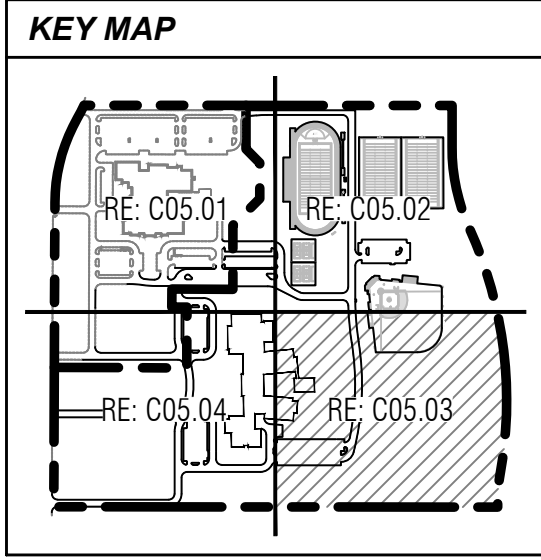


Remainder of Rockwall ISD
173.00 Acres
Inst. No. 2010-00443616
D.R.C.T.

Newman, Lofland
Vol. 9, Pg. 548
D.R.C.T.

SITE LEGEND (PROPOSED)	
[Symbol]	CONCRETE CURB
[Symbol]	EDGE OF ASPHALT
[Symbol]	EDGE OF CONCRETE
[Symbol]	ORNAMENTAL FENCE
[Symbol]	FIRE LINE
[Symbol]	PAINTED TRAFFIC DIRECTIONAL ARROW
[Symbol]	PLANTING AREAS
[Symbol]	RE LANDSCAPE
[Symbol]	PROPERTY LINE
[Symbol]	SANITARY SEWER
[Symbol]	10' MASONRY SCREENING WALL
[Symbol]	SIDEWALK (PRIVATE)
[Symbol]	SIDEWALK (PUBLIC)
[Symbol]	WATER

SITE LEGEND (EXISTING)	
[Symbol]	CONCRETE CURB
[Symbol]	EDGE OF ASPHALT
[Symbol]	EDGE OF CONCRETE
[Symbol]	FENCE
[Symbol]	PROPERTY LINE
[Symbol]	SANITARY SEWER
[Symbol]	STORM SEWER
[Symbol]	WATER



APPROVED:
I hereby certify that the above and foregoing site plan for a development in the
City of Rockwall, Texas, was approved by the Planning & Zoning
Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman

Director of Planning and Zoning

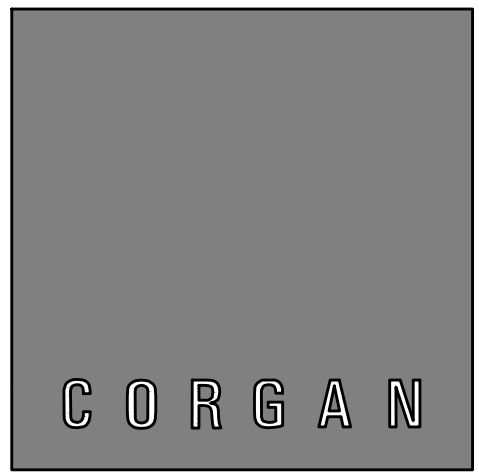
ROCKWALL - HEATH NINTH GRADE CENTER
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CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER:
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ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMISTEAD

CITY OF ROCKWALL CASE NO. SP2022-018

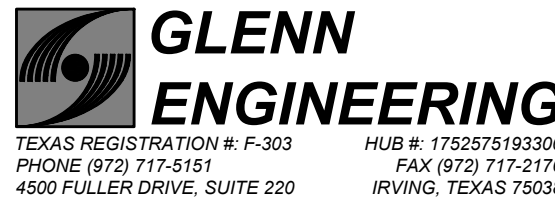


CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET

REVISIONS



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or under the supervision of,
Cheryl Ann, P.E. 84568
Date: 05/11/22

ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
Rockwall, TX 75032

DETAILED SOUTHWEST SITE PLAN

JOB 21572.0000
DATE 05/11/22
SHEET

C05.03

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

Newman Lofland
Vol. 9, Pg. 548
D.R.R.C.T.



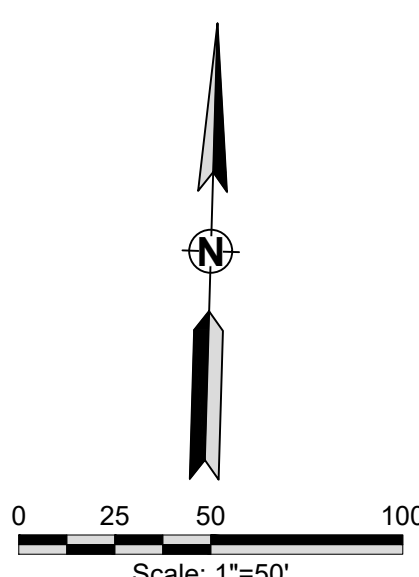
KEY MAP

RE C05.01

RE C05.02

RE C05.03

RE C05.04



Planning & Zoning Commission, Chairman
Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD 800 E. WASHINGTON ST. ROCKWALL, TEXAS 75087 (972) 771-0605 CONTACT: JAMES WATSON	SURVEYOR: BOWMAN 1200 W. MAGNANA BLVD. SUITE 300 FORT WORTH, TEXAS 76104 (214) 484-8586 CONTACT: ROBERT HANSEN	ENGINEER: GLEN ENGINEERING CORP. 4500 FULLER DR. IRVING, TEXAS 75038 (972) 771-5511 CONTACT: CHERYL N. ARMSTRONG
--	---	--

CITY OF ROCKWALL CASE NO. SP.2022-01

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Cheralyn Armijo, P.E. 84568
Date: 05/11/22

2727 S. John King Blvd.
Rockwall, TX 75032

C05.04

Statement of Service

Prepared for
Rockwall Independent School District
Rockwall-Heath High School Ninth Grade Center Site
2301 John King Blvd.
John King Blvd 1,000 +/- feet south of State Highway 205
(Gene Burton Academy Site)

City of Rockwall, Rockwall County, Texas

June 2022

Prepared By:



GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suite 220
Irving, Texas 75038
(972) 717-5151

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Gas	4
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UTILITIES

Utility Information

Water

Presently there is a 16" water line ending at the southeast corner of the Gene Burton Academy. This 16" water line will be extended to the southeast corner of the proposed Rockwall Heath High School Ninth Grade Center Site as shown on Sheets C5.01 -C5.04. With the construction of The Gene Burton Academy an 8" water line was constructed for fire protection and an 8" stub out connection was provided for future growth at the southeast corner of the existing Academy. A looped 8" line around the Proposed Rockwall Heath High School Ninth Grade Center will be constructed for fire protection. A 4" Domestic line will be proved from the Proposed 16" along John King Blvd to the new Rockwall Heath High School Ninth Grade Center. Based on the Water and Wastewater Analysis provided by the City of Rockwall prepared by Birkhoff, Hendricks and Carter L.L.P. dated May 11, 2022 . Also refer to the Glenn Engineering response letter to their items in the report. With the above improvements, the City of Rockwall water system is capable of providing the needs for the new Rockwall Heath High School Ninth Grade Center. (See Site plan sheets C5.01 – C5.04)

Sanitary Sewer

Presently there is an 8" sanitary sewer serving this proposed site that is connected to the Hickory Ridge Lift Station. Based on the above referenced infrastructure report for Water and Wastewater Analysis this line has the capacity to serve the new Rockwall Heath High School Ninth Grade Center. While the line and the lift station both have adequate capacity, the Analysis indicated that even though the downstream Mims force main currently has capacity, this capacity will be utilized by future developments and the school site was not part of the future development. (See Site plan sheets C5.01 – C5.04)

For the purpose of this statement of service, it is assumed that the Rockwall Independent School District would have to construct the Little Buffalo Creek Trunk Sewer Main from the existing Hickory Ridge Lift Station to County Lane (approximately 7,100 l.f.) of both a 10" and 12" Sanitary Sewer main according to the City of Rockwall's Master Sewer Plan. Given the time sensitive nature of the Rockwall Heath High School Ninth Grade Center having to be open in the fall of 2024 and the information provided by City of Rockwall staff that the city's C.I.P. portion of project may not be completed to meet the schedule for the new school opening. Therefore Rockwall Independent School District will also be responsible for constructing the City of Rockwall's C.I.P portion of the project from County Lane to the Lift Station #1 at Horizon Road (FM 3097). This line is approximately 2,250 l.f. of a 15" Sanitary sewer main. The construction of the Little Buffalo Trunk Sewer main will result in the elimination of the Hickory Creek Lift Station. The School District would like the flexibility in the alignment of the City's C.I.P. portion of the project to be better able to serve future development/subdivisions on the east side of Wallace Lake while preserving the intent of the trunk main. (See Site plan sheets C10.02 Off Site Sanitary Sewer Exhibit)

City of Rockwall – Wastewater Master Map taken from Water and Wastewater Analysis

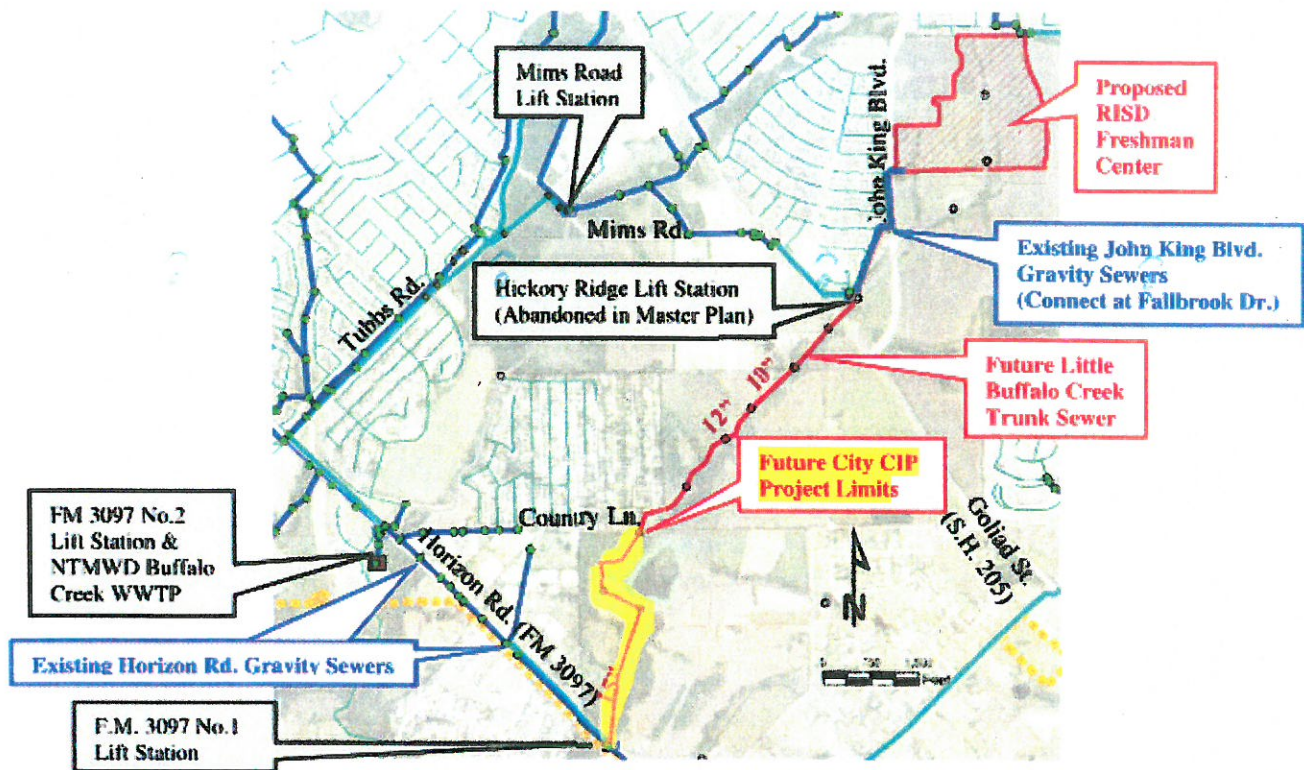


Figure 1 – Future Little Buffalo Creek Trunk Sewer

Storm Sewer

For the purpose of this study, it is assumed that all drainage will discharge into Little Buffalo Creek. The storm sewer lines will be private and owned and operated by Rockwall ISD. A detention facility will be constructed at the southeast corner of the site and will not negatively impact the downstream neighbors. The design of the detention will be in accordance with the City of Rockwall's Standards of drainage and construction. (See Site plan sheets C5.01 – C5.04 and C8.00 Drainage area map.)

Electric

Electric service is available to the existing school site. Oncor Electric Delivery is capable of providing adequate 3-phase power to the site, but requires a site plan and load calculation sheets to determine the size and location of lines.

Gas

If Atmos Energy is capable of providing adequate gas service to the school site, a site plan and load calculations will be required to determine the size and location of these lines.

Telephone

Telephone service is available from AT&T.

ROADWAYS

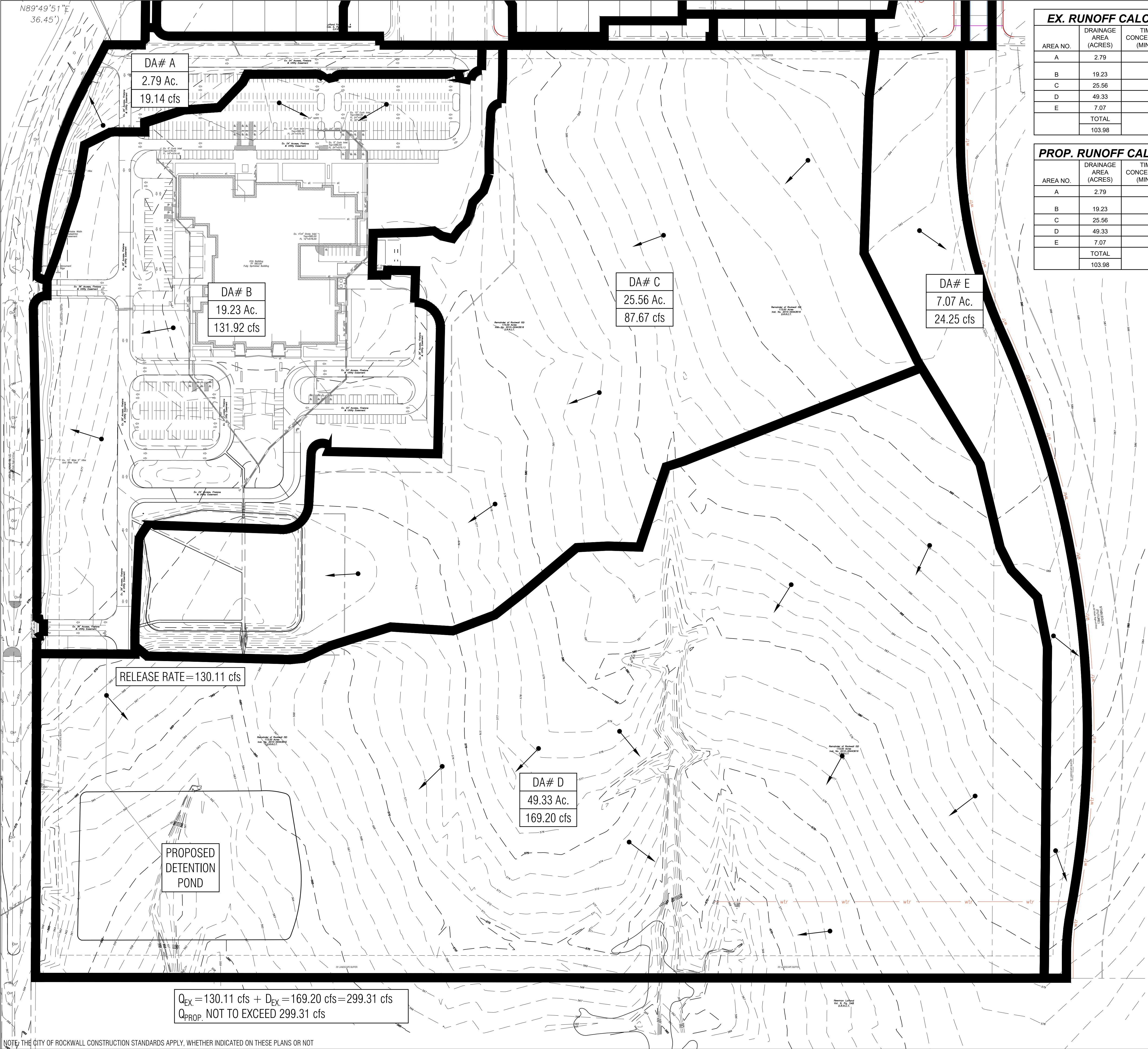
Roadway Information

South John King Boulevard

The school district has performed two traffic Impact Analysis (TIA) studies for this site per the request of the City of Rockwall's staff. This roadway is capable of handling the additional traffic for the new Rockwall Heath High School Ninth Grade Center. (See both reports for detailed information) All access for the new Rockwall Heath High School Ninth Grade Center will be taken from South John King Boulevard. Some of the access to the site will come from the existing drives for the Gene Burton Academy. The original design for the Academy anticipated additional buildings being placed on this site and so the drive was constructed for future development.

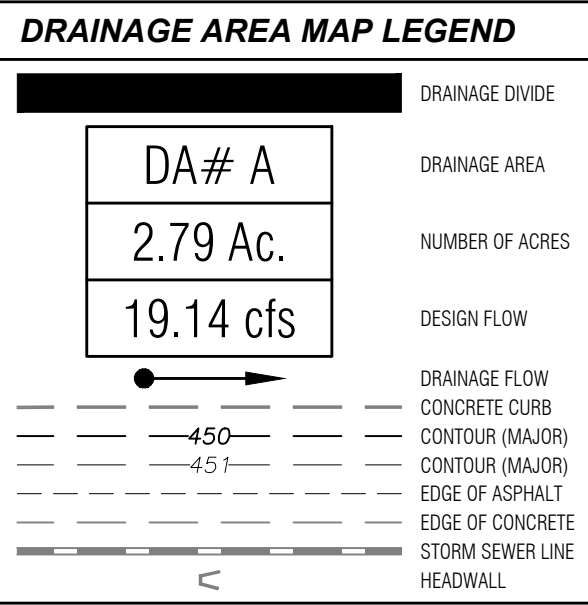
Stableglen Drive

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall Heath High School Ninth Grade Center does not show or require access to this future roadway. While we acknowledge that Stableglen Drive is shown on the City of Rockwall's Master Thoroughfare Plan, the current development of the Ninth Grade Center just like the Gene Burton Academy does not require the construction of Stableglen to handle the daily traffic. Stableglen will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)



EX. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER						
AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "I 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A	2.79	10	0.70	9.80	19.14	TO LOFTLAND PH. 4
B	19.23	10	0.70	9.80	131.92	EX. SCHOOL TO EX. DETENTION POND
C	25.56	10	0.35	9.80	87.67	TO EX. POND
D	49.33	10	0.35	9.80	169.20	
E	7.07	10	0.35	9.80	24.25	SHEET FLOW TO EAST
TOTAL					TOTAL	
					432.18	

PROP. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER						
AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "I 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A	2.79	10	0.70	9.80	19.14	TO LOFTLAND PH. 4
B	19.23	10	0.70	9.80	131.92	EX. SCHOOL TO EX. DETENTION POND
C	25.56	10	0.70	9.80	175.34	TO EX. POND
D	49.33	10	0.70	9.80	338.40	TO PROP. DETENTION POND
E	7.07	10	0.35	9.80	24.25	SHEET FLOW TO EAST
TOTAL					TOTAL	
					689.05	



CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 8281

ISSUES		
1	05/11/22	30% PROGRESS SET
REVISIONS		

GLENN ENGINEERING
TEXAS REGISTRATION #: F-303 HUB #: 1732575193300
PHONE (972) 717-5151 FAX (972) 717-2176
4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

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Date: 05/11/22

ROCKWALL-HEATH NINTH GRADE CENTER

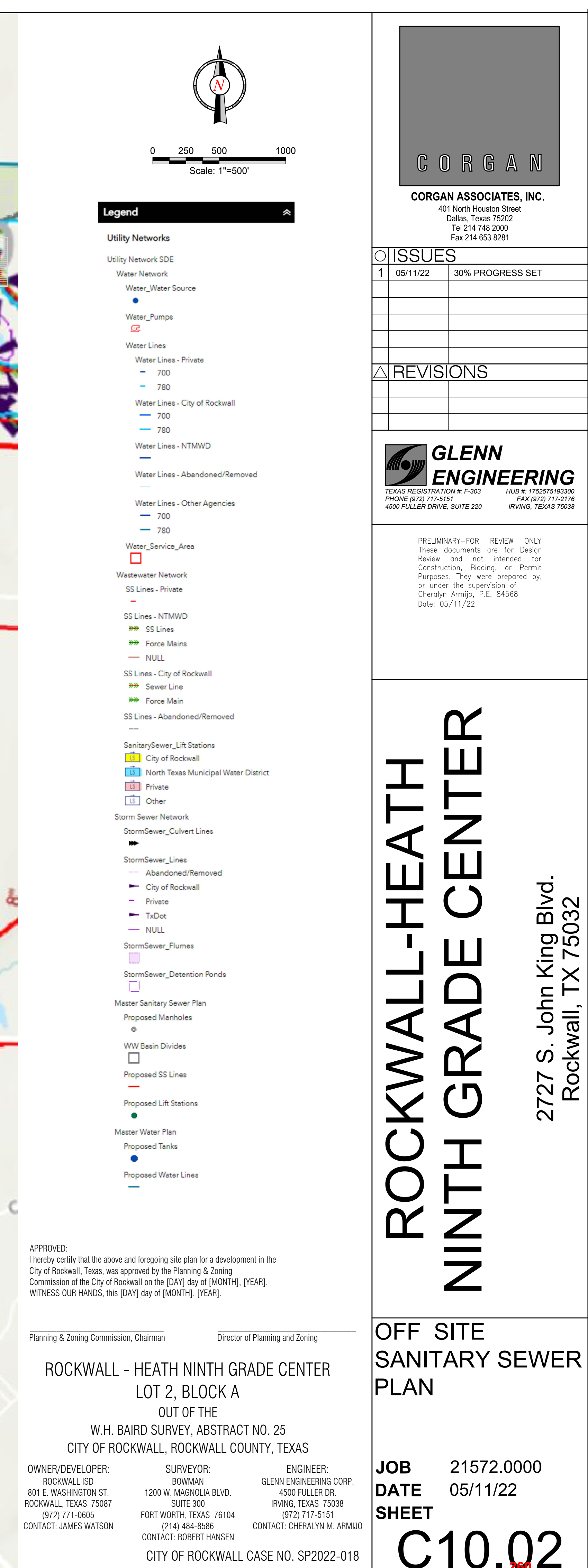
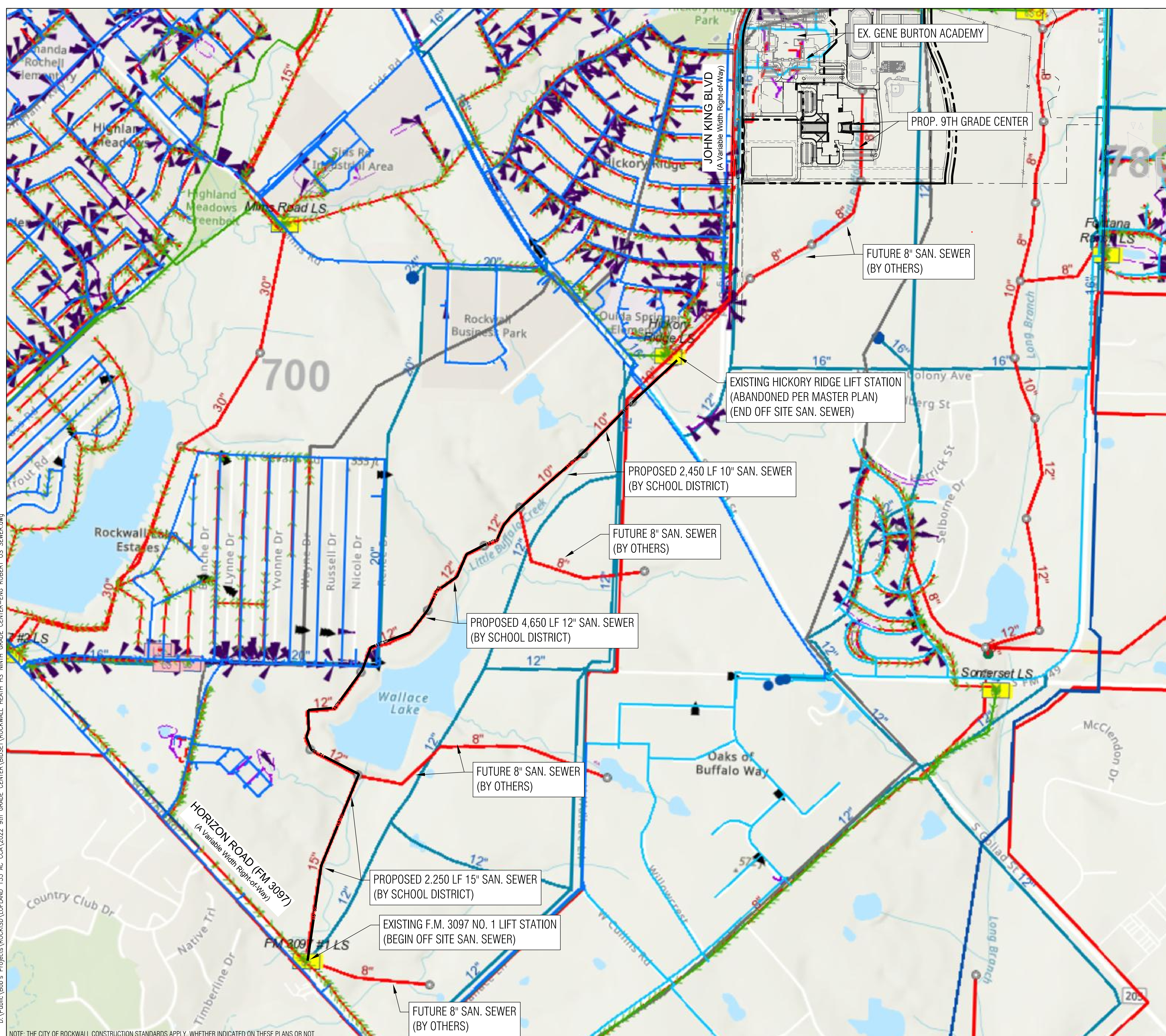
2727 S. John King Blvd.
Rockwall, TX 75032

EXISTING
DRAINAGE AREA
MAP

JOB 21572.0000
DATE 05/11/22
SHEET

C08.00

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT



ROCKWALL I.S.D.
FRESHMAN CENTER WATER ANALYSIS
ROCKWALL, TEXAS



THE SEAL APPEARING ON THIS
DOCUMENT WAS AUTHORIZED
BY MIKE GLENN, PE 35059 ON
05/19/2022

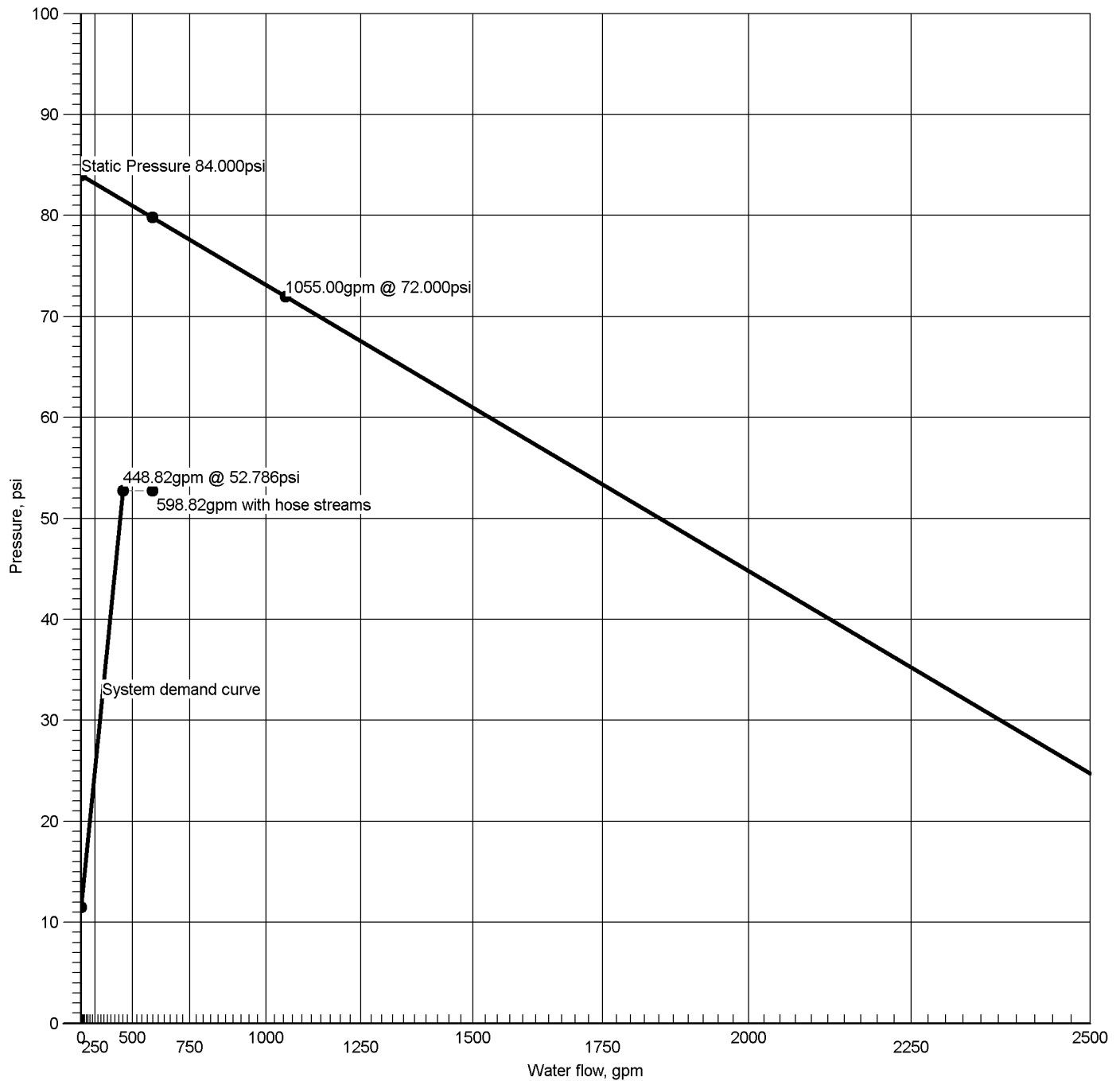
Prepared By:

GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suit 220
Irving, Texas 75038
(972) 717-5151

FIRE HYDRANT FLOW TEST



Water Supply at Node 900



Hydraulic Graph

Water Supply at Node 900

Static: Pressure	Elevation + Static: Pressure
84.000psi	122.150psi

Residual: Pressure
72.000psi @ 1055.00gpm

Available Pressure at Time of Test
72.000psi @ 1055.00gpm

System Demand
52.786psi @ 448.82gpm

System Demand (Including Hose Allowance at Source)
52.786psi @ 598.82gpm

WATER ANALYSIS
DOMESTIC USAGE


```

*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality                 *
*                               Analysis for Pipe Networks                 *
*                               Version 2.0                               *
*****

```

Input File: RISD Water Study 1.net

Link - Node Table:

Link ID	Start Node	End Node	Length ft	Diameter in
1	1	2	953.34	8
2	2	3	73.02	8
3	3	4	167.31	8
4	4	5	127.85	8
5	5	6	131.43	8
6	6	7	133.52	8
9	9	10	94.43	8
10	10	11	63.67	8
11	11	12	94.43	8
12	12	13	162.82	8
13	13	14	144	8
14	13	15	232.2	8
15	17	9	78.41	8
16	7	17	149.63	8
17	8	18	305	8
18	18	19	29	8
19	19	20	270	8
20	20	21	86	8
21	21	22	207	8
22	22	23	852	8
23	23	24	875	8
24	24	25	654	8
25	25	26	615	8
26	24	27	595	8
27	27	28	596	8
29	28	26	423	16
30	26	15	1089	16
31	1	15	443	16
7	7	8	10	8
28	30	1	#N/A	#N/A Pump

RISD Water Study 1.rpt



Page 2

Energy Usage:

Pump	Usage Factor	Avg. Effic.	Kw-hr /Mgal	Avg. Kw	Peak Kw	Cost /day
28	100.00	75.00	792.39	19.02	19.02	0.00
Demand Charge:						0.00
Total Cost:						0.00

Node Results:

