



PLANNING AND ZONING CASE CHECKLIST

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

P&Z CASE # 22018-07 P&Z DATE _____ CC DATE _____ APPROVED/DENIED _____
ARCHITECTURAL REVIEW BOARD DATE _____ HPAB DATE _____ PARK BOARD DATE _____

ZONING APPLICATION

- ☐ SPECIFIC USE PERMIT
- ☐ ZONING CHANGE
- ☐ PD CONCEPT PLAN
- ☐ PD DEVELOPMENT PLAN

SITE PLAN APPLICATION

- ☐ SITE PLAN
- ☐ LANDSCAPE PLAN
- ☐ TREESCAPE PLAN
- ☐ PHOTOMETRIC PLAN
- ☐ BUILDING ELEVATIONS
- ☐ MATERIAL SAMPLES
- ☐ COLOR RENDERING

PLATTING APPLICATION

- ☐ MASTER PLAT
- ☐ PRELIMINARY PLAT
- ☐ FINAL PLAT
- ☐ REPLAT
- ☐ ADMINISTRATIVE/MINOR PLAT
- ☐ VACATION PLAT
- ☐ LANDSCAPE PLAN
- ☐ TREESCAPE PLAN

- ☐ COPY OF ORDINANCE (ORD.# _____)
- ☐ APPLICATIONS
- ☐ RECEIPT
- ☐ LOCATION MAP
- ☐ HOA MAP
- ☐ PON MAP
- ☐ FLU MAP
- ☐ NEWSPAPER PUBLIC NOTICE
- ☐ 500-FT. BUFFER PUBLIC NOTICE
- ☐ PROJECT REVIEW
- ☐ STAFF REPORT
- ☐ CORRESPONDENCE
- ☐ COPY-ALL PLANS REQUIRED
- ☐ COPY-MARK-UPS
- ☐ CITY COUNCIL MINUTES-LASERFICHE
- ☐ MINUTES-LASERFICHE
- ☐ PLAT FILED DATE _____
 - ☐ CABINET # _____
 - ☐ SLIDE # _____

NOTES: _____

ZONING MAP UPDATED _____



DEVELOPMENT APPLICATION

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

STAFF USE ONLY

PLANNING & ZONING CASE NO.

2008-017

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

DIRECTOR OF PLANNING:

[Signature]

CITY ENGINEER:

[Signature]

Please check the appropriate box below to indicate the type of development request (Resolution No. 05-22) [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
- ☒ PD Development Plans (\$200.00 + \$15.00 Acre)¹

Other Application Fees:

- ☐ Tree Removal (\$75.00)

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, only the "base fee" is required.

PROPERTY INFORMATION [PLEASE PRINT]

Address

03.72 Acres / Northeast corner Kings Rd by 205 / Goliad

Subdivision

ENCLOSURE

Lot

Block

General Location

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

Current Zoning

L-1 / Commercial / AG

Current Use

Undeveloped / Better Plant

Proposed Zoning

Planned Development

Proposed Use

Mixed Use Residential General Retail

Acreage

03.72

Lots [Current]

Lots [Proposed]

☐ **Required for Plats:** By checking the box at the left you agree to waive the statutory time limit for plat approval in accordance with Section 212.009 of the Local Government Code.

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

☐ Owner

Staglian Family Trust

☐ Applicant

Saddleskin Land Dev. LLC

Contact Person

James Dollar

Contact Person

PAT ATKINS

Address

3076 Hays Ln.

Address

3076 Hays Ln.

City, State & Zip

Rockwall, TX. 75087

City, State & Zip

Rockwall, Texas

Phone

214-505-5288

Phone

972-388-6383

E-Mail

jdollar@DollarQDollar.com

E-Mail

KPATATKINS@yahoo.com

NOTARY VERIFICATION [REQUIRED]

Before me, the undersigned authority, on this day personally appeared _____ [Owner/Applicant Name] the undersigned, who stated the information on this application to be true and certified the following:

"I hereby certify that I am the owner, or duly authorized agent of 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 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 obtained 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."

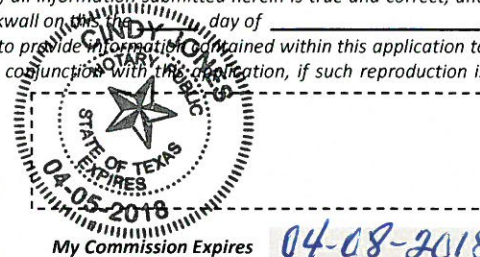
Given under my hand and seal of office on this the 16 day of March, 20 18.

Owner's/Applicant's Signature

[Signature]

Notary Public in and for the State of Texas

[Signature]





DEVELOPMENT REVIEW COMMITTEE (DRC)
CITY OF ROCKWALL, PLANNING & ZONING DEPARTMENT

Phone: (972) 771-7745

Email: Planning@Rockwall.com

External Review: Wayne Carter, Charter Communications
Jim Friske, Charter Communications
Dinah Wood, Atmos
Randy Voight, Oncor
Phillip Dickerson, Oncor
Brian Duncan, AT&T
Javier Fernandez, RISD
Brenda Callaway, TXDOT
Stephen Geiger, Farmer's Electric
Frank Spataro, Farmer's Electric

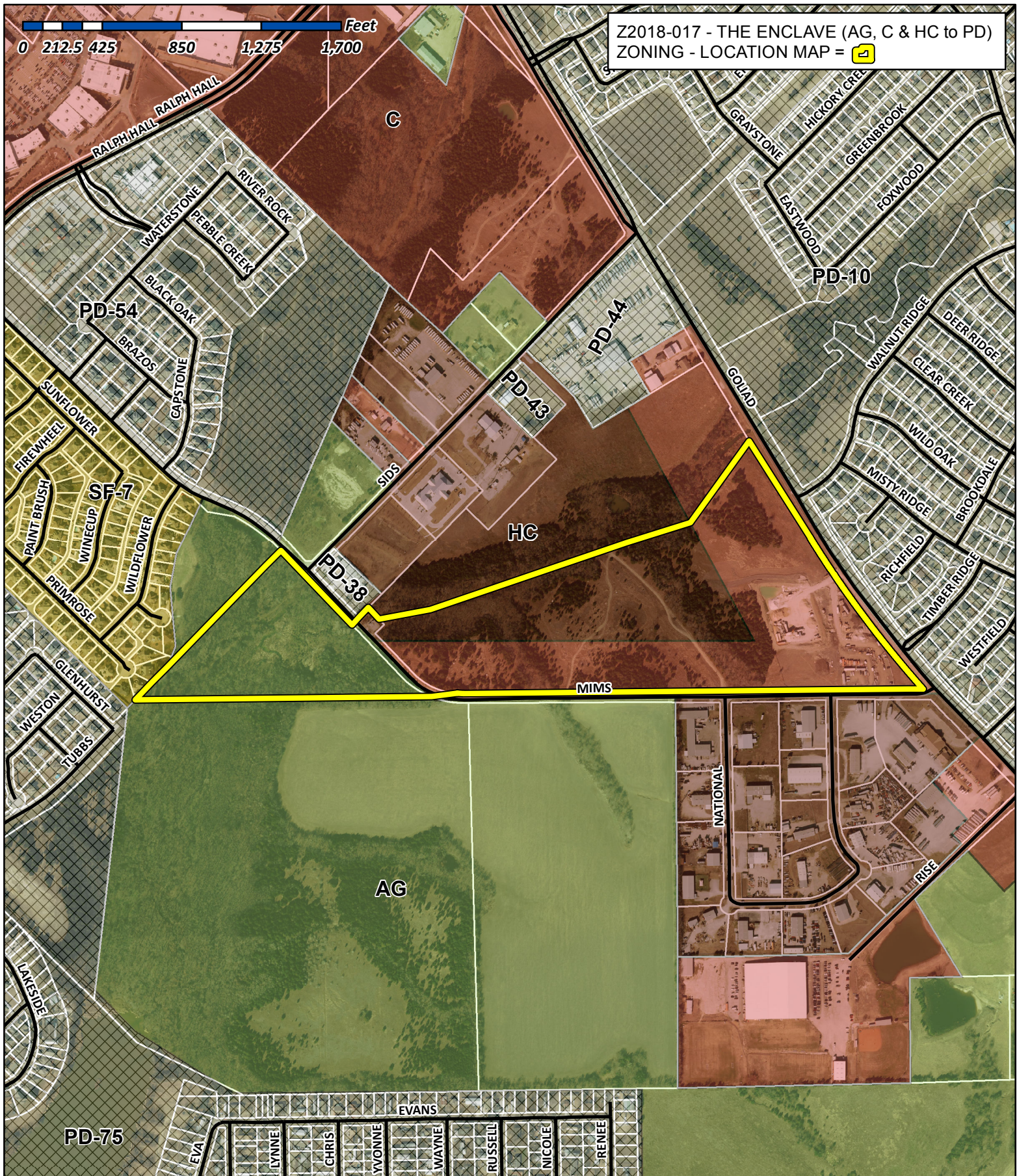
Internal Review: Amy Williams, Engineering
John Shannon, Building Inspections
Ariana Hargrove, Fire
Andy Hesser, Parks
Andy Villarreal, Police

From: Planning & Zoning Department

Date: 3/19/2018

To assist the Planning Department in evaluating the attached request, we are sending it to you for your review and comments. Please return any comments and/or plan mark-ups to us within five (5) days. Internal staff will also be required to have all comments input into CRW no later than Friday, 03/23/2018. Planning staff will assemble all comments received in time for our regularly scheduled DRC meeting on 3/27/2018 at 2:00 p.m. The Planning and Zoning Commission work session will be held on 3/27/2018 at 6:00 p.m. You are welcome to attend both meetings. If you have any questions, please contact us at (972) 771-7745.

Project Number: Z2018-017
Project Name: The Enclave (C and HC to PD)
Project Type: ZONING
Applicant Name: [APPLICANT]
Owner Name: STAGLLANO, VINCENT J
Project Description:



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.

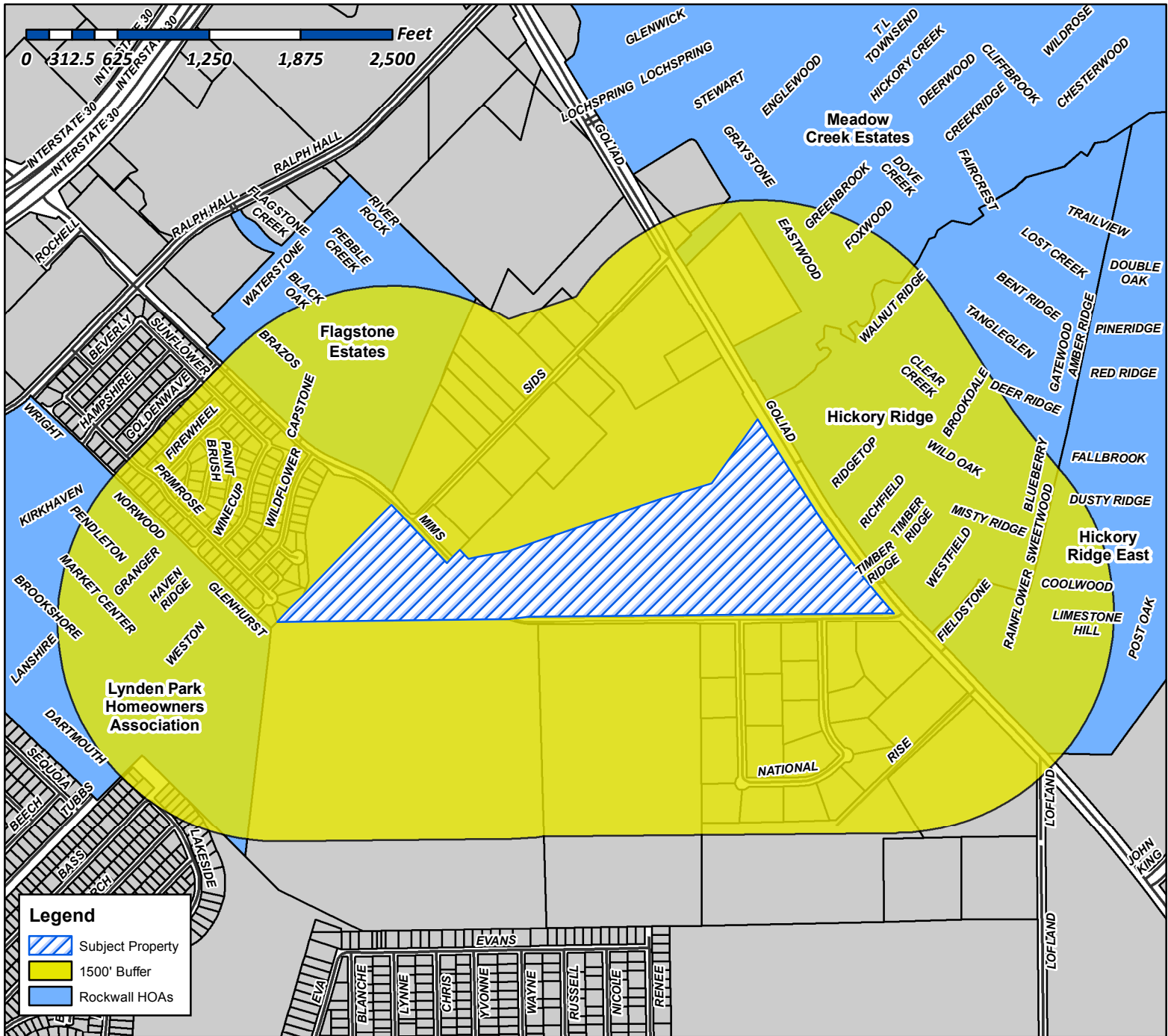




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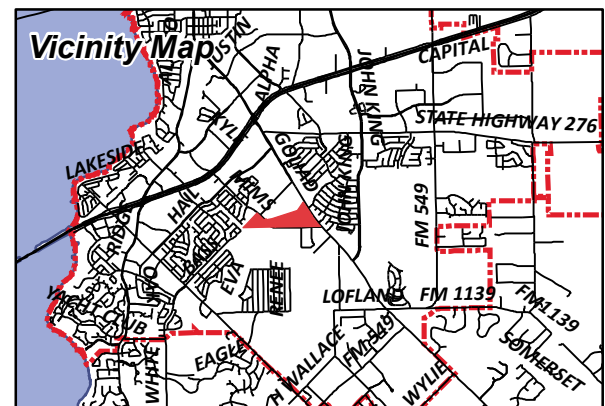
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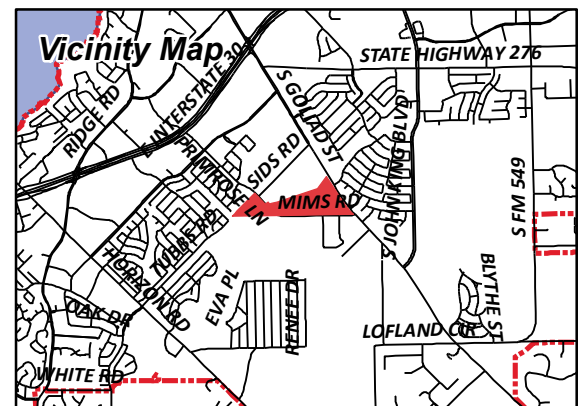


Case Number: Z2018-017
Case Name: Zoning Change (C & HC to PD)
Case Type: Zoning
Zoning: Commercial & Heavy Commercial District
Case Address: Northwest Corner of S. Goliad Street and Mims Road