Node ID	Demand GPM	Head ft	Pressure psi	Quality
1	0.00	766.17	81.97	0.00
2	0.00	765.84	79.23	0.00
3	0.00	765.82	79.00	0.00
4	0.00	765.76	79.62	0.00
5	0.00	765.72	80.60	0.00
6	0.00	765.67	80.02	0.00
7	0.00	765.63	80.43	0.00
8	0.00	765.62	80.43	0.00
9	0.00	765.68	80.24	0.00
10	0.00	765.74	80.83	0.00
11	0.00	765.79	80.85	0.00
12	0.00	765.85	80.36	0.00
13	0.00	765.96	80.23	0.00
14	0.00	765.96	81.38	0.00
15	0.00	766.12	80.04	0.00
17	200.00	765.62	80.43	0.00
18	0.00	765.56	79.67	0.00
19	0.00	765.56	79.58	0.00
20	0.00	765.50	79.43	0.00
21	0.00	765.49	78.94	0.00
22	200.00	765.45	78.19	0.00
23	0.00	765.72	84.81	0.00
24	0.00	766.00	87.09	0.00
25	0.00	766.06	86.25	0.00
26	0.00	766.11	84.97	0.00
27	0.00	766.06	87.55	0.00
28	0.00	766.11	86.36	0.00
30	-400.00	577.00	0.00	0.00 Reservoir



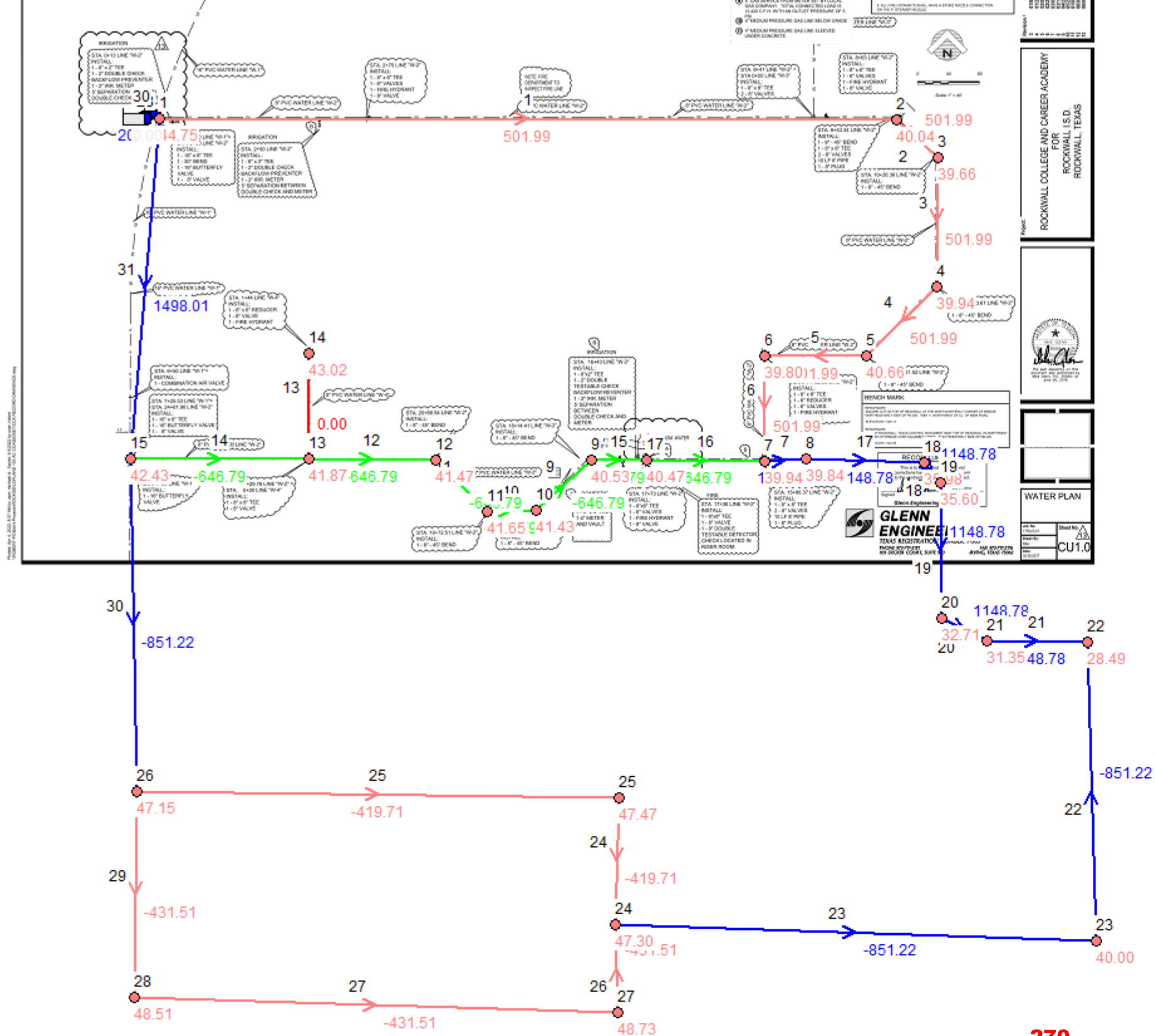
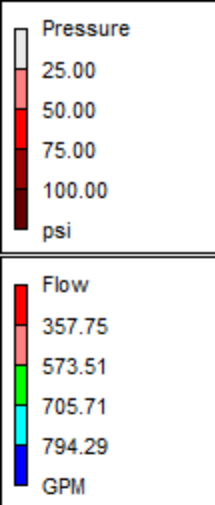
Page 3

Link Results:

Link ID	Flow GPM	Velocity fps	Unit Headloss ft/Kft	Status
1	116.52	0.74	0.34	Open
2	116.52	0.74	0.34	Open
3	116.52	0.74	0.34	Open
4	116.52	0.74	0.34	Open
5	116.52	0.74	0.34	Open
6	116.52	0.74	0.34	Open
9	-170.57	1.09	0.69	Open
10	-170.57	1.09	0.69	Open
11	-170.57	1.09	0.69	Open
12	-170.57	1.09	0.69	Open
13	0.00	0.00	0.00	Open
14	-170.57	1.09	0.69	Open
15	-170.57	1.09	0.69	Open
16	29.43	0.19	0.03	Open
17	87.09	0.56	0.20	Open
18	87.09	0.56	0.20	Open
19	87.09	0.56	0.20	Open
20	87.09	0.56	0.20	Open
21	87.09	0.56	0.20	Open
22	-112.91	0.72	0.32	Open
23	-112.91	0.72	0.32	Open
24	-55.67	0.36	0.09	Open
25	-55.67	0.36	0.09	Open
26	-57.24	0.37	0.09	Open
27	-57.24	0.37	0.09	Open
29	-57.24	0.09	0.00	Open
30	-112.91	0.18	0.01	Open
31	283.48	0.45	0.10	Open
7	87.09	0.56	0.20	Open
28	400.00	0.00	-189.17	Open Pump

WATER ANALYSIS

FIRE DEMAND




```

*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality                 *
*                               Analysis for Pipe Networks                 *
*                               Version 2.0                               *
*****

```

Input File: RISD Water Study 2.net

Link - Node Table:

Link ID	Start Node	End Node	Length ft	Diameter in
1	1	2	953.34	8
2	2	3	73.02	8
3	3	4	167.31	8
4	4	5	127.85	8
5	5	6	131.43	8
6	6	7	133.52	8
9	9	10	94.43	8
10	10	11	63.67	8
11	11	12	94.43	8
12	12	13	162.82	8
13	13	14	144	8
14	13	15	232.2	8
15	17	9	78.41	8
16	7	17	149.63	8
17	8	18	305	8
18	18	19	29	8
19	19	20	270	8
20	20	21	86	8
21	21	22	207	8
22	22	23	852	8
23	23	24	875	8
24	24	25	654	8
25	25	26	615	8
26	24	27	595	8
27	27	28	596	8
29	28	26	423	16
30	26	15	1089	16
31	1	15	443	16
7	7	8	10	8
28	30	1	#N/A	#N/A Pump

RISD Water Study 2.rpt



Page 2

Energy Usage:

Pump	Usage Factor	Avg. Effic.	Kw-hr /Mgal	Avg. Kw	Peak Kw	Cost /day
28	100.00	75.00	432.58	51.91	51.91	0.00
Demand Charge:						0.00
Total Cost:						0.00

Node Results:

Node ID	Demand GPM	Head ft	Pressure psi	Quality
1	0.00	680.27	44.75	0.00
2	0.00	675.41	40.04	0.00
3	0.00	675.04	39.66	0.00
4	0.00	674.18	39.94	0.00
5	0.00	673.53	40.66	0.00
6	0.00	672.86	39.80	0.00
7	0.00	672.18	39.94	0.00
8	0.00	671.95	39.84	0.00
9	0.00	674.04	40.53	0.00
10	0.00	674.81	41.43	0.00
11	0.00	675.33	41.65	0.00
12	0.00	676.10	41.47	0.00
13	0.00	677.43	41.87	0.00
14	0.00	677.43	43.02	0.00
15	0.00	679.32	42.43	0.00
17	0.00	673.40	40.47	0.00
18	0.00	664.74	35.98	0.00
19	0.00	664.06	35.60	0.00
20	0.00	657.68	32.71	0.00
21	0.00	655.65	31.35	0.00
22	2000.00	650.76	28.49	0.00
23	0.00	662.31	40.00	0.00
24	0.00	674.17	47.30	0.00
25	0.00	676.56	47.47	0.00
26	0.00	678.81	47.15	0.00
27	0.00	676.46	48.73	0.00
28	0.00	678.76	48.51	0.00
30	-2000.00	577.00	0.00	0.00 Reservoir



Page 3

Link Results:

Link ID	Flow GPM	Velocity fps	Unit Headloss ft/Kft	Status
1	501.99	3.20	5.10	Open
2	501.99	3.20	5.10	Open
3	501.99	3.20	5.10	Open
4	501.99	3.20	5.10	Open
5	501.99	3.20	5.10	Open
6	501.99	3.20	5.10	Open
9	-646.79	4.13	8.15	Open
10	-646.79	4.13	8.15	Open
11	-646.79	4.13	8.15	Open
12	-646.79	4.13	8.15	Open
13	0.00	0.00	0.00	Open
14	-646.79	4.13	8.15	Open
15	-646.79	4.13	8.15	Open
16	-646.79	4.13	8.15	Open
17	1148.78	7.33	23.62	Open
18	1148.78	7.33	23.62	Open
19	1148.78	7.33	23.62	Open
20	1148.78	7.33	23.62	Open
21	1148.78	7.33	23.62	Open
22	-851.22	5.43	13.55	Open
23	-851.22	5.43	13.55	Open
24	-419.71	2.68	3.66	Open
25	-419.71	2.68	3.66	Open
26	-431.51	2.75	3.85	Open
27	-431.51	2.75	3.85	Open
29	-431.51	0.69	0.13	Open
30	-851.22	1.36	0.46	Open
31	1498.01	2.39	2.14	Open
7	1148.78	7.33	23.61	Open
28	2000.00	0.00	-103.27	Open Pump



May 19, 2022

Mr. Jeremy M. White, P.E., C.F.M.
Assistant City Engineer
City of Rockwall
385 S. Goliad Street
Rockwall, Texas 75087

Re: Rockwall I.S.D.
Freshman Center Water and Wastewater Analysis

Dear Mr. White,

We have reviewed the Water and Wastewater Analysis you provided on May 11th, 2022 via email from BIRKHOFF, HENDRICKS & CARTER, L.L.P for the Rockwall-Heath Freshman Center located on John King Blvd. We have the following comments and concerns.

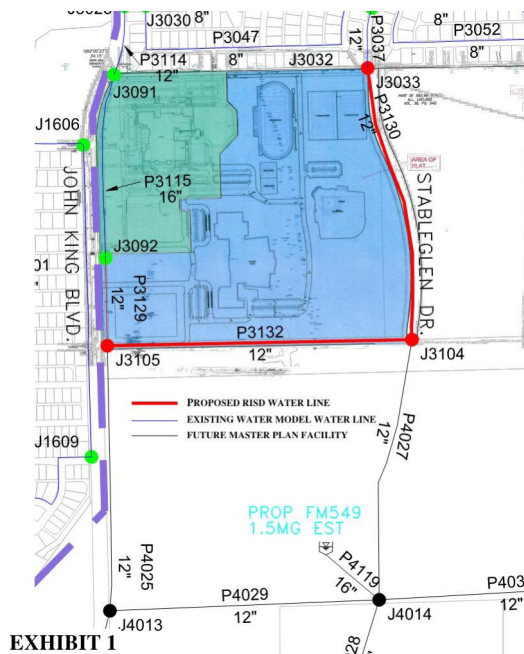
Under Section I. WATER ANALYSIS Section A. General.

I. WATER ANALYSIS

A. GENERAL:

The proposed RISDFC facility will be located on the east side of John King Blvd. and west of Stableglen Dr. Exhibit 1 shows the location of the proposed development in the water model.

*The blue colored lines on **Exhibit 1** are existing water lines included in the water model. The red lines P 3129, P 3130 and P 3132 were added to the water model for the proposed RISDFC. The black colored lines are future master plan facilities inactive in the existing water model.*



Since this is just going to be a Ninth Grade Center with only 1,000 students at full capacity and 700 students for the next 3 to 5 years, we would like their report to consider the same approach we were permitted to use for the Gene Burton Academy.

We would like to extend the 16-inch water line along John King Blvd. south along our west property line and provide an 8-inch loop around the proposed Ninth Grade Center connecting the existing stub out that was provided at the Gene Burton Academy. (See attached report). Using the steady state analysis method model our analysis shows that there is adequate water pressure for domestic use (Scenario #1) and for fire protection (Scenario #2). The plan is to construct the extension of the line along Stableglen Drive in the future when the site develops as a high school at which time the 12" water line shown in the Master Water Plan would be constructed.

Under Section I. WATER ANALYSIS Section B. SCENARIO 1 – DOMESTIC

Under the water Demand comment. Since the school district owns the entire 153 acres and plans to only construct schools and given this review is for a 1,000 Student Ninth Grade Center that the report should use T.E.C.Q Chapter 290.45 – Schools with Cafeterias, Gymnasiums or Showers, 30 Gallons/Person/Day or 30,000 GPD in lieu of the 1,500 Gallon per day per acre or 108,000 GPD and performing the analysis using the design for the just the Ninth Grade Center above.

Under Section I. WATER ANALYSIS Section B. SCENARIO 2 – FIRE FLOW

Given that the School District only plans to construct a 1,000 Student Ninth Grade. And perform the analysis using the design for the just the Ninth Grade Center above using the international fire Code for a 185,000 Square foot fully sprinklered building, Type IIB construction. Since the building will be constructed with an automatic sprinkler system the Fire-Flow under Table B105.2 can be reduced by 75%, this allows for a Fire Flow of 2,000 GPM (not less than 1,500 gpm) for 2 hours. (Based on the 2015 International Fire Code)

Given that all school will have to have an automatic sprinkler system the 5,000 GPM for fire demand shown in their analysis appears to be excessive.

WATER SYSTEM CONCLUSION

In Lieu of constructing the 12-inch lines along the perimeter of the property, we request the analysis be done on just the Proposed Ninth Grade Center. In this plan the school district would extend the 16-inch water line along John King Boulevard in the same manner as the Academy and provide an 8-inch water line loop around the new school. We also would the analysis to use a fire flow for the new building of 2,000 GPM.

Under Section II. WASTEWATER ANALYSIS

A. DEVELOPMENT WASTEWATER FLOW

The actual acreage being platted is 75.54 acres of which 3.99 acres are contained within the future right of way for Stableglen Drive reducing the area for the school site to 71.55 acres. On the water analysis the report used 72 acres and on the wastewater analysis they used 78 acres.

All of the previous reports prepared for the Hickory Creek Lift Station, including the original report in 2003 by Dowdey, Anderson and Associates, and the Shimek, Jakob's and Finklea report and the 2017 report by Glenn Engineering Corporation utilized a peaking factor of 4.0. We would like the peaking factor to remain the same as in the past as the proposed increase will penalize this development by increasing wastewater flows by 25%. Please note that the original 2003 Dowdey, Anderson Hickory Creek Lift Station Report did not use any peaking factor for the school due to its off-peak use.

Note: 2003 Dowdey, Anderson And Associates, Inc nor the current Report utilize a peaking factor for the schools. Both of the schools would be off peak users and the historical data of other schools in the district does not support the need for the additional peaking factor. However, for the purposes of this report both conditions are evaluated.

This will help reduce the calculated impact on the Lift Stations.

The BHC report uses 30 gallons per day per student. The previous reports and TECQ have used 20 gallons per day per student. This is a 50% increase over the previous studies and reports.

Figure: 30 TAC §217.32(a)(3)

Table B.1. - Design Organic Loadings and Flows for a New Wastewater Treatment Facility

Source	Remarks	Daily Wastewater Flow (gallons/person)	Wastewater Strength (mg/l BOD ₅)	Wastewater Strength (mg/l NH ₃ -N)
Municipality	Residential	75-100	250-400	15-75
Subdivision	Residential	75-100	250-400	15-75
Trailer Park (Transient)	2½ Individuals per Trailer	50-60	250-350	15-75
Mobile Home Park	3 Individuals per Trailer	50-75	300	15-75
School	Cafeteria &	20	300	15-75

B. WASTEWATER MASTER PLAN IMPROVEMENT ROUTE:

Under the calculation for MGD we are unable to determine if a peaking factor of 5 was used. We believe that a peaking factor of 4 should be used to evaluate the new Ninth Grade center. This is a 25% increase over previous reports.

C. INTERIM OFFSITE IMPROVEMENT ROUTE:

Under the calculation for MGD we are unable to determine if a peaking factor of 5 was used. We believe that a peaking factor of 4 should be used to evaluate the new Ninth Grade center. This is a 25% increase over previous reports.

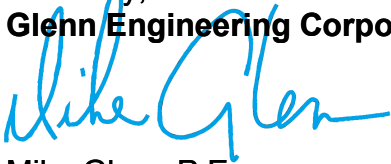
D. WATERWATER SYSTEM RECOMMENDATIONS

The District would like to see the lower section of the Future Little Buffalo Creek Trunk Sewer (approximately 4,700 LF) between Country Lane and Horizon Road (F.M. 3097) which is currently in the early design phase as a City CIP project and the recommended improvements shown on the Master Planned Little Buffalo Creek Trunk Sewer as shown in Figure 1, sized for buildout development conditions in the basin, which includes approximately 9,300 LF of new sanitary sewer ranging in size from 10-inch to 15-inch diameter to be included in the C.I.P. project. The school district would participate in the cost based on the amount of flow from the school to provide the over capacity of the new line.

Since the new school has the least amount of impact on the system we further request that the new Ninth Grade Center be permitted to connect to the existing on site sanitary sewer line and use the existing capacity as stated in Section C. INTERM OFFSITE IMPOVEMENT ROUTE until such time as the Little Buffalo Creek Truck Sewer main is constructed.

I trust you will find this information satisfactory; we look forward to your revised analysis and response.

Sincerely,
Glenn Engineering Corporation



Mike Glenn P.E.
Vice President



May 24, 2022

PK# 5360-22.341

TRAFFIC IMPACT ANALYSIS

Project:

Rockwall ISD South Ninth Grade Center TIA

In Rockwall, Texas

Prepared for:

City of Rockwall

On behalf of:

Glenn Engineering Corp.

Prepared by:



Hunter W. Lemley, P.E., PTOE



7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

EXECUTIVE SUMMARY

The services of **Pacheco Koch** were retained by **Glenn Engineering Corp.** to prepare a Traffic Impact Analysis (TIA) for the proposed public school known as *Rockwall ISD South Ninth Grade Center* (the "Project") located at the northeast corner of S John King Boulevard and Fallbrook Drive in Rockwall, Texas. The Project will consist of a ninth-grade center with an approximate max enrollment of 1,000 students. Buildout of the Project is estimated to occur by 2024. A TIA is required by the City of Rockwall for review as part of the Owner's request for site plan approval.

The purpose of this report is to estimate the incremental impact on the background traffic operational conditions caused by the proposed development within a specific study area as determined by standardized engineering analyses. The study parameters used in this TIA are based upon the requirements of the City and are consistent with the standard industry practices used in similar studies.

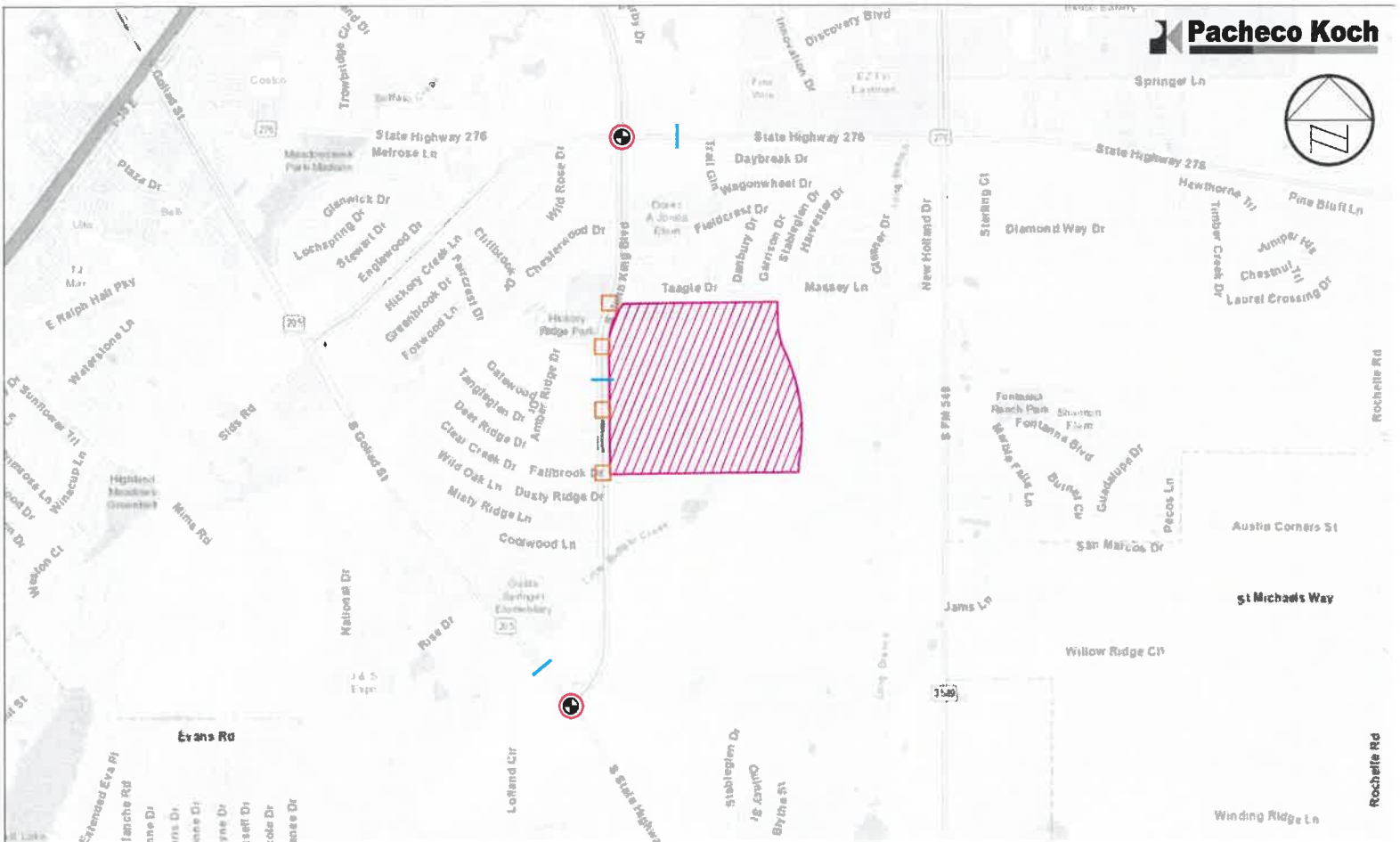
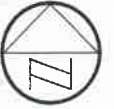
Based upon the analyses performed herein, Pacheco Koch developed the following findings and recommendations.

FINDING: The study area intersections currently and will continue to operate efficiently and at good Levels of Service during peak traffic periods with the addition of school traffic. The site driveways, as shown on the proposed site plan, are anticipated to operate at good Levels of Service.

FINDING: The existing daily traffic volume for the roadway link of SH 205 currently operates over capacity. With the addition of projected school traffic, the operation of the roadway link is projected to further degrade. According to the City of Rockwall Thoroughfare Plan, SH 205 is to be constructed as a "TxDOT 6D" in the future.

- ❖ **RECOMMENDATION:** No mitigations are recommended as part of the development of the new school.

END



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)

Site Location Map

RISD South 9th Grade Center, Rockwall, Texas

PK 5360-22.341 (LHC: 05/19/22)

EXHIBIT 1

NOT TO SCALE

TRAFFIC IMPACT ANALYSIS
Rockwall ISD South Ninth Grade Center
Rockwall, Texas

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INTRODUCTION

The services of **Pacheco Koch (PK)** were retained by **Glenn Engineering Corp.** (the "Owner") to prepare a Traffic Impact Analysis for a proposed public school located at the northeast corner of S John King Boulevard and Fallbrook Drive in Rockwall, Texas. The Project is referred to herein as Rockwall ISD South Ninth Grade Center. A proposed site plan for the Project, prepared by Corgan Associates, Inc., and a site location map (**Exhibit 1**) are provided following the EXECUTIVE SUMMARY section of this report.

In order to facilitate development of the Project, Glenn Engineering Corp. (the "Applicant") has made a request to the City of Rockwall (the "Approving Agency") for site plan approval. As part of application process for this request, submittal of a TIA commissioned by the Applicant must be submitted to the Approving Agency for review.

This TIA was prepared by traffic engineers at Pacheco Koch (the "Engineer") in accordance with industry and local standards. Pacheco Koch is a licensed engineering firm, based in Texas, that provides professional engineering and related services.

Purpose

A Traffic Impact Analysis (TIA) is an engineering study used to provide information on the projected off-site impacts produced by a specific Project on the traffic operations of public traffic facilities. In some instances, those Project impacts can be sufficiently accommodated by the existing roadway network; while in other cases, Project impacts may require mitigation. Determination of mitigation requirements is subject to the standards and expectations of the Approving Agency.

Commissioning a TIA may be required by an Approving Agency when an Applicant is seeking approvals or entitlements for the Project. Using standardized analysis methodologies, the findings of the TIA are used to gauge the direct impacts on the transportation system that are attributable to the Project. Under certain circumstances and within legal parameters, the Approving Agency may require the Applicant to fund the improvement(s) needed to mitigate the impacts.

A TIA should be prepared by a licensed Engineer skilled in the principles of traffic and transportation engineering and planning. The general methodologies, processes, and guidelines used in a TIA are established by industry standards—which are maintained by organizations such as the Institute of Transportation Engineers (ITE) and others—although, the project-specific parameters of the study (e.g., study locations, analysis scenarios, analytical assumptions, etc.) may be established by local ordinances or technical staff of the Approving Agency.

Generally, existing and background conditions of the transportation system are assumed to be the responsibility of the respective governing agency(-ies).

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Although the explicit purpose of a TIA is not to evaluate those conditions and identify deficiencies, this information may be evident from the study's findings. The Engineer may suggest or recommend modifications to the transportation system that, in the Engineer's opinion, could improve overall traffic operations, safety, site access, circulation, etc. However, such proposals may be unrelated to the traffic impacts of the Project and are not considered to be the responsibility of the Developer. Implementation of such modifications are subject to the discretion and approval of the respective agency. In general all proposals from the Engineer should not be considered mandatory and are not intended to assign or imply funding responsibility.

A TIA is not a detailed site plan review nor a substitute for local or regional transportation planning.

Project Description

The Project will consist of a ninth-grade center with a maximum enrollment of approximately 1,000 students. The Project will be built in a single phase. Buildout of the Project is estimated to occur by 2024.

Access to the school will be provided by a total of five driveways along S John King Boulevard. The surrounding roads of S John King Boulevard (P6D) and Stableglen Drive (Minor Collector – Not constructed adjacent to the site are designated roads according to the City of Rockwall throughfare plan.

The undeveloped, 75-acre subject site is currently zoned AG.

Study Parameters

The study parameters used in this TIA are based upon industry standard practices and requirements of the City of Rockwall. Project-specific study parameters were reviewed with the City staff at the outset of the study.

This TIA analyzed the day-to-day traffic operations on the public roadway system at time periods that have the greatest combined volume of the background traffic and site-related traffic. Due to the predominant influence of background traffic, the weekday AM and PM peak hours of adjacent street traffic are typically analyzed.

The analysis scenarios addressed in this study include the following:

- at existing conditions ("Existing" scenario)
- at site buildout year with site-generated traffic ("Build" scenario)

NOTE: Analyses of all future conditions scenarios utilize projected traffic volumes derived by Pacheco Koch using reasonable and customary assumptions that are based upon existing conditions where possible. ITE appropriately points out that, due to natural changes in traffic patterns that occur over time, the margin of error for projected traffic volumes increases as the length of time of the projection increases; and, any projection of hourly turning movement volumes beyond five years inherently contain significant assumptions.

Study Area

The study area for a TIA is typically defined to allow an assessment of the most relevant traffic impacts to the local area. The extent of the study area is discretionary but is generally commensurate with the scale of the proposed development. Special localized factors may also be considered. The specific locations included in the study area of this TIA are listed below and depicted in **Exhibit 1**.

Traffic-Signal-Controlled Intersections:

- (a) SH 276 and S John King Boulevard
- (b) SH 205 and S John King Boulevard

STOP-Sign-Controlled Intersections:

- (c) S John King Boulevard and Site Driveway 1
- (d) S John King Boulevard and Trail View Drive/Site Driveway 2
- (e) S John King Boulevard and Site Driveway 3

Roadway Links:

- (A) S John King Boulevard adjacent to the site
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *P6D*
 - ❑ Current Daily Traffic Volume: *6,124 (Tuesday, May 10, 2022)*
- (B) SH 205, between S John King Boulevard and Trail Lofland Circle
 - ❑ Existing operation and cross-section: *two lanes, two-way operation, no median*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 6D*
 - ❑ Current Daily Traffic Volume: *20,418 (Tuesday, May 10, 2022)*
- (C) SH 276, between S John King Boulevard and Trail Glen
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 6D*
 - ❑ Current Daily Traffic Volume: *16,214 (Tuesday, May 10, 2022)*

TRAFFIC IMPACT ANALYSIS

The following is a description of the analyses performed as part of this Traffic Impact Analysis.

Approach

The TIA presented in this report analyzed the operational conditions of the study area intersections for the relevant peak hours using standardized analytical methodologies, where applicable. Actual traffic volumes (with adjustments described previously) represent background traffic conditions with no site-related traffic included. Then, traffic generated by the proposed development was calculated using the industry-standard four-step approach of trip generation, mode split, trip distribution, and traffic assignment. By adding the site-generated traffic to the background traffic, the resulting site-plus-background operational conditions were re-analyzed in order to measure the "impact" created by the Project. For any scenario, where appropriate, the Engineer considered and may recommend measures to mitigate undue operational conditions. Recommendations may be unrelated to impact of the Project. However, any recommendations provided by the Engineer are for the consideration of the Approving Agency who may or may not accept the recommendations. Recommendations provided by the Engineer are not intended to assign or imply a mandate nor financial responsibility as such decisions are for the Approving Agency and Applicant to resolve.

Background Traffic Volume Data

Existing Volumes

Current traffic volumes were collected during the analysis periods at the study area intersections on Tuesday, May 10th, 2022. Traffic volumes are graphically summarized in **Appendix A**; detailed data sheets are provided in **Appendix B**.

Site-Related Traffic

Trip Generation and Mode Split

Trip generation is calculated in terms of "trip ends" – a trip end is a one-way vehicular trip entering or exiting a site driveway (i.e., a single vehicle entering and exiting a site represents two trip ends). Trip generation for this Project was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation* manual (11th Edition). ITE *Trip Generation* is a compilation of actual, vehicular traffic volume generation data and statistics by land use as collected over several decades by creditable sources across the country. Using the ITE equations and rates is an accepted methodology to calculate the projected site-generated traffic volumes for many land uses (though engineering judgment is strongly advised).

The base trip generation data from ITE generally reflect average conditions for a standalone use on a typical day. However, in some cases, the Engineer may judge that other factors may be of sufficient significance to warrant adjusting the base

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ITE calculations in order to more accurately reflect Project-specific conditions. For this analysis, no adjustments to the base ITE data were applied.

"Mode split" refers to the consideration of all modes of transportation. Typically, the majority of trips occur by passenger vehicles such as personal autos and ridesharing services. But, some alternative modes—such as travel by public transit, bicycle, and walking—do not generate additional vehicle trips. The default trip generation data from ITE is summarized in vehicular trip ends and incorporate "typical" mode split characteristics. However, when travel by alternative mode has the potential to be greater than normal, a reduction in the number of vehicular trip volume may be warranted. For this analysis, mode split in terms of bus and pedestrian reductions are assumed to be already in the ITE Trip Generation calculations.

NOTE: As comparison, a trip generation study performed by Glenn Engineering Corp dated April 13th, 2022, was conducted to determine the AM inbound trip generation for the site.