Date Created: 03/16/2018

For Questions on this Case Call (972) 771-7745





CURRENT RESIDENT
100 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
101 NATIONAL DR
ROCKWALL, TX 75032

BCL REAL ESTATE LLC
103 GROSS RD BLDG A
MESQUITE, TX 75149

LEMMOND BRENTON & KIMBERLY
10349 S STATE HWY 205
ROCKWALL, TX 75032

VICMAR I LTD &
E LOFLAND
105 KAUFMAN ST
ROCKWALL, TX 75087

VICMAR I LTD &
E LOFLAND
105 KAUFMAN ST
ROCKWALL, TX 75087

SCOTTFREE INVESTMENTS LP
118 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
125 NATIONAL DR
ROCKWALL, TX 75032

MOORE LEE OSCAR & SHRYL ANN
1251 MARLIN AVENUE
SEAL BEACH, CA 90740

DING CHENG LIANG AND LUH LUH TING
1406 ROSALIA AVE
SAN JOSE, CA 95130

CURRENT RESIDENT
1441 FOXWOOD LN
ROCKWALL, TX 75032

MCSWAIN BILLY
148 NATIONAL DR
ROCKWALL, TX 75032

PEACOCK JAY C & ROBYN M
148 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
149 WESTON CT
ROCKWALL, TX 75032

ZIYADEH MUNEE R ABU
1490 FIELDSTONE DR
ROCKWALL, TX 75032

REYES JULIO CESAR & URANIA S
1491 FIELDSTONE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1500 RICHFIELD CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1500 WESTFIELD LN
ROCKWALL, TX 75032

CONFIDENTIAL
1500 FIELDSTONE DR
ROCKWALL, TX 75032

PEWICK JAMES & SHANNA PEWICK
1500 RIDGETOP CT
ROCKWALL, TX 75032

LUSK DERRICK L
1500 TIMBER RIDGE DR
ROCKWALL, TX 75032

NICKERSON TELISA A
1501 FIELDSTONE DR
ROCKWALL, TX 75032

GARY SHAWN
1501 RICHFIELD CT
ROCKWALL, TX 75032

HOWERTON RICKY D & CHRISTINE A
1501 RIDGETOP COURT
ROCKWALL, TX 75032

SAHLOU WALIYE BESHAH
1501 TIMBER RIDGE DRIVE
ROCKWALL, TX 75032

MARTINEZ JOSUE
1501 WALNUT RIDGE DR
ROCKWALL, TX 75032

JONES MYRON D
1501 WESTFIELD LN
ROCKWALL, TX 75032

DOUGLAS LEANNE
1506 RICHFIELD COURT
ROCKWALL, TX 75032

TATOM DANNY & TRACI
1506 RIDGETOP CT
ROCKWALL, TX 75032

GARDNER AALIYAH DEJANE TRUST NUMBER
TWO
AMBER GARDNER & HER SUCCESSORS TRUSTEE
1506 TIMBER RIDGE
ROCKWALL, TX 75032

HOGAN CHAD & STEFANIE
1506 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 FIELDSTONE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 WALNUT RIDGE DR
ROCKWALL, TX 75032

HOYL ROBERT & DARLA
1507 RICHFIELD CT
ROCKWALL, TX 75032

TORRES JOSLYN NOEL & ANDREW
1507 RIDGETOP COURT
ROCKWALL, TX 75032

MORITZ GREG AND BIANCA MARTINEZ
1507 WESTFIELD LN
ROCKWALL, TX 75032

JS CUSTOM HOMES LLC
1509 LEXINGTON DR
GARLAND, TX 75041

BROOKS CLINT E
1512 RICHFIELD CT
ROCKWALL, TX 75032

LOPEZ ANDREW T & LAUREL L
1512 RIDGETOP COURT
ROCKWALL, TX 75032

DAVIDSON ANTHONY D & CLOTEAL M
1512 TIMBER RIDGE DR
ROCKWALL, TX 75032

LIM KATCHHAUY & MONY KROUCH
1512 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
1513 WALNUT RIDGE DR
ROCKWALL, TX 75032

MACFOY THEODORE P & EASTERLINE V
1513 FIELDSTONE DR
ROCKWALL, TX 75032

CROSSWHITE MICHAEL B
1513 RICHFIELD CT
ROCKWALL, TX 75032

HROMATKA EDWARD J & MARIA L
1513 RIDGETOP CT
ROCKWALL, TX 75032

AMIN DEVESHCHANDRA A AND
MANISHA D AMIN
1513 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1518 RIDGETOP CT
ROCKWALL, TX 75032

JIMENEZ SANTIAGO & MARIA D
1518 RICHFIELD CT
ROCKWALL, TX 75032

KORDI KIOMARS AND ELICIA
1518 TIMBER RIDGE DR
ROCKWALL, TX 75032

GRAEF DAVID R & DIANE J
1518 WESTFIELD LN
ROCKWALL, TX 75032

ACOSTA CORAZON
1519 FIELDSTONE DR
ROCKWALL, TX 75032

JACKSON SHANNON D AND
VANCE R EKQUIST
1519 RICHFIELD CT
ROCKWALL, TX 75032

HURLEY MARTHA AND DAVID
1519 RIDGETOP CT
ROCKWALL, TX 75032

ATTARDI JENNIFER LEIGH & GINO AND
SHARLE L CAMP
1519 TIMBER RIDGE DRIVE
ROCKWALL, TX 75032

AL-GHAZAWI OMAR AND SAMAH ALMALKAWIE
1519 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
152 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1524 WESTFIELD LN
ROCKWALL, TX 75032

BURRISS ELWOOD & DOROTHY L
1524 RICHFIELD CT
ROCKWALL, TX 75032

MEBRATU GEZI
1524 TIMBER RIDGE DR
ROCKWALL, TX 75032

SAWYER CHARLENE &
DANNY & CHARLOTTE SAWYER
1525 FIELDSTONE DR
ROCKWALL, TX 75032

PATRICK RICHARD & BRANDY
1525 RICHFIELD CT
ROCKWALL, TX 75032

WHALEN DANIEL & KYONG SUK
1525 TIMBER RIDGE DR
ROCKWALL, TX 75032

SHAH MURTAZA & MARIA
1525 WESTFIELD LN
ROCKWALL, TX 75032

RICHARDS NINA R
153 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1530 WESTFIELD LN
ROCKWALL, TX 75032

LABLANK CORTLIN AND ASHLEY
1530 RICHFIELD CT
ROCKWALL, TX 75032

CHODUN ERIC
1530 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1531 WESTFIELD LN
ROCKWALL, TX 75032

SHAHER LORI E
1531 TIMBER RIDGE DR
ROCKWALL, TX 75032

RYSZARD PROPERTIES LLC
1536 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
156 WESTON CT
ROCKWALL, TX 75032

PENA YOAMY G & JOAQUIN S
156 HAVEN RIDGE DRIVE
ROCKWALL, TX 75032

EISENSTEIN JENNIPHER
157 WESTON CT
ROCKWALL, TX 75032

DOS HILLS INC
1701 SHERBURNE DR
KELLER, TX 76262

HICKORY RIDGE EAST HOMEOWNERS ASSOC
1800 PRESTON PARK BLVD STE 101
PLANO, TX 75093

CURRENT RESIDENT
182 NATIONAL DR
ROCKWALL, TX 75032

GREGORY COREY ALAN
2124 BURTON DR APT 207
AUSTIN, TX 78741

WATTS KYLA & CALE
218 STANFORD CT
HEATH, TX 75032

CURRENT RESIDENT
227 NATIONAL DR
ROCKWALL, TX 75032

NGUYEN JENNIFER
2608 SANTA ROSA AVE
ODESSA, TX 79763

CURRENT RESIDENT
2686 S HWY205
ROCKWALL, TX 75032

CROSS RONALD D & EMMA R
2800 MISTY RIDGE LN
ROCKWALL, TX 75032

HARDMAN MARK
2801 WILD OAK LN
ROCKWALL, TX 75032

GRANGER MATTHEW P AND LEAH K
2806 MISTY RIDGE LN
ROCKWALL, TX 75032

PRICE BETTY L
2812 MISTY RIDGE LN
ROCKWALL, TX 75032

CONFIDENTIAL
2818 MISTY RIDGE LN
ROCKWALL, TX 75032

DABNEY TERESA AND
WILBERT HANEY
2824 MISTY RIDGE LN
ROCKWALL, TX 75032

AXUM MARC R & DEBRA S
2849 WILD OAK LN
ROCKWALL, TX 75032

CURRENT RESIDENT
2890 S GOLIAD
ROCKWALL, TX 75032

STAEV GHINICA
299 PHEASANT HILL DR
ROCKWALL, TX 75032

LLC SERIES G
RONALD SPENCER FAMILY INVESTMENTS
3021 RIDGE RD SUITE A-277
ROCKWALL, TX 75032

RACK PARTNERS LTD
3021 RIDGE RD SUITE A PMB #131
ROCKWALL, TX 75032

CHRISTIAN LARRY N
3058 WILDFLOWER WAY
ROCKWALL, TX 75032

AMH 2014-1 BORROWER LLC
30601 AGOURA RD SUITE 200
AGOURA HILLS, CA 91301

MARKS WESLEY & AMY E
3066 WILDFLOWER WAY
ROCKWALL, TX 75032

MC FARLAND RODERIC B
3074 WILDFLOWER WAY
ROCKWALL, TX 75032

BARNETT VIRGINIA M
3080 WILDFLOWER WAY
ROCKWALL, TX 75032

ELLIOTT PAULA C
3086 WILDFLOWER WAY
ROCKWALL, TX 75032

HUDSON JOHN D & KATHY L
3092 WILDFLOWER WAY
ROCKWALL, TX 75032

CURRENT RESIDENT
3095 WILDFLOWER WAY
ROCKWALL, TX 75032

CANETTY CHAYRA SANCHEZ
3101 WILDFLOWER WAY
ROCKWALL, TX 75032

CHRISTIAN LON K JR
3104 WILDFLOWER WAY
ROCKWALL, TX 75032

SILVA GLADYS E
3107 WILDFLOWER WAY
ROCKWALL, TX 75032

CURRENT RESIDENT
3115 WILDFLOWER WAY
ROCKWALL, TX 75032

PEREZ ELIZABETH
3120 W NORTHWEST HWY
DALLAS, TX 75220

COOPER TERESA L
3123 WILDFLOWER WAY
ROCKWALL, TX 75032

SHIVERS WAYNE A
3129 WILDFLOWER WAY
ROCKWALL, TX 75032

PRICE TIMOTHY F & DIANA M
3137 WILDFLOWER WAY
ROCKWALL, TX 75032

BODFORD ALVIN M
C/O EPES TRANSPORT SYSTEM
3400 EDGEFIELD COURT
GREENSBORO, NC 27409

FALLS DAVID & TERRI
3608 LAKESIDE DR
ROCKWALL, TX 75087

CITY OF ROCKWALL
ATTN;MARY SMITH
385 S GOLIAD ST
ROCKWALL, TX 75087

ISSAC PARAMPOTTIL T & LEELAMMA
4215 EDMONDSON AVENUE
HIGHLAND PARK, TX 75205

CLARK RICHARD A II
5019 MERLIN DR
SAN ANTONIO, TX 78218

STAGLIANO FAMILY TRUST
5501 ST ANDRES CT
PLANO, TX 75093

JACOBS DAVID RAY
626 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
627 NATIONAL DR
ROCKWALL, TX 75032

CHEN CHAI
708 GLENHURST DR
ROCKWALL, TX 75032

REECE EDDY P & JUDY
709 BLUEBELL CT
ROCKWALL, TX 75032

LEBLANC BRIAN E
709 PRIMROSE LN
ROCKWALL, TX 75032

TURNER LAQUITTA L
710 BLUEBELL CT
ROCKWALL, TX 75032

CLARK JEAN F & KRISTINE L
714 GLENHURST DR
ROCKWALL, TX 75032

RIDDLE RONALD E & LINDA K
715 BLUEBELL CT
ROCKWALL, TX 75032

GRIFFITH ALLYSON RENEE SCARBER
715 PRIMROSE LN
ROCKWALL, TX 75032

CURRENT RESIDENT
718 BLUEBELL CT
ROCKWALL, TX 75032

MISSELL KASSIE DANIELLE & KEVIN MICHAEL
720 GLENHURST DR
ROCKWALL, TX 75032

JONES JAMES & MARY
721 BLUEBELL CT
ROCKWALL, TX 75032

HARRIS CHAD &
MISTY PIERCE
721 PRIMROSE LN
ROCKWALL, TX 75032

CURRENT RESIDENT
726 GLENHURST DR
ROCKWALL, TX 75032

CURRENT RESIDENT
727 PRIMROSE LN
ROCKWALL, TX 75032

NUGENT GAYLEEN K
727 BLUEBELL CT
ROCKWALL, TX 75032

BRIDGMAN SHAWN AND RENEE
728 PRIMROSE LN
ROCKWALL, TX 75032

SOAITA MARIUS & DANIELA M
732 GLENHURST DR
ROCKWALL, TX 75032

GULICK ANNA C
734 PRIMROSE LN
ROCKWALL, TX 75032

TIPPING DORA MARIA
735 PRIMROSE LN
ROCKWALL, TX 75032

HUDDLESTON EMILY D AND
BRYON STEWART JR
738 GLENHURST DR
ROCKWALL, TX 75032

LEWIS GOMER J & CHARLSIE J
740 PRIMROSE LN
ROCKWALL, TX 75032

SITTER KAREEN RUTH
743 PRIMROSE LN
ROCKWALL, TX 75032

HEFFLER MICHAEL A
744 PRIMROSE LN
ROCKWALL, TX 75032

ROACH SHANE D AND LEANNE L
745 BRAEWICK DR
FATE, TX 75032

WINTERS KEVIN R & STELIANA V
745 GLENHURST DR
ROCKWALL, TX 75032

ORAVSKY JAMES S & GINGER L
746 BRAEWICK DR
ROCKWALL, TX 75032

CZARNOPYS BENJAMIN J & ROBIN K
746 GLENHURST DR
ROCKWALL, TX 75032

HOLLAND JON E
747 PRIMROSE LN
ROCKWALL, TX 75032

WHITE CODY
7828 OLD HICKORY DR
N RICHLAND HILLS, TX 76182

ROCKWALL HICKORY RIDGE HOMEOWNERS
ASSOC INC
C/O SBB MANAGEMENT COMPANY
8360 LBJ FRWY SUITE 300
DALLAS, TX 75243

CURRENT RESIDENT
900 SIDS RD
ROCKWALL, TX 75032

CURRENT RESIDENT
950 SIDS RD
ROCKWALL, TX 75032

CURRENT RESIDENT
980 SIDS RD
ROCKWALL, TX 75032

AMERICAN RESIDENTIAL LEASING COMPANY LLC
ATTN: PROPERTY TAX DEPARTMENT 30601
AGOURA ROAD SUITE 200PT
AGOURA HILLS, CA 91301

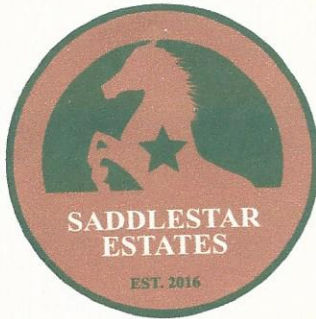
ASBURY MICHAEL & LEAANN
PO BOX 1012
ROCKWALL, TX 75087

SLAUGHTER RICHARD E JR
PO BOX 1717
ROCKWALL, TX 75087

ESTEP KIP
PO BOX 2
ROCKWALL, TX 75087

RAYBURN COUNTRY ELECTRIC COOPERATIVE
INC
PO BOX 37
ROCKWALL, TX 75087

D & A REAL ESTATE PARTNERS LTD
PO BOX 850
ROCKWALL, TX 75087



PAT ATKINS
Director of Land Development and Acquisitions

3076 Hays Lane,
Rockwall,
Texas 75038

972.388.6383
kpatatkins@yahoo.com

3-16-18

ENCLAVE ROCKWALL

63.72 ACRES-Z2017-052

ROCKWALL , TEXAS

RE: Enclave Zoning –Re-Submittal

DEAR MR. GONZALES , MRS. MORALES

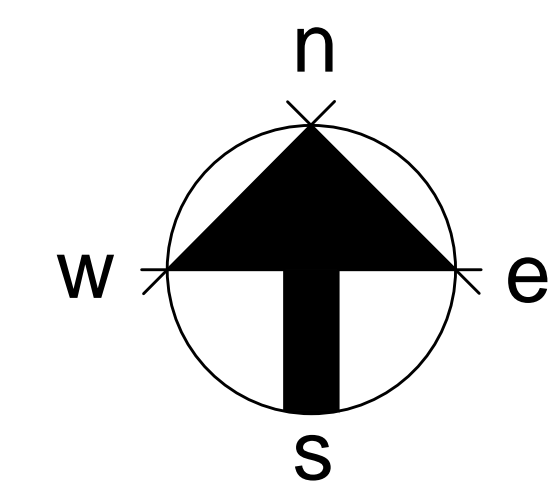
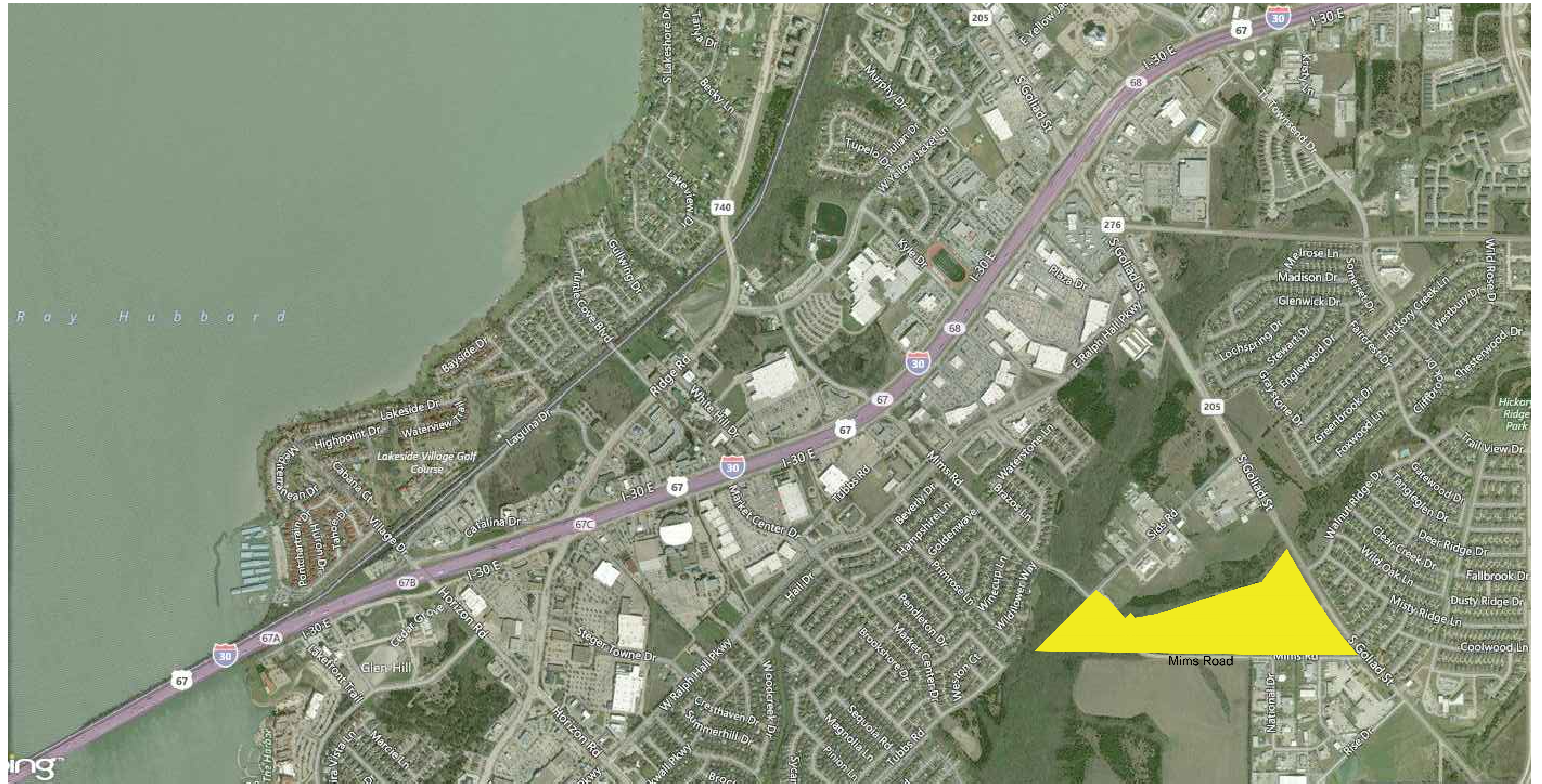
AS AUTHORIZED REPRESENTATIVE AND APPLICANT FOR THE 63.72 ACRES , WE ARE HEREBY FORMALLY RESUBMITTING OUR APPLICATION , WITH THE FOLLOWING MODIFICATIONS TO THE ORIGINAL SUBMITTAL.

- 1. REQUIREMENT OF CONSTRUCTION OF THE WESTERN TWO LANES OF S.H. 205 WITH FACILITIES AGREEMENT**
- 2. REQUIREMENT OF THE MINIMUM OF 20% OPEN SPACE.**
- 3. SINGLE FAMILY GARAGE ORIENTATION TO BE A MINIMUM OF 5' OFFSET FROM THE MAIN STRUCTURE**
- 4. TOWNHOUSE AND C-3 DISTRICT REQUIRING ROCKWALL ARCHITECTURAL REVIEW COMMITTEE APPROVAL BEFORE BUILDING PERMIT.**
- 5. UPDATED TRAFFIC REPORT REFLECTING COUNTS DURING SCHOOL TIMES.**
- 6. SUP REQUIREMENT FOR GASOLINE SERVICE USES IN GENERAL RETAIL DISTRICT.**

SINCERELY-PAT ATKINS – DIRECTOR



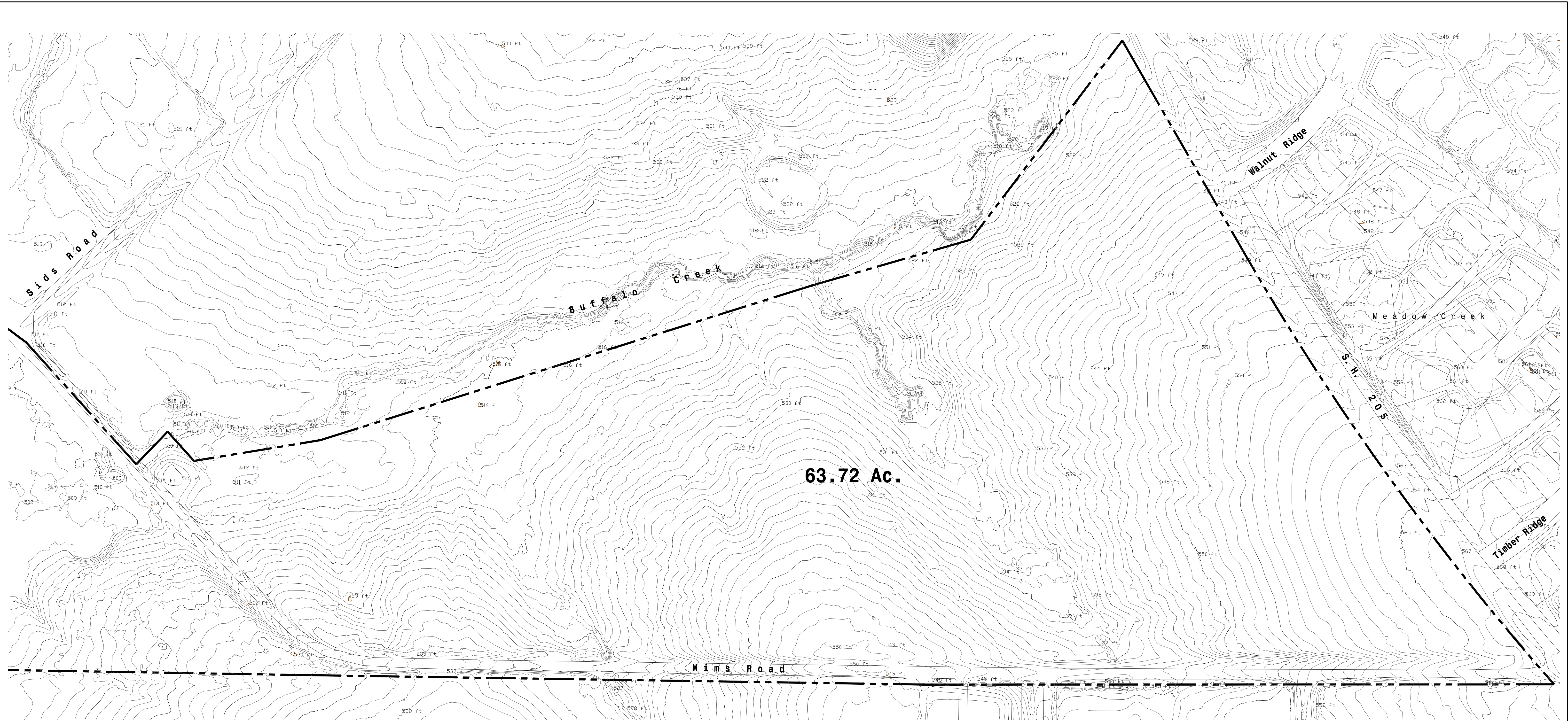
SADDLESTAR LAND DEVELOPMENT LLC



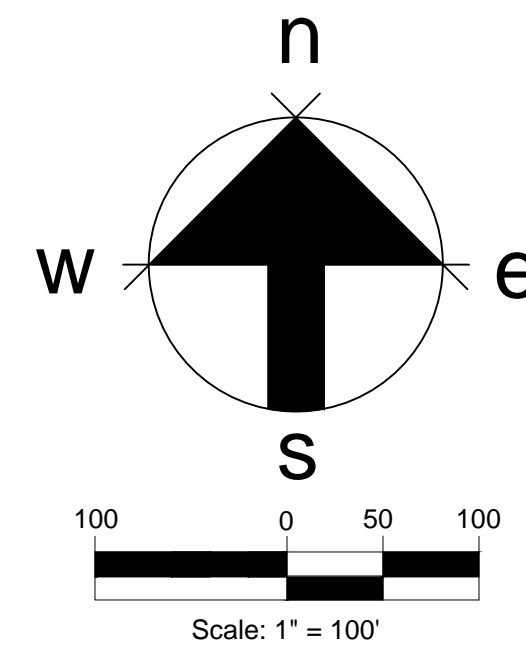
LOCATION MAP
for
the enclave
city of rockwall, rockwall county, texas

Developer:
SADDLESTAR
3076 Hays Lane
Rockwall, Texas 75087
972.388.6383
Contact: Pat Atkins

ENGINEERINGCONCEPTS
& DESIGN, L.P.
CIVIL ENGINEERING / PROJECT MANAGEMENT /
CONSTRUCTION SERVICES
FIRM REGISTRATION #F-001145
201 WINDO CIRCLE, SUITE 200, WYLLIE, TX 75098
972.941.8400 WWW.ECDLP.COM FAX: 972.941.8401



Vicinity Map
n. t. s.



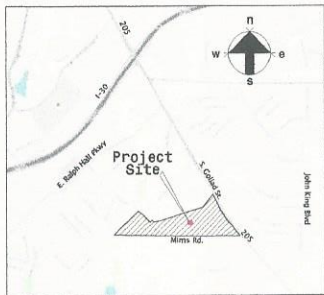
Lidar Topography Map
for
the enclave
city of rockwall, rockwall county, texas

ENGINEERINGCONCEPTS
& DESIGN, L.P.
CIVIL ENGINEERING / PROJECT MANAGEMENT /
CONSTRUCTION SERVICES
FIRM REGISTRATION #P-001145
201 WINDSO DINGLE, SUITE 200, WYLLIE, TX 75098
972.941.8400 WWW.ECDLP.COM FAX: 972.941.8401

Developer:
SADDLESTAR
3076 Hays Lane
Rockwall, Texas 75087
972.388.6383
Contact: Pat Atkins

Oct. 11, 2017

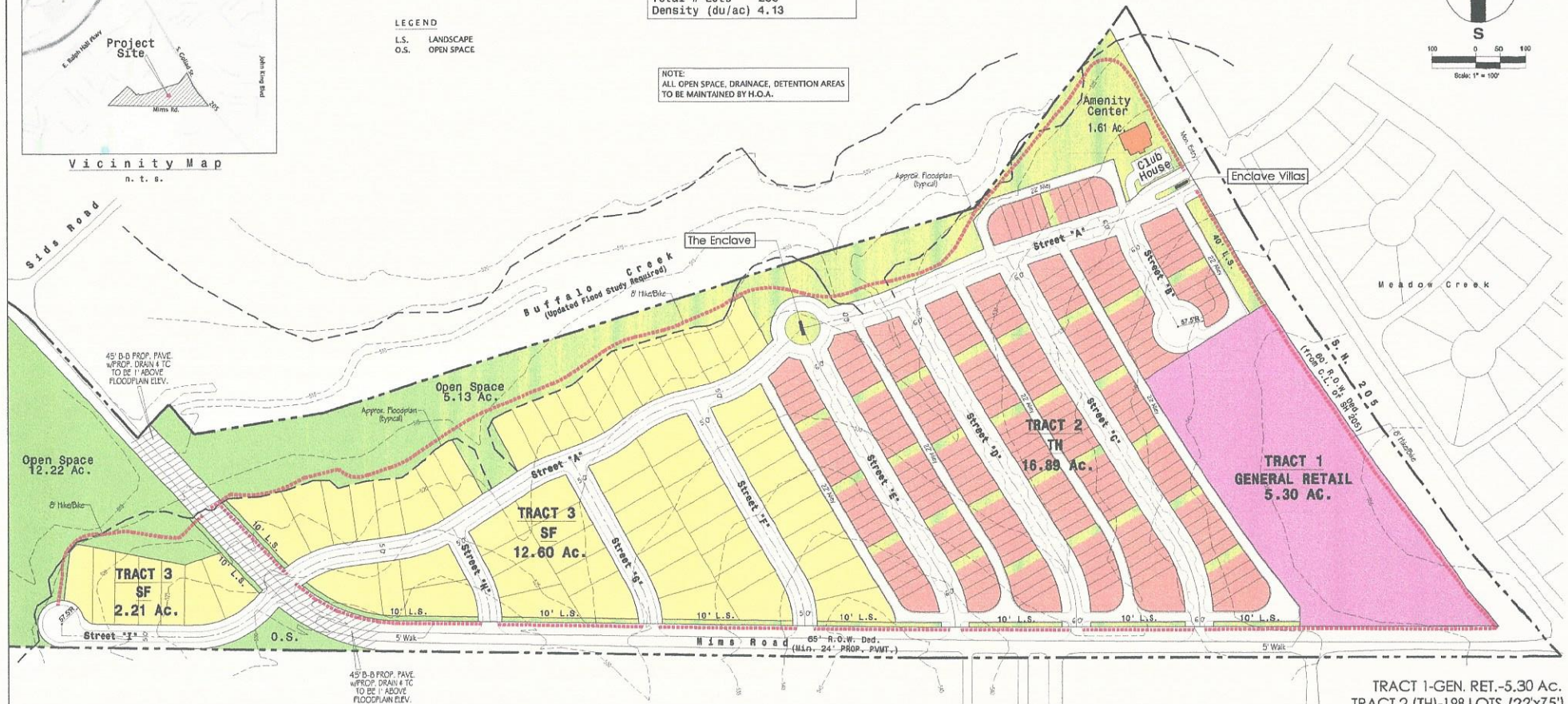
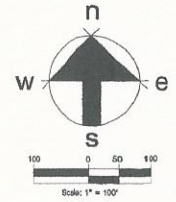
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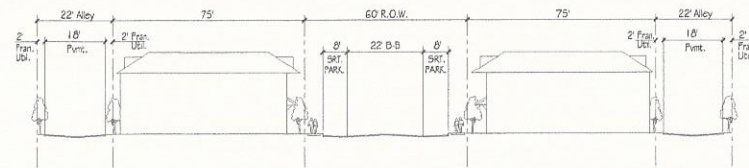
LEGEND
L.S. LANDSCAPE
O.S. OPEN SPACE

Land Use Data	
Prop. Zoning	SF-6-R
Total Area	63.72 AC.
Open Space	21.5 AC. (33%)
Total # Lots	263
Density (du/ac)	4.13

NOTE:
ALL OPEN SPACE, DRAINAGE, DETENTION AREAS
TO BE MAINTAINED BY H.O.A.