The study determined the following assumptions:

1. 1,000 students x 45% = 450 students by bus (13 buses)
2. 1,000 students x 55% = 550 students by parent
3. 1,000 students x 0% = 0 pedestrian traffic

1,000 students x 0.55 non-bus mode / 1.4 students per vehicles = 393 trip ends (cars/vans)

This calculated trip generation for the inbound AM peak hour is found to resemble the calculated ITE Trip Generation trips and therefore, ITE Trip Generation calculations were determined to be sufficient for this study.

All information from the trip generation study performed by Glenn Engineering Corp. for trip generation purposes has been provided in **Appendix C** for reference.

Table 1 provides a summary of the calculated trip ends generated by the project. Supplemental information used in the trip generation calculations is provided in **Appendix C**.

Table 1. Projected Trip Generation Summary

SCENARIO	ITE TRIP GENERATION DAILY VOLUMES	AM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK)	PM PEAK HOUR TRIP ENDS (GENERATOR STREET PEAK)
		Total (In/Out)	Total (In/Out)
School trips	1,940	520 (354/166)	320 (102/218)

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Trip Distribution and Assignment

The distribution and assignment of site-generated trip ends to the surrounding roadway system is determined by proportionally estimating the orientation of travel via various travel routes. This is a subjective exercise based upon professional judgment considering such factors as directional characteristics of existing local traffic, trip attributes (e.g., trip purpose, trip length, travel time, etc.), roadway features (e.g., capacity, operational conditions, character of environment), regional demographics, etc.

Traffic for the proposed redevelopment was distributed and assigned to the study area roadway network based upon consideration of the factors listed above. Separate traffic assignments were generated for parent traffic and bus traffic. Detailed trip distribution and traffic assignment calculations and results are summarized in **Appendix C**.

Site-Generated Traffic Volumes

Site-generated traffic is calculated by multiplying the trip generation value (from **Table 1**) by the corresponding traffic assignments (from **Appendix C**). The resulting cumulative (for all uses) peak period site-generated traffic volumes at buildout of the Project are graphically summarized in **Appendix A**.

Traffic Operational Analysis — Roadway Links

Description

A roadway link is a segment of roadway between two intersections. Roadway link capacity analysis is a comparison of actual or forecasted traffic volumes to the theoretically optimum roadway capacity. The capacity of the roadway link is predominantly a function of the roadway's cross-section (i.e., number of lanes, lane widths, type of center divider, etc.). However, other more theoretical factors also apply, such as the character of environment and the functional classification of the roadway. Generally, roadway link capacity is less critical than intersection capacity; however, it can provide a gauge of the utilization of given roadway.

A specific industry standard for roadway link capacity does not exist, but the typical concept is derived from a base saturation flow rate (i.e., the maximum theoretical rate of continuous flow under ideal, unobstructed conditions – in the traffic engineering industry, this value is generally considered to range between 1,900-2,100 vehicles per lane per hour). A series of adjustment factors are then applied to the saturation flow rate to reflect the characteristics of a given location.

The North Central Texas Council of Governments (NCTCOG) – the metropolitan planning agency for the Dallas-Fort Worth region – has derived internal "hourly service volume" guidelines used for transportation modelling purposes. The NCTCOG values were based upon the principals presented in the *Highway Capacity Manual* with "regional calibration" factors applied. Though these per-lane capacities, or "Service Volumes" (summarized in the table below), are intended for modelling purposes, they do provide a reasonable gauge of theoretical capacity.

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Area Type	Hourly Service Volumes By Roadway Function					
	Principal Arterial		Minor Arterial & Frontage Road		Collector & Local Street	
	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way
CBD	725	650	725	650	475	425
Urban/Commercial	850	775	825	750	525	475
Residential	925	875	900	825	575	525
Rural	1,025	925	975	875	600	550

To determine the utilization of a roadway, the volume:capacity ratio can be calculated – a v/c ratio of less than 1.0 indicates that the roadway is operating under capacity. NCTCOG's Level of Service denominations are as follows:

Volume:Capacity Ratio \leq 25% is LOS A,
 Volume:Capacity Ratio $>$ 25% and \leq 45% is LOS B,
 Volume:Capacity Ratio $>$ 45% and \leq 65% is LOS C,
 Volume:Capacity Ratio $>$ 65% and \leq 80% is LOS D,
 Volume:Capacity Ratio $>$ 80% and \leq 100% is LOS E,
 Volume:Capacity Ratio \geq 100% is LOS F

Summary of Results

For roadways adjacent to or in the vicinity of the subject site, the volume/capacity ratio was calculated for existing and site buildout conditions. A summary of the link capacity analysis is provided in **Table 2**. See specific recommendations in the *Recommendations* section of this report.

Table 2. Roadway Link Capacity Analysis Results Summary

ROADWAY/ SCENARIO	DAILY VOLUME	THEORETICAL DAILY CAPACITY	V:C RATIO/ LEVEL OF SERVICE
<u>S John King Boulevard</u>			
Existing Conditions	6,124	37,000	0.17 – A
"Build" Conditions	7,191	37,000	0.19 – A
<u>SH 205</u>			
Existing Conditions	20,418	17,500	1.17 – F
"Build" Conditions	21,000	17,500	1.20 – F
<u>SH 276</u>			
Existing Conditions	16,214	37,000	0.44 – B
"Build" Conditions	16,602	37,000	0.45 – B

Traffic Operational Analysis — Roadway Intersections

Description

The level of performance of civil infrastructure can often be measured through an analysis of volume and capacity that considers various physical and operational characteristics of the system. For vehicular traffic an operational analysis of roadway intersection capacity over a 60-minute period is the most detailed type of analysis. An industry-standardized methodology for this type of analysis was developed by the Transportation Research Board and is presented in the Highway Capacity Manual (HCM). HCM uses the term "Level of Service" (or, LOS) to qualitatively describe the efficiency using a letter grade of A through F. Generally, LOS can be described as follows:

- LOS A = free, unobstructed flow
- LOS B = reasonably free flow
- LOS C = stable flow
- LOS D = approaching unstable flow
- LOS E = unstable flow, operating at design capacity
- LOS F = operating over design capacity

Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. In most urban settings, LOS C, or better, is desirable, although LOS D is considered to be acceptable in urban conditions; LOS E indicates a facility or maneuver is approaching capacity, while LOS F is theoretically an over-capacity condition. On highly-utilized transportation facilities, brief periods of LOS E or F conditions are not uncommon for during peak periods. In some cases measures to increase capacity, either through operational changes and/or physical improvements, can be identified to improve efficiency and sometimes raise Level of Service.

For traffic-signal-controlled ("signalized") intersections and STOP-controlled ("unsignalized") intersections, LOS is determined based upon the calculated average seconds of delay per vehicle. For signalized intersections the average delay per vehicle can be effectively calculated for the entire intersection; however, for unsignalized intersections the average delay per vehicle is calculated only by approach or by individual traffic maneuvers that must stop or yield right-of-way.

NOTE: The HCM unsignalized intersection analysis methodology was developed and calibrated for low-to-moderate volume intersections. When applied to intersections with one or more high-volume or high-capacity approaches, the analyses often reflect poor results (i.e., low Level of Service). However, the actual delay/operational conditions are typical of similar locations and do not necessarily represent unique conditions. Low-performing, high-volume, unsignalized intersections cannot be analytically mitigated unless a traffic signal is installed. (Traffic signal installation is subject to a detailed analysis of established criteria AND approval of the responsible agency. Neither Level of Service nor vehicle delay is a warrant for traffic signal installation.)

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The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the latest edition of the *Highway Capacity Manual*.

	Signalized Intersection (Average Delay per Vehicle)	Unsignalized Intersection (Average Delay per Vehicle)
LOS A	≤ 10	≤ 10
LOS B	$> 10 - \leq 20$	$> 10 - \leq 15$
LOS C	$> 20 - \leq 35$	$> 15 - \leq 25$
LOS D	$> 35 - \leq 55$	$> 25 - \leq 35$
LOS E	$> 55 - \leq 80$	$> 35 - \leq 50$
LOS F	> 80	> 50

Analysis Traffic Volumes

Determination of the traffic impact associated with the Project is measured by comparing the incremental change in operational conditions during peak periods with and without site-related traffic. **Appendix A** provides exhibits summarizing the following:

- Existing traffic volumes during study peak hours
- Projected Site-Generated traffic volumes during study peak hours
- Projected "Build" traffic volumes at the Site Buildout Year during study peak hours

A summary of the existing intersection/roadway geometry and traffic control devices is also graphically summarized in **Appendix A**.

Summary of Results

Intersection capacity analyses presented in this study were performed using the *Synchro* software package. **Table 3** and **Table 4** provide a summary of the peak period intersection operational conditions under the analysis conditions presented previously. Detailed software output is provided in **Appendix D**.

NOTE: Traffic signal operational parameters used in this analysis were based upon actual, existing traffic signal operational characteristics observed in the field at the time of traffic data collection.

See specific recommendations in the SUMMARY OF FINDINGS AND RECOMMENDATIONS section of this report.

**Table 3. Peak Hour Intersection Capacity Analysis Results Summary
(Signalized Intersections)**

INTERSECTION	EXISTING CONDITIONS		BUILD CONDITIONS	
	AM	PM	AM	PM
SH 276 @ S John King Boulevard	C {30.0}	C {29.8}	C {30.3}	C {30.4}
SH 205 @ S John King Boulevard	B {18.0}	C {20.2}	B {17.6}	C {22.3}

NOTE: Traffic signal operational parameters used in this analysis were based upon actual traffic signal operational characteristics observed in the field at the time of data collection.

**Table 4. Peak Hour Intersection Capacity Analysis Results Summary
(Unsignalized Intersections)**

INTERSECTION	TRAFFIC MANEUVER	EXISTING CONDITIONS		BUILD CONDITIONS	
		AM	PM	AM	PM
S John King Boulevard @ Site Driveway 1	WB	A {9.2}	A {9.2}	A {9.6}	A {9.7}
S John King Boulevard @ Trailview Drive/ Site Driveway 2	EB	B {14.7}	B {10.3}	C {18.4}	B {11.8}
	WB	B {10.3}	A {9.4}	B {10.1}	B {10.2}
	NB	A {0.1}	A {0.4}	A {0.1}	A {0.4}
	SB	A {2.7}	A {0.4}	A {2.0}	A {0.3}
S John King Boulevard @ Site Driveway 3	WB	B {10.5}	A {10.0}	C {19.4}	B {11.3}
	SB	A {0.0}	A {0.0}	A {4.2}	A {2.1}
S John King Boulevard @ Site Driveway 4 (Outbound Only)	WB	-	-	A {9.1}	A {9.2}
	NB	-	-	A {0.0}	A {0.0}
S John King Boulevard @ Fallbrook Drive Site Driveway 5	EB	B {10.4}	A {9.8}	B {10.7}	A {10.0}
	WB	-	-	C {17.4}	B {14.8}
	NB	A {0.3}	A {0.3}	A {0.1}	A {0.2}

KEY:

A, B, C, D, E, F = Level-of-Service
NB-, SB-, EB-, WB- = intersection approach
AM = AM Peak Hour of Adjacent Street

{##.##} = Average Seconds of Delay Per Vehicle
-L, -T, -R = Left, Through, Right turning movement
PM = PM Peak Hour of Generator

SUMMARY OF FINDINGS AND RECOMMENDATIONS

NOTE: Recommendations presented in this report reflect the opinion of Pacheco Koch based solely upon technical analysis and professional judgment but are not intended to infer mandates or funding responsibility. Any proposed improvements in the public right-of-way are subject to approval of the responsible agency(-ies). Should the approving agency determine that any off-site improvements are required for approval of the Project, legal precedents apply with regard to jurisdiction and funding allocation.

The following findings and, if applicable, recommendations were based upon an analysis of the anticipated traffic impact generated by the proposed development scenario outlined in the Project Description section of this report.

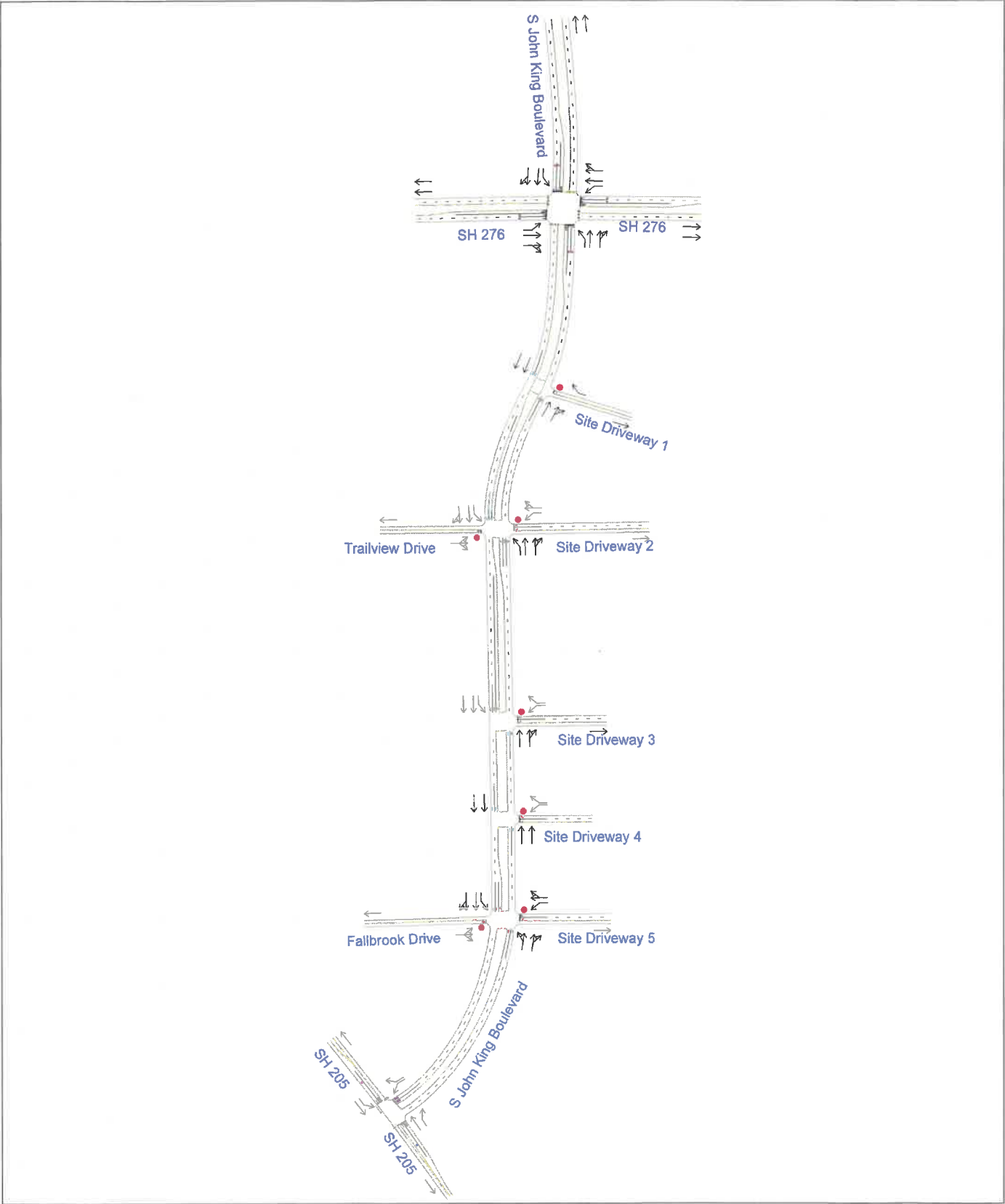
FINDING: The study area intersections currently and will continue to operate efficiently and at good Levels of Service during peak traffic periods with the addition of school traffic. The site driveways, as shown on the proposed site plan, are anticipated to operate at good Levels of Service.

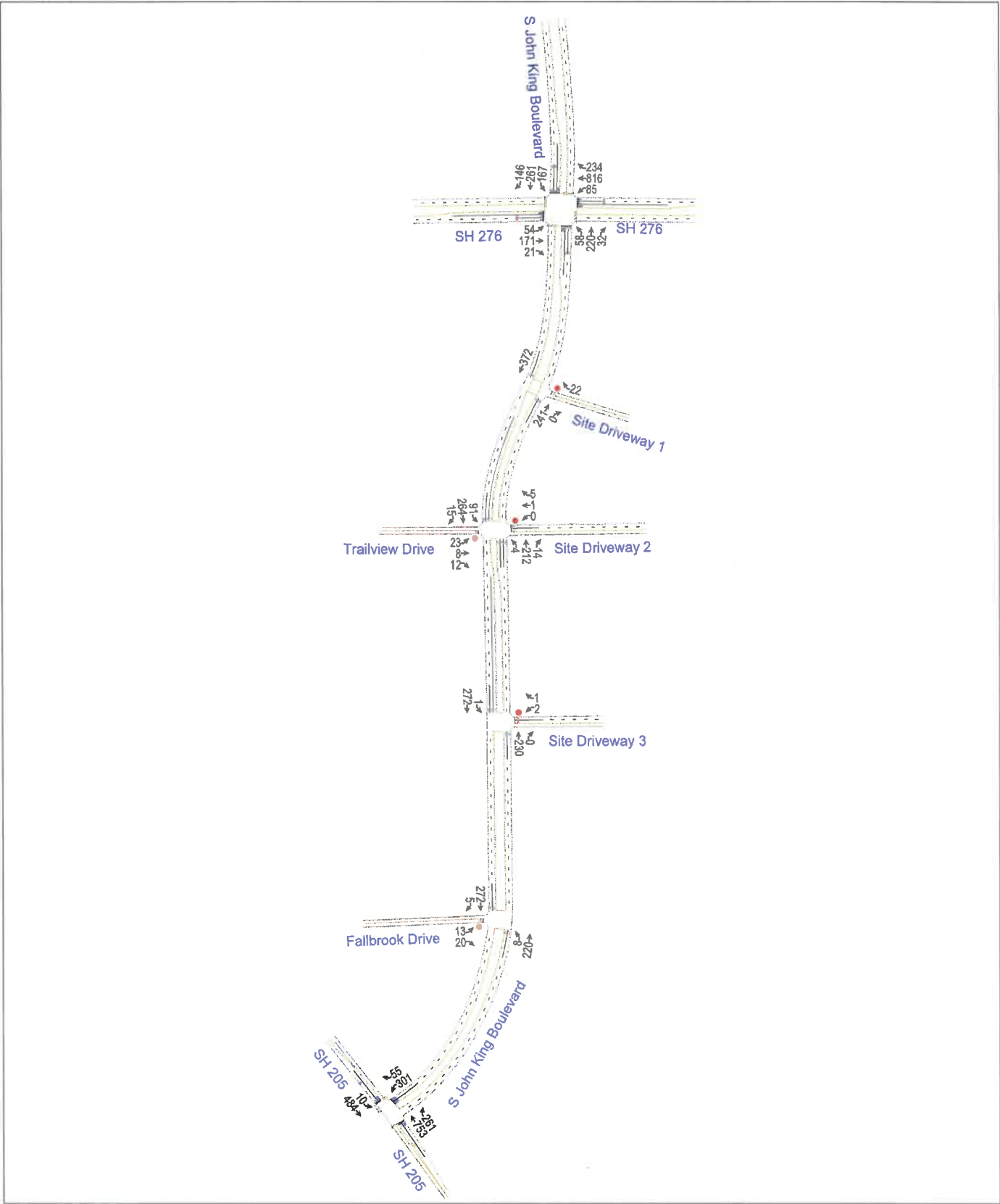
FINDING: The existing daily traffic volume for the roadway link of SH 205 currently operates over capacity. With the addition of projected school traffic, the operation of the roadway link is projected to further degrade. According to the City of Rockwall Thoroughfare Plan, SH 205 is to be constructed as a "TxDOT 6D" in the future.

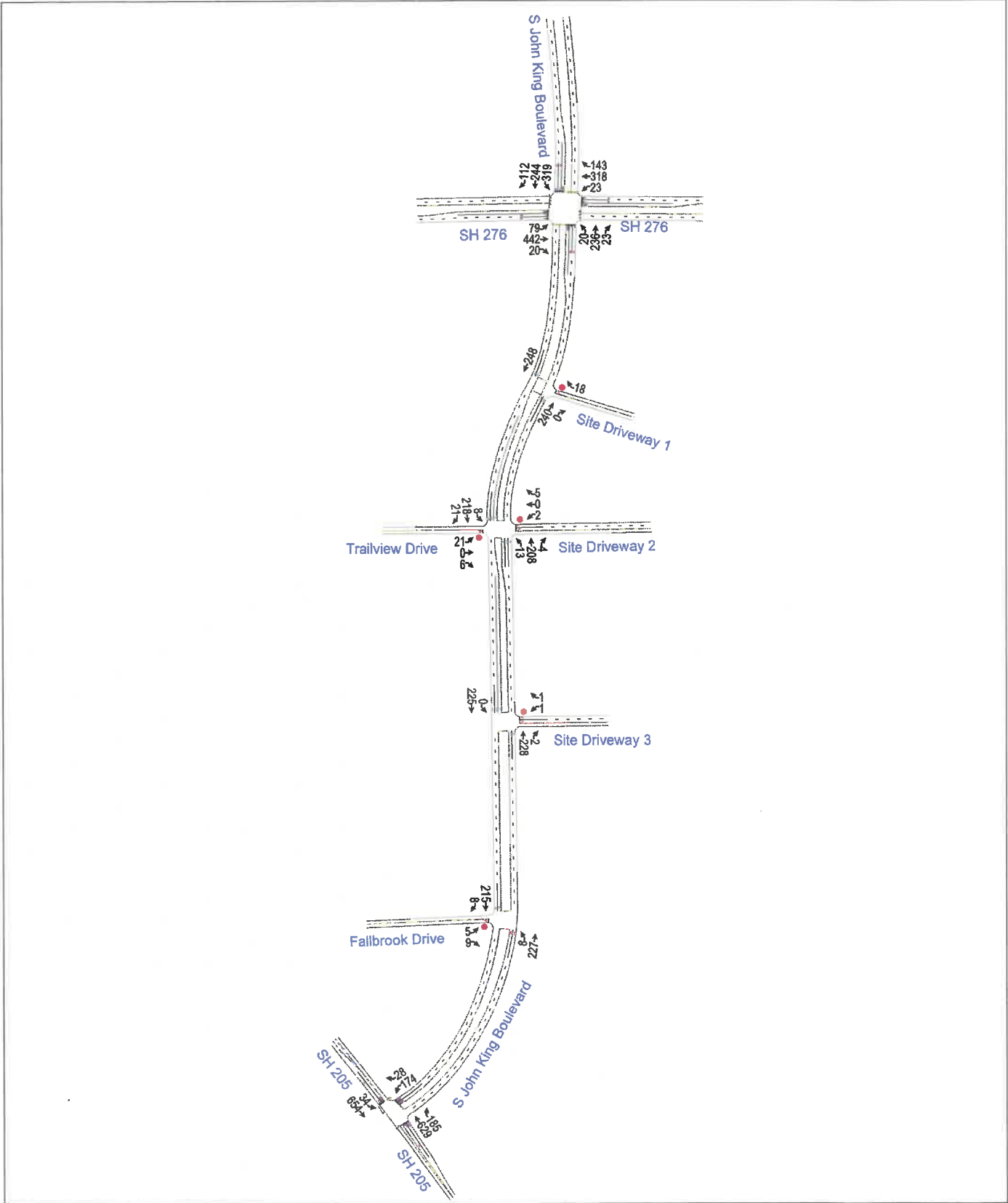
- ❖ **RECOMMENDATION:** No mitigations are recommended as part of the development of the new school.

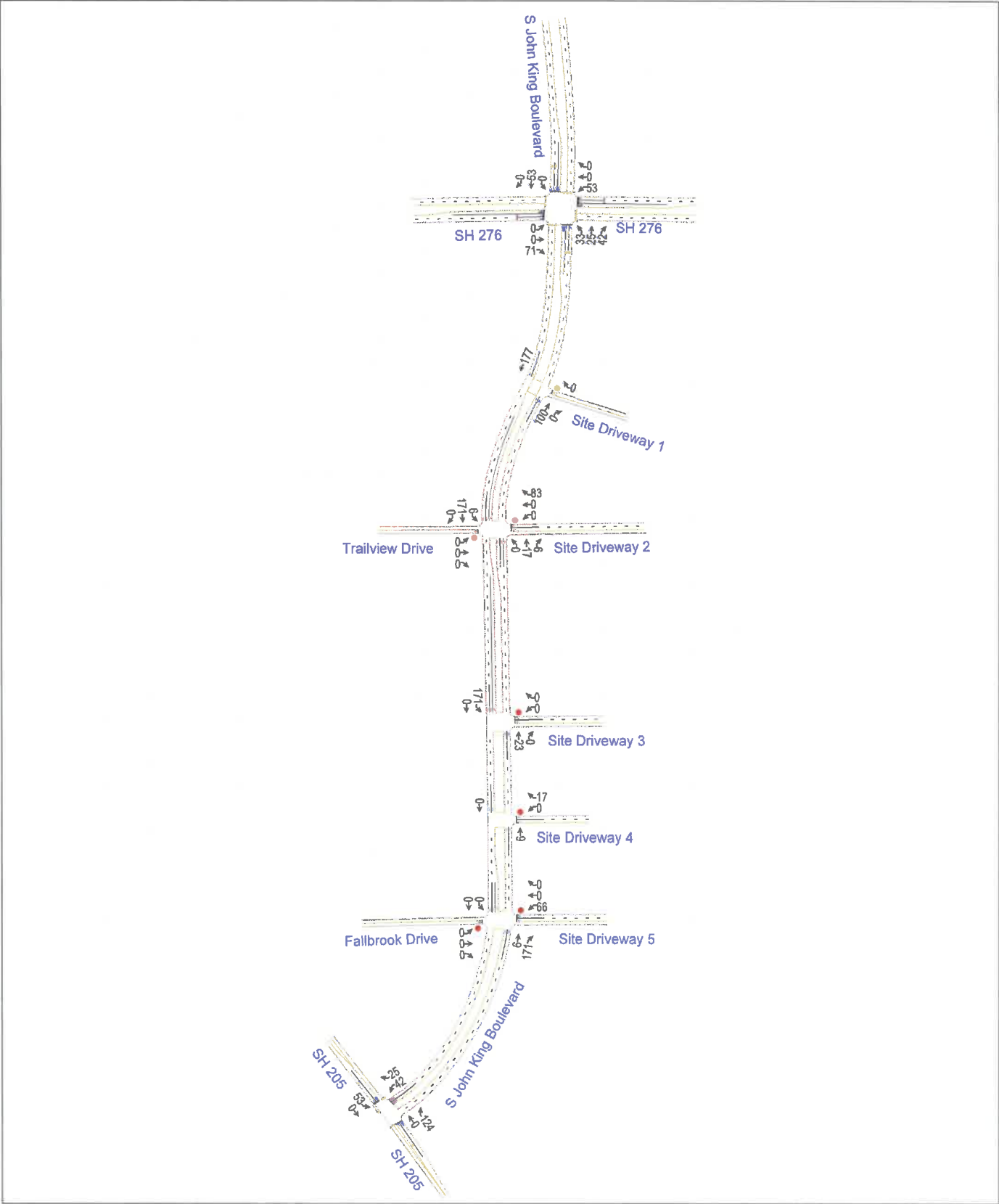
END OF MEMO

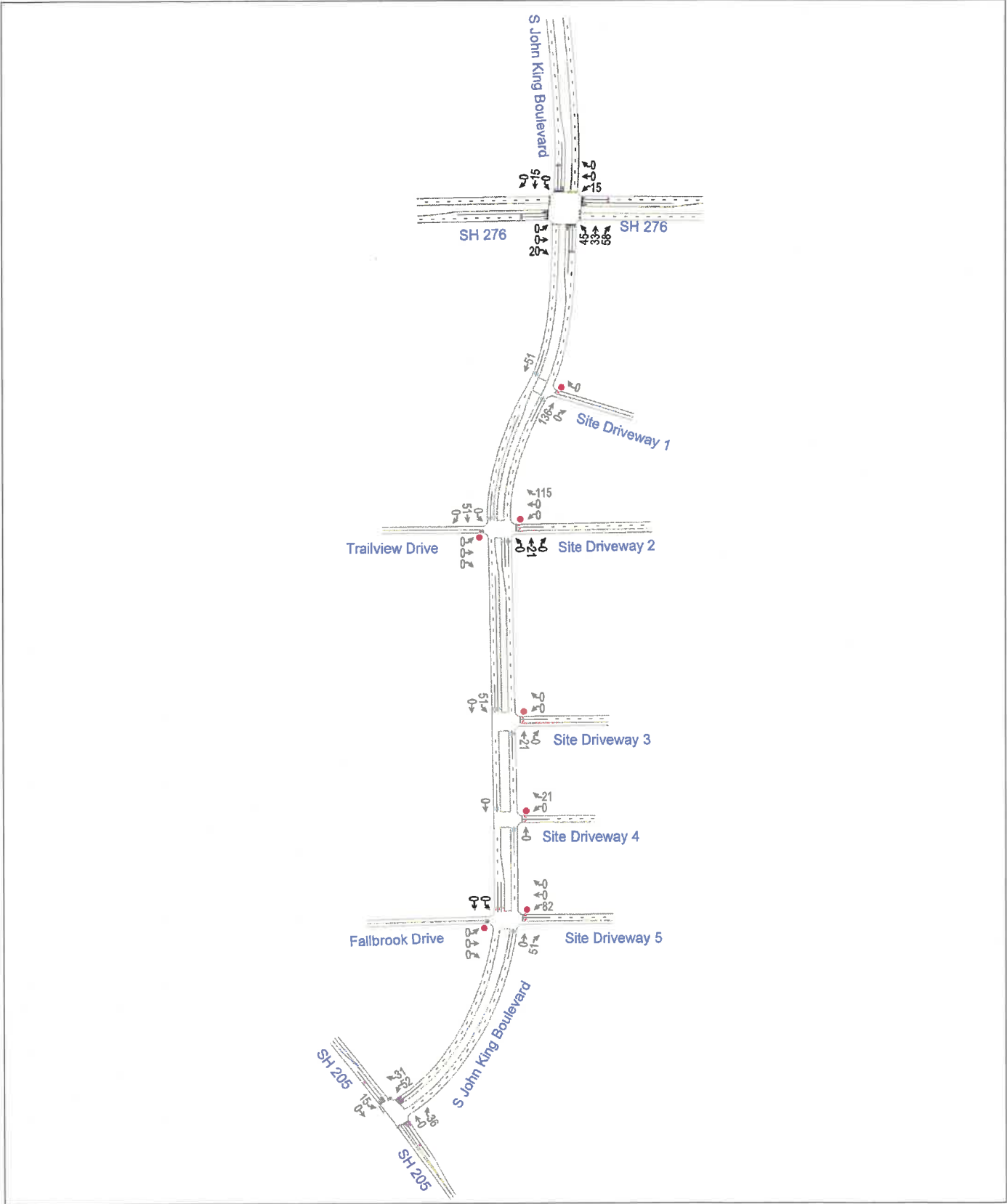
Appendix A. Traffic Volume Exhibits

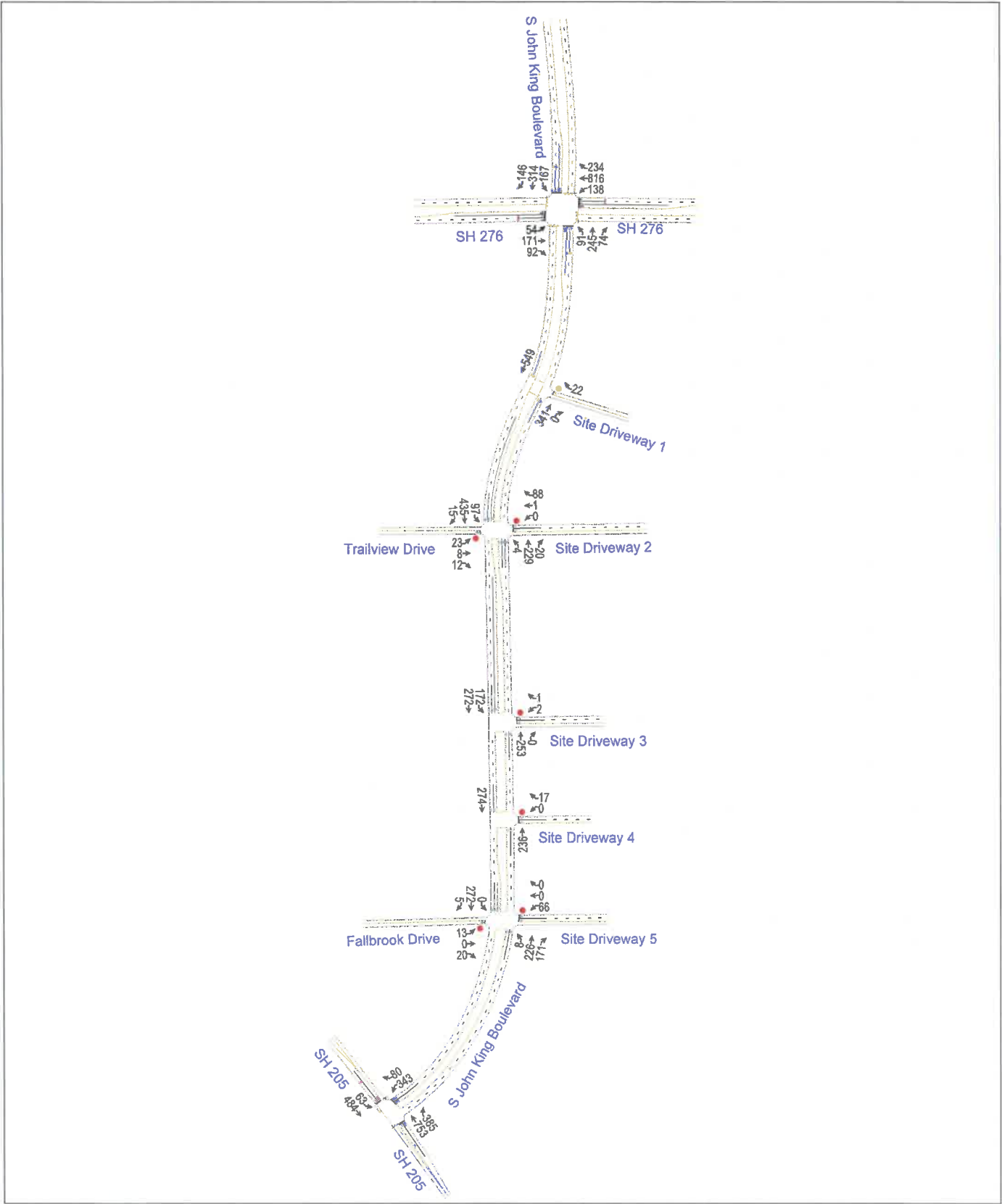












5360-22.341

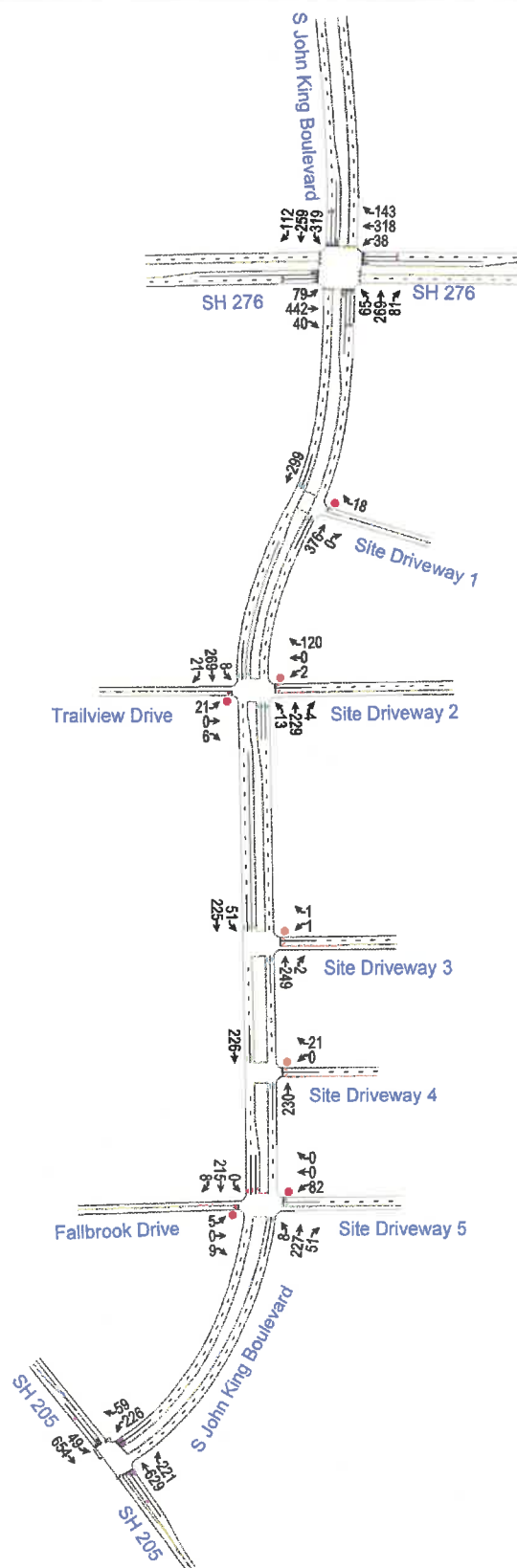
LHC

04/18/2022

Pacheco Koch

Appendix A7 - Build PM

North ^
Not to Scale



5360-22.341
LHC

04/18/2022
Pacheco Koch

Appendix B. Detailed Traffic Volume Data

City: *Rockwall*
State: *Texas*
Day: *Tuesday*
Date: *10-May*
Year: *2022*
Data Collector: *Camera*
Data Source: *CJ Hensch & Associates, Inc.*
Traffic Control: *Traffic Signal*
Observations:

Pacheco Koch

PK# 5360-22.341

304

City:	Rockwall
State:	Texas
Day:	Tuesday
Date:	10-May
Year:	2022
Data Collector:	Camera
Data Source:	CJ Hensch & Associates, Inc
Traffic Control:	Traffic Signal
Observations:	

S JOHN KING BOULEVARD at SH 205

Intersection Turning Movement Counts

	START	END	NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 1						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 1					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
City:	Rockwall	7:00 AM	0	57	0				0	0	3				0	33	0				0	0	0			
State:	Texas	7:15 AM	0	119	0				0	0	11				0	51	0				0	0	0			
Day:	Tuesday	7:30 AM	0	94	0				0	0	10				0	56	0				0	0	0			
Date:	10-May	7:45 AM	0	90	0				0	0	0				0	74	0				0	0	0			
Year:	2022	8:00 AM	0	69	0				0	0	1				0	60	0				0	0	0			
Data Collector:	Camera	8:15 AM	0	63	0				0	0	0				0	47	0				0	0	0			
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	0	34	0				0	0	0				0	33	2				0	0	0			
Traffic Control:	Minor Approach Stop	8:45 AM	0	53	0				0	0	1				0	34	1				0	0	0			
Observations:																										
		3:00 PM	0	63	0				0	0	8				0	54	0				0	0	0			
		3:15 PM	0	44	0				0	0	1				0	43	0				0	0	0			
		3:30 PM	0	58	0				0	0	3				0	60	0				0	0	0			
		3:45 PM	0	64	0				0	0	5				0	47	0				0	0	0			
		4:00 PM	0	62	0				0	0	4				0	69	0				0	0	0			
		4:15 PM	0	58	0				0	0	8				0	62	0				0	0	0			
		4:30 PM	0	60	0				0	0	3				0	69	0				0	0	0			
		4:45 PM	0	68	0				0	0	3				0	60	0				0	0	0			
		5:00 PM	0	64	0				0	0	5				0	49	0				0	0	0			
		5:15 PM	0	65	0				0	0	4				0	57	0				0	0	0			
		5:30 PM	0	67	0				0	0	2				0	55	0				0	0	0			
		5:45 PM	0	81	0				0	0	1				0	46	1				0	0	0			
AM Peak Hour	Intersection PHF:	0.88	0	0	372	0			0	0	0	22			0	0	241	0			0	0	0	0		
	Peak Hour	7:15 AM - 8:15 AM			0.00	0.78	0.00				0.00	0.00	0.50				0.00	0.81	0.00			0.00	0.00	0.00		
	Study Area PHF:	0.88	0	0	372	0			0	0	0	22			0	0	241	0			0	0	0	0		
	Peak Hour	7:15 AM - 8:15 AM			0.00	0.78	0.00				0.00	0.00	0.50				0.00	0.81	0.00			0.00	0.00	0.00		
PM Peak Hour	Intersection PHF:	0.94	0	0	248	0			0	0	0	18			0	0	240	0			0	0	0	0		
	Peak Hour	4:00 PM - 5:00 PM			0.00	0.91	0.00				0.00	0.00	0.56				0.00	0.87	0.00			0.00	0.00	0.00		
	Study Area PHF:	0.94	0	0	248	0			0	0	0	18			0	0	240	0			0	0	0	0		
	Peak Hour	4:00 PM - 5:00 PM			0.00	0.91	0.00				0.00	0.00	0.56				0.00	0.87	0.00			0.00	0.00	0.00		

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG						
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 2						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 2						
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	
City:	Rockwall	7:00 AM	7:15 AM	15	41	2				3	0	0				1	30	2				3	0	1			
State:	Texas	7:15 AM	7:30 AM	53	65	5				0	0	2				0	47	8				6	3	2			
Day:	Tuesday	7:30 AM	7:45 AM	22	63	3				0	1	2				1	42	5				9	2	3			
Date:	10-May	7:45 AM	8:00 AM	8	77	5				0	0	0				1	70	0				5	0	2			
Year:	2022	8:00 AM	8:15 AM	8	69	2				0	0	1				2	53	1				3	3	5			
Data Collector:	Camera	8:15 AM	8:30 AM	4	57	2				0	0	1				4	43	1				4	1	1			
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	2	32	1				0	0	1				1	33	2				2	1	2			
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	7	42	2				0	0	0				1	30	2				2	0	1			
Observations:		3:00 PM	3:15 PM	1	50	13				1	2	4				8	58	1				2	0	3			
		3:15 PM	3:30 PM	1	37	6				1	0	4				3	41	1				2	0	3			
		3:30 PM	3:45 PM	2	55	3				0	0	4				0	55	0				5	0	2			
		3:45 PM	4:00 PM	5	47	10				1	0	0				1	41	1				6	0	2			
		4:00 PM	4:15 PM	5	62	8				1	0	1				1	65	1				3	0	2			
		4:15 PM	4:30 PM	1	57	2				0	0	3				7	49	3				8	0	2			
		4:30 PM	4:45 PM	2	64	5				0	0	1				3	52	0				5	0	2			
		4:45 PM	5:00 PM	0	55	9				1	0	0				2	42	0				5	0	0			
		5:00 PM	5:15 PM	4	51	9				1	0	0				2	49	1				2	0	1			
		5:15 PM	5:30 PM	1	56	8				1	0	1				1	52	0				6	0	1			
		5:30 PM	5:45 PM	6	56	8				0	0	1				2	45	0				7	1	3			
		5:45 PM	6:00 PM	18	61	7				0	0	2				2	39	0				7	1	4			
																							</				

City: *Rockwall*
State: *Texas*
Day: *Tuesday*
Date: *10-May*
Year: *2022*
Data Collector: *Camera*
Data Source: *C.J. Hensch & Associates, Inc*
Traffic Control: *Minor Approach Stop*
Observations:

Pacheco Koch

PK# 5360-22.341

S JOHN KING BOULEVARD at EXISTING SITE DRIVEWAY 3

Intersection Turning Movement Counts

		NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
		Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on FALLBROOK DRIVE/PROPOSED SITE						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on FALLBROOK DRIVE/PROPOSED SITE					
		Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
		U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
City:	Rockwall	7:00 AM	7:15 AM	0	43	0		0	0	0				1	33	0				2	0	8			
State:	Texas	7:15 AM	7:30 AM	0	69	0		0	0	0				3	50	0				3	0	4			
Day:	Tuesday	7:30 AM	7:45 AM	0	85	1		0	0	0				1	48	0				4	0	5			
Date:	10-May	7:45 AM	8:00 AM	0	82	2		0	0	0				2	73	0				3	0	8			
Year:	2022	8:00 AM	8:15 AM	0	66	2		0	0	0				2	49	0				3	0	3			
Data Collector:	Camera	8:15 AM	8:30 AM	0	55	1		0	0	0				1	43	0				1	0	2			
Data Source:	C.J Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	35	2		0	0	0				2	35	0				2	0	5			
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	42	0		0	0	0				0	37	0				1	0	1			
Observations:		3:00 PM	3:15 PM	0	51	3		0	0	0				10	85	0				0	0	2			
		3:15 PM	3:30 PM	0	44	1		0	0	0				3	41	0				2	0	2			
		3:30 PM	3:45 PM	0	62	0		0	0	0				2	56	0				2	0	2			
		3:45 PM	4:00 PM	0	46	2		0	0	0				2	38	0				3	0	3			
		4:00 PM	4:15 PM	0	47	4		0	0	0				2	71	0				0	0	4			
		4:15 PM	4:30 PM	0	64	3		0	0	0				3	84	0				1	0	0			
		4:30 PM	4:45 PM	0	66	0		0	0	0				3	82	0				1	0	2			
		4:45 PM	5:00 PM	0	69	1		0	0	0				0	40	0				3	0	3			
		5:00 PM	5:15 PM	0	46	3		0	0	0				1	54	0				0	0	1			
		5:15 PM	5:30 PM	0	63	5		0	0	0				0	44	0				3	0	2			
		5:30 PM	5:45 PM	0	57	1		0	0	0				3	44	0				2	0	2			
		5:45 PM	6:00 PM	0	57	4		0	0	0				0	42	0				1	0	2			
AM Peak Hour	Intersection PHF: 0.79	Intersection PHV: 0 0 272 5						0 0 0 0						0 8 220 0						0 13 0 20					
	Peak Hour: 7:15 AM - 8:15 AM	PHF: 0.00 0.83 0.63						0.00 0.00 0.00						0.67 0.75 0.00						0.81 0.00 0.63					
	Study Area PHF: 0.79	Study Area PHV: 0 0 272 5						0 0 0 0						0 8 220 0						0 13 0 20					
	Peak Hour: 7:15 AM - 8:15 AM	PHF: 0.00 0.83 0.63						0.00 0.00 0.00						0.67 0.75 0.00						0.81 0.00 0.63					
PM Peak Hour	Intersection PHF: 0.92	Intersection PHV: 0 0 215 8						0 0 0 0						0 8 227 0						0 5 0 9					
	Peak Hour: 4:00 PM - 5:00 PM	PHF: 0.90 0.91 0.50						0.00 0.00 0.00						0.67 0.80 0.00						0.42 0.00 0.56					
	Study Area PHF: 0.92	Study Area PHV: 0 0 215 8						0 0 0 0						0 8 227 0						0 5 0 9					
	Peak Hour: 4:00 PM - 5:00 PM	PHF: 0.90 0.91 0.50						0.00 0.00 0.00						0.67 0.80 0.00						0.42 0.00 0.56					

ROADWAY: S JOHN KING BOULEVARD
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME

6,124
 (WEEKDAY)

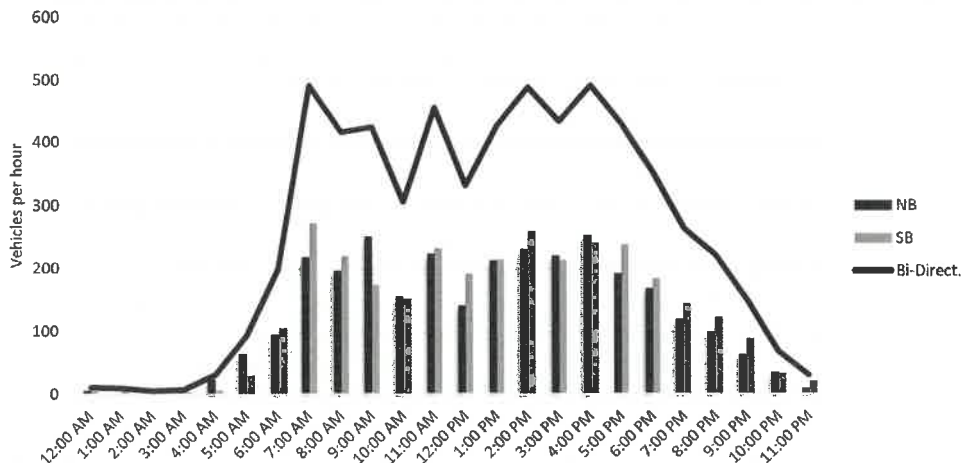
S JOHN KING BOULEVARD

START TIME	Northbound				Southbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	NB	SB	Bi-Direct.
12:00 AM	2	1	0	3	2	0	2	1	6	5	11
1:00 AM	0	0	2	0	1	2	2	3	2	8	10
2:00 AM	2	0	0	0	1	0	0	2	2	3	5
3:00 AM	0	1	0	2	2	0	0	2	3	4	7
4:00 AM	4	2	3	15	0	1	4	2	24	7	31
5:00 AM	7	7	28	21	6	5	9	10	63	30	93
6:00 AM	14	24	20	36	12	26	22	44	94	104	198
7:00 AM	33	59	58	68	42	75	73	82	218	272	490
8:00 AM	71	52	36	37	70	60	46	44	196	220	416
9:00 AM	48	47	71	84	43	50	46	35	250	174	424
10:00 AM	54	34	26	40	40	40	47	24	154	151	305
11:00 AM	44	84	52	43	90	64	38	40	223	232	455
12:00 PM	28	30	42	40	35	44	48	64	140	191	331
1:00 PM	46	64	53	49	60	54	50	50	212	214	426
2:00 PM	52	51	54	72	48	64	48	98	229	258	487
3:00 PM	67	47	57	49	52	45	62	54	220	213	433
4:00 PM	77	66	60	48	62	55	62	60	251	239	490
5:00 PM	46	55	50	40	50	64	62	62	191	238	429
6:00 PM	44	50	36	38	44	42	44	54	168	184	352
7:00 PM	48	29	26	16	44	40	35	25	119	144	263
8:00 PM	26	21	32	20	29	42	24	27	99	122	221
9:00 PM	16	12	19	15	24	22	23	19	62	88	150
10:00 PM	8	16	5	5	8	4	12	9	34	33	67
11:00 PM	5	2	2	0	6	7	5	3	9	21	30

24-Hour Total:
 (Bi-Direct.) AM Peak Hour Total:
 (Bi-Direct.) PM Peak Hour Total:
 Highest By Direction (NB):
 Highest By Direction (SB):

NB	SB	Bi-Direct.
2,969	3,155	6,124
256	300	556
244	262	506
256		
	300	

Graph



Pacheco Koch 5360-22.341 PK#

ROADWAY: SH 205
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME

20,418
 (WEEKDAY)

SH 205

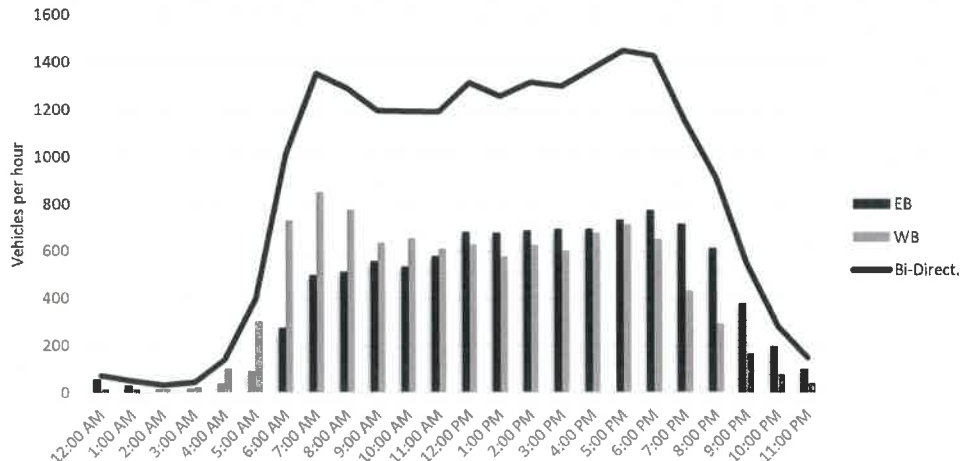
START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	19	13	12	12	5	2	1	9	56	17	73
1:00 AM	8	10	8	6	1	6	3	9	32	19	51
2:00 AM	2	4	7	1	6	1	5	6	14	18	32
3:00 AM	3	5	8	3	4	4	12	6	19	26	45
4:00 AM	10	12	10	6	23	18	21	42	38	104	142
5:00 AM	11	22	32	28	29	86	80	109	93	304	397
6:00 AM	33	62	78	102	129	170	214	219	275	732	1007
7:00 AM	101	120	135	144	223	218	216	195	500	852	1352
8:00 AM	126	143	122	123	187	202	184	203	514	776	1290
9:00 AM	140	126	150	142	177	181	137	141	558	636	1194
10:00 AM	116	132	118	169	176	163	163	154	535	656	1191
11:00 AM	140	155	164	121	142	158	158	152	580	610	1190
12:00 PM	146	210	150	177	163	161	148	158	683	630	1313
1:00 PM	178	172	161	168	150	118	156	153	679	577	1256
2:00 PM	161	173	180	174	154	157	136	180	688	627	1315
3:00 PM	144	174	186	190	160	142	148	154	694	604	1298
4:00 PM	160	176	184	174	166	152	163	196	694	677	1371
5:00 PM	199	164	199	171	157	174	190	194	733	715	1448
6:00 PM	198	214	174	188	170	178	154	150	774	652	1426
7:00 PM	179	196	180	161	116	113	97	107	716	433	1149
8:00 PM	159	135	177	141	83	82	66	63	612	294	906
9:00 PM	110	98	96	72	49	54	38	28	376	169	545
10:00 PM	52	62	45	38	30	19	22	12	197	83	280
11:00 PM	40	27	24	11	18	8	16	3	102	45	147

7:00 AM 8:00 AM
 5:30 PM 6:30 PM
 5:30 PM 6:30 PM
 6:45 AM 7:45 AM

24-Hour Total:
 (Bi-Direct.) AM Peak Hour Total:
 (Bi-Direct.) PM Peak Hour Total:
 Highest By Direction (EB):
 Highest By Direction (WB):

EB	WB	Bi-Direct.
10,162	10,256	20,418
500	852	1,352
782	732	1,514
782		
	876	

Graph



Pacheco Koch
 PK# 5360-22.341

ROADWAY: SH 276
LOCATION: ROCKWALL, TX
DAY: TUESDAY
DATE: 10-May
YEAR: 2022
SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME

16,214
(WEEKDAY)

SH 276

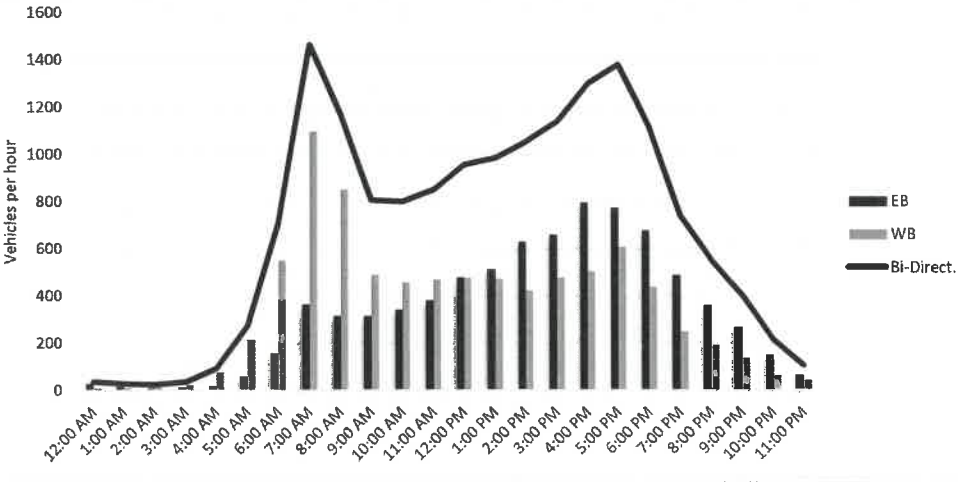
START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	8	10	5	6	2	1	3	2	29	8	37
1:00 AM	5	5	5	2	4	0	3	5	17	12	29
2:00 AM	3	3	2	2	0	3	5	7	10	15	25
3:00 AM	3	4	2	3	8	4	6	5	12	23	35
4:00 AM	1	6	1	9	12	14	26	25	17	77	94
5:00 AM	6	10	21	22	34	47	60	74	59	215	274
6:00 AM	26	30	44	57	109	120	156	167	157	552	709
7:00 AM	54	102	98	111	226	266	266	340	365	1098	1463
8:00 AM	86	62	76	90	290	232	168	162	314	852	1166
9:00 AM	73	69	94	78	122	144	124	101	314	491	805
10:00 AM	90	52	92	108	108	120	122	108	342	458	800
11:00 AM	104	86	97	93	131	106	120	113	380	470	850
12:00 PM	128	112	116	122	112	130	117	118	478	477	955
1:00 PM	131	118	140	123	128	126	120	99	512	473	985
2:00 PM	138	140	180	171	99	100	108	116	629	423	1052
3:00 PM	172	178	161	148	139	102	126	111	659	478	1137
4:00 PM	174	197	232	191	108	118	124	154	794	504	1298
5:00 PM	212	205	184	171	151	152	156	148	772	607	1379
6:00 PM	194	168	172	142	118	132	105	83	676	438	1114
7:00 PM	128	152	120	88	71	66	55	58	488	250	738
8:00 PM	90	89	86	92	52	52	50	38	357	192	549
9:00 PM	90	57	66	53	30	45	41	20	266	136	402
10:00 PM	50	44	33	21	20	18	22	5	148	65	213
11:00 PM	13	21	14	14	13	6	12	12	62	43	105

7:15 AM 8:15 AM
4:30 PM 5:30 PM
4:30 PM 5:30 PM
7:15 AM 8:15 AM

24-Hour Total:
(Bi-Direct.) AM Peak Hour Total:
(Bi-Direct.) PM Peak Hour Total:
Highest By Direction (EB):
Highest By Direction (WB):

EB	WB	Bi-Direct.
7,857	8,357	16,214
397	1,162	1,559
840	581	1,421
840		
	1,162	

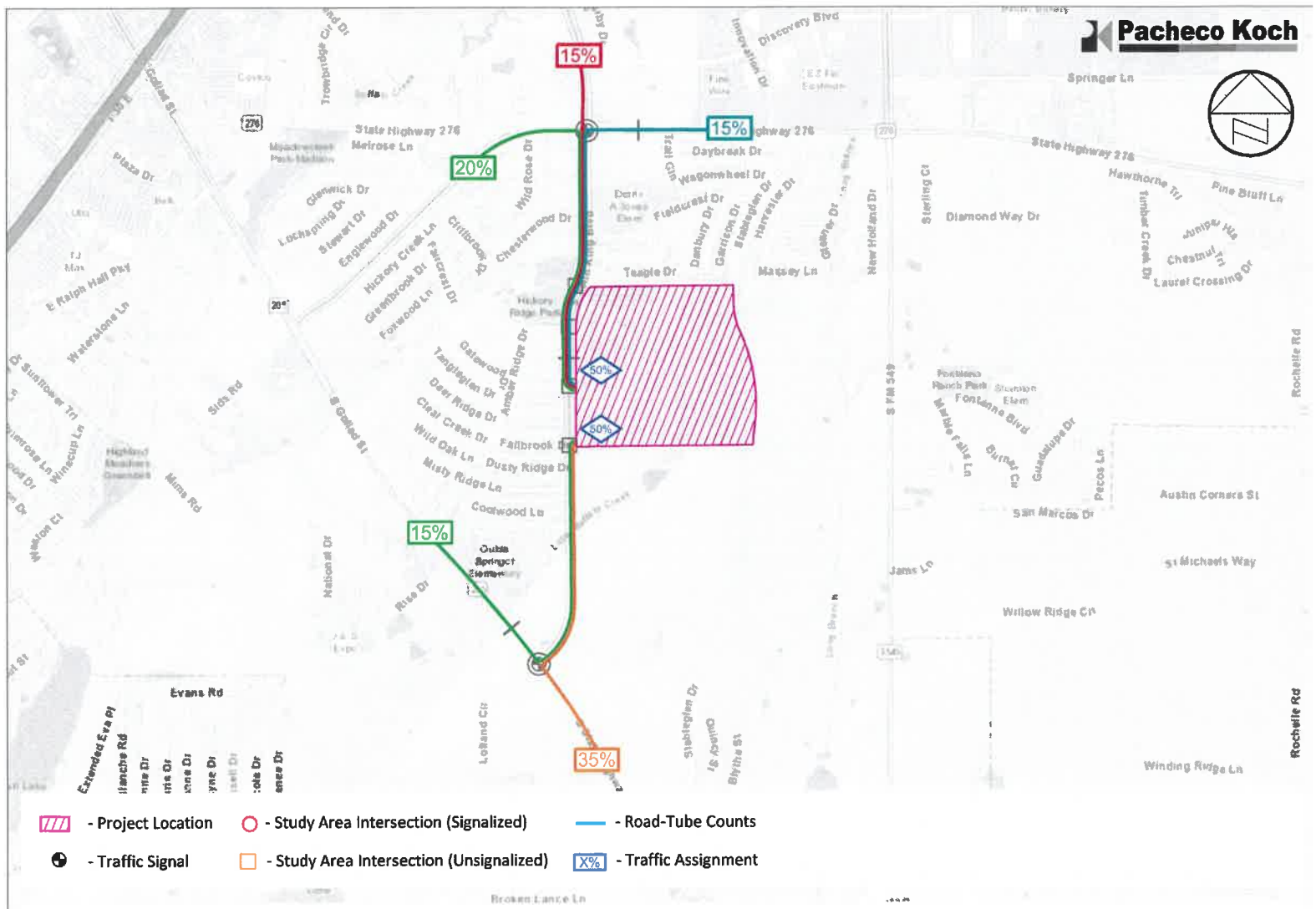
Graph



PK# 5360-22.341

Pacheco Koch

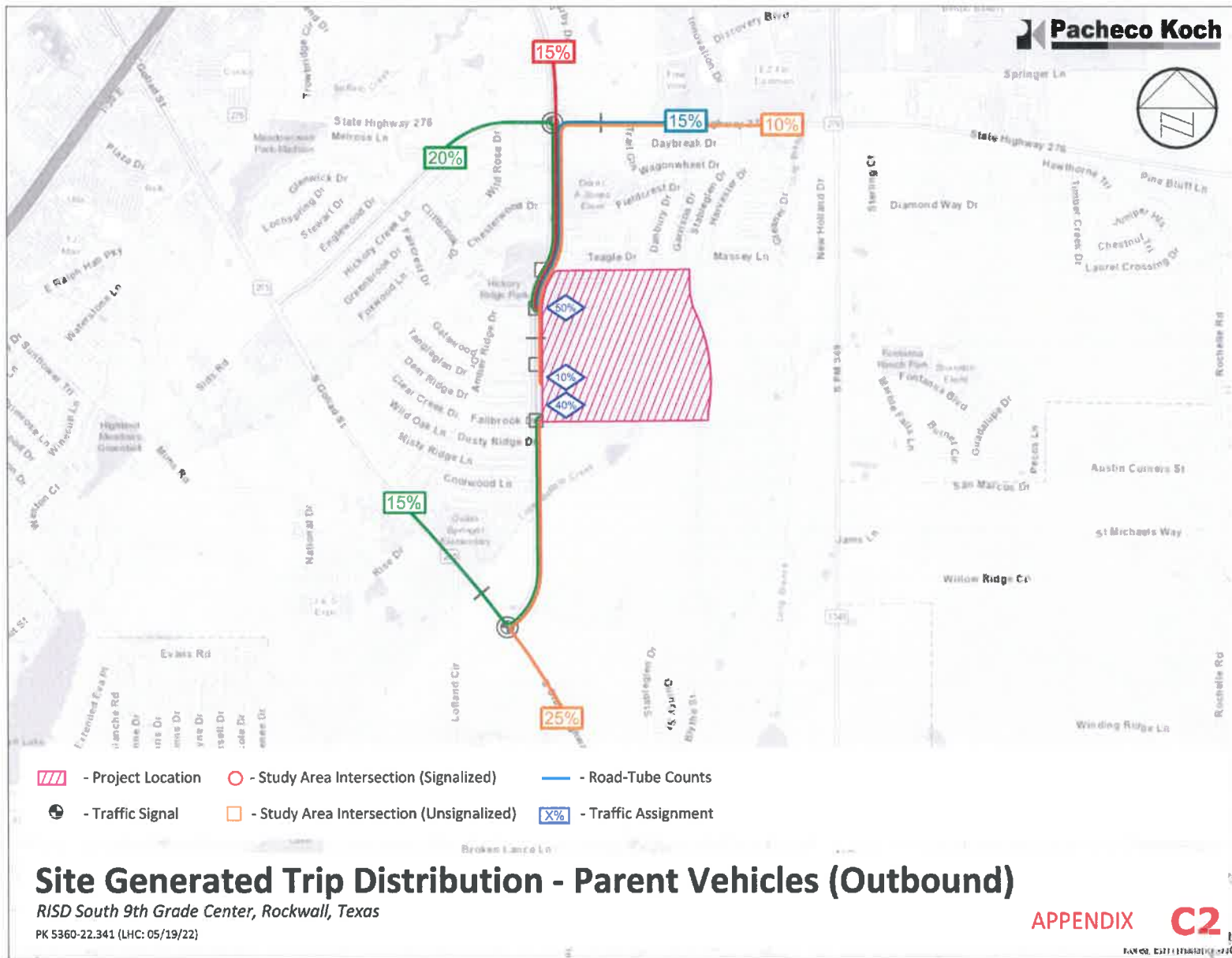
Appendix C. Site-Generated Traffic Supplement