Townhouse Front Elevation
N.E.S.



Tract 2 - TH - Typical Section
N.E.S.

TRACT 1-GEN. RET.-5.30 AC.
TRACT 2 (TH)-198 LOTS (22'x75')
TRACT 3 (SF)-65 LOTS (50'x120')
63.72 AC.

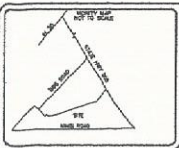
Z2017-052
Concept Plan
for
the enclave
city of rockwall, rockwall county, texas



Developer:
BADLESTAR LAND DEV.
3076 Hays Lane
Rockwall, Texas 75087
972.368.6383
Contact: Pat Atkins

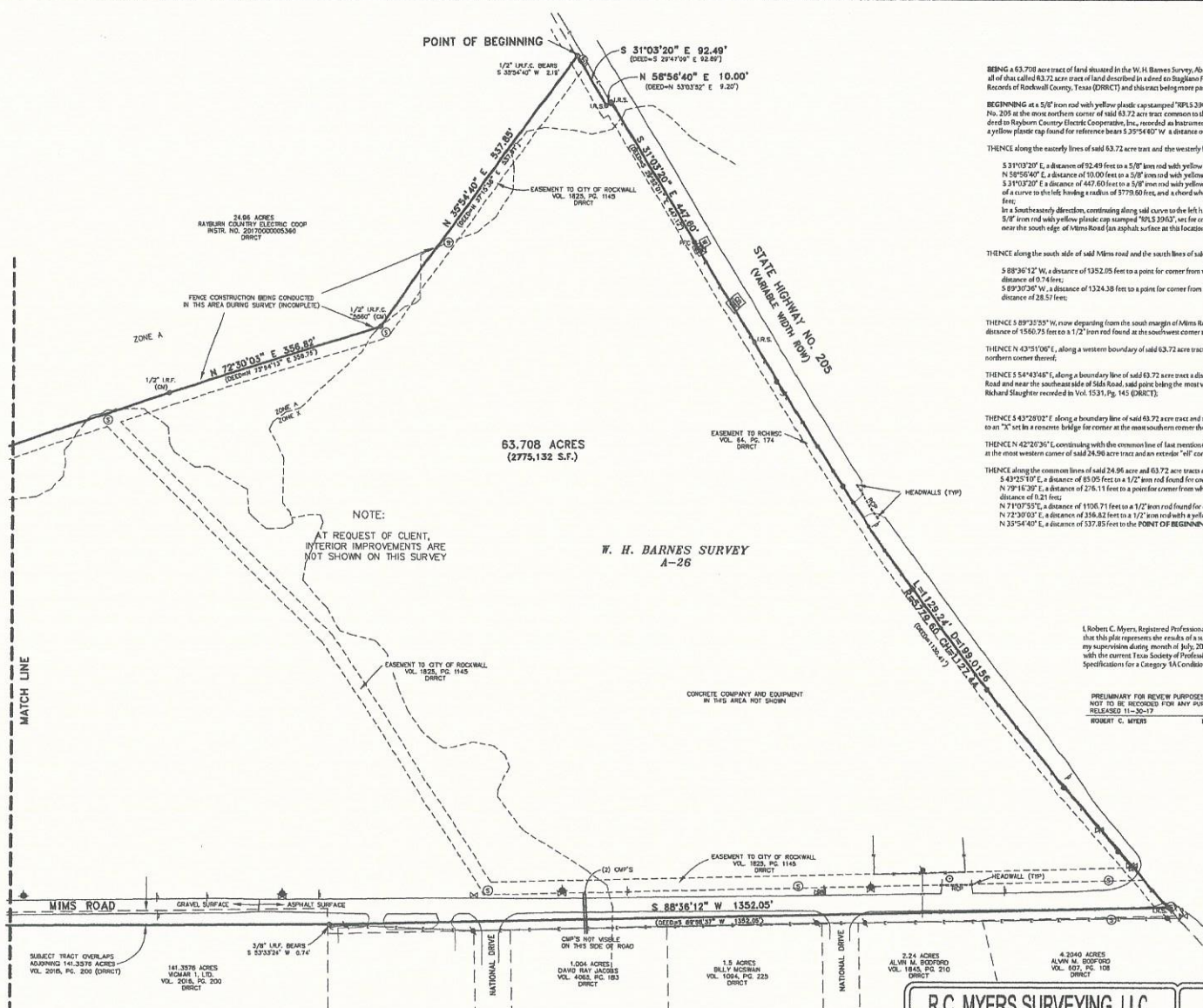
Nov. 21, 2017

Scale: 1" = 100'



LEGEND	
ATT	ATT. CABLE BOX
ELV	ELECTRIC VALVE
TRF	TRANSFORMER ON PAD
SDR	SANITARY SEWER CLEANOUT
WHL	WATER VALVE
FRH	FIRE HYDRANT
GMH	GAS MANHOLE
WMR	WATER METER
PMR	POWER POLE
SSR	SANITARY SEWER MANHOLE
TRF	TRAFFIC SIGN
CLW	CLUT WIRE
ELV	OVERHEAD ELECTRIC LINE
CLW	CHAIN LINK FENCE
CMF	CORROGATED METAL PIPE
RCF	REINFORCED CONCRETE PIPE
HR	5/8" IRON ROD SET W/ YELLOW CAP "20x3"
IRP	IRON ROD FOUND
CM	CONTROL MONUMENT
DIRCT	DEED RECORD, ROCKWALL COUNTY, TEXAS
PRCT	PLAT RECORD, ROCKWALL COUNTY, TEXAS

TITLE COMMITMENT NOTES:
The subject tract of land may be affected by the following:
Volume 51, Page 106 (19g)
This tract of land is subject to the following:
Volume 64, Page 174 (18b) shown hereon
Volume 182, Page 141 (19d) shown hereon
Volume 1915, Page 63 (18c) shown hereon
Volume 6257, Page 141 (10) shown hereon



BEING a 63.708 acre tract of land situated in the W.H. Barnes Survey, Abstr. No. 26, City of Rockwall, Rockwall County, Texas, and being all of that called 63.72 acre tract of land described in a deed to Sugland Family Trust recorded as Instrument No. 20150000018059, Deed Records of Rockwall County, Texas (2015) and thence being more particularly described as follows:

BEGINNING at a 5/8" iron rod with yellow plastic cap stamped "NPLS 33963" set for corner in the west right-of-way line of State Highway No. 205 at the most northern corner of said 63.72 acre tract common to the most eastern corner of a called 24.96 acre tract described in a deed to Rayburn County Electric Cooperative, Inc., recorded as Instrument No. 20170000003260 (2017), from which a 1/2" iron rod with a yellow plastic cap found for reference bears S 33°54'40" W a distance of 2.19 feet.

THENCE along the easterly line of said 63.72 acre tract and the westerly line of said Highway right-of-way as follows:

S 31°03'20" E, a distance of 32.49 feet to a 5/8" iron rod with yellow plastic cap stamped "NPLS 33963", set for corner;
N 58°56'40" E, a distance of 10.00 feet to a 5/8" iron rod with yellow plastic cap stamped "NPLS 33963", set for corner;
S 31°03'20" E, a distance of 447.60 feet to a 5/8" iron rod with yellow plastic cap stamped "NPLS 33963", set for corner at the beginning of a curve to the left having a radius of 5779.50 feet, and a chord which bears South 35 deg. 39 min. 10 sec. East, a distance of 1127.44 feet;
In a Southeastly direction, continuing along said curve to the left having a central angle of 1°11'41", an arc distance of 1128.24 to a 5/8" iron rod with yellow plastic cap stamped "NPLS 33963", set for corner at the southern corner of said 63.72 acre tract and being near the south edge of aforementioned asphalt surface at this location).

THENCE along the south side of said Mims road and the south line of said 63.72 acre tract as follows:

S 89°36'12" W, a distance of 1352.05 feet to a point for corner from which a 3/8" iron rod found for reference bears S 53°33'24" W a distance of 0.74 feet;
S 89°36'12" W, a distance of 1324.38 feet to a point for corner from which a 5/8" iron rod set for reference bears S 43°31'32" E a distance of 28.51 feet;

THENCE S 89°35'55" W, now departing from the south margin of Mims Road and continuing with a south line of said 63.72 acre tract a distance of 1560.75 feet to a 1/2" iron rod found at the southwestern corner thereof;

THENCE N 43°51'00" E, along a western boundary of said 63.72 acre tract a distance of 1133.75 feet to a 1/2" iron rod set for corner at a northern corner thereof;

THENCE S 54°43'48" E, along a boundary line of said 63.72 acre tract a distance of 183.64 feet to a point for corner near the center of Mims Road and near the southern side of said Road, said point being the most western corner of a called 1.50 acre tract described in a deed to Richard Slaughter recorded in Vol. 1531, Pg. 145 (2012);

THENCE S 43°28'02" E, along a boundary line of said 63.72 acre tract and the southwest line of said 1.50 acre tract a distance of 353.08 feet to an "X" set in a concrete bridge for corner at the most southern corner thereof;

THENCE N 42°20'35" E, continuing with the common line of last mentioned tracts a distance of 95.95 feet to a 1/2" iron rod found for corner at the most western corner of said 24.96 acre tract and an exterior "X" corner of said 63.72 acre tract;

THENCE along the common line of said 24.96 acre and 63.72 acre tracts as follows:

S 42°25'10" E, a distance of 83.05 feet to a 1/2" iron rod found for corner;
N 79°16'30" E, a distance of 276.11 feet to a point for corner from which a 1/2" iron rod found for reference bears S 80°54'11" E, a distance of 0.21 feet;
N 71°07'55" E, a distance of 1506.71 feet to a 1/2" iron rod found for corner;
N 72°30'03" E, a distance of 358.82 feet to a 1/2" iron rod with a yellow cap stamped "5660" found for corner;
N 33°54'40" E, a distance of 537.85 feet to the POINT OF BEGINNING and containing 63.708 acres or 2,775,132 square feet of land.

I, Robert C. Myers, Registered Professional Land Surveyor, do hereby certify that this plan represents the results of a survey made on the ground under my supervision during month of July, 2017, and substantially complies with the current Texas Society of Professional Surveyors Standards and Specifications for a Category 1A Conduction Survey.



PRELIMINARY FOR REVIEW PURPOSES ONLY
NOT TO BE RECORDED FOR ANY PURPOSE
RELEASED 11-30-17
ROBERT C. MYERS
R.P.L.S. NO. 2863

R.C. MYERS SURVEYING, LLC
"Registered Professional Land Surveyors"
488 AIRPORT COURT
BURNINGWALD, TEXAS 75102
Robert "Calvin" Myers, RPLS 3063
consmysr@att.net
Phone No. 10102200

Client: ATKINS

Job No.: 427

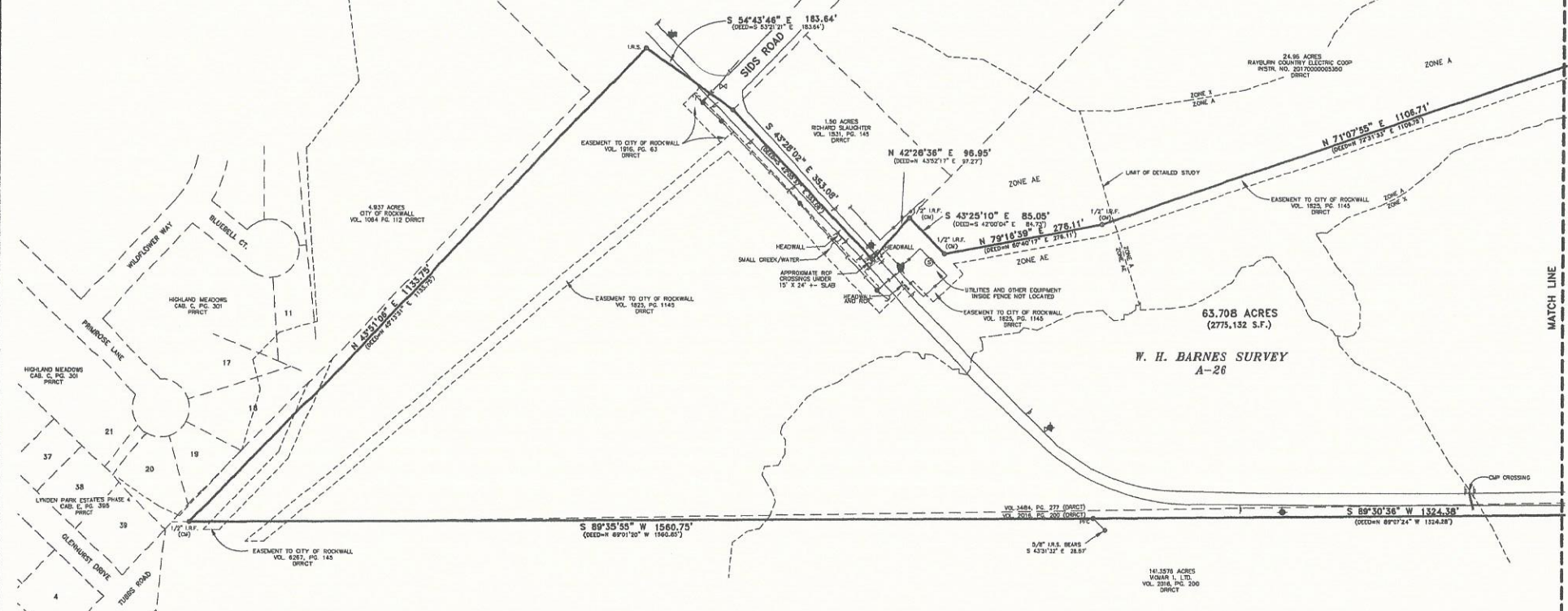
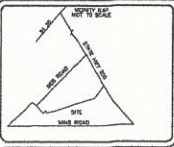
Drawn by: RCM

Date: 11-15-17

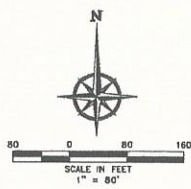
Released:

Sheet 1 of 2

LAND TITLE SURVEY
OF
63.708 ACRES
SITUATED IN THE
W.H. BARNES SURVEY, ABST. NO. 26
CITY OF ROCKWALL,
ROCKWALL COUNTY, TEXAS



- NOTES:
1. Bearings are based on Texas State Plane Coordinates, Projection: State Plane NAD83 Texas North Central Zone 4202, Lambert Conformal Conic, Feet (TXS-NCT).
 2. This survey was prepared with the benefit of Title Commitment CF No. LT-19153-1901531700064, effective date of August 22, 2017, issued on September 6, 2017. No research of record encumbrances has been performed on these tracts since the effective date of the policy mentioned above.
 3. By graphical plotting, part of the parcel described herein lies within Special Flood Hazard Area (SFHA) Zones "AL" and "A" as delineated on the Rockwall County, Texas Flood Insurance Rate Map, Map Number 42397/0043, dated September 26, 2008, as published by the Federal Emergency Management Agency. The Surveyor utilized the above referenced floodplain information for this determination and the Surveyor does not certify that revised floodplain information has or has not been published by the Federal Emergency Management Agency at some other source. This statement shall not create liability on the part of the surveyor.
 4. (Deeds) references deed calls described in a deed to Staglano Family Trust, recorded as Instrument No. 20150000018959 (DBRCT).
 5. At the time of the survey there were no buildings located on the subject property.
 6. Field work was completed on 11-20-17.
 7. Per instructions from client, interior improvements were not located.