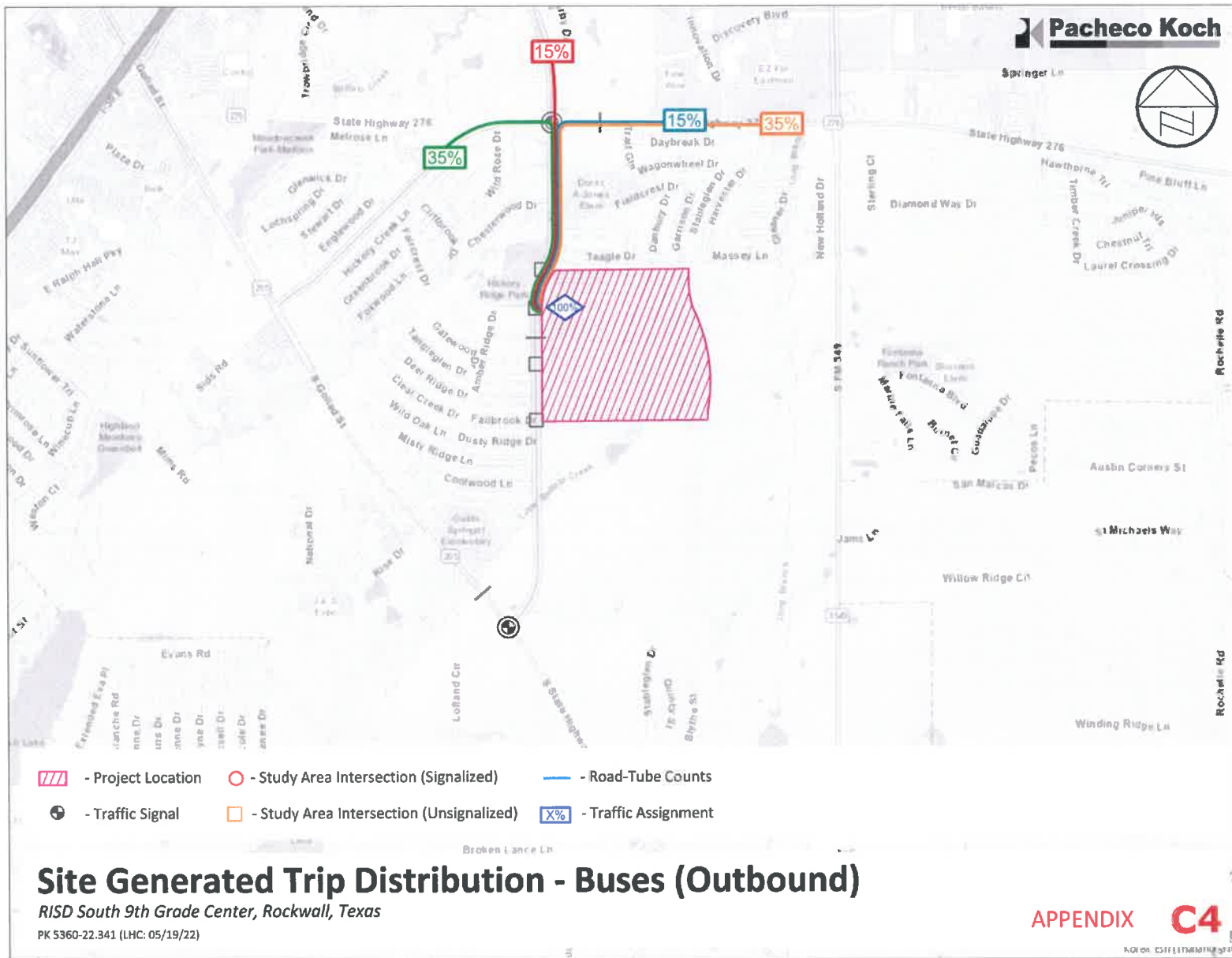


Site Generated Trip Distribution - Parent Vehicles (Inbound)

RISD South 9th Grade Center, Rockwall, Texas

PK 5360-22.341 (LHC: 05/19/22)





Trip Generation

The two sources for the trip generation rates used to estimate the future generation potential of the proposed New Rockwall – Heath Ninth Grade Center are as follows:

Given the regional attendance zone for the proposed new Rockwall – Heath Ninth Grade Center, its location at the southern fringe of the urbanized area of the City of Rockwall, located at center of the Rockwall Independent School District, and the location of existing schools in the school district, trip generation by the Rockwall – Heath Ninth Grade Center facility does not fit the description of the ITE Code 520 – Public School land use provided by the Institute of Transportation Engineers (ITE) Trip Generation data, graphs, and formulae. Therefore, trip generation will be based on the following assumptions utilizing data from the current high school Rockwall HS and Rockwall-Heath HS (utilizing current enrollment and ridership) (1) the critical peak trip generation in terms of both capacity and efficiency of travel will occur during the A.M. peak hour, which coincide with the morning peak hour background traffic; currently the school start time is 8:40 am with dismissal at 3:50 pm (2) only students arrivals will be considered since staff trips will occur before the peak of students arrival trips; (3) the District currently runs 19 buses with a ridership of approximately 665 student with an approximate student population of 2,779 student of the 655 riders 255 were Freshman students or 32.4% of Freshman students that utilize bus transportation outside the 2 mile walk zone is accepted; to be conservative, a higher value of 45% will be used for the study due to siblings not being able ride together and Freshman not being able to ride with friends; (4) the District's current number of Freshman students being drop off by parent vehicles are approximately 494, 1.4 students per vehicle 353 students, with an approximate Freshman student population of 788 student or 62.6% of students being dropped off; without pedestrian traffic and friends and sibling being able to provide transportation for a freshman student to a higher the value of 55% will be used for the study (5) the District's projection that only 5% of students will be pedestrian traffic (39 students) within the 2 mile walk zone is accepted; a value of 5% is used for the study; however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow. (6) entering and exiting trip ends will be equal since the only logical exception would be attending students who are children of school staff; (7) average occupancy will be 1.4 students per passenger car or van; average bus load will be assumed to be 35 students; (10) Buses will access site by way of Approach #4.

Morning peak traffic generation will be similar, but without the need to consider the morning peak hour background traffic or will be less due to arrival times being more staggered. Also, it is typically observed that parents and others providing non-bus transportation for the current high school students commonly arrive up to thirty to forty-five minutes in advance of school start time. These varied arrival times tend to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the P.M. peak situation.

Inbound A.M. peak hour trip ends generated by the proposed new Rockwall-Heath Ninth Grade Center is calculated as follows for passenger cars and buses accessing the site by way of South John King Boulevard:

Existing Rockwall-Heath High School Freshman Transportation recap.

788 students	x	32.4 %	= 255 students by bus (Actual ridership)
788 students	x	62.6 %	= 494 students by parent or older sibling
788 students	x	5.0 %	= 39 pedestrian traffic (added above)

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (at Full Build Out)

It is assumed that Rockwall-Heath Ninth Grade Center will operate very similar to the existing Rockwall-Heath High School.

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (at Full Capacity)

1,000 students	x	40.0%	= 400 students by bus (12 Buses)
1,000 students	x	55.0%	= 550 students by parent
1,000 students	x	5.0%	= 50 pedestrian traffic

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

1,000 students x 0.35 by bus mode / 35 students average per bus = 11.4 (12) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode Freshman students personal vehicles accessing site are calculated as:

1,000 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 393 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

1,000 students x 0.05 non-bus mode / pedestrian traffic = 50 (walkers)

It is assumed that 5% of the students will come from within the 2-mile walking zone and within the Lofland Farms, Hickory Creek and Somerset Park Subdivision. This is projected as the subdivision is built out.

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (On opening day 2024)

(Current 8th grade Enrollment 2022 1,424 Students)

(Current 7th grade Enrollment 2022 1,371 Students)

(Current 6th grade Enrollment 2022 1,381 Students)

700 Freshman Students	x	40.0%	= 280 students by bus (16 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent
700 Freshman Students	x	5.0%	= 35 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.
Source : Rockwall Independent School District

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

700 Freshman Students x 0.40 by bus mode / 35 students average per bus = 8 (8) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode students' personal vehicles accessing site are calculated as:

700 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 275 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

700 Freshman Students x 0.05 non-bus mode / pedestrian traffic = 35 (walkers)

It is assumed that 5% of the students will come from within the 2-mile walking zone and withing the Lofland Farms, Hickory Creek and Somerset Park Subdivision. This is projected as the opening day projected student enrollment.

Trip Distribution

The following assumptions are made regarding trip distribution:

- (1) All of the morning peak hour inbound Ninth grade parent vehicular access to the site will access the site in two locations. Parents north bound on South John King Boulevard (State Highway 205 Bypass) will utilize Approach #1 the most southern approach and use and continue to the student drop off lane. This student drop-off lane is intended to be a one-way single / partial double stack loop for student drop-off and pick-up. Parents will exit the student drop lane and exit via the same direction southbound from Approach #2 the southern middle approach where they can make, and right or left hand turn back onto South John King Boulevard (State Highway 205 Bypass) The same process will hold true in the afternoon departing traffic flow.
- (2) Parents southbound on South John King Boulevard (State Highway 205 Bypass) will utilize Approach #3 - center approach via the new left-hand lane and turn left into the site and continue to the student drop-off lane. This student drop-off lane is intended to be a one-way double stack loop for student drop-off and pick-up in front of the new Rockwall-Heath Ninth Grade Center. Parents will exit the student drop lane and exit via Approach #4 northern middle approach where they can make, and right or left hand turn back onto South John King Boulevard (State Highway 205 Bypass) The same process will hold true in the afternoon departing traffic flow.
- (3) It will be further assumed that all minibuses, school buses, HC Buses and service traffic will enter the site both Northbound and southbound off South John King Boulevard (State Highway 205 Bypass) and will utilize Approach #4 the most northern middle approach and continue to the bus drop off loop around the back of the school. The buses will also exit back onto South John King Boulevard (State Highway 205 Bypass) but will be limited to only a right hand turn only. This bus loop is intended to be a one-way single stack parking lot for approximately 17 buses for student drop-off and pick-up. This bus traffic is not intended to mix with parent traffic except at the entrance and exit locations on site. This is the only location where school traffic and bus traffic occur in the same location.
- (4) Given the location of this site, for this analysis, it shall be assumed that there will be 5% pedestrian traffic. As residential communities develop around the new Rockwall-Heath Ninth Grade Center facility, the pedestrian traffic is anticipated to increase from the growth in new and existing Lofland Farms, Hickory Creek and Somerset Park Subdivisions.
- (5) No internal trips are anticipated.

Distribution of these trips is as Follows:

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard and Stableglan Drive in the Lofland Farms Subdivision.
50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard from the Hickory Ridge and Somerset Park Subdivision.

1,000 students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 196.5 (197) trip ends (cars/vans)
Northbound on South John King Boulevard. (Right turn into Approach #1 - Southerly Entrance)

1,000 students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 196.50 (197) trip ends (cars/vans)
Southbound on South John King Boulevard. (Left turn into Approach #3 Northerly Middle Approach Entrance)

10 buses x 50% x 45% Bus (38 students per Bus) = 6 trip ends (cars/vans/HC bus)
Northbound on South John King Boulevard (Right Turn Only into approach #4)

10 buses x 50% x 45% Bus (38 students per Bus) = 6 trip ends (cars/vans/HC bus)
Southbound on South John King Boulevard (Left Turn into Approach #4)

Afternoon peak traffic generation will be similar, but without the need to consider the P.M. peak hour background traffic or will be less if dismissal times by grade are staggered. Also, it is typically observed that parents and others providing non-bus transportation for Rockwall-Heath Ninth Grade Center students commonly arrive up to one-half hour to forty- five minutes in advance of dismissal time which tends to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the A.M. peak situation. Likewise, school buses typically arrive early and over a period of time to be ready to receive the children at dismissal. Buses will be allowed to depart prior to the parents.

Route Assignment – Split by inbound Direction

Total trip generation for the afternoon peak traffic period was determined to be 394 cars entering and 394 are exiting as stated above, route assignment for afternoon inbound trips only will be addressed. Using the trip distribution assumptions above, route assignment of all afternoon peak entering trips is expected to be as follows:

Ninth grade northbound would be assigned to the front pick area on the south side of the main entrance and ninth grade southbound would be assigned to the front pick on the north side of the main entrance. All students with older siblings attending the Gene Burton College and Career Center would also be assigned to the rear pick up area. This would equate to a 50 / 50 split at the front drop off area at build out between the two drop off and pick areas enter the site, both from Southbound and northbound off of South John King Boulevard, double stack through the student drop off and pick up lanes and exit one way from the student lane back onto north south drive (one-way student drop-off lane). It is anticipated that both exiting lanes will split 90% northbound and 90% southbound on exiting the site. The 10% is for those who are not compliant or follow the design intent.

50% 196.5 (197) car trips into the south pick up area
50% 196.5 (197) car trips into the north pickup area.

All bus traffic will enter and exit the site off South John King Boulevard (State Highway 205 Bypass) through Approach #4 and will not conflict with non-bus traffic, except onsite. Buses single stack thru the bus drop-off and pick up lane and exit one way from the bus lane back onto northbound South John King Boulevard (State Highway 205 Bypass) This exit will be limited to a right hand turn only. (One-way bus pick-up and drop-off lane).

Inbound 6 bus trips southbound from South John King Boulevard (State Highway 205 Bypass)
Inbound 6 bus trips northbound only onto South John King Boulevard (State Highway 205 Bypass)
Outbound 12 bus trips northbound only onto South John King Boulevard (State Highway 205 Bypass)
(All through Approach #4)

This plan is to be designed to for vehicular traffic to be split by direction of travel on South John King Boulevard. With 50% of both northbound and southbound traffic turning into Approach #3 and 50% of the same traffic turning into Approach #1.

Distribution of these trips is as Follows:

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.
50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.

1,000 Freshman students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 197 trip ends
(cars/vans) Northbound on South John King Boulevard.

100% (right turn into Southerly Entrance) Approach #1	= 197 trip ends
20% (right turn into southern middle Exit) Approach #2	= 40 trip end
80% (left turn into southern Exit) Approach #1	= 137 trip end

1,000 Freshman Students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 197 trip ends (cars/vans)
Southbound on South John King Boulevard.

100% (Left turn into middle Entrance) Approach #3	= 197 trip ends
100% (left turn into Southerly Exit) Approach #4	= 197 trip ends

6 buses x 60% Bus (35 students per Bus) = 5 trip ends (cars/vans/HC bus)
Southbound on South John King Boulevard Parkway (Left Turn) Approach #4 Inbound
6 buses x 60% Bus (35 students per Bus) = 8 trip ends (cars/vans/HC bus)
Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Inbound

12 buses x 60% Bus (35 students per Bus) = 10 trip ends (cars/vans/HC bus)
Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Outbound

Opening Day Site Access Distribution of these trips is as Follows:

700 Freshman Students	x	40.0%	= 280 students by bus (16 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent
700 Freshman Students	x	5.0%	= 35 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.
Source : Rockwall Independent School District

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.
50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.

700 Freshman Students x 50% x 50% Vehicular Traffic (1.4 students per vehicle) = 385 trip ends
(cars/vans) Northbound on South John King Boulevard.
100% (right turn into Southerly Entrance) Approach #1 = 193 trip ends
20% (right turn into southern middle Exit) Approach #2 = 39 trip end
80% (left turn into southern Exit) Approach #1 = 154 trip end

700 Freshman Students x 50% x 50% Vehicular Traffic (1.4 students per vehicle) = 193 trip ends (cars/vans)
Southbound on South John King Boulevard.
100% (Left turn into middle Entrance) Approach #3
100% (left turn into Southerly Exit) Approach #4 = 193 trip ends

4 buses x 35% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
Southbound on South John King Boulevard Parkway (Left Turn) Approach #4 Inbound
4 buses x 35% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Inbound

8 buses x 60% Bus (35 students per Bus) = 18 trip ends (cars/vans/HC bus)
Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Outbound

Observation and Conclusions

Appendix D. Detailed Intersection Capacity Analysis Results

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: AM

Lane Group	EBL	EBT	EBP	WBL	WBT	WBP	NBL	NBT	NBP	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	54	171	21	85	816	238	58	220	32	167	281	146
Future Volume (vph)	54	171	21	85	816	234	58	220	32	167	281	146
Peak Hour Factor	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)	59	186	23	92	887	254	63	239	35	182	284	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	209	0	92	1141	0	63	274	0	182	443	0
Turn Type	permitted	NA	permitted	NA	permitted	NA	permitted	NA	permitted	NA	permitted	NA
Protected Phases	7	3		4	8		1	6		5	2	
Permitted Phases	1			8			8			2		
Detector Phase	7	3		4	8		1	6		5	2	
Detector Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	3.5		22.5	3.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	55.0		20.0	55.0		15.0	35.0		15.0	35.0	
Lost Split (s)	16.0%	44.0%		16.0%	44.0%		12.0%	28.0%		12.0%	28.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Start LSR Time (s)	4.5	3.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead/Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	
Actuated Green (s)	50.5	50.5		50.0	50.0		41.0	30.5		41.0	30.5	
Actuated g/C Ratio	0.40	0.40		0.48	0.48		0.33	0.24		0.33	0.24	
g/C Ratio	0.34	0.34		0.18	0.39		0.21	0.32		0.36	0.35	
Control Delay	28.6	22.4		20.7	27.9		28.2	38.2		33.5	35.1	
Signal Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.6	22.4		20.7	27.9		28.2	38.2		33.5	35.1	
LOS	C	C		C	C		C	D		C	D	
Approach Delay	23.8			27.3			36.3			34.7		
Approach LOS	C			C			D			C		
Queue Length 50th (ft)	29	52		41	368		33	91		104	132	
Queue Length 95th (ft)	58	79		77	888		88	142		163	198	
Internal Link Dist (ft)		482			2507			1967			428	
Plan Bay Length (ft)	325			325			175			175		
Base Capacity (vph)	268	1413		631	1660		303	856		381	878	
Maximum Cap Reduction	0	0		0	0		0	0		0	0	
Spillback Cap Reduction	0	0		0	0		0	0		0	0	
Upgrade Cap Reduction	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.15		0.15	0.69		0.21	0.32		0.48	0.50	

Intersection Summary
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 30 (24%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
Number of Cycles: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

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LHC

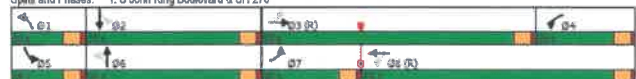
Synchro 11 Report
Page 1

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: AM

Intersection Signal Delay: 30.0
Intersection Capacity: 1702.806 85.53%
Intersection Level of Service: C
Analysis Period (min): 15

Spine and Phases: 1: S John King Boulevard & SH 276



05/23/2022
LHC

Synchro 11 Report
Page 2

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: AM

	EBL	EBT	WB	WB	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	444	753	261	301	55
Future Volume (vph)	10	444	753	261	301	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	526	818	284	327	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	526	818	284	327	60
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	49.4	49.4	49.4	49.4	31.6	31.6
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.35	0.35
w/c Ratio	0.07	0.51	0.85	0.29	0.53	0.10
Control Delay	8.7	14.0	22.5	2.2	29.0	7.3
Queue Delay	0.0	8.0	0.0	0.0	0.0	0.0
Total Delay	8.7	14.0	22.5	2.2	29.0	7.3
LOS	A	B	C	A	C	A
Approach Delay	13.9	17.3			25.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)	3	165	329	7	152	0
Queue Length 95th (ft)	10	217	431	35	256	28
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	166	1148	1148	1073	621	595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced w/c Ratio	0.07	0.46	0.71	0.26	0.53	0.10
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						
Maximum w/c Ratio: 0.80						

05/23/2022
LHC

Synchro 11 Report
Page 3

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: AM

Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization: 63.8% ICU Level of Service: B
Analysis Period (min): 15

Splits and Phases: 2: SH 205 & S John King Boulevard



05/23/2022
LHC

Synchro 11 Report
Page 4

3: S John King Boulevard & Site Driveway 1
5360-22.341

Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↘			↗↘
Traffic Vol, veh/h	0	22	241	0	0	372
Future Vol, veh/h	0	22	241	0	0	372
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	262	0	0	404
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	131	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	894	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	894	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.2	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	- 894	-			
HCM Lane V/C Ratio	-	- 0.041	-			
HCM Control Delay (s)	-	- 9.2	-			
HCM Lane LOS	-	- A	-			
HCM 95th %tile Q(veh)	-	- 0.1	-			






4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Existing
Timing Plan: AM

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕		↕	↕↕	
Traffic Vol, veh/h	23	8	12	0	1	5	4	212	14	91	264	15
Future Vol, veh/h	23	8	12	0	1	5	4	212	14	91	264	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	13	13	0	2	8	4	230	23	152	287	16
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	723	860	152	704	857	127	303	0	0	253	0	0
Stage 1	599	599	-	250	250	-	-	-	-	-	-	-
Stage 2	124	261	-	454	607	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	422	357	*980	436	358	900	1444	-	-	1309	-	-
Stage 1	581	573	-	732	699	-	-	-	-	-	-	-
Stage 2	867	691	-	721	568	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	378	314	*980	379	316	900	1444	-	-	1309	-	-
Mov Cap-2 Maneuver	378	314	-	379	316	-	-	-	-	-	-	-
Stage 1	579	506	-	730	697	-	-	-	-	-	-	-
Stage 2	855	689	-	612	502	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.7			10.3			0.1			2.7		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1444	-	-	421	-	688	1309	-	-			
HCM Lane V/C Ratio	0.003	-	-	0.122	-	0.015	0.116	-	-			
HCM Control Delay (s)	7.5	-	-	14.7	0	10.3	8.1	-	-			
HCM Lane LOS	A	-	-	B	A	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.4	-	0	0.4	-	-			
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

5: S John King Boulevard & Site Driveway 3
5360-22.341

Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	230	0	1	272
Future Vol, veh/h	2	1	230	0	1	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	250	0	2	296

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	402	125	0	0	250	0
Stage 1	250	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	576	902	-	-	1313	-
Stage 1	768	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	575	902	-	-	1313	-
Mov Cap-2 Maneuver	575	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	WB	NB		SB		
HCM Control Delay, s	10.5	0		0		
HCM LOS	B					

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	575	902	1313	-
HCM Lane V/C Ratio	-	-	0.006	0.002	0.001	-
HCM Control Delay (s)	-	-	11.3	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑↑	
Traffic Vol, veh/h	13	20	8	220	272	5
Future Vol, veh/h	13	20	8	220	272	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	22	9	239	296	5

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	437	151	301	0	-	0
Stage 1	299	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	548	868	1257	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	544	868	1257	-	-	-
Mov Cap-2 Maneuver	544	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	703	-	-
HCM Lane V/C Ratio	0.007	-	0.051	-	-
HCM Control Delay (s)	7.9	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	9	9	7	9	9	7	9	9	7	9	9
Peak Hour Volume (vph)	79	442	20	23	318	143	20	236	23	319	244	112
Future Volume (vph)	79	442	20	23	318	143	20	236	23	319	244	112
Peak Hour Factor	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)	86	480	22	25	346	155	22	257	25	347	265	122
Right Turn Ratio (%)												
Lane Group Flow (vph)	86	502	0	25	501	0	22	282	0	347	387	0
Run Type	perp	NA	perp	NA	perp	NA	perp	NA	perp	NA	perp	NA
Protected Phases	7	3		4	8		1	6		5	2	
Permitted Phases	3			8			6			2		
Detector Phase	7	3		4	8		1	6		5	2	
Section Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Spill (s)	4.5	22.5		4.5	22.5		4.5	22.5		4.5	22.5	
Total Spill (s)	20.0	40.0		20.0	40.0		15.0	45.0		20.0	50.0	
Initial Spill (s)	16.0%	32.0%		16.0%	32.0%		12.0%	36.0%		16.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Signal Offset (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Offset (s)	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	
Max Recall Offset (s)	43.5	43.5		43.5	43.5		43.5	43.5		43.5	43.5	
Actuated g/c Ratio	0.35	0.35		0.33	0.33		0.41	0.32		0.40	0.36	
g/c Ratio	0.32	0.41		0.07	0.44		0.06	0.25		0.39	0.30	
Control Delay	34.8	33.3		31.4	30.8		17.6	30.7		27.3	24.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	34.8	33.3		31.4	30.8		17.6	30.7		27.3	24.0	
LOS	C	C		C	C		B	C		C	C	
Approach Delay	34.0			30.8			29.8			25.5		
Approach LOS	C			C			C			C		
Queue Length 50th (ft)	52	177		14	147		9	85		176	95	
Queue Length 95th (ft)	68	292		38	298		24	121		283	138	
Internal Link Dist (ft)		482			2007			1967			428	
Flow Delay (s)	325			325			175			175		
Base Capacity (vph)	325	1225		398	1148		459	1137		542	1270	
Max Capacity Reduction	0	0		0	0		0	0		0	0	
Spillback Cap Reduction	0	0		0	0		0	0		0	0	
Storage Cap Reduction	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.41		0.06	0.44		0.05	0.25		0.64	0.30	

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LHC

Synchro 11 Report
Page 1

1: S John King Boulevard & SH 276
5360-22.341

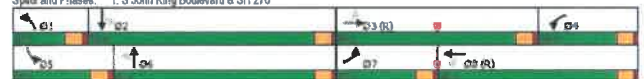
Existing
Timing Plan: PM

Intersection Signal Delay: 29.8
Intersection Capacity Utilization: 57.7%
Analysis Period (min): 15

Intersection LOS: C

Overall Level of Service: B

Split and Phases: 1: S John King Boulevard & SH 276



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LHC

Synchro 11 Report
Page 2

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: PM

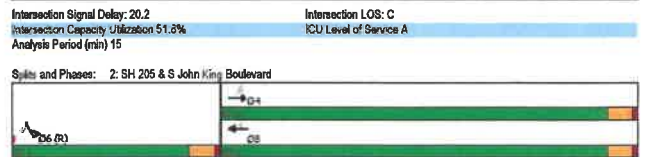
Lane Group	EBL	EBT	WBT	WBL	SBL	SBE
Lane Configurations	34	34	34	34	34	34
Traffic Volume (vph)	34	654	628	185	174	28
Future Volume (vph)	34	654	628	185	174	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	711	684	201	189	30
Shared Lane Traffic (vph)						
Lane Group Flow (vph)	37	711	684	201	189	30
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases	4	8		6	6	
Permitted Phases	4			6	6	
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	68.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lost Signal Coordination?						
Recall Mode	None	None	None	None	C-Max	C-Max
Set Effort Green (s)	44.8	44.8	44.8	44.8	36.2	36.2
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.40	0.40
v/c Ratio	0.21	0.77	0.74	0.23	0.27	0.05
Control Delay	12.9	23.6	22.4	1.8	22.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	23.6	22.4	1.8	22.1	8.7
LOS	B	C	C	A	C	A
Approach Delay	23.1	17.7		20.2		
Approach LOS	C	B		C		
Queue Length 50th (ft)	11	308	290	0	71	0
Queue Length 95th (ft)	24	338	317	24	146	20
Internal Link Dist (ft)		380	448		2885	
Turn Bay Length (ft)	145			155		
Base Capacity (vph)	223	1148	1148	1053	712	655
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.62	0.60	0.19	0.27	0.05
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 2: and 5-SBL, Start of Green						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.77						

05/23/2022
LHC

Synchro 11 Report
Page 3

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: PM



05/23/2022
LHC

Synchro 11 Report
Page 4

3: S John King Boulevard & Site Driveway 1
5360-22.341

Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↘			↗↘
Traffic Vol, veh/h	0	18	240	0	0	248
Future Vol, veh/h	0	18	240	0	0	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	261	0	0	270
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	131	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	894	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	894	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.2	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	- 894	-			
HCM Lane V/C Ratio	-	- 0.034	-			
HCM Control Delay (s)	-	- 9.2	-			
HCM Lane LOS	-	- A	-			
HCM 95th %tile Q(veh)	-	- 0.1	-			

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Existing
Timing Plan: PM

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	21	0	6	2	0	5	13	208	4	8	218	21
Future Vol, veh/h	21	0	6	2	0	5	13	208	4	8	218	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	7	3	0	8	14	226	7	13	237	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	416	536	130	403	544	117	260	0	0	233	0	0
Stage 1	275	275	-	258	258	-	-	-	-	-	-	-
Stage 2	141	261	-	145	286	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	671	535	*1005	*686	530	913	1447	-	-	1332	-	-
Stage 1	873	781	-	*724	693	-	-	-	-	-	-	-
Stage 2	847	691	-	*947	772	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	-	-	-	-	-	-
Mov Cap-1 Maneuver	655	525	*1005	*672	519	913	1447	-	-	1332	-	-
Mov Cap-2 Maneuver	655	525	-	*672	519	-	-	-	-	-	-	-
Stage 1	864	773	-	*717	686	-	-	-	-	-	-	-
Stage 2	831	684	-	*932	764	-	-	-	-	-	-	-






Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	9.4	0.4	0.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	710	672	913	1332	-	-
HCM Lane V/C Ratio	0.01	-	-	0.041	0.005	0.009	0.01	-	-
HCM Control Delay (s)	7.5	-	-	10.3	10.4	9	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	0	-	-

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

5: S John King Boulevard & Site Driveway 3
5360-22.341

Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	228	2	0	225
Future Vol, veh/h	1	1	228	2	0	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	248	3	0	245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	373	126	0	0	251
Stage 1	250	-	-	-	-
Stage 2	123	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	601	901	-	-	1311
Stage 1	768	-	-	-	-
Stage 2	889	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	601	901	-	-	1311
Mov Cap-2 Maneuver	601	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	889	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	601	901	1311	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-	-
HCM Control Delay (s)	-	-	11	9	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection

Int Delay, s/veh 0.4

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	W			↑↑	↑↑	
Traffic Vol, veh/h	5	9	8	227	215	8
Future Vol, veh/h	5	9	8	227	215	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	9	247	234	9

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	381	122	243	0	-	0
Stage 1	239	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	594	906	1320	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	906	1320	-	-	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	9.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1320	-	760	-	-
HCM Lane V/C Ratio	0.007	-	0.02	-	-
HCM Control Delay (s)	7.7	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	1	1	3	1	1	3	1	1	3	1	1
Peak Hour Volume (vph)	54	171	92	138	816	234	91	245	74	167	314	146
Future Volume (vph)	54	171	92	138	816	234	91	245	74	167	314	146
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	66	199	100	150	887	254	99	266	80	182	341	159
Flow (vph)	59	286	0	150	1141	0	99	346	0	182	500	0
Flow Type	through	thru	thru	thru	thru	thru	thru	thru	thru	thru	thru	thru
Protected Phases	7	3		4	8		1	6		5	2	
Permitted Phases	1			8			6			2		
Detector Phase	7	3		4	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Green (s)	8.5	8.5		8.5	8.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	55.0		20.0	55.0		15.0	35.0		15.0	35.0	
Split Ratio (%)	36.4%	44.7%		16.7%	24.7%		12.0%	28.7%		12.0%	28.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Signal Coord. Delay (s)	8.5	8.5		8.5	8.5		8.5	8.5		8.5	8.5	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Difference?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	
Act. Cycle Green (s)	30.5	30.5		30.5	30.5		30.5	30.5		30.5	30.5	
Actualized g/C Ratio	0.40	0.40		0.48	0.48		0.33	0.24		0.33	0.24	
g/C Ratio	0.34	0.20		0.25	0.39		0.30	0.20		0.28	0.25	
Control Delay	28.6	18.2		22.5	27.9		30.7	37.7		35.0	39.6	
Priority Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.6	18.2		22.5	27.9		30.7	37.7		35.0	39.6	
LOS	D	B		C	C		D	D		C	D	
Approach Delay	18.4			27.2			36.2			38.4		
Approach LOS	D			C			D			D		
Queue Length 50th (%)	29	50		70	368		54	113		104	166	
Queue Length 95th (%)	88	81		138	485		85	159		183	224	
Internal Link Dist (ft)				482			2007			1967		
Link Bay Length (ft)	325			325			175			175		
Base Capacity (vph)	268	1412		601	1660		279	855		346	855	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.20		0.25	0.69		0.35	0.40		0.53	0.58	

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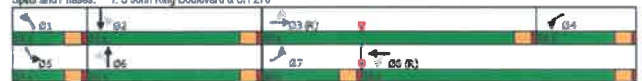
Synchro 11 Report
Page 1

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: AM

Intersection Signal Delay: 30.3
Intersection LOS: C
Analysis Period (min) 15

Split and Phases: 1: S John King Boulevard & SH 276



05/23/2022
LHC

Synchro 11 Report
Page 2

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: AM

	EBL	EBT	WBT	WBW	SEB	SEW
Lane Group						
Lane Configurations	EBL	EBT	WBT	WBW	SEB	SEW
Traffic Volume (vph)	63	484	753	385	343	80
Future Volume (vph)	63	484	753	385	343	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	526	818	418	373	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	526	818	418	373	87
Turn Type	Permit	NA	NA	Permit	Permit	Permit
Protected Phases	4	8				
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Start Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	65.7%	65.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead/Lag Criteria						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effect Green (s)	49.6	49.6	49.6	49.6	31.4	31.4
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.35	0.35
v/c Ratio	0.45	0.51	0.55	0.43	0.80	0.14
Control Delay	21.3	13.9	22.2	2.8	31.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	13.9	22.2	2.8	31.4	6.4
LOS	C	B	C	A	C	A
Approach Delay	14.7	15.8		26.7		
Approach LOS	B	B		C		
Queue Length 50th (ft)	20	164	327	10	180	0
Queue Length 95th (ft)	56	217	431	44	318	34
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	168	1148	1148	1119	617	608
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.46	0.71	0.37	0.60	0.14
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 80						
Offset: 0 (0%), Referenced to phase 2: and 6: SBL, Start of Green						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.86						

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LHC

Synchro 11 Report
Page 3

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: AM

Intersection Signal Delay: 17.8
Intersection Capacity Utilization: 74.13%
Intersection LOS: B
ICU Level of Service D
Analysis Period (min): 15
* 55th percentile volume exceeds capacity; queue may be longer.
Queue shown is maximum after two cycles.