LEGEND	
ATT	ATT CABLE BOX
E	ELECTRIC VALVE
T	TRANSFORMER OR PAD
S	SANITARY SEWER CLEANOUT
W	WATER VALVE
F	FIRE HYDRANT
G	GAS MANHOLE
M	WATER METER
P	POWER POLE
S	SANITARY SEWER MANHOLE
PL	PLASTIC SIGN
UT	UTILITY MIRE
OE	OVERHEAD ELECTRIC LINE
CL	CHAIN LINK FENCE
CM	CORRUGATED METAL PIPE
CP	CONCRETE PIPE
IR	5/8" IRON ROD SET W/YELLOW CAP "3063"
RF	IRON ROD FOUND
OW	CONTROL MONUMENT
DBCT	DEED RECORDS, ROCKWALL COUNTY, TEXAS
PRCT	PLAT RECORDS, ROCKWALL COUNTY, TEXAS

TITLE COMMITMENT NOTES:
The subject tract of land may be affected by the following:
Volume 51, Page 108 (1st)
Volume 54, Page 174 (1st)
Volume 1025, Page 143 (1st)
Volume 1916, Page 63 (1st)
Volume 6267, Page 145 (1st)

I, Robert C. Myers, Registered Professional Land Surveyor, do hereby certify that this plat represents the results of a survey made on the ground under my supervision during month of July, 2017, and substantially complies with the current Texas Society of Professional Surveyors Standards and Specifications for a Category 1A Condition II Survey.

PRELIMINARY FOR REVIEW PURPOSES ONLY
NOT TO BE RECORDED FOR ANY PURPOSE
RELEASED 11-30-17
ROBERT C. MYERS R.P.L.S. NO. 3965



R.C. MYERS SURVEYING, LLC
"Registered Professional Land Surveyors"
688 ARIZO COURT
BIRMINGHAM, TEXAS 75122
972.414-4574 Fax
Robert "Calvin" Myers, R.P.L.S. 3965
rmyersurveying@gmail.com Firm No. 1012300

LAND TITLE SURVEY
OF
63.708 ACRES
SITUATED IN THE
W.H. BARNES SURVEY, ABST. NO. 26
CITY OF ROCKWALL,
ROCKWALL COUNTY, TEXAS

Client: ATKINS	Drawn by: RCM	Date: 11-16-17	Revised:
Job No: 427			Sheet 2 of 2

Untitled Map

Write a description for your map.

Legend

- Feature 1
- Feature 2
- Feature 3
- Feature 4
- Fuji Ceramics
- Glacier
- How Big is this?
- Toronto, Ontario, Canada
- WW



DEVELOPMENT OUTLINE



The property consists of 63.72 Acres of Land, adjacent to S.H 205 a 120' Major Thoroughfare, also Mims Road a 65' Major Collector , South of and adjacent to Buffalo Creek consisting of 19 acres of open space. The property is sparsely vegetated on the southern 63 acres with native tree's. The Planned Development will create a pedestrian oriented neighborhood allowing for residential access to retail office and opens pace amenity areas. New homes construction will range from \$250K Enclave Villas Townhouse and Enclave Urban Housing \$350k and up. The homes will be marketed towards young families, young professionals and empty nesters lifestyle. Creating an additional 129 million dollars to the City of Rockwall tax base. There will be a Master H.O.A. required within the development of the property. We are excited to bring this upscale residential retail-office development to this area which surpasses expectations required in your Comprehensive Master Plan . A master trail system , along with the required Landscape Buffer along S.H. 205 , Mims Road and Buffalo Creek will be implemented which will encourage pedestrian access to all uses.

RESIDENTIAL ZONING LEGAL DESCRIPTION

Being a 57.506 acre tract of land situated in the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, and being a part of that called 63.72 acre tract of land described in a deed to Stagliano Family Trust recorded as Instrument No. 20150000018059, Deed Records of Rockwall County, Texas (DRRCT) and this tract being more particularly described as follows:

BEGINNING at a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963" set for corner in the west right-of-way line of State Highway No. 205 at the most northern corner of said 63.72 acre tract common to the most eastern corner of a called 24.96 acre tract described in a deed to Rayburn Country Electric Cooperative, Inc., recorded as Instrument No. 20170000005360 (DRRCT), from which a 1/2" iron rod with a yellow plastic cap found for reference bears S 35°54'40" W a distance of 2.19 feet.

THENCE along the easterly lines of said 63.72 acre tract and the westerly lines of said Highway right-of-way as follows:

S 31°03'20" E, a distance of 92.49 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner;

N 58°56'40" E, a distance of 10.00 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner;

S 31°03'20" E a distance of 447.60 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963" set for corner at the beginning of a curve to the left having a radius of 5779.60 feet, and a chord which bears S 31°59'17" E, a distance of 188.13 feet;

In a Southeasterly direction, continuing along said curve to the left having a central angle of 01°51'54", an arc distance of 188.14 feet to point for corner;

THENCE S 57°02'49" W, a distance of 320.00 feet to a point for corner at the beginning of a curve to the left having a radius of 6099.60 feet, and a chord which bears S 35°40'22" E, a distance of 585.40 feet;

THENCE Southeasterly along said curve to the left having a central angle of 05°30'03", an arc distance of 585.62 feet to a point for corner;

THENCE S 01°23'48" E, a distance of 107.50 feet to a point in the south line of said 63.72 acre tract near the south edge of Mims Road;

THENCE along the south side of said Mims road and the south lines of said 63.72 acre tract as follows:

S 88°36'12" W, a distance of 854.00 feet to a point for corner from which a 3/8" iron rod found for reference bears S 53°33'24" W a distance of 0.74 feet;

S 89°30'36" W , a distance of 1324.38 feet to a point for corner from which a 5/8" iron rod set for reference bears S 43°31'32" E a distance of 28.57 feet;

THENCE S 89°35'55" W, now departing from the south margin of Mims Road and continuing with a south line of said 63.72 acre tract a distance of 1560.75 feet to a 1/2" iron rod found at the southwest corner thereof;

THENCE N 43°51'06" E , along a western boundary of said 63.72 acre tract a distance of 1133.75 feet to a 1/2" iron rod set for corner at a northern corner thereof;

THENCE S 54°43'46" E, along a boundary line of said 63.72 acre tract a distance 183.64 feet to a point for corner near the center of Mims Road and near the southeast side of Sids Road, said point being the most western corner of a called 1.50 acre tract described in a deed to Richard Slaughter recorded in Vol. 1531, Pg. 145 (DRRCT);

THENCE S 43°28'02" E along a boundary line of said 63.72 acre tract and the southwest line of said 1.50 acre tract a distance of 353.08 feet to an "X" set in a concrete bridge for corner at the most southern corner thereof;

THENCE N 42°26'36" E, continuing with the common line of last mentioned tracts a distance of 96.95 feet to a 1/2" iron rod found for corner at the most western corner of said 24.96 acre tract and an exterior "ell" corner of said 63.72 acre tract;

THENCE along the common lines of said 24.96 acre and 63.72 acre tracts as follows:

S 43°25'10" E, a distance of 85.05 feet to a 1/2" iron rod found for corner;

N 79°16'39" E, a distance of 276.11 feet to a point for corner from which a 1/2" iron rod found for reference bears S 60°54'11" E, a distance of 0.21 feet;

N 71°07'55"E, a distance of 1106.71 feet to a 1/2" iron rod found for corner;

N 72°30'03" E, a distance of 356.82 feet to a 1/2" iron rod with a yellow cap stamped "5560" found for corner;

N 35°54'40" E, a distance of 537.85 feet to the **POINT OF BEGINNING** and containing 57.506 acres or 2,504,964 square feet of land.

COMMERCIAL ZONING LEGAL DESCRIPTION

Being a 6.202 acre tract of land situated in the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, and being a part of that called 63.72 acre tract of land described in a deed to Stagliano Family Trust recorded as Instrument No. 20150000018059, Deed Records of Rockwall County, Texas (DRRCT) and this tract being more particularly described as follows:

BEGINNING at a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963" set for corner in the west right-of-way line of State Highway No. 205 at the southeast corner of said 63.72 acre tract and being near the south edge of Mims Road (an asphalt surface at this location);

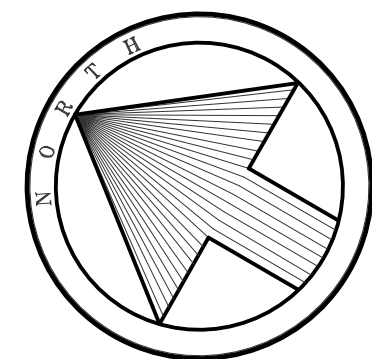
THENCE S 88°36'12" W, along the south side of said Mims road and the south line of said 63.72 acre tract, a distance of 498.05 feet to a point for corner;

THENCE N 01°23'48" W, a distance of 107.50 feet to a point for corner at the beginning of a non-tangent curve to the right having a radius of 6099.60 feet, and a chord which bears N 35°40'22" W, a distance of 585.40 feet;

THENCE Northwesterly along said curve to the right, through a central angle of 05°30'03", an arc distance of 585.62 feet to a point for corner;

THENCE N 57°02'49" E, a distance of 320.00 feet to a point for corner in the common line of said 63.72 acre tract and said Highway right-of-way, said point being in a curve to the left having a radius of 5779.60 feet, and a chord which bears S 37°35'08" E, a distance of 940.06 feet;

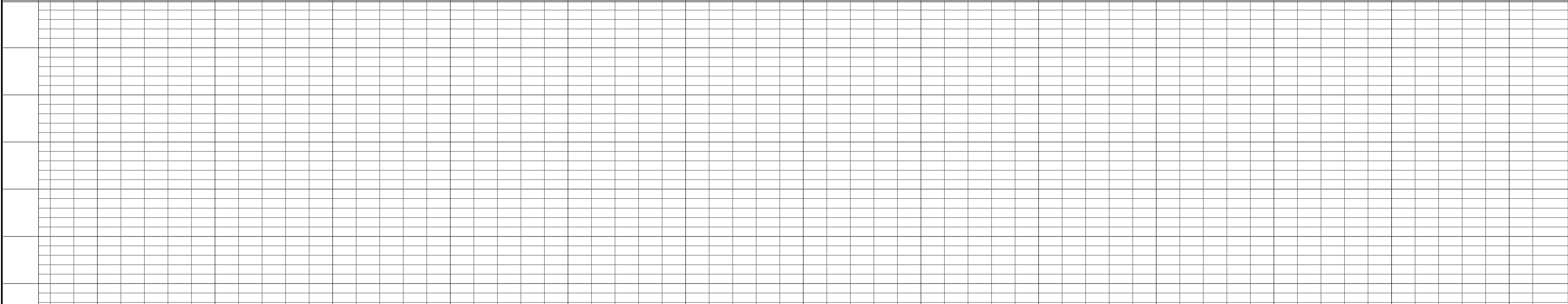
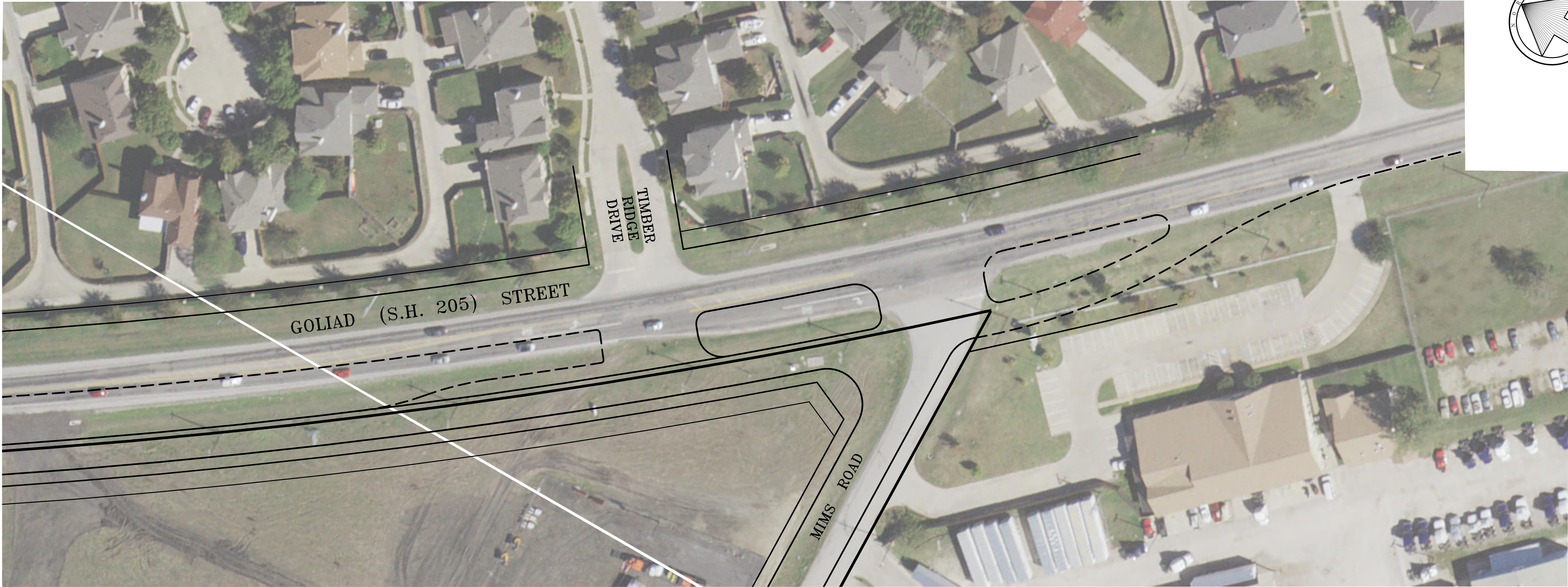
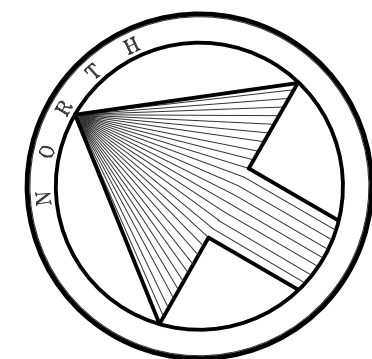
THENCE Southeasterly, along said common line and said curve to the left, through a central angle of 09°19'46", an arc distance of 941.10 feet to the **POINT OF BEGINNING** and containing 6.202 acres or 270,168 square feet of land.