Stiles and Phases: 2: SH 205 & S John King Boulevard



05/23/2022
LHC

Synchro 11 Report
Page 4

3: S John King Boulevard & Site Driveway 1
5360-22.341

Build
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↗			↗
Traffic Vol, veh/h	0	22	341	0	0	549
Future Vol, veh/h	0	22	341	0	0	549
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	371	0	0	597
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	186	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	824	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	824	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.6	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	824			
HCM Lane V/C Ratio	-	-	0.044			
HCM Control Delay (s)	-	-	9.6			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Build
Timing Plan: AM

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	8	12	0	1	88	4	229	20	97	435	15
Future Vol, veh/h	23	8	12	0	1	88	4	229	20	97	435	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	13	13	0	2	147	4	249	33	162	473	16

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	939	1095	245	841	1087	141	489	0	0	282	0	0
Stage 1	805	805	-	274	274	-	-	-	-	-	-	-
Stage 2	134	290	-	567	813	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	357	293	*907	433	297	881	1357	-	-	1277	-	-
Stage 1	516	514	-	709	682	-	-	-	-	-	-	-
Stage 2	855	671	-	756	509	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	-	-	-	-	-	-
Mov Cap-1 Maneuver	266	255	*907	369	259	881	1357	-	-	1277	-	-
Mov Cap-2 Maneuver	266	255	-	369	259	-	-	-	-	-	-	-
Stage 1	514	449	-	707	680	-	-	-	-	-	-	-
Stage 2	709	669	-	631	444	-	-	-	-	-	-	-






Approach	EB	WB	NB	SB
HCM Control Delay, s	18.4	10.1	0.1	2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	320	-	858	1277	-	-
HCM Lane V/C Ratio	0.003	-	-	0.161	-	0.173	0.127	-	-
HCM Control Delay (s)	7.7	-	-	18.4	0	10.1	8.2	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	-	0.6	0.4	-	-

Notes									
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon									





5: S John King Boulevard & Site Driveway 3
5360-22.341

Build
Timing Plan: AM

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	253	0	172	272
Future Vol, veh/h	2	1	253	0	172	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	275	0	287	296
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	997	138	0	0	275	0
Stage 1	275	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	241	885	-	-	1285	-
Stage 1	747	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	187	885	-	-	1285	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	19.4	0	4.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	187	885	1285	-
HCM Lane V/C Ratio	-	-	0.018	0.002	0.223	-
HCM Control Delay (s)	-	-	24.6	9.1	8.6	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.9	-

6: S John King Boulevard & Site Driveway 4
5360-22.341

Build
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	17	236	0	0	274
Future Vol, veh/h	0	17	236	0	0	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	257	0	0	298

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	406	129	0	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	573	897	-	0	0	-
Stage 1	762	-	-	0	0	-
Stage 2	863	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	573	897	-	-	-	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBT
Capacity (veh/h)	-	-	897
HCM Lane V/C Ratio	-	-	0.032
HCM Control Delay (s)	-	0	9.1
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1

7: S John King Boulevard & Fallbrook Drive/Site Driveway 5
5360-22.341

Build
Timing Plan: AM

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖			↕		↗	↖	
Traffic Vol, veh/h	13	0	20	66	0	0	8	226	171	0	272	5
Future Vol, veh/h	13	0	20	66	0	0	8	226	171	0	272	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	22	110	0	0	9	246	285	0	296	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	440	848	151	555	708	266	301	0	0	531	0	0
Stage 1	299	299	-	407	407	-	-	-	-	-	-	-
Stage 2	141	549	-	148	301	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	501	297	868	414	358	732	1257	-	-	1033	-	-
Stage 1	685	665	-	592	596	-	-	-	-	-	-	-
Stage 2	847	515	-	840	664	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	497	294	868	400	354	732	1257	-	-	1033	-	-
Mov Cap-2 Maneuver	497	294	-	400	354	-	-	-	-	-	-	-
Stage 1	677	665	-	585	589	-	-	-	-	-	-	-
Stage 2	838	509	-	819	664	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.7			17.4			0.1			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1257	-	-	671	400	-	1033	-	-			
HCM Lane V/C Ratio	0.007	-	-	0.053	0.275	-	-	-	-			
HCM Control Delay (s)	7.9	-	-	10.7	17.4	0	0	-	-			
HCM Lane LOS	A	-	-	B	C	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.2	1.1	-	0	-	-			

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SNB
Lane Group	←	→	↔	←	→	↔	←	→	↔	←	→	↔
Lane Configurations	TH	TH	TH	TH	TH	TH	TH	TH	TH	TH	TH	TH
Traffic Volume (vph)	79	442	40	33	318	143	65	269	81	319	259	112
Future Volume (vph)	79	442	40	38	318	143	65	269	81	319	259	112
Peak Hour Factor	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)	86	480	43	41	346	155	71	292	88	347	282	122
Shaded Lane Traffic (%)												
Lane Group Flow (vph)	86	523	0	41	501	0	71	380	0	347	404	0
Turn Type	prn-spl	NA		prn-spl	NA		prn-spl	NA		prn-spl	NA	
Protected Phases	4	8		7	3		1	6		5	2	
Permitted Phases	8			3			6			2		
Detector Phase	4	8		7	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	9.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	45.0		20.0	50.0	
Total Split (%)	16.0%	32.0%		16.0%	32.0%		12.0%	36.0%		16.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	
Act Effct Green (s)	45.4	45.4		35.5	35.5		51.0	40.5		60.5	45.5	
Actuated g/C Ratio	0.36	0.36		0.28	0.28		0.41	0.32		0.48	0.36	
v/c Ratio	0.20	0.41		0.21	0.50		0.16	0.34		0.71	0.32	
Control Delay	31.9	31.5		35.5	34.9		18.7	30.1		30.4	24.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.9	31.5		35.5	34.9		18.7	30.1		30.4	24.8	
LOS	C	C		D	C		B	C		C	C	
Approach Delay		31.5			34.9			28.3			27.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	47	167		24	157		30	111		176	103	
Queue Length 95th (ft)	89	226		54	213		57	155		253	145	
Internal Link Dist (ft)		482			2007			1967			428	
Turn Bay Length (ft)	325			325			175			175		
Base Capacity (vph)	427	1273		285	999		450	1128		489	1269	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.41		0.14	0.50		0.16	0.34		0.71	0.32	
Intersection Summary												
Cycle Length: 125												
Actuated Cycle Length: 125												
Offset: 50 (40%), Referenced to phase 3:WBT and 8:EBTL, Start of Green												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.71												

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LHC

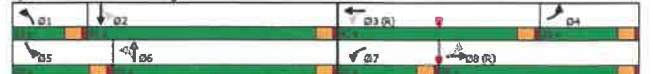
Synchro 11 Report
Page 1

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: PM

Intersection Signal Delay: 30.4 Intersection LOS: C
Intersection Capacity Utilization: 60.4% ICU Level of Service B
Analysis Period (min): 15

Splits and Phases: 1: S John King Boulevard & SH 276



05/23/2022
LHC

Synchro 11 Report
Page 2

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: PM

Lane Group	EBL	EBT	WBT	WBL	SBL	SBR
Lane Configurations	TH	TH	TH	TH	TH	TH
Future Volume (vph)	49	654	629	221	226	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	711	684	240	246	64
Lane Group Flow (vph)	53	711	684	240	246	64
Flow Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Detected Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Spill (s)	3.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	47.0	47.0	50.0	30.0	30.0
Initial Split (s)	11.1%	68.7%	68.6%	58.6%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Initial Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead/Lag Character?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Red (C-Max) (s)	46.3	46.1	46.1	46.1	34.9	34.9
Actuated g/C Ratio	0.51	0.51	0.45	0.45	0.39	0.39
g/C Ratio	0.25	0.73	0.82	0.29	0.39	0.10
Control Delay	11.0	21.7	30.7	4.1	24.5	7.1
Startup Delay	9.6	9.6	9.6	9.6	9.6	9.6
Turn Delay	11.0	21.7	30.7	4.1	24.6	7.1
LOS	B	C	C	A	C	A
Approach Delay	21.0	23.8		21.0		
Approach LOS	C	C		C		
Queue Length 50th (ft)	13	264	323	13	107	0
Queue Length 95th (ft)	25	397	427	48	189	29
Internal Link Dist (ft)		380	446		2895	
Queue Bay Length (ft)	145		150			
Queue Capacity (vph)	214	1148	941	898	686	652
Spillover Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.62	0.73	0.27	0.36	0.10

05/23/2022
LHC

Synchro 11 Report
Page 3

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: PM

Intersection Signal Delay: 22.3
Intersection Capacity Utilization: 60.7%
Analysis Period (min): 15

Splits and Phases: 2: SH 205 & S John King Boulevard



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LHC

Synchro 11 Report
Page 4

3: S John King Boulevard & Site Driveway 1
5360-22.341

Build
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↖			↗↖
Traffic Vol, veh/h	0	18	376	0	0	299
Future Vol, veh/h	0	18	376	0	0	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	409	0	0	325
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	205	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	802	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	802	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.7	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT		
Capacity (veh/h)	-	-	802	-		
HCM Lane V/C Ratio	-	-	0.037	-		
HCM Control Delay (s)	-	-	9.7	-		
HCM Lane LOS	-	-	A	-		
HCM 95th %tile Q(veh)	-	-	0.1	-		






4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Build
Timing Plan: PM

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	21	0	6	2	0	120	13	229	4	8	269	21
Future Vol, veh/h	21	0	6	2	0	120	13	229	4	8	269	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	7	3	0	200	14	249	7	13	292	23
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	483	614	158	453	622	128	315	0	0	256	0	0
Stage 1	330	330	-	281	281	-	-	-	-	-	-	-
Stage 2	153	284	-	172	341	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	650	510	*980	*686	503	898	1427	-	-	1306	-	-
Stage 1	866	772	-	*702	677	-	-	-	-	-	-	-
Stage 2	834	675	-	*924	763	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	-	-	-	-	-	-
Mov Cap-1 Maneuver	498	499	*980	*671	493	898	1427	-	-	1306	-	-
Mov Cap-2 Maneuver	498	499	-	*671	493	-	-	-	-	-	-	-
Stage 1	857	764	-	*695	670	-	-	-	-	-	-	-
Stage 2	642	668	-	*909	755	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	11.8		10.2		0.4			0.3				
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1427	-	-	559	671	898	1306	-	-			
HCM Lane V/C Ratio	0.01	-	-	0.053	0.005	0.223	0.01	-	-			
HCM Control Delay (s)	7.5	-	-	11.8	10.4	10.2	7.8	-	-			
HCM Lane LOS	A	-	-	B	B	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.9	0	-	-			
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												





5: S John King Boulevard & Site Driveway 3
5360-22.341

Build
Timing Plan: PM

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	249	2	51	225
Future Vol, veh/h	1	1	249	2	51	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	271	3	85	245
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	566	137	0	0	274	0
Stage 1	273	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	454	886	-	-	1286	-
Stage 1	748	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	424	886	-	-	1286	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.3	0		2.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	424	886	1286	-
HCM Lane V/C Ratio	-	-	0.004	0.002	0.066	-
HCM Control Delay (s)	-	-	13.5	9.1	8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0.2	-

6: S John King Boulevard & Site Driveway 4
5360-22.341

Build
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	230	0	0	226
Future Vol, veh/h	0	21	230	0	0	226
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	250	0	0	246
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	373	125	0	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	601	902	-	0	0	-
Stage 1	768	-	-	0	0	-
Stage 2	889	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	601	902	-	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.2	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBTWBLn1WBLn2			SBT		
Capacity (veh/h)	-	-	902	-	-	-
HCM Lane V/C Ratio	-	-	0.039	-	-	-
HCM Control Delay (s)	-	0	9.2	-	-	-
HCM Lane LOS	-	A	A	-	-	-
HCM 95th %tile Q(veh)	-	-	0.1	-	-	-

7: S John King Boulevard & Fallbrook Drive/Site Driveway 5
5360-22.341

Build
Timing Plan: PM

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	5	0	9	82	0	0	8	227	51	0	215	8
Future Vol, veh/h	5	0	9	82	0	0	8	227	51	0	215	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	10	137	0	0	9	247	85	0	234	9

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	381	589	122	425	551	166	243	0	0	332	0	0
Stage 1	239	239	-	308	308	-	-	-	-	-	-	-
Stage 2	142	350	-	117	243	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	552	419	906	513	441	849	1320	-	-	1224	-	-
Stage 1	743	706	-	677	659	-	-	-	-	-	-	-
Stage 2	846	631	-	875	703	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	549	416	906	504	437	849	1320	-	-	1224	-	-
Mov Cap-2 Maneuver	549	416	-	504	437	-	-	-	-	-	-	-
Stage 1	737	706	-	672	654	-	-	-	-	-	-	-
Stage 2	839	626	-	866	703	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	14.8	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1320	-	-	735	504	-	1224	-	-
HCM Lane V/C Ratio	0.007	-	-	0.021	0.271	-	-	-	-
HCM Control Delay (s)	7.7	-	-	10	14.8	0	0	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	-	0	-	-



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Ryan Miller, Director of Planning and Zoning

DATE: July 5, 2022

SUBJECT: MIS2022-011; VARIANCE REQUEST TO THE UTILITY STANDARDS
ALONG CORPORATE CROSSING AND SH-276

Attachments

Memorandum
Development Application
Location Map
Applicant's Letter
Site Plan

Summary/Background Information

Discuss and consider a request by Matt Wavering of the Rockwall Economic Development Corporation (REDC) for the approval of a *Miscellaneous Request* for a *Variance* to the *Utility Placement* requirements in the *General Overlay District Standards* to allow overhead utilities along [1] a portion of SH-276 between John King Boulevard and Rochelle Road and [2] a portion of Corporate Crossing [FM-549] between the IH-30 Frontage Road and SH-276, City of Rockwall, Rockwall County, Texas, being right-of-way, and take any action necessary.

Action Needed

The City Council is being asked to approve, approve with conditions, or deny the proposed variance request.



CITY OF ROCKWALL

CITY COUNCIL MEMORANDUM

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Mayor and City Council

CC: Mary Smith, *City Manager*
Joey Boyd, *Assistant City Manager*

FROM: Ryan Miller, *Director of Planning and Zoning*

DATE: July 5, 2022

SUBJECT: MIS2022-011; *Variance Request to the Utility Standards Along Corporate Crossing and SH-276*

On June 17, 2022, the applicant -- *Matt Wavering of the Rockwall Economic Development Corporation* -- submitted a development application requesting a variance to allow overhead powerlines to remain along Corporate Crossing and SH-276. According to the applicant's letter "(t)he REDC has four [4] projects and two [2] regional detention ponds in the development pipeline that will be impacted by these existing OH [overhead] utilities [i.e. *the powerlines located adjacent to Corporate Crossing and SH-276*]." Under the City's requirements each of these projects would be required to underground the powerlines at the time of development. This requirement is stipulated in several sections of the Unified Development Code (UDC) and Municipal Code of Ordinances. Specifically, the sections relevant to these projects are as follows:

- ☑ Subsection 06.02, *General Overlay District Standards*, of Article 05, *District Development Standards*, of the UDC:

H. Utility Placement. All overhead utilities within any overlay district shall be placed underground.

- ☑ Section 03.03, *Utility Distribution Lines*, of Article 04, *Permissible Uses*, of the UDC:

All utility distribution lines shall be placed underground. Utility distribution lines placed above-ground shall require special approval of the City Council based upon a recommendation of the Planning and Zoning Commission.

- ☑ Section 38-15, *Miscellaneous Requirements*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances:

(e) Underground utilities. All power and telephone service shall be underground. No overhead service will be allowed without special permission being given by the city council.

The applicant's letter goes on to state, that "(m)any utility companies are experiencing material and labor shortages which are driving up costs and extending project timelines ... [and] (r)ather than burdening each individual project with the costs and delays associated with the utility undergrounding, the REDC plans to coordinate a more efficient regional effort to take on the costs of undergrounding these utilities at one [1] time." In addition, the REDC plans to coordinate with third-party property owners along Corporate Crossing and SH-276 to allow these properties to participate in the project. This will significantly reduce the costs associated with undergrounding utilities on these properties. In order to achieve this goal, the REDC is requesting that a variance be granted allowing the overhead powerlines to remain in place for a period of five (5) years from the approval of the variance (*i.e. July 5, 2027*). This will allow the REDC time to coordinate this project with ONCOR and third-party property owners, and to allow supply chains and labor shortages to resolve.

According to Section 09.02, *Variances to the General Overlay District Standards*, of Article 11, *Development Applications and Review Procedures*, of the Unified Development Code (UDC), "...an applicant may request the Planning and Zoning Commission grant a variance to any provision contained in Section 06.02, *General Overlay District Standards*, of Article 05, *District Development Standards*, where unique or extraordinary conditions exist or where strict adherence to the technical requirements of this section would create an undue hardship." In addition, the Unified Development Code (UDC) also tasks the City Council with approving a variance to *Undergrounding Utility Distribution Lines* pending a recommendation from the Planning and Zoning Commission. On June 28, 2022, the Planning and Zoning Commission approved a motion to recommend approval of the applicant's request by a vote of 7-0. Staff should point out that this appears to have benefits to all

property owners along these roadways; however, variances to the unground utility requirements are discretionary decisions that are considered on a *case-by-case basis* by the City Council.

In the attached packet staff has included a map showing the project scope and the applicant's letter. Should the City Council have any questions, staff and a representative for the applicant will be available at the July 5, 2022 City Council meeting.



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO. _____

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING: _____

CITY ENGINEER: _____

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:

- ☐ MASTER PLAT (\$100.00 + \$15.00 ACRE) ¹
- ☐ PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE) ¹
- ☐ FINAL PLAT (\$300.00 + \$20.00 ACRE) ¹
- ☐ REPLAT (\$300.00 + \$20.00 ACRE) ¹
- ☐ AMENDING OR MINOR PLAT (\$150.00)
- ☐ PLAT REINSTATEMENT REQUEST (\$100.00)

SITE PLAN APPLICATION FEES:

- ☐ SITE PLAN (\$250.00 + \$20.00 ACRE) ¹
- ☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)

ZONING APPLICATION FEES:

- ☐ ZONING CHANGE (\$200.00 + \$15.00 ACRE) ¹
- ☐ SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE) ^{1 & 2}
- ☐ PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE) ¹

OTHER APPLICATION FEES:

- ☐ TREE REMOVAL (\$75.00)
- ☒ VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00) ²

NOTES:

¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.

²: A \$1,000.00 FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS State Highway 276 and Corporate Crossing

SUBDIVISION Rockwall Technology Park

LOT _____

BLOCK _____

GENERAL LOCATION North side of SH-276, East side of Corporate Crossing

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING Light Industrial

CURRENT USE Unimproved

PROPOSED ZONING _____

PROPOSED USE Light Industrial

ACREAGE _____

LOTS [CURRENT] _____

LOTS [PROPOSED] _____

- ☐ **SITE PLANS AND PLATS:** BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

☒ OWNER Rockwall Economic Development Corporation ☐ APPLICANT same

CONTACT PERSON Matt Wavering

CONTACT PERSON _____

ADDRESS 2610 Observation Trl, Suite 104

ADDRESS _____

CITY, STATE & ZIP Rockwall, TX 75032

CITY, STATE & ZIP _____

PHONE 972-772-0025

PHONE _____

E-MAIL mwavering@rockwalledc.com

E-MAIL _____

NOTARY VERIFICATION [REQUIRED]

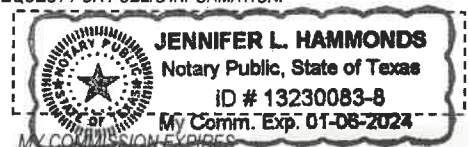
BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED Matt Wavering [OWNER] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

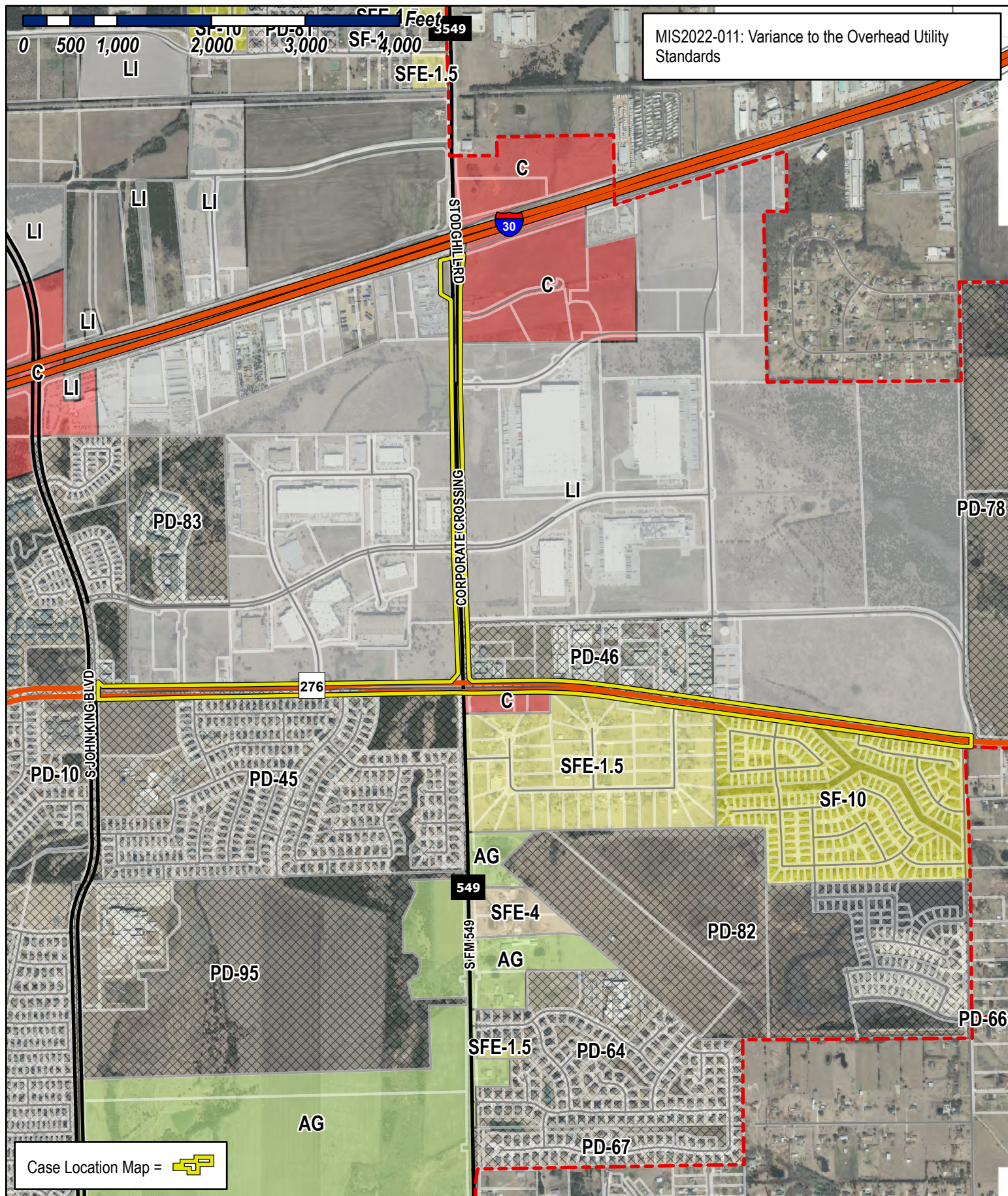
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF \$ _____ TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE _____ DAY OF _____, 20____. BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 14th DAY OF June, 2022

OWNER'S SIGNATURE Matt Wavering

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS Jennifer L. Hammonds





City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75032
(P): (972) 771-7745
(W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.





June 17, 2022

Mr. Ryan Miller
Planning Director
City of Rockwall
385 S. Goliad
Rockwall, TX 75087

Re: Overhead Utility Variance – Rockwall Technology Park

Mr. Miller:

The Rockwall Economic Development Corporation (REDC) is the developer of the Rockwall Technology Park, and owns eight light industrial lots impacted by existing overhead (OH) utility lines on Corporate Crossing and State Highway 276. The attached aerial map shows the OH utilities in red and the impacted lots owned by the REDC in gold. The utility poles are owned by Oncor Electric Delivery and support major feeders for the company. Additional franchise utility providers also lease space on Oncor's utility poles.

The REDC has four projects and two regional detention ponds in the development pipeline that will be impacted by these existing OH utilities. Each project is required to contract with the franchise utility companies and pay for the cost to underground those utility lines at the time of lot development, per City of Rockwall ordinance. Many utility companies are experiencing material and labor shortages which are driving up costs and extending project timelines. Rather than burdening each individual project with the costs and delays associated with utility undergrounding, the REDC plans to coordinate a more efficient regional effort to take on the costs of undergrounding these utilities at one time.

The REDC requests a variance to the City of Rockwall's ordinance to allow the REDC the time necessary to coordinate with the utility companies. Specifically, the variance request is for a period of five years. The REDC plans to underground all OH utilities impacting lots in the Rockwall Technology Park, including the undeveloped lots and the lots currently scheduled for development. Additionally, the REDC will cooperate with third party property owners with adjacent land who wish to benefit from the cost-savings associated with a single utility relocation project. The extended time frame will allow the REDC time to coordinate the regional project and complete the undergrounding in the most cost-effective manner.

We respectfully ask that the Planning & Zoning Commission and the Rockwall City Council consider approval of our variance request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Wavering', with a stylized, flowing script.

Matt Wavering
Director of Project Development

attachment



Project Diamond

Project Cocoa Charlie

Project Bullseye

Regional Detention
Camp

Regional Detention

Corporate Crossing

State Highway 276

361



MEMORANDUM

TO: Mary Smith, City Manager

CC: Honorable Mayor and City Council

FROM: Kristy Teague, City Secretary/Asst. to the City Manager

DATE: July 5, 2022

SUBJECT: **BOARDS & COMMISSIONS (RE)APPTS.**

Attachments

Haydon Frasier App
Phillip Craddock App
Kevin Lefere App

Summary/Background Information

Beverly Bowlin will be 'terming out' on the city's Historic Preservation Advisory Board in August of this year (next month). Councilmember Macalik would like the Council to consider filling her vacant seat with applicant, Haydon Frasier. His application is included in the packet for your review. This would be a two year appointment that would expire in August of 2024.

Regarding the Architectural Review Board, two board members have recently resigned - Bob Wacker and Quit Avenetti. Councilman Daniels would like the Council to consider two, new applicants to fill these vacant seats - Phillip Craddock and Kevin Lefere. Their applications are in the packet for your review. Both of these new appointees, if approved by Council, would begin serving on the ARB immediately and will have terms that will run thru August of 2024.

In addition, there are several boards/commissions that have board member terms expiring next month in August. Council, as a whole, is asked to consider taking action on those term expirations soon (reappointing anyone who's eligible to be reappointed). If Council has any questions on those details, I am available to discuss.

Action Needed

see above

From: mail@rockwall.com
To: [Delaney, Margaret](#); [Teague, Kristy](#)
Subject: Re: Boards & Commissions - Michael Haydon Frasier
Date: Thursday, June 30, 2022 11:00:26 AM



Boards & Commissions

NAME & ADDRESS

Michael Haydon Frasier

[REDACTED] Rockwall, TX 75087

VOTER REGISTRATION

Registered Voter: Yes

Voter Registration Number: 1042843863

PHONE NUMBER & EMAIL

Phone: [REDACTED] **Email:** [REDACTED]

PERSONAL DETAILS

My name is Haydon Frasier, I was born and raised in Rockwall, TX. I am a RHS Alumni and currently live in Old Town with my wife who is also a RHS Alumni and raised in Rockwall, TX. We have 2 children, a daughter who is RHS Alumni and graduating from Texas Tech in Aug 2022 and our son is 14. I am employed by our family business, Rockwall Marine as a company Manager where I have been employed for over 20 years. As a resident of Rockwall and a home owner of the Old Town neighborhood, I believe I would add significant value to this Board and our Old Town neighbors. I've been through this Board with my own home renovations and additions. Adding value and keeping the beauty of Old Town and our Historic District is important to me. We have lived at our medium contributing home since 2014.

BOARDS & COMMISSIONS

Interested in Special Committee or Projects? Yes

ART COMMISSION

MAIN STREET BOARD

You can [edit this submission](#) and [view all your submissions](#) easily.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: mail@rockwall.com
To: [Delaney, Margaret](#); [Cole, Kristy](#)
Subject: Re: Boards & Commissions - PHILLIP CRADDOCK
Date: Monday, January 3, 2022 9:19:13 AM



Boards & Commissions

NAME & ADDRESS

PHILLIP CRADDOCK

Rockwall, TX 75087

VOTER REGISTRATION

Registered Voter: Yes

Voter Registration Number: 1143330099

PHONE NUMBER & EMAIL

Phone: [REDACTED] **Email:** phillip@craddockarchitecture.com

PERSONAL DETAILS

I am a Registered Architect and Realtor, with my local firm since 2014, I previously served on the ARB, but moved to Fate for a little while. Now that I am back in Rockwall I would like to be back on the ARB.

BOARDS & COMMISSIONS

Interested in Special Committee or Projects? Yes

Architectural Review Board (ARB)

Planning & Zoning Commission (P&Z)

ART COMMISSION

I am an Interested Citizen

MAIN STREET BOARD

None of these

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From: mail@rockwall.com
To: [Delaney, Margaret](#); [Teague, Kristy](#)
Subject: Re: Boards & Commissions - Kevin Lefere
Date: Thursday, June 23, 2022 3:58:09 PM



Boards & Commissions

NAME & ADDRESS

Kevin Lefere

[REDACTED] Rockwall, TX 75087

VOTER REGISTRATION

Registered Voter: Yes

Voter Registration Number: 1158446668

PHONE NUMBER & EMAIL

Phone: [REDACTED] **Email:** [REDACTED]

PERSONAL DETAILS

I've owned a business in downtown Rockwall for the past 15 years. Served as the VP of the Downtown Rockwall Association for 12 years. I have 3 children that go to Dobbs Elementary. I have a real estate license and own/manage a handful of commercial properties here in Rockwall.