WALNUT
RIDGE
DRIVE

GOLIAD (S.H. 205) STREET

PAVING CONCEPT						
GOLIAD (S.H. 205) STREET						
ROCKWALL, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		3/2018	1"=40'			1/2



PAVING CONCEPT						
GOLIAD (S.H. 205) STREET						
ROCKWALL, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		3/2018	1"= 40'			2/2

City of Rockwall

Project Plan Review History



Project Number	Z2018-017	Owner	STAGLLANO, VINCENT J	Applied	3/16/2018	LM
Project Name	The Enclave (C and HC to PD)	Applicant		Approved		
Type	ZONING			Closed		
Subtype	PD			Expired		
Status	Staff Review			Status		

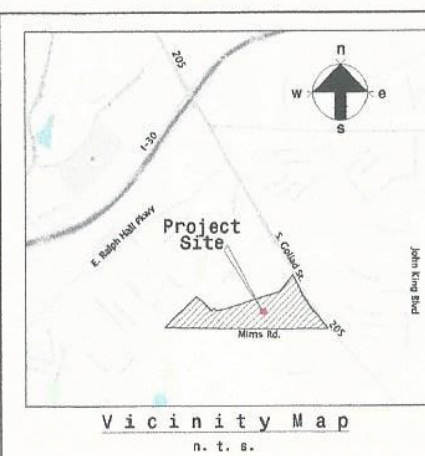
Site Address	City, State Zip	Zoning
MIMS RD	ROCKWALL, TX 75032	

Subdivision	Tract	Block	Lot No	Parcel No	General Plan
HIGHLAND MEADOWS 1	3	NULL	3	0026-0000-0003-00-OR	

Type of Review / Notes	Contact	Sent	Due	Received	Elapsed	Status	Remarks
BUILDING	John Ankrum	3/19/2018	3/26/2018	3/19/2018		APPROVED	
ENGINEERING (3/20/2018 3:26 PM AW) - See markup - Flood study will be required for Buffalo Creek - Min utility easement = 20' wide - Sewer pro-rata = \$379.24/acre - Min 100' between road connections to Mims - No trees within 5' of any utility - Detention is required for commercial/retail site - No increase in flood plain elevation or flow from site. Detention maybe required for the residential component - Show existing utilities - 4% engineering fees - Impacts fees - All open space, drainage, and detention to maintained, repaired, and replaced by HOA - Crown streets are required...no valley gutters at edge of parking - Need to extend the proposed 2 additional lanes of SH 205 to the north to tie into the existing 4 lanes - SH 205 south of the project may need to be extended depending on transition	Amy Williams	3/16/2018	3/23/2018	3/20/2018	4	COMMENTS	See Comments
FIRE (3/23/2018 1:03 PM AA) Automatic fire sprinkler protection required for all buildings.	Ariana Hargrove	3/16/2018	3/23/2018	3/23/2018	7	COMMENTS	See notes
PLANNING	David Gonzales	3/16/2018	3/23/2018	3/20/2018	4	COMMENTS	See comments

Type of Review / Notes	Contact	Sent	Due	Received	Elapsed Status	Remarks
<p>Hold a public hearing to discuss and consider a request by Pat Atkins of Saddlestar Land Development on behalf of the Stagliano Family Trust for the approval of a zoning change from an Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District to a Planned Development District for commercial/retail, single-family and townhome land uses on a 63.72-acre tract of land identified as Tract3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District, situated within the SH-205 Overlay (SH-205 OV) District, located at the northwest corner of S. Goliad Street [SH-205] and Mims Road, and take any action necessary.</p> <p>PLANNING COMMENTS - DAVID GONZALES - 03.21.2018</p> <p>All staff comments are to be addressed and resubmitted by Tuesday April 3, 2018. Please provide one (1) large copies [FOLDED] and one PDF version for a subsequent review by staff:</p> <p>Planning Department General Comments to be addressed are as follows</p> <ul style="list-style-type: none"> • On all future submittals please include the Case Number (Z2018-017) on the lower right hand corner. • Provide proposed building elevations for consideration by the Planning Commission and City Council • When provided, please review the Draft Ordinance prior to the Planning & Zoning public hearing scheduled for April 10, 2018 and return with red lined corrections and/or additions you feel may be necessary for staff review. <p>Please make the following corrections/additions to the Concept Plan:</p> <p>(1) Open Space % to indicate 11.39-acres reflecting the calculated 50% floodplain maximum allowable acreage (i.e. 8.8-acres) less the actual total open space [i.e. 20.19 - 8.8 = 11.39-acres]. Based on the 17.6-acres floodplain & 50% allowable, the open space has been reduced from 20.19-acres to 11.39-acres = 17.9% open space. The minimum total open space required is 20% of the gross acres of the site, which should be a minimum of 12.74-acres. Therefore, the calculated total open space equals 17.9% and requires a Waiver for being less than 20%.</p> <p>(2) Verify and/or correct the open space areas as indicated on the concept plan to equal the open space acreage indicated in the Land Use Data table</p> <p>** Planning Staff additional comments:</p> <p>** 1. The Future Land Use Map contained within the Comprehensive Plan currently identifies this property as being designed for Commercial land uses. The proposed use requires the City Council to amend the Future Land Use Map to select a High Density Residential and Medium Density Residential land uses designation. This will be listed as a condition of approval.</p> <p>** 2. The following is a Comprehensive Plan (plan) policy that has not been satisfied or could benefit from clarification:</p> <p>a) All residential lots that are 16,000 SF or less should be served by an alley. A request to waive this requirement for the single family homes requires approval by the City Council. This may be waived through the PD Ordinance.</p> <p>** 3. The property is within Park District No. 14. Parks fees for cash in lieu land and pro-rata equipment fees will be due at the time of final plat (fees are subject to change).</p>						

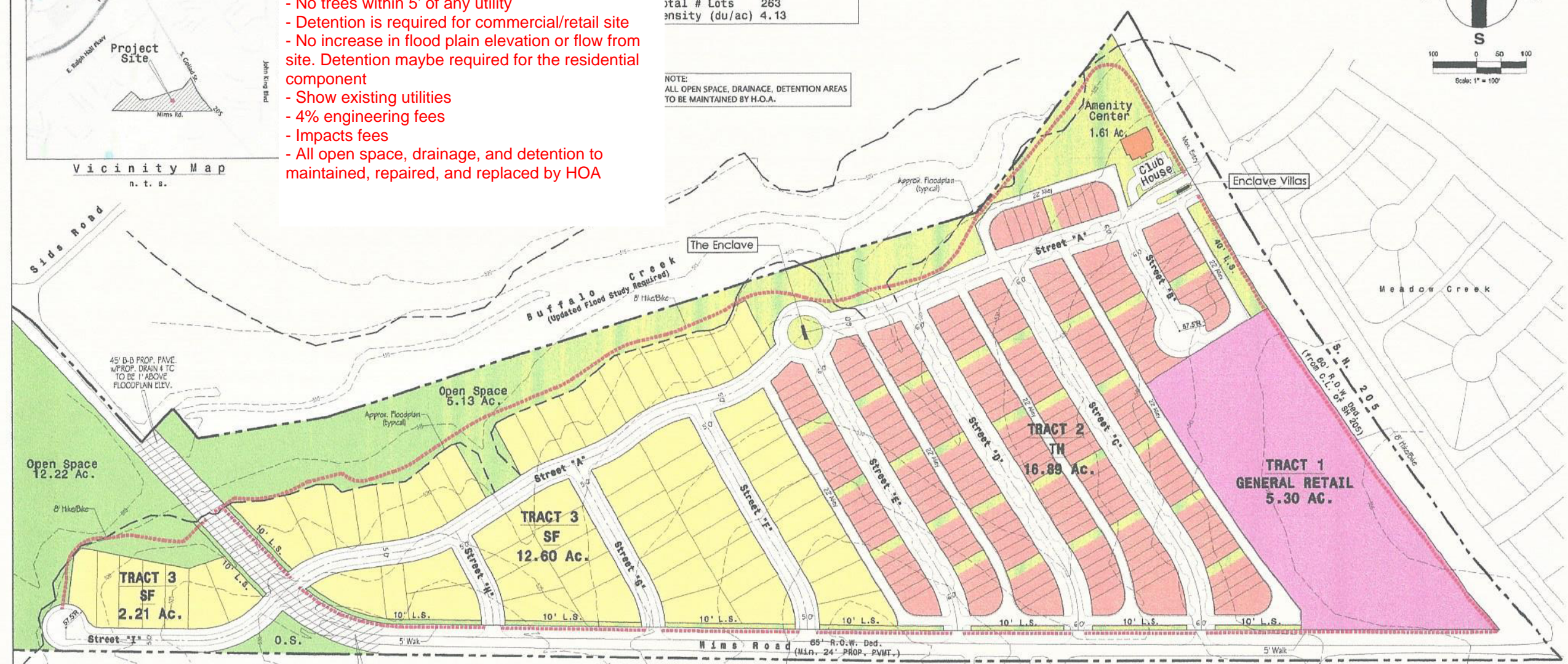
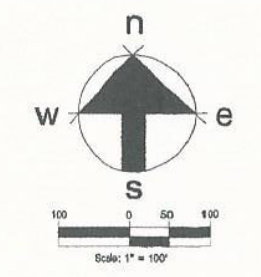
Type of Review / Notes	Contact	Sent	Due	Received	Elapsed Status	Remarks
The following are scheduled meeting dates that you and/or your representative(s) should attend regarding the PD request. If you have any questions regarding this case, please feel free to contact David Gonzales, AICP with the Planning Department at 972-771-7745.						
Meeting Dates to Attend						
Planning - Work Session: March 27, 2018 (6:00 p.m.) [applicant to present case to P&Z for discussion]						
Parks Board Meeting: April 3, 2018 (6:00 p.m.) [assessment of park fees and/or requirements]						
Planning - Public Hearing: April 10, 2018 (6:00 p.m.) [P&Z to take action (i.e. approve, approve with conditions, etc.)]						
City Council - Public Hearing: April 16, 2018 (6:00 p.m.) [1st Reading of PD Ordinance]						
City Council - Consent/Action Item: May 7, 2018 (6:00 p.m.) [2nd Reading of PD Ordinance (if approved at 1st reading)]						



- Flood study will be required for Buffalo Creek
- Min utility easement = 20' wide
- Sewer pro-rata = \$379.24/acre
- Min 100' between road connections to Mims
- No trees within 5' of any utility
- Detention is required for commercial/retail site
- No increase in flood plain elevation or flow from site. Detention maybe required for the residential component
- Show existing utilities
- 4% engineering fees
- Impacts fees
- All open space, drainage, and detention to maintained, repaired, and replaced by HOA

Land Use Data	
Prop. Zoning	SF-6-R
Total Area	63.72 Ac.
Open Space	21.5 Ac. (33%)
Total # Lots	263
Density (du/ac)	4.13

NOTE:
ALL OPEN SPACE, DRAINAGE, DETENTION AREAS
TO BE MAINTAINED BY H.O.A.

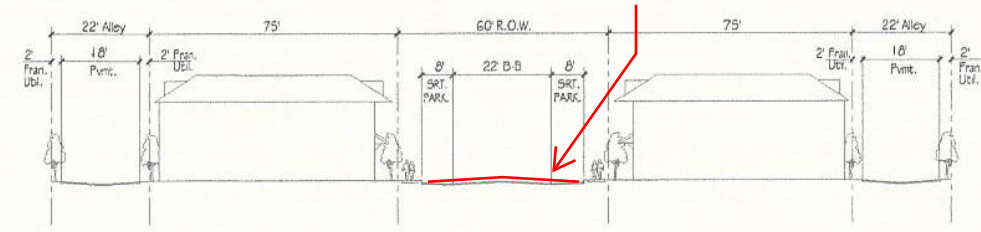


Crown streets are required...no valley gutters at edge of parking

TRACT 1-GEN. RET.-5.30 Ac.
TRACT 2 (TH)-198 LOTS (22'x75')
TRACT 3 (SF)-65 LOTS (50'x120')
63.72 Ac.



Townhouse Front Elevation
n.t.s.

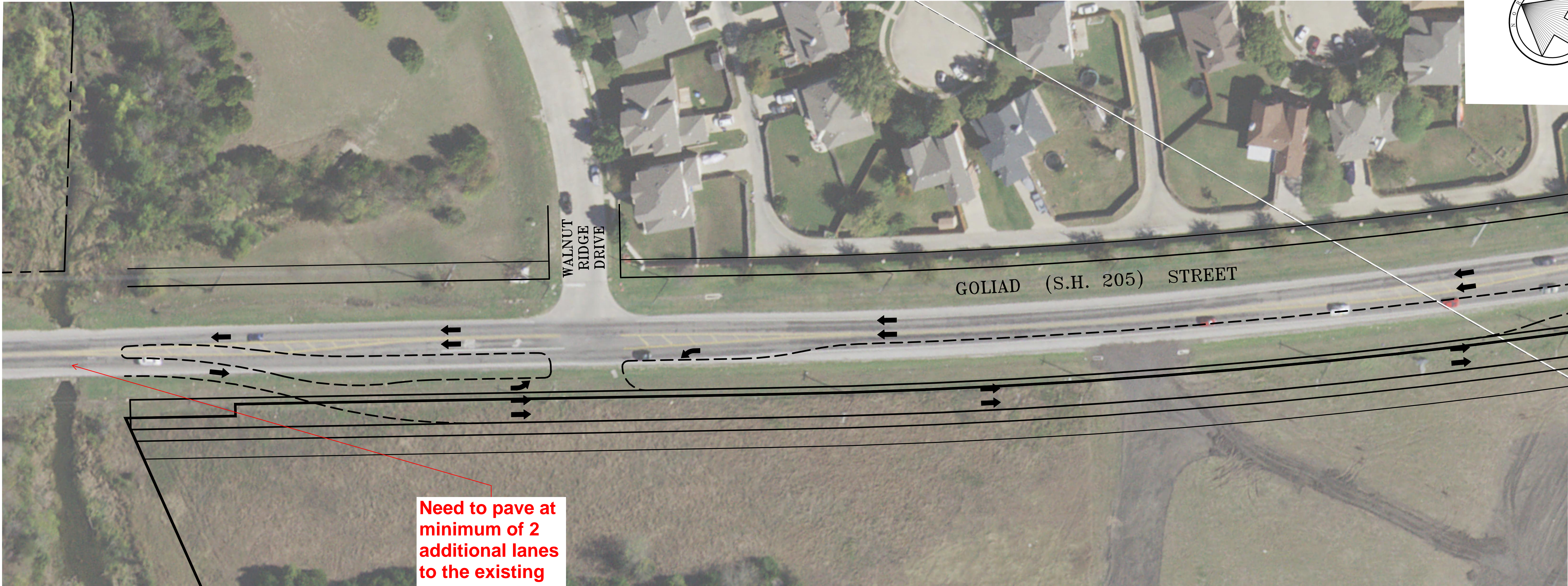
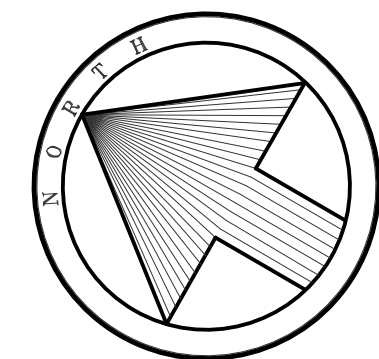


Z2017 -052
Concept Plan
for
the enclave
city of rockwall, rockwall county, texas

Developer:
BADDLESTAR LAND DEV.
3076 Hays Lane
Rockwall, Texas 75087
972.388.6383
Contact: Pat Atkins

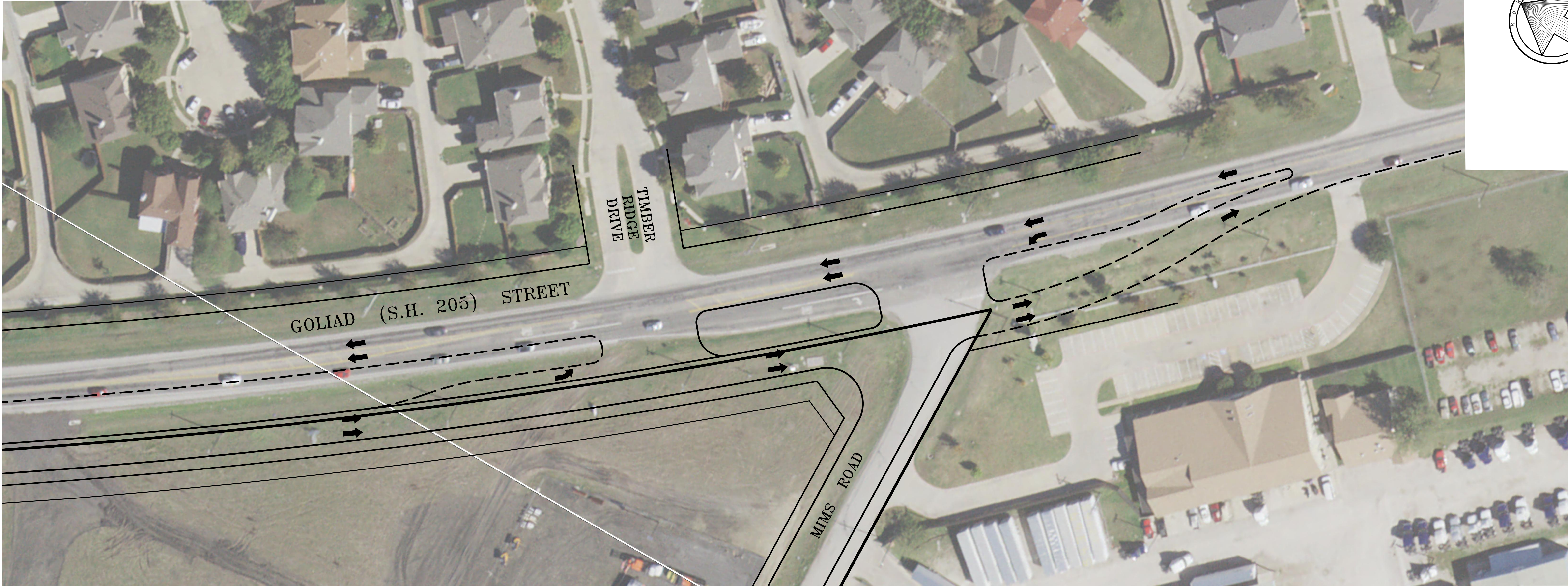
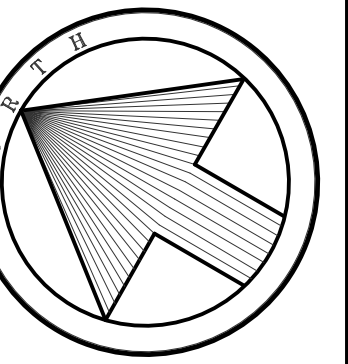
ENGINEERINGCONCEPTS
& DESIGN, L.P.
10000 Rockwall Road, Suite 100, Rockwall, TX 75087
201.984.4444
Scale: 1" = 100'

Nov. 21, 2017



Need to pave at
minimum of 2
additional lanes
to the existing
4 lanes to the
north

PAVING CONCEPT						
GOLIAD (S.H. 205) STREET						
ROCKWALL, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		3/2018	1"=40'			1/2



PAVING CONCEPT						
GOLIAD (S.H. 205) STREET						
ROCKWALL, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		3/2018	1"=40'			2/2



PAT ATKINS
Director of Land Development and Acquisitions

3076 Hays Lane,
Rockwall ,
Texas 75038

972.388.6383
kpatatkins@yahoo.com

3-16-18

ENCLAVE ROCKWALL

63.72 ACRES-Z2017-052

ROCKWALL , TEXAS

RE: Enclave Zoning –Re-Submittal

DEAR MR. GONZALES , MRS. MORALES

AS AUTHORIZED REPRESENTATIVE AND APPLICANT FOR THE 63.72 ACRES , WE ARE HEREBY FORMALLY RESUBMITTING OUR APPLICATION , WITH THE FOLLOWING MODIFICATIONS TO THE ORIGINAL SUBMITTAL.

- 1. REQUIREMENT OF CONSTRUCTION OF THE WESTERN TWO LANES OF S.H. 205 WITH FACILITIES AGREEMENT**
- 2. REQUIREMENT OF THE MINIMUM OF 20% OPEN SPACE.**
- 3. SINGLE FAMILY GARAGE ORIENTATION TO BE A MINIMUM OF 5' OFFSET FROM THE MAIN STRUCTURE**
- 4. TOWNHOUSE AND C-3 DISTRICT REQUIRING ROCKWALL ARCHITECTURAL REVIEW COMMITTEE APPROVAL BEFORE BUILDING PERMIT.**
- 5. UPDATED TRAFFIC REPORT REFLECTING COUNTS DURING SCHOOL TIMES.**
- 6. SUP REQUIREMENT FOR GASOLINE SERVICE USES IN GENERAL RETAIL DISTRICT.**

SINCERELY-PAT ATKINS – DIRECTOR

SADDLESTAR LAND DEVELOPMENT LLC

DEVELOPMENT OUTLINE



The property consists of 63.72 Acres of Land, adjacent to S.H 205 a 120' Major Thoroughfare, also Mims Road a 65' Major Collector , South of and adjacent to Buffalo Creek consisting of 19 acres of open space. The property is sparsely vegetated on the southern 63 acres with native tree's. The Planned Development will create a pedestrian oriented neighborhood allowing for residential access to retail office and opens pace amenity areas. New homes construction will range from \$250K Enclave Villas Townhouse and Enclave Urban Housing \$350k and up. The homes will be marketed towards young families, young professionals and empty nesters lifestyle. Creating an additional 129 million dollars to the City of Rockwall tax base. There will be a Master H.O.A. required within the development of the property. We are excited to bring this upscale residential retail-office development to this area which surpasses expectations required in your Comprehensive Master Plan . A master trail system , along with the required Landscape Buffer along S.H. 205 , Mims Road and Buffalo Creek will be implemented which will encourage pedestrian access to all uses.

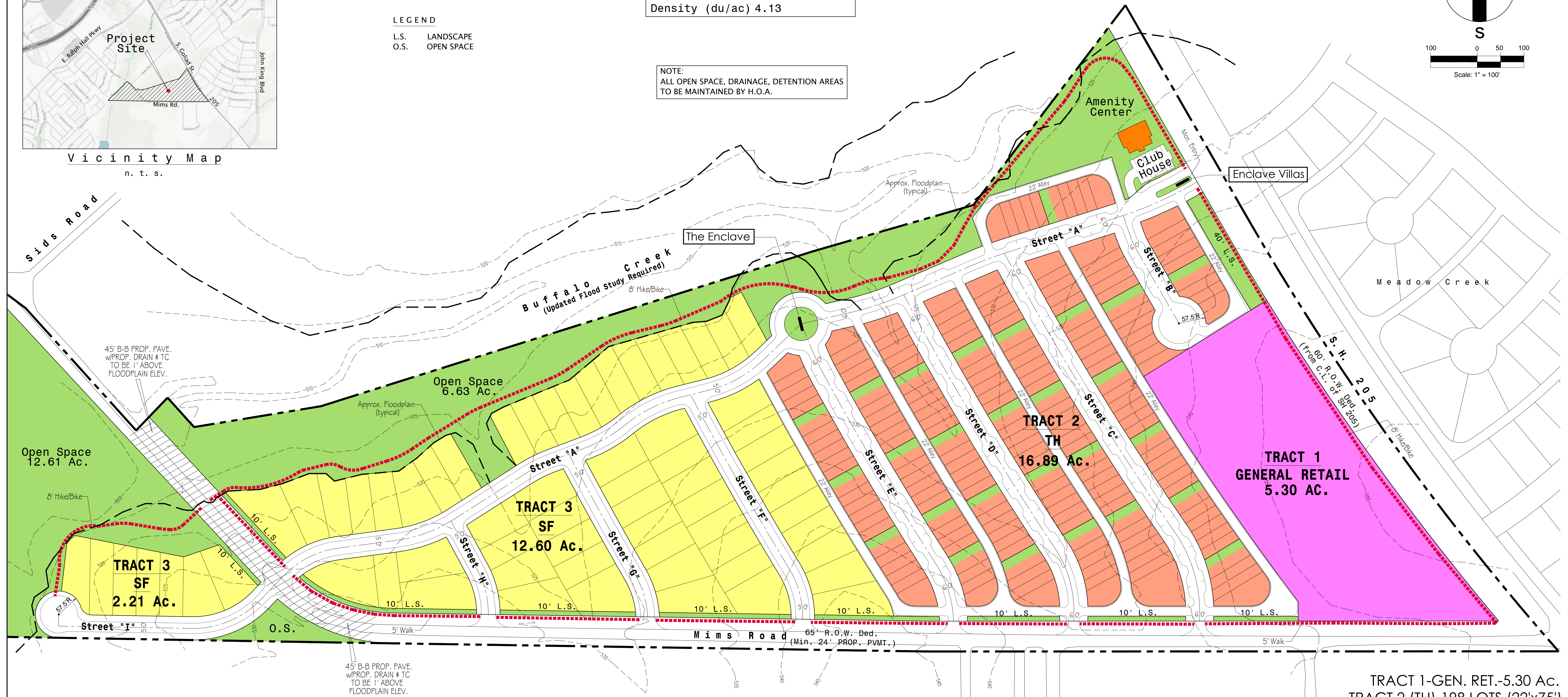
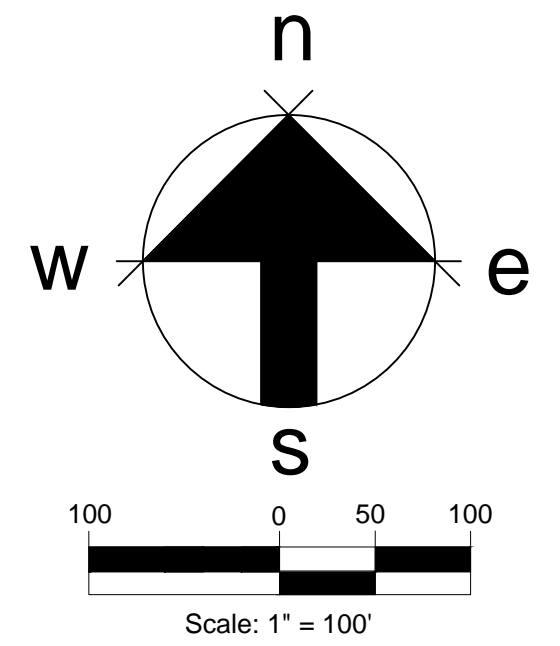


Vicinity Map
n. t. s.

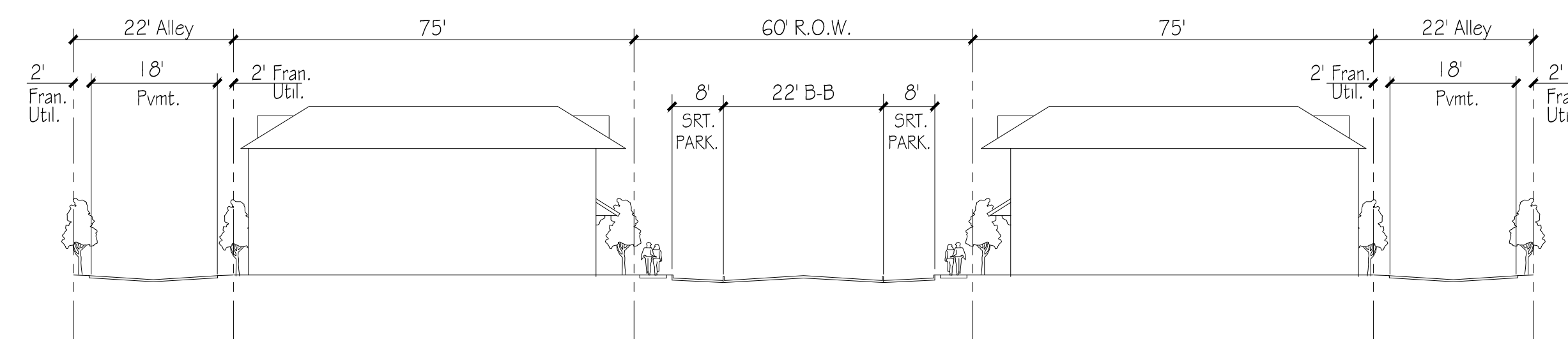
LEGEND
L.S. LANDSCAPE
O.S. OPEN SPACE

Land Use Data	
Prop. Zoning	SF-6-R
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Open Space	20.19 Ac. (32%)
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Density (du/ac)	4.13

NOTE:
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TO BE MAINTAINED BY H.O.A.



Townhouse Front Elevation
n.t.s.



Tract 2 - TH - Typical Section
n.t.s.

TRACT 1-GEN. RET.-5.30 Ac.
TRACT 2 (TH)-198 LOTS (22'x75')
TRACT 3 (SF)-65 LOTS (50'x120')
63.72 Ac.