BOARDS & COMMISSIONS

Interested in Special Committee or Projects? Yes

ART COMMISSION

MAIN STREET BOARD

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City of Rockwall
The New Horizon

Building Inspections Department Monthly Report

May 2022

Permits

Total Permits Issued:	379
Building Permits:	27
Contractor Permits:	352

Total Commercial Permit Values:	\$28,980,805.00
Building Permits:	\$23,835,032.00
Contractor Permits:	\$5,145,773.00

Total Fees Collected:	\$518,725.96
Building Permits:	\$464,479.35
Contractor Permits:	\$54,246.61

Board of Adjustment

Board of Adjustment Cases:	0
-----------------------------------	----------

6/6/2022
8:30:49AM

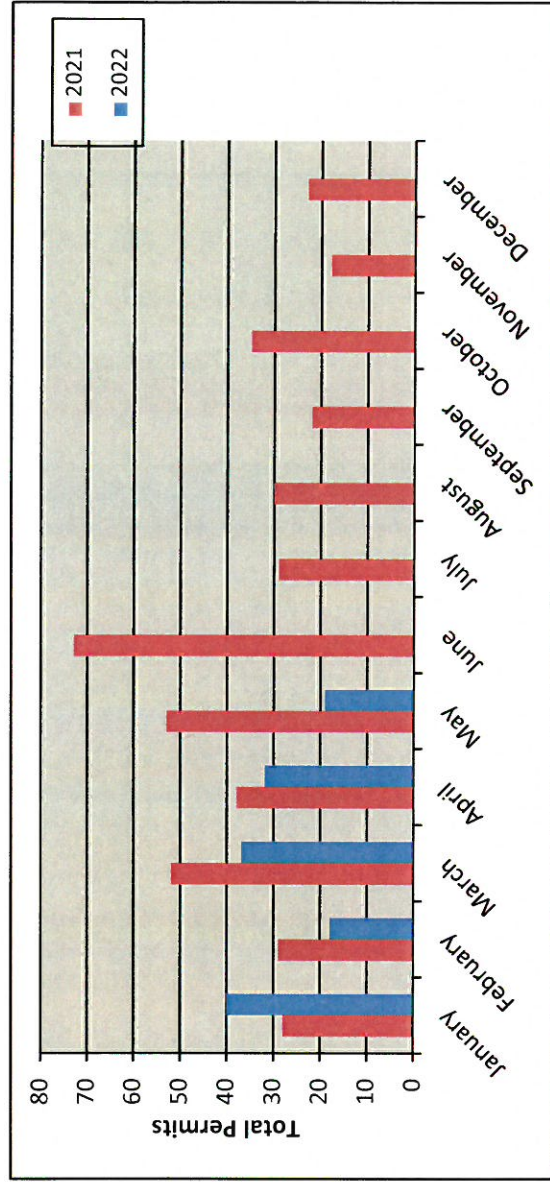
City of Rockwall
PERMITS ISSUED - Summary by Type and Subtype
For the Period 5/1/2022 to 5/31/2022

Type/Subtype	# of Permits Issued	Valuation of Work	Fees Charged
Commercial Building Permit	37	\$28,980,805.00	\$361,553.30
Addition	1	3,435,032.00	\$15,345.06
Cell Tower Permit	2	47,000.00	\$750.93
Certificate of Occupancy	3		\$228.00
Demolition	1		\$51.00
Electrical Permit	7	22,102.00	\$778.06
Fence Permit	1		\$51.00
Mechanical Permit	1	160,000.00	\$1,368.07
New Construction	2	20,400,000.00	\$321,705.86
Plumbing Permit	2	10,400.00	\$264.70
Remodel	6	4,005,500.00	\$19,990.62
Roofing Permit	3	887,671.00	\$229.50
Sign Permit	4	13,100.00	\$382.50
Temporary Construction Trailer	4		\$408.00
Residential Building Permit	342		\$157,172.66
Accessory Building Permit	4		\$861.29
Addition	1		\$1,270.23
Concrete Permit	4		\$291.54
Deck Permit	1		\$51.00
Demolition - Pool	1		\$51.00
Driveway Permit	2		\$316.20
Electrical Permit	14		\$1,887.00
Fence Permit	22		\$1,121.00
Irrigation Permit	34		\$2,596.50
Mechanical Permit	26		\$3,002.50
New Single Family Residential	19		\$125,296.91
Outdoor Kitchen Permit	1		\$125.00
Patio Cover/Pergola	12		\$1,186.25
Plumbing Permit	34		\$2,701.50
Pool	16		\$2,484.00
Remodel	1		\$127.50
Retaining Wall Permit	1		\$51.00
Roofing Permit	132		\$10,000.50
Solar Panel Permit	7		\$3,243.74
Window & Door Permit	10		\$508.00
Totals:	379		\$518,725.96

New Residential Permits

Calendar Year

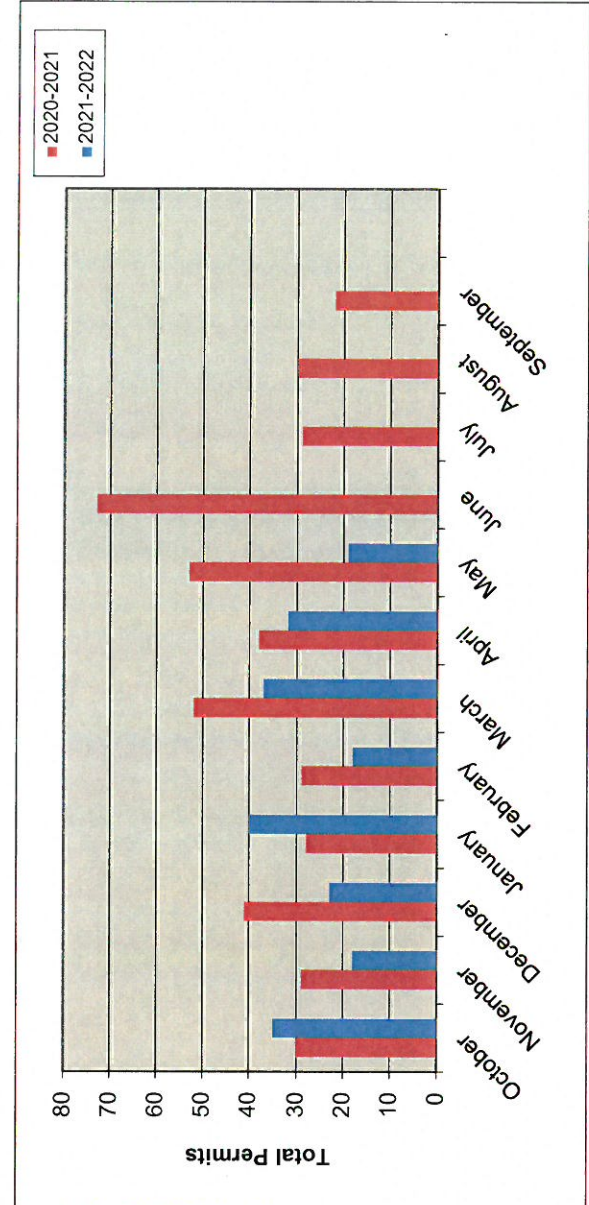
	Year	
	2021	2022
January	28	40
February	29	18
March	52	37
April	38	32
May	53	19
June	73	
July	29	
August	30	
September	22	
October	35	
November	18	
December	23	
Totals	430	146



New Residential Permits

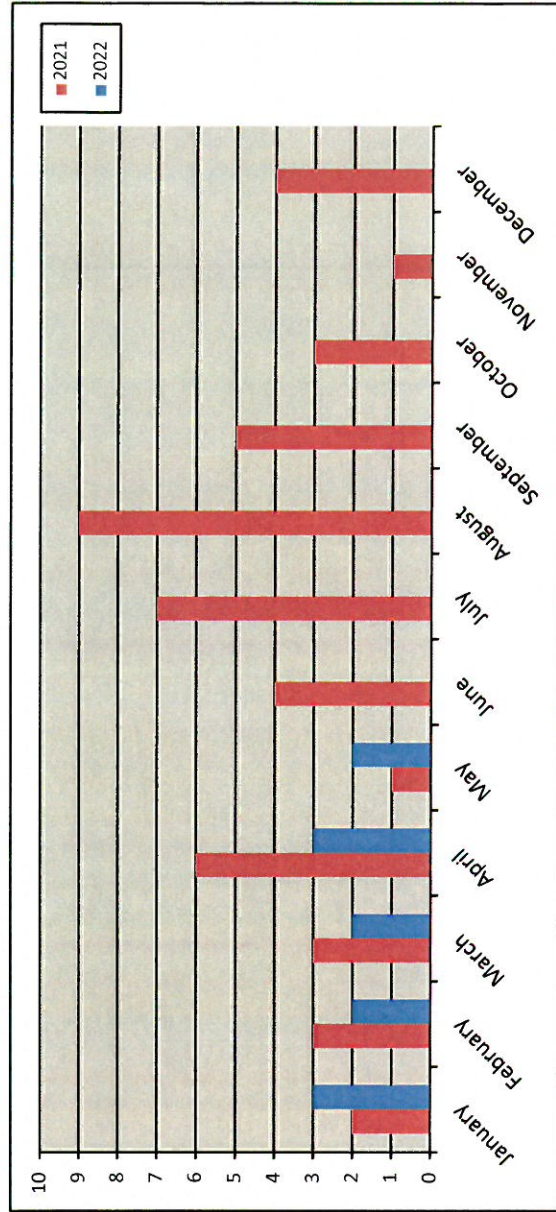
Fiscal Year

	Year	
	2020-2021	2021-2022
October	30	35
November	29	18
December	41	23
January	28	40
February	29	18
March	52	37
April	38	32
May	53	19
June	73	
July	29	
August	30	
September	22	
Totals	454	222



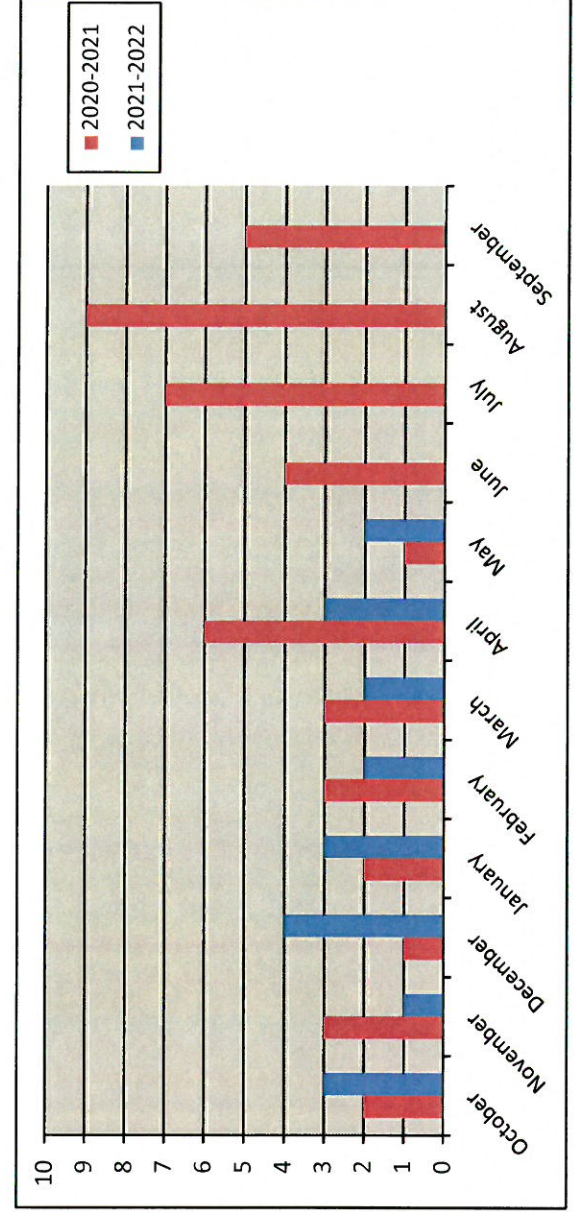
Residential Remodel Permits Calendar Year

Year		
	2021	2022
January	2	3
February	3	2
March	3	2
April	6	3
May	1	2
June	4	
July	7	
August	9	
September	5	
October	3	
November	1	
December	4	
Totals	48	12



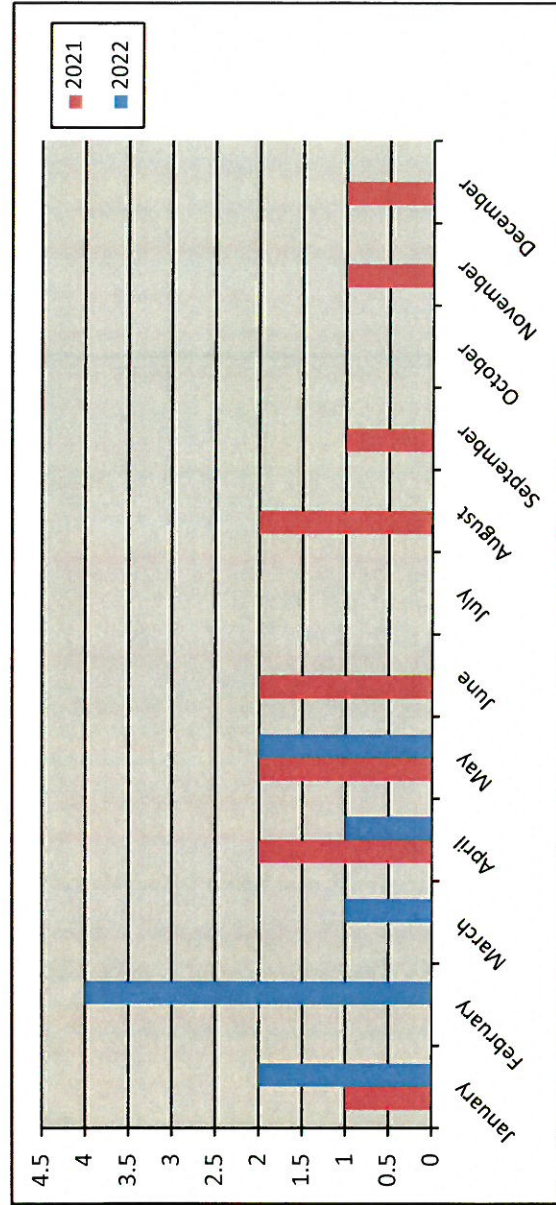
Residential Remodel Permits Fiscal Year

Year		
	2020-2021	2021-2022
October	2	3
November	3	1
December	1	4
January	2	3
February	3	2
March	3	2
April	6	3
May	1	2
June	4	
July	7	
August	9	
September	5	
Totals	46	20



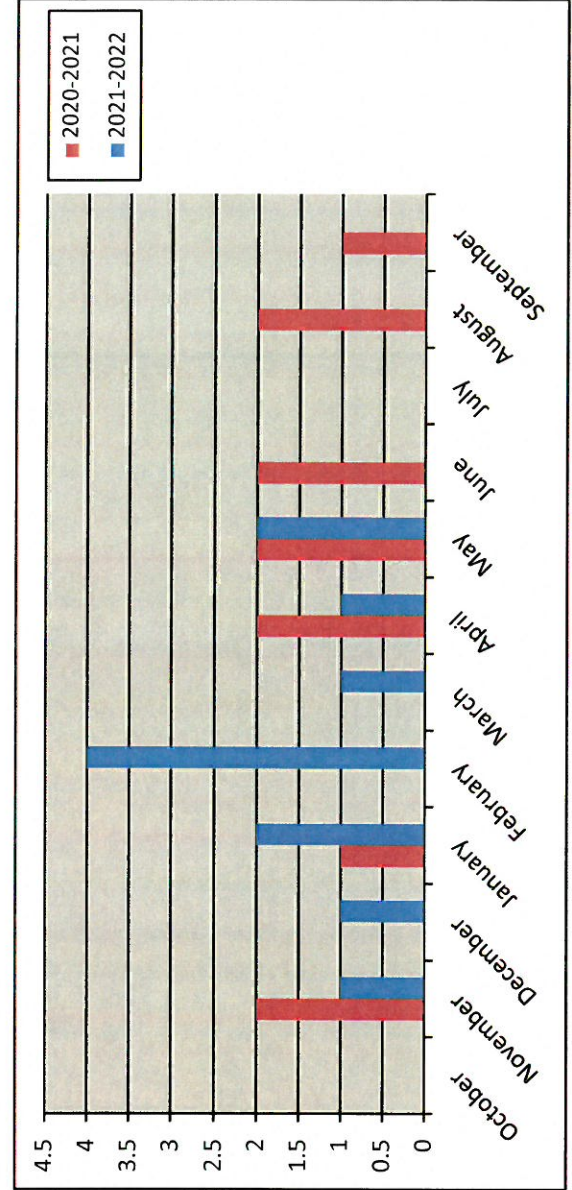
New Commercial Permits Calendar Year

Year		
	2021	2022
January	1	2
February	0	4
March	0	1
April	2	1
May	2	2
June	2	
July	0	
August	2	
September	1	
October	0	
November	1	
December	1	
Totals	12	10



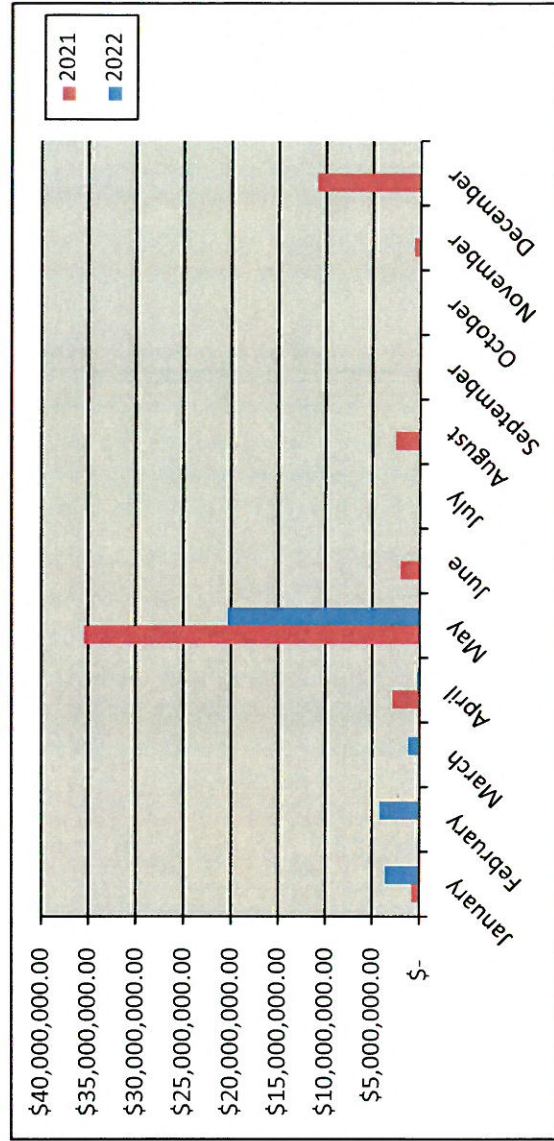
New Commercial Permits Fiscal Year

Year		
	2020-2021	2021-2022
October	0	0
November	2	1
December	0	1
January	1	2
February	0	4
March	0	1
April	2	1
May	2	2
June	2	
July	0	
August	2	
September	1	
Totals	12	12



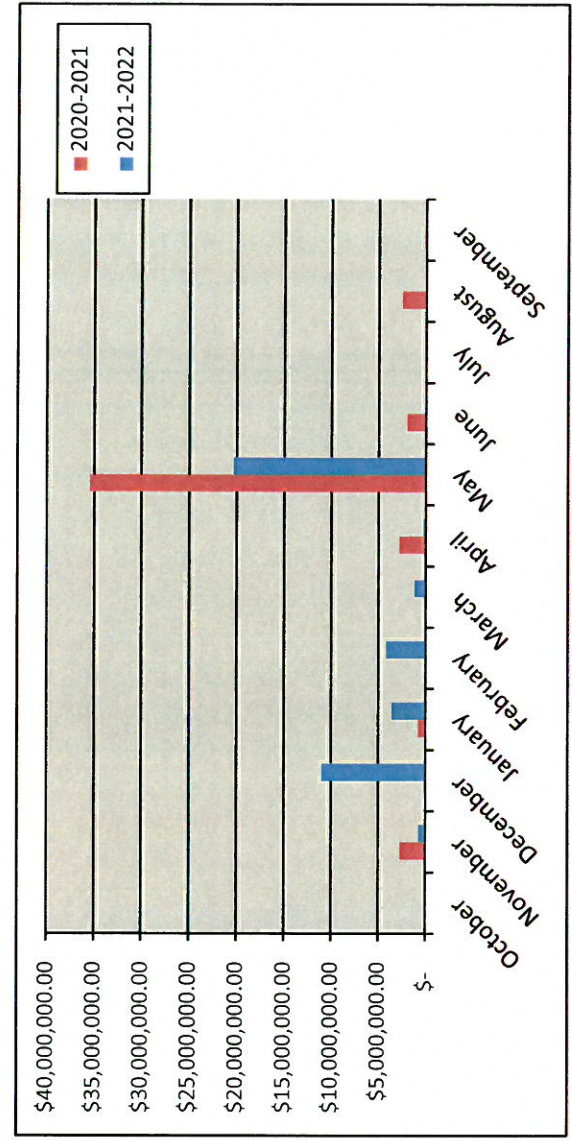
New Commercial Value Calendar Year

Year		
	2021	2022
January	\$ 885,000.00	\$ 3,625,000.00
February	\$ -	\$ 4,186,300.00
March	\$ -	\$ 1,200,000.00
April	\$ 2,900,000.00	\$ 250,000.00
May	\$ 35,500,000.00	\$ 20,400,000.00
June	\$ 2,080,000.00	
July	\$ -	
August	\$ 2,650,000.00	
September	\$ 286,200.00	
October	\$ -	
November	\$ 750,000.00	
December	\$ 11,000,000.00	
Totals	\$ 56,051,200.00	\$ 29,661,300.00



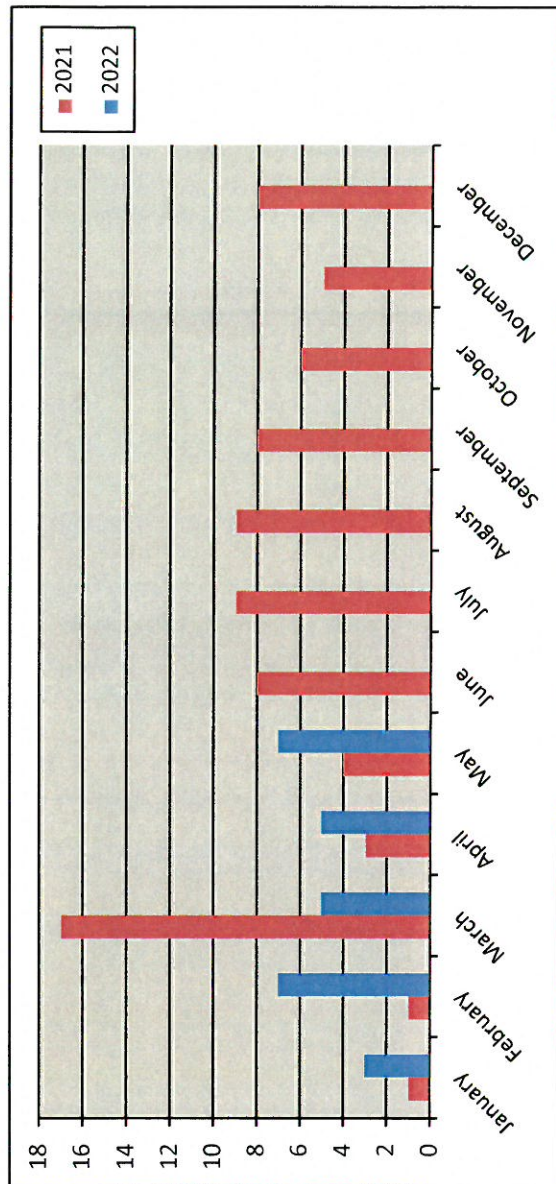
New Commercial Value Fiscal Year

Year		
	2020-2021	2021-2022
October	\$ -	\$ -
November	\$ 2,800,000.00	\$ 750,000.00
December	\$ -	\$ 11,000,000.00
January	\$ 885,000.00	\$ 3,625,000.00
February	\$ -	\$ 4,186,300.00
March	\$ -	\$ 1,200,000.00
April	\$ 2,900,000.00	\$ 250,000.00
May	\$ 35,500,000.00	\$ 20,400,000.00
June	\$ 2,080,000.00	
July	\$ -	
August	\$ 2,650,000.00	
September	\$ 286,200.00	
Totals	\$ 47,101,200.00	\$ 41,411,300.00



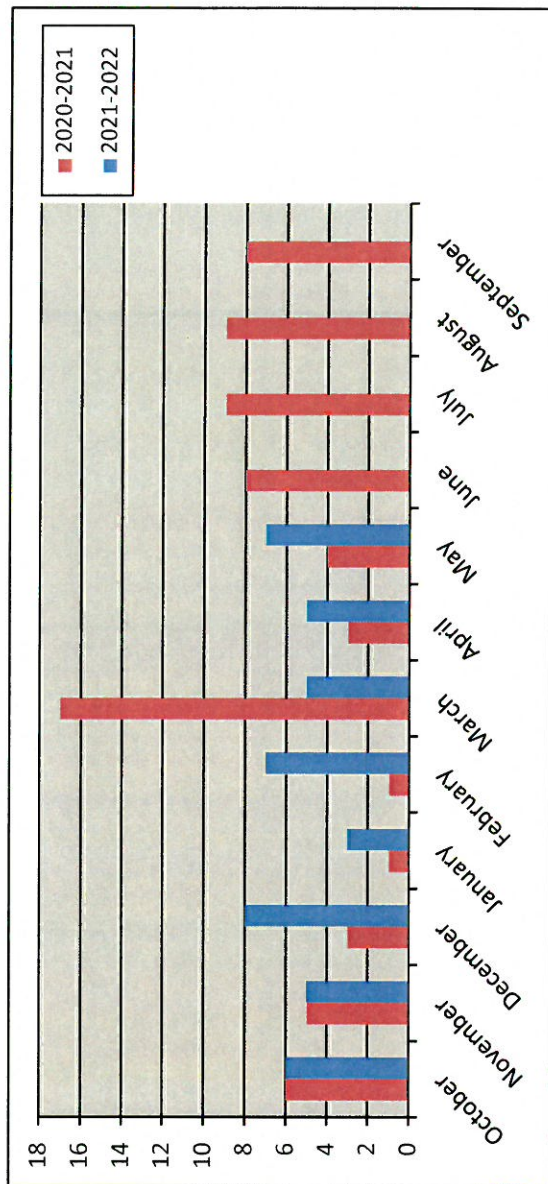
Commercial Remodel Permits Calendar Year

	Year	
	2021	2022
January	1	3
February	1	7
March	17	5
April	3	5
May	4	7
June	8	
July	9	
August	9	
September	8	
October	6	
November	5	
December	8	
Totals	79	27



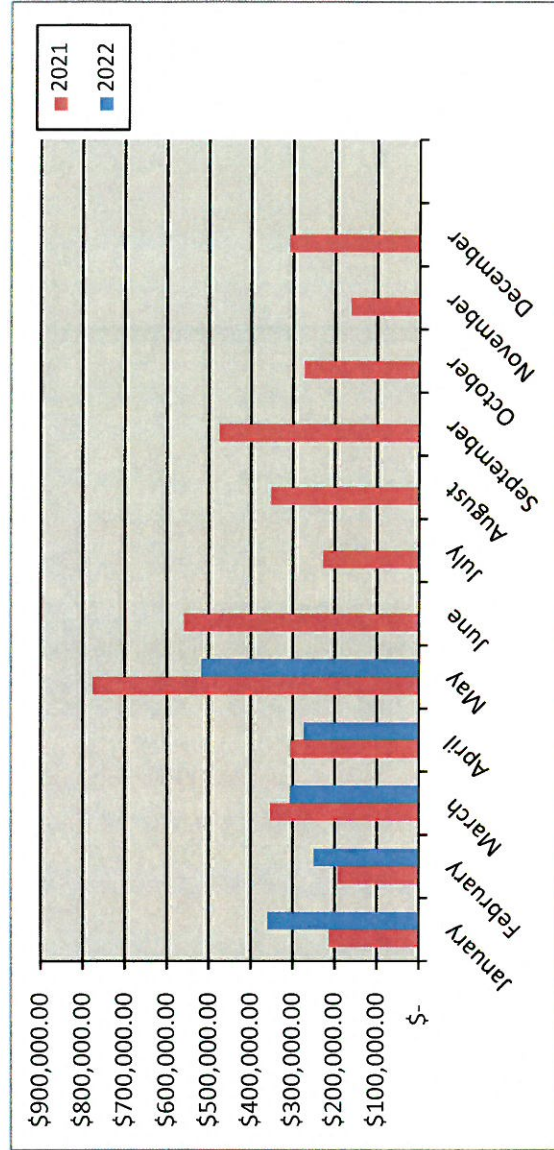
Commercial Remodel Permits Fiscal Year

	Year	
	2020-2021	2021-2022
October	6	6
November	5	5
December	3	8
January	1	3
February	1	7
March	17	5
April	3	5
May	4	7
June	8	
July	9	
August	9	
September	8	
Totals	74	46



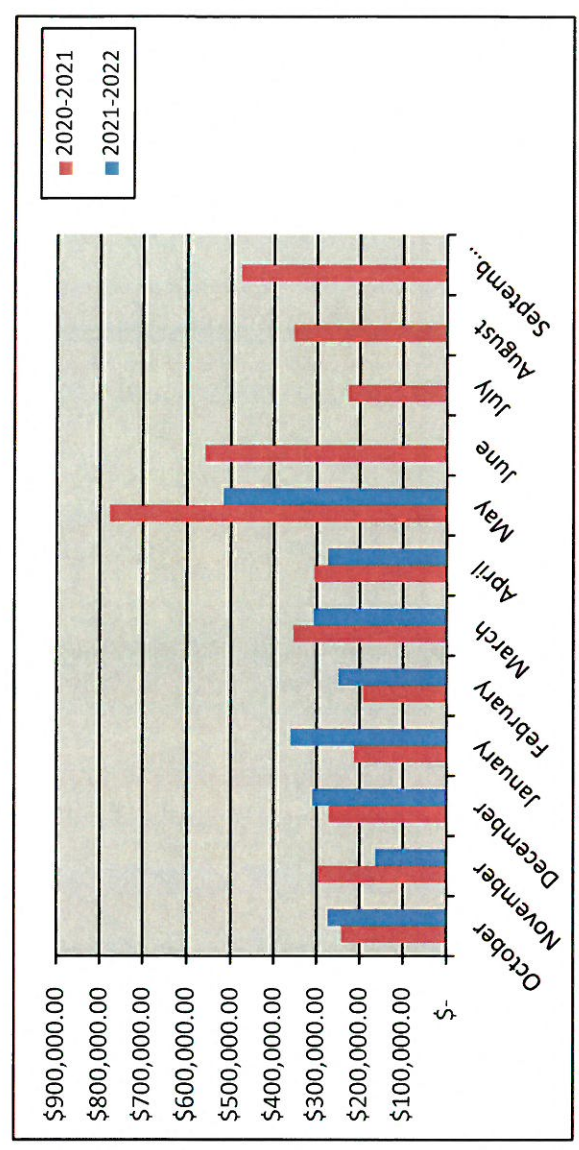
Total Fees Collected Calendar Year

Year		
	2021	2022
January	\$ 214,263.11	\$ 361,270.18
February	\$ 193,245.03	\$ 250,094.89
March	\$ 354,901.19	\$ 307,866.69
April	\$ 306,654.35	\$ 274,768.54
May	\$ 778,422.17	\$ 518,725.96
June	\$ 561,245.38	
July	\$ 228,777.52	
August	\$ 353,601.69	
September	\$ 476,935.40	
October	\$ 273,670.22	
November	\$ 163,206.06	
December	\$ 310,002.73	
Totals	\$ 4,214,924.85	\$ 1,712,726.26



Total Fees Collected Fiscal Year

Year		
	2020-2021	2021-2022
October	\$ 242,859.42	\$ 273,670.22
November	\$ 296,217.55	\$ 163,206.06
December	\$ 272,486.48	\$ 310,002.73
January	\$ 214,263.11	\$ 361,270.18
February	\$ 193,245.03	\$ 250,094.89
March	\$ 354,901.19	\$ 307,866.69
April	\$ 306,654.35	\$ 274,768.54
May	\$ 778,422.17	\$ 518,725.96
June	\$ 561,245.38	
July	\$ 228,777.52	
August	\$ 353,601.69	
September	\$ 476,935.40	
Totals	\$ 4,279,609.29	\$ 2,459,605.27



6/6/2022

City of Rockwall

Page 1

11:30:36AM

PERMITS ISSUED

For the Period 5/1/2022 to 5/31/2022

Permit Number	Permit Type	Site Address				
Application Date	Subtype	Parcel Number			Total Fees	
Issue Date	Status of Permit	Subdivision Name			Total SQFT	Fees Paid
		Plan Number	Valuation			
COM2021-1916	Commercial Building Permit					
04/21/2021	Certificate of Occupancy	2055 Kristy Ln, Rockwall,			\$76.50	\$75.00
05/20/2022	ISSUED	TX 75032			22,656.00	
Contact Type	Contact Name	Contact Address				
Business Owner	Bacon Properties	295 Ranch Trail	Rockwall	TX	75032	
Property Owner	Bacon Properties	295 Ranch Trail	Rockwall	TX	75032	
Contractors						
COM2021-6841	Commercial Building Permit					
12/08/2021	Certificate of Occupancy	908 E INTERSTATE 30,			\$76.50	\$76.50
05/27/2022	ISSUED	ROCKWALL, 75087			79,127.00	
Contact Type	Contact Name	Contact Address				
Business Owner	TOM KIRKLAND	908 INTERSTATE 30	Rockwall	TX	75087	
Property Owner	TOM KIRKLAND	908 INTERSTATE 30	Rockwall	TX	75087	
Contractors						
COM2022-2567	Commercial Building Permit					
05/04/2022	Certificate of Occupancy	615 & 625 NATIONAL DR,			\$76.50	\$76.50
05/17/2022	ISSUED	ROCKWALL, 75032			4,500.00	
Contact Type	Contact Name	Contact Address				
Business Owner	SHAWN JORDAN	615 NATIONAL DR.	Rockwall	TX	75032	
Property Owner	ANNETTE POWERS	PO BOX 850	Rockwall	TX	75087	
Contractors						

3

Total Valuation:

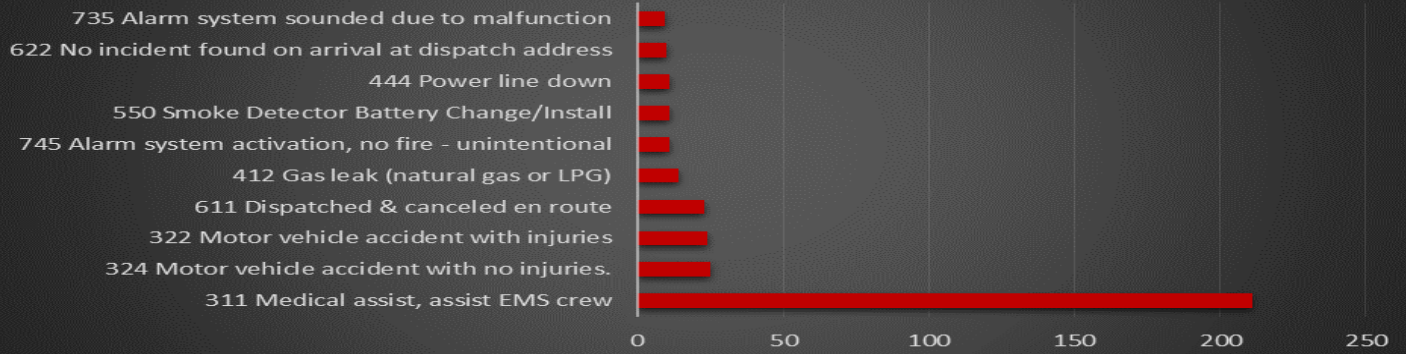
Total Fees: \$229.50

Total Fees Paid: \$228.00



May 2022 Monthly Report

Top 10 NFIRS Call Types



All Calls By NFIRS Call Type



Incident Count

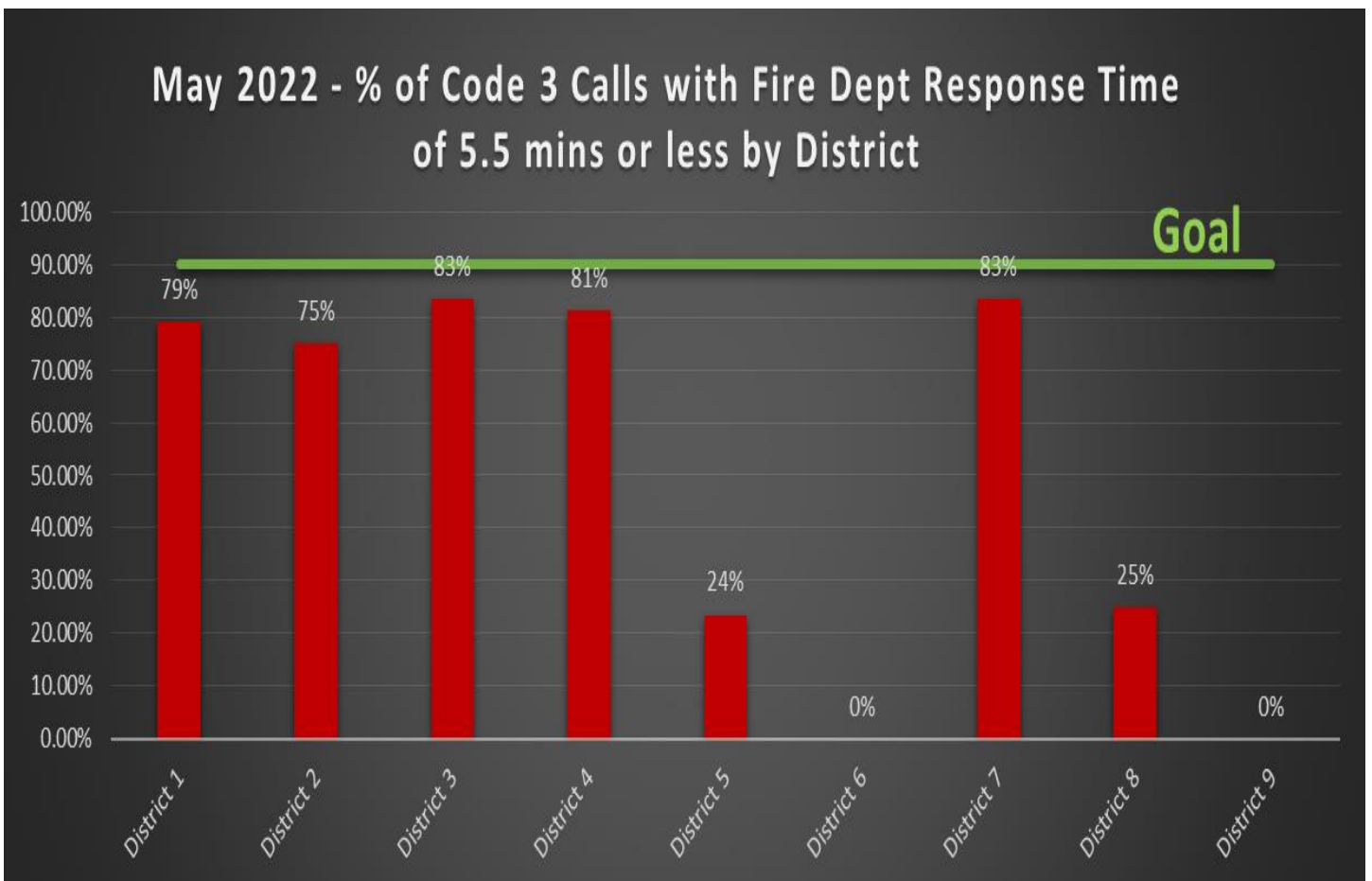
111 Building fire	4
113 Cooking fire, confined to container	2
131 Passenger vehicle fire (cars, pickups, SUV's)	2
132 Road freight or transport vehicle fire (Commercial Vehicles)	1
137 Camper or recreational vehicle (RV) fire	1
143 Grass fire	1
150 OTHER Outside rubbish fire	1
151 Outside rubbish, trash or waste fire	1
251 Excessive heat, scorch burns with no ignition	1
311 Medical assist, assist EMS crew	211
322 Motor vehicle accident with injuries	24
323 Motor vehicle/pedestrian accident (MV Ped)	1
324 Motor vehicle accident with no injuries.	25
342 Search for person in water	1
352 Extrication of victim(s) from vehicle	1
353 Removal of victim(s) from stalled elevator	1
365 Watercraft rescue	2
412 Gas leak (natural gas or LPG)	14
444 Power line down	11
445 Arcing, shorted electrical equipment	1
461 Building or structure weakened or collapsed	1
511 Lock-out	1
512 Ring or jewelry removal	1
522 Water or steam leak	4
531 Smoke or odor removal	1
550 Public service assistance, other	1
550 Smoke Detector Battery Change/Install	11
553 Public service	3
554 Assist invalid	1
561 Unauthorized burning	1
611 Dispatched & canceled en route	23
622 No incident found on arrival at dispatch address	10
651 Smoke scare, odor of smoke	3
671 HazMat release investigation w/no HazMat	1
700 False alarm or false call, other	4
730 System malfunction, other	4
733 Smoke detector activation due to malfunction	5
735 Alarm system sounded due to malfunction	9
736 CO detector activation due to malfunction	1
741 Sprinkler activation, no fire - unintentional	1
743 Smoke detector activation, no fire - unintentional	4
744 Detector activation, no fire - unintentional	2
745 Alarm system activation, no fire - unintentional	11

Grand Total

409

May 2022 Dispatch to Arrival Analysis

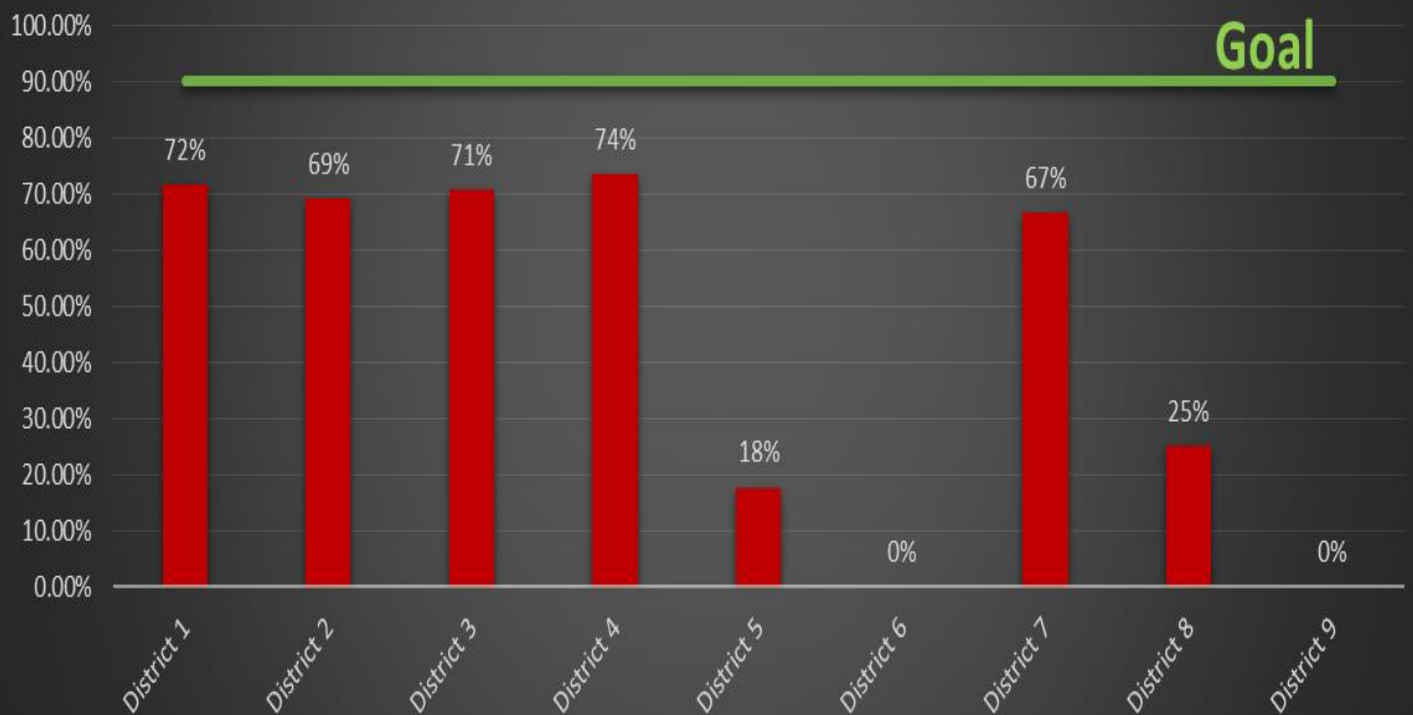
District	Total Number of Calls	Percent of Runs per District	Number of Calls in 5.5 mins or Less	Average FD Response Time Minutes	% in 5.5 min or less	Goal of 90%
District 1	95	31%	75	0:04:27	79%	90%
District 2	104	34%	78	0:04:58	75%	90%
District 3	24	8%	20	0:04:40	83%	90%
District 4	53	17%	43	0:05:06	81%	90%
District 5	17	6%	4	0:08:12	24%	90%
District 6	2	1%	0	0:06:16	0%	90%
District 7	6	2%	5	0:04:34	83%	90%
District 8	4	1%	1	0:06:02	25%	90%
District 9	1	0%	0	0:09:12	0%	90%
Department	306	100%	226	0:05:01	74%	90%



May 2022 Travel Times by District

District	Total Number of Calls	Percent of Runs per District	Number of Calls in 4 or Less	Average Travel Time Minutes	% in 4 min or less	Goal of 90%
District 1	95	31%	68	0:03:26	72%	90%
District 2	104	34%	72	0:03:58	69%	90%
District 3	24	8%	17	0:03:44	71%	90%
District 4	53	17%	39	0:04:06	74%	90%
District 5	17	6%	3	0:06:54	18%	90%
District 6	2	1%	0	0:04:57	0%	90%
District 7	6	2%	4	0:03:35	67%	90%
District 8	4	1%	1	0:04:46	25%	90%
District 9	1	0%	0	0:08:05	0%	90%
Department	306	100%	204	0:03:59	67%	90%

May 2022 - % of Code 3 Calls with Travel Time of 4 mins or less by District





Total Dollar Losses

May 2022



City of Rockwall
The New Horizon

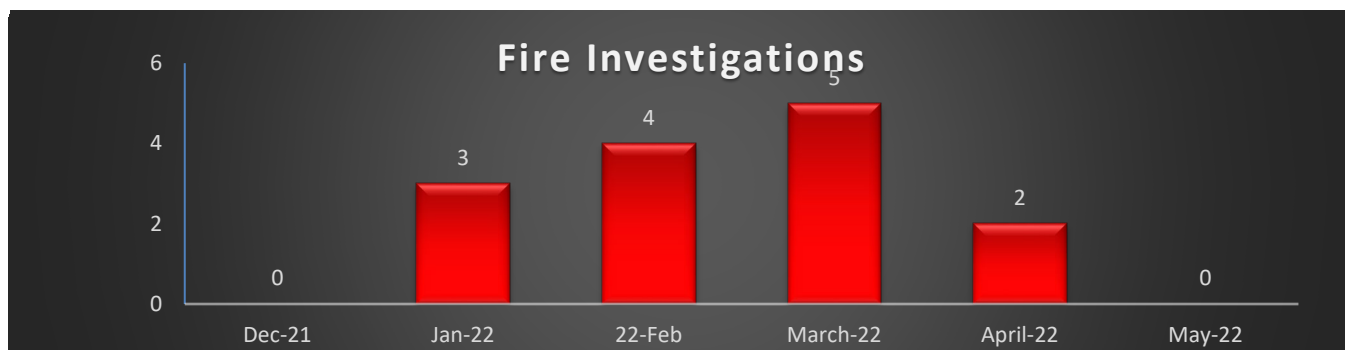
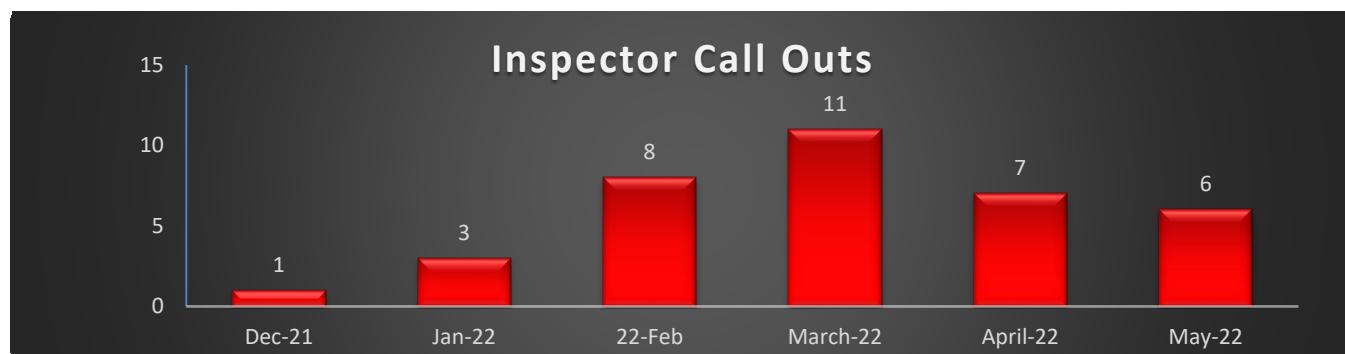
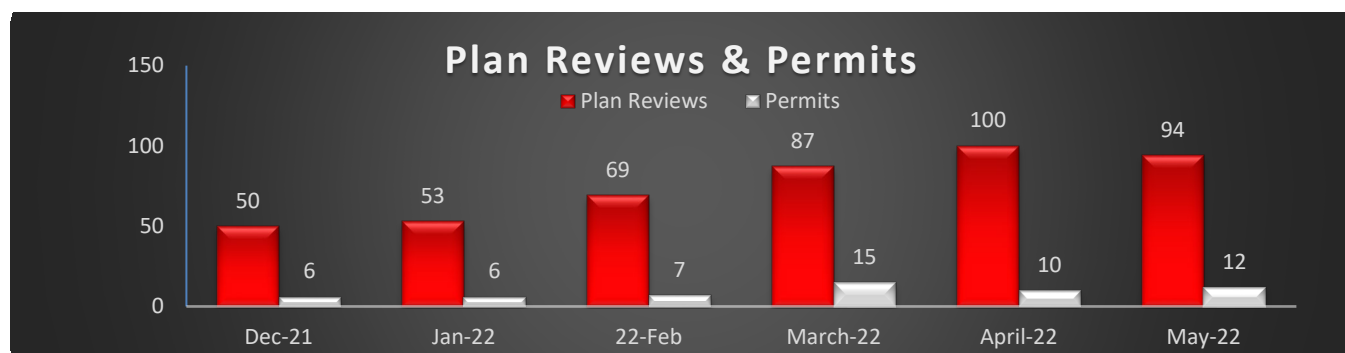
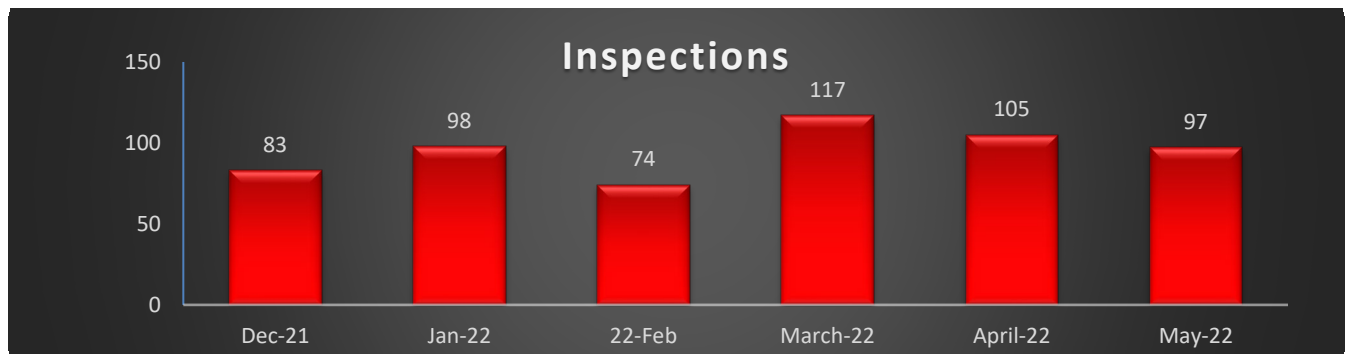
Rockwall Fire Department

Print Date/Time: 06/02/2022 11:40
Login ID: rck\dgang
Layer: All
Areas: All

ORI Number: TX504
Incident Type: All
Station: All

	Current Month	Last Month	Same Month Last Year	Year To Date	Last Year To Date
Total Property Loss:	\$0.00	\$70,620.00	\$0.00	\$857,720.00	\$214,350.00
Total Content Loss:	\$0.00	\$5,000.00	\$0.00	\$845,000.00	\$79,600.00
Total Property Pre-Incident Value:	\$0.00	\$223,620.00	\$0.00	\$60,485,410.00	\$27,603,129.00
Total Contents Pre-Incident Value	\$0.00	\$5,000.00	\$0.00	\$21,740,000.00	\$11,107,699.60
Total Losses:	\$0.00	\$75,620.00	\$0.00	\$1,702,720.00	\$0.00
Total Value:	\$0.00	\$228,620.00	\$0.00	\$82,225,410.00	\$38,710,828.60

Fire Prevention, Education, & Investigations Division Monthly Report May 2022





ROCKWALL PARKS
& RECREATION

Monthly Report May 2022



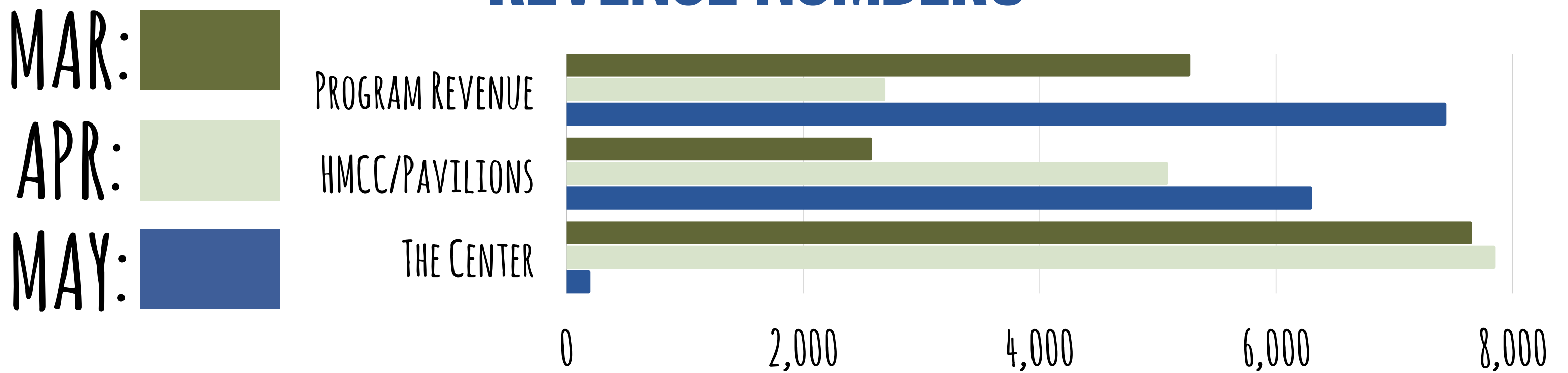
FOUNDERS DAY FESTIVAL
4000 ATTENDEES



FISHING DERBY
55 PARTICIPANTS



REVENUE NUMBERS



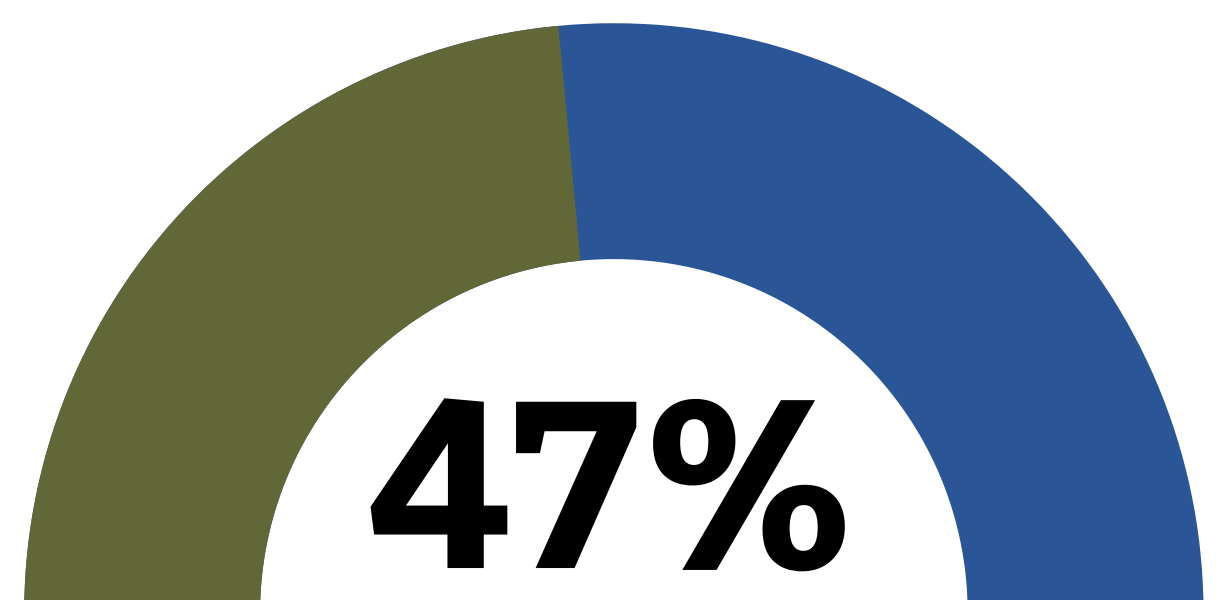
Upcoming:

4th of July Parade and
Fireworks

Splash Days

Concert By The Lake Series

% of Resident Accounts
as of May 2022



PARKS PROJECT UPDATE–MAY 2022



CARUTH MEMORIAL BENCH
INSTALLATION



KIDZONE PLAYGROUND
CONSTRUCTION IN PROGRESS



POOL SEASON PREPARATION



BUTTERFLY SCULPTURE
INSTALLATION

OTHER PROJECTS:

Rockwall Police Department

Monthly Activity Report

May-2022

ACTIVITY	CURRENT MONTH MAY	PREVIOUS MONTH APRIL	YTD 2022	YTD 2021	YTD % CHANGE
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PART 1 OFFENSES

Homicide / Manslaughter	0	0	0	0	0.00%
Sexual Assault	0	1	6	10	-40.00%
Robbery	0	1	6	3	100.00%
Aggravated Assault	2	5	15	13	15.38%
Burglary	1	5	14	17	-17.65%
Larceny	52	71	286	278	2.88%
Motor Vehicle Theft	5	1	17	25	-32.00%
TOTAL PART I	60	84	344	346	-0.58%
TOTAL PART II	153	126	638	575	10.96%
TOTAL OFFENSES	213	210	982	921	6.62%

ADDITIONAL STATISTICS

FAMILY VIOLENCE	10	9	42	53	-20.75%
D.W.I.	18	20	76	99	-23.23%

ARRESTS

FELONY	29	32	126	109	15.60%
MISDEMEANOR	51	61	277	231	19.91%
WARRANT ARREST	4	8	32	35	-8.57%
JUVENILE	8	17	47	12	291.67%
TOTAL ARRESTS	92	118	482	387	24.55%

DISPATCH

CALLS FOR SERVICE		1860	7473	9980	-25.12%
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ACCIDENTS

INJURY	2	3	22	17	29.41%
NON-INJURY	88	79	361	335	7.76%
FATALITY	1	0	1	0	100.00%
TOTAL	91	82	384	352	9.09%

FALSE ALARMS

RESIDENT ALARMS	49	39	222	205	8.29%
BUSINESS ALARMS	166	155	756	676	11.83%
TOTAL FALSE ALARMS	215	194	978	881	11.01%
Estimated Lost Hours	141.9	128.04	645.48	581.46	11.01%
Estimated Cost	\$3,375.50	\$3,045.80	\$15,354.60	\$13,831.70	11.01%

ROCKWALL NARCOTICS UNIT

	Number of Cases	1
	Arrests	2
	Arrest Warrants	0
	Search Warrants	2
	Seized	
	Marijuana (ounces)	160
	Fentanyl (pills)	6890
	THC Oil (grams)	1
	Weapons	8

Rockwall Police Department

Dispatch and Response Times

May 2022

Police Department

Average Response Time		
Priority 1		Number of Calls 185
Call to Dispatch	0:00:39	
Call to Arrival	0:05:04	
% over 7 minutes	23%	
Average Response Time		
Priority 2		Number of Calls 691
Call to Dispatch	0:02:01	
Call to Arrival	0:08:01	
% over 7 minutes	20%	
Average Response Time		
Priority 3		Number of Calls 58
Call to Dispatch	0:02:35	
Call to Arrival	0:11:21	
% over 7 minutes	53%	

Average dispatch response time goals are as follows:

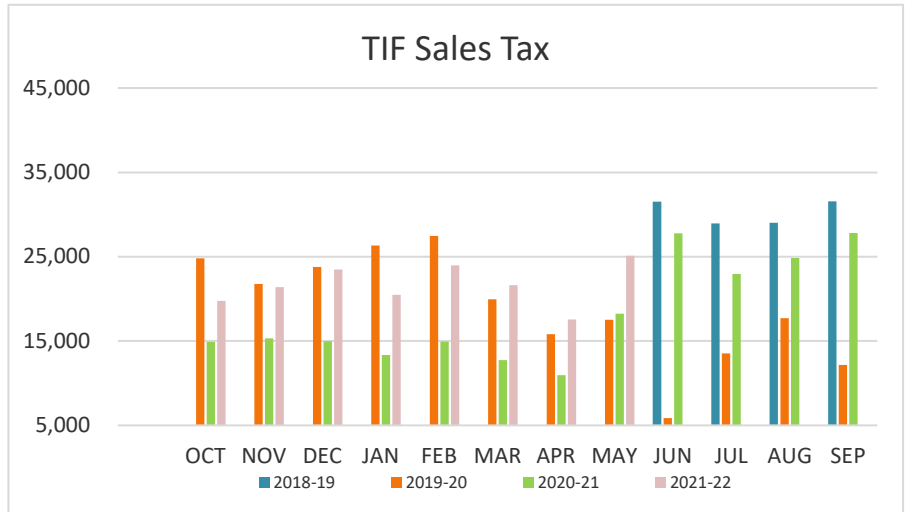
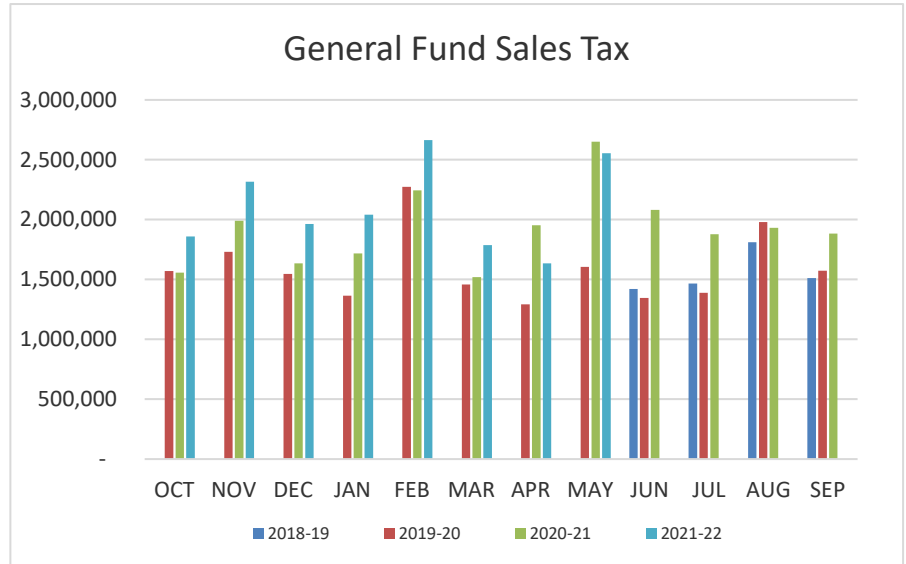
Priority 1: 1 Minute

Priority 2: 1 Minute, 30 Seconds

Priority 3: 3 Minutes

Sales Tax Collections - Rolling 36 Months

	General Fund	TIF
	<u>Sales Tax</u>	<u>Sales Tax</u>
Apr-19	1,293,524	20,077
May-19	1,679,076	24,582
Jun-19	1,420,483	31,523
Jul-19	1,467,376	28,951
Aug-19	1,810,970	29,022
Sep-19	1,478,622	31,577
Oct-19	1,565,868	24,818
Nov-19	1,730,541	21,787
Dec-19	1,547,746	23,781
Jan-20	1,365,040	26,330
Feb-20	2,273,520	27,472
Mar-20	1,458,193	19,955
Apr-20	1,292,639	15,829
May-20	1,605,986	17,538
Jun-20	1,345,598	5,881
Jul-20	1,376,026	13,529
Aug-20	1,979,539	17,706
Sep-20	1,573,352	12,179
Oct-20	1,558,570	14,888
Nov-20	1,989,955	15,299
Dec-20	1,634,280	14,994
Jan-21	1,718,364	13,341
Feb-21	2,244,778	14,935
Mar-21	1,521,031	12,738
Apr-21	1,952,165	10,954
May-21	2,651,412	18,252
Jun-21	2,080,645	27,773
Jul-21	1,877,982	22,940
Aug-21	1,930,521	24,860
Sep-21	1,882,276	27,803
Oct-21	1,860,016	19,744
Nov-21	2,317,862	21,385
Dec-21	1,963,345	23,464
Jan-22	2,040,002	20,495
Feb-22	2,664,185	23,976
Mar-22	1,786,902	21,605
Apr-22	1,633,850	17,548
May-22	2,553,774	25,126



Notes:

75% of total sales tax collected is deposited to the General Fund each month

Comptroller tracks sales tax generated in the TIF and reports it monthly

75% of TIF sales tax (city share) is pledged to the TIF

Monthly Water Consumption - Rolling 27 Months

	<u>Total Gallons</u>	<u>Daily Average</u>	<u>Maximum Day</u>
Mar-20	197,281,791	6,363,929	8,569,168
Apr-20	226,508,245	7,550,275	10,263,848
May-20	317,650,425	10,246,788	13,193,218
Jun-20	455,022,410	15,167,411	20,100,668
Jul-20	511,667,880	16,505,415	20,073,454
Aug-20	590,693,550	19,054,630	22,031,522
Sep-20	363,112,688	12,103,756	14,870,959
Oct-20	397,801,934	12,832,320	15,751,199
Nov-20	295,091,494	9,836,383	11,452,738
Dec-20	179,571,968	7,371,629	8,653,526
Jan-21	157,800,928	6,718,182	7,179,987
Feb-21	199,821,312	8,288,901	17,044,360
Mar-21	230,130,315	7,423,560	9,739,996
Apr-21	289,545,756	9,651,525	12,683,656
May-21	247,421,005	7,981,324	10,400,411
Jun-21	342,904,230	11,430,141	16,988,604
Jul-21	446,687,809	14,409,284	17,918,524
Aug-21	486,443,590	15,691,730	18,928,160
Sep-21	377,898,464	17,173,544	19,016,086
Oct-21	293,280,384	11,880,576	15,338,545
Nov-21	280,398,508	9,346,618	12,584,820
Dec-21	262,730,021	8,475,163	10,313,293
Jan-22	245,557,172	7,921,199	10,742,941
Feb-22	211,955,941	7,569,855	10,394,759
Mar-22	256,035,618	8,529,214	10,544,988
Apr-22	281,707,217	9,390,241	11,718,730
May-22	356,050,664	11,485,506	15,634,756

Source: SCADA Monthly Reports generated at the Water Pump Stations