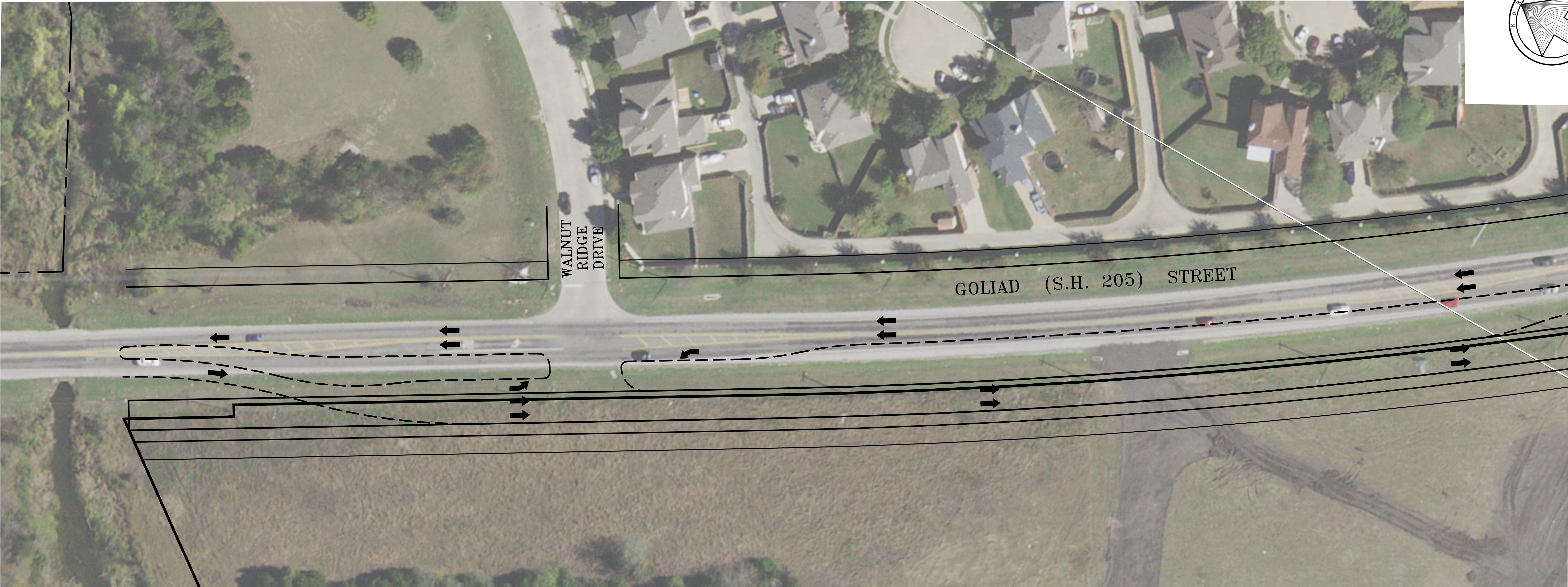
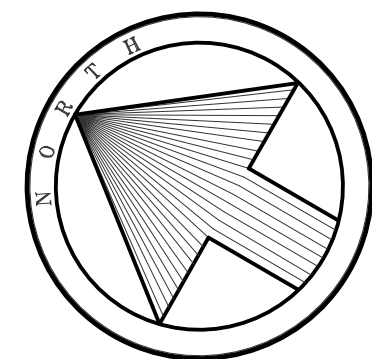
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Contact: Pat Atkins

ENGINEERINGCONCEPTS
& DESIGN, L.P.
CIVIL ENGINEERING / PROJECT MANAGEMENT /
CONSTRUCTION SERVICES
FIRM REGISTRATION #F-001145
201 WINDO CIRCLE, SUITE 200, WYLLIE, TX 75098
972.941.8400 WWW.ECDLP.COM FAX: 972.941.8401

March 18, 2018

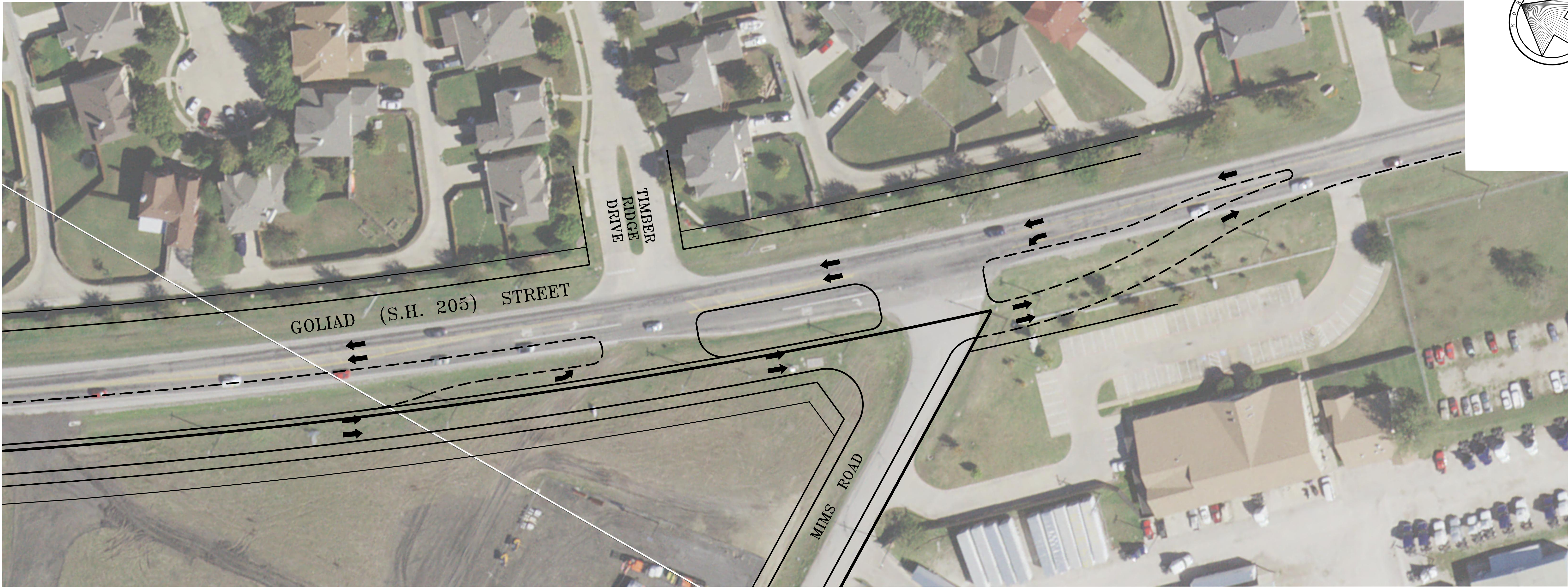
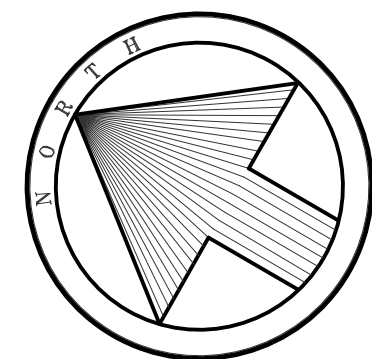
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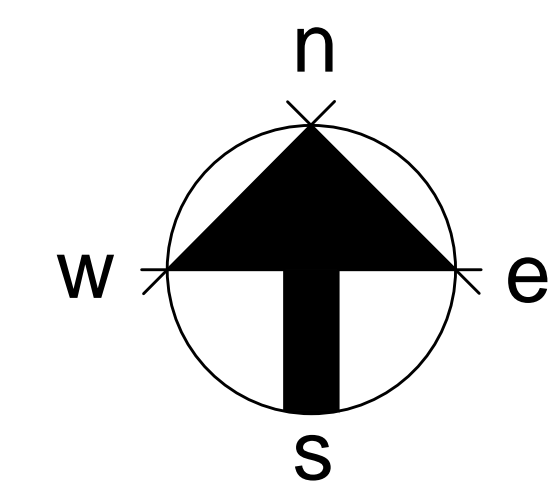
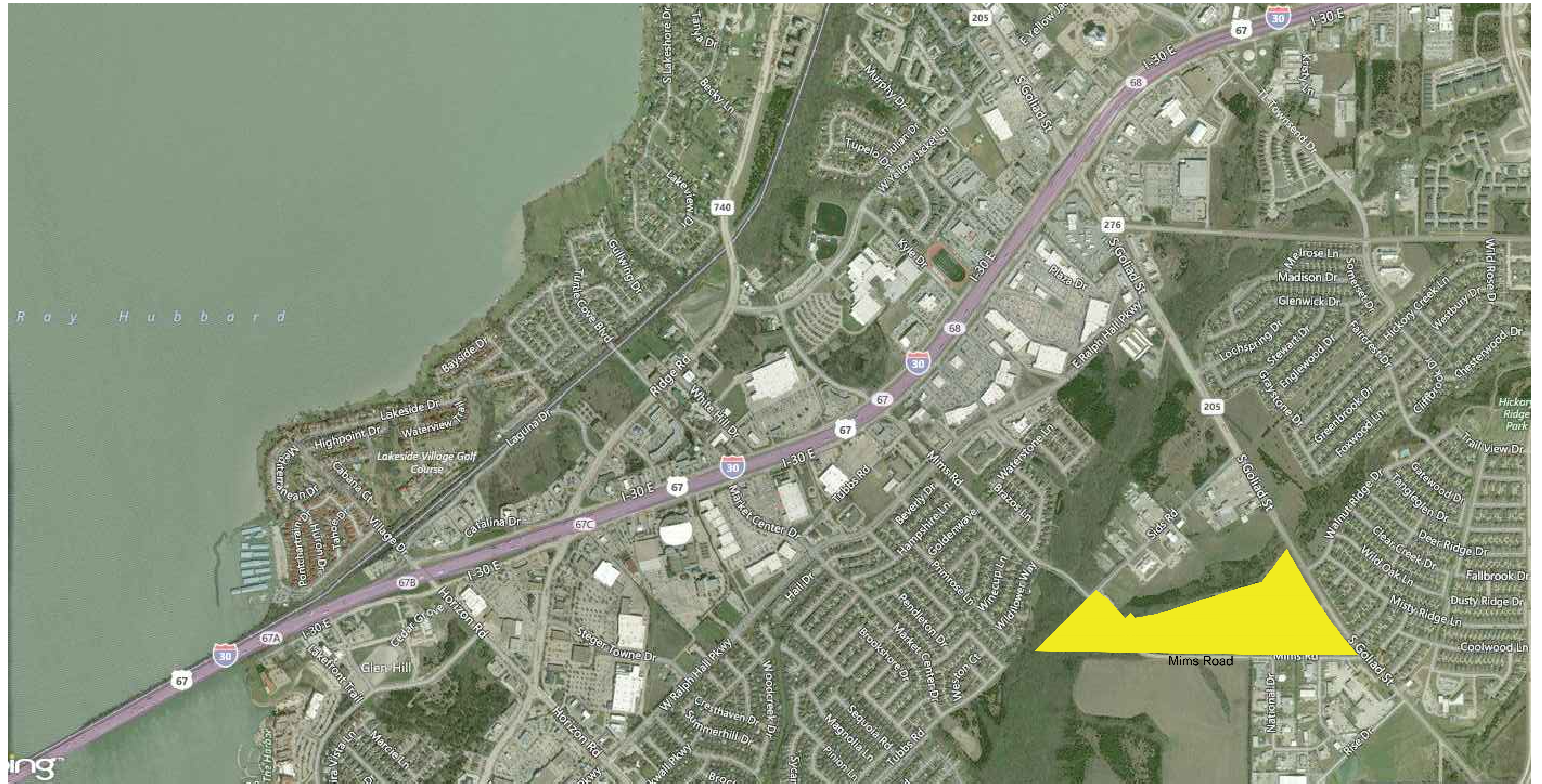
WALNUT
RIDGE
DRIVE

GOLIAD (S.H. 205) STREET

PAVING CONCEPT						
GOLIAD (S.H. 205) STREET						
ROCKWALL, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		3/2018	1"=40'			1/2



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LOCATION MAP
for
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city of rockwall, rockwall county, texas

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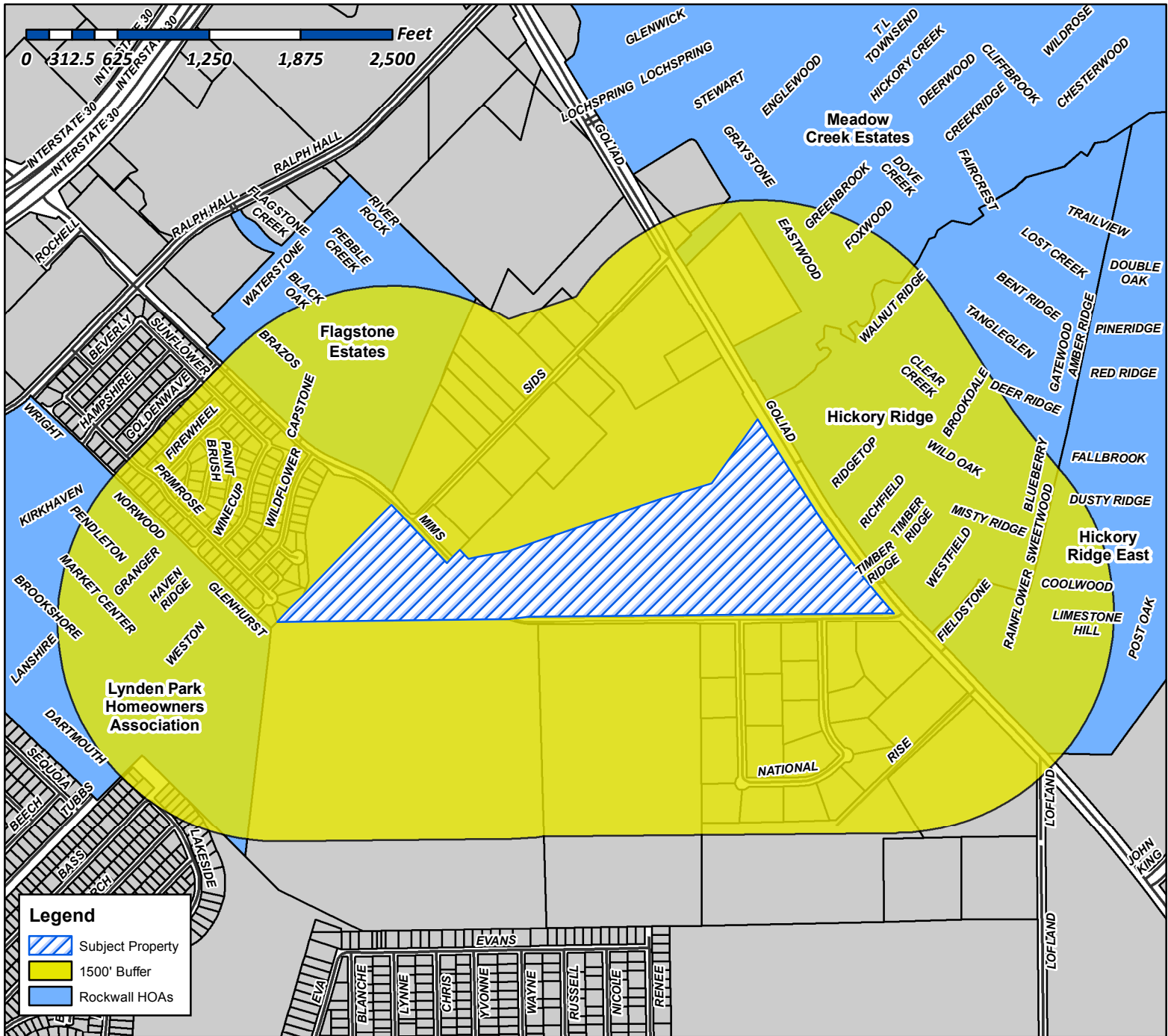
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City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087
(P): (972) 771-7745
(W): www.rockwall.com

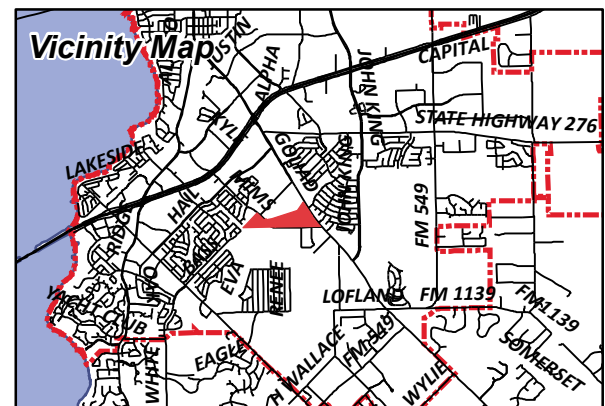
The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and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



Case Number: Z2018-017
Case Name: Zoning Change (C & HC to PD)
Case Type: Zoning
Zoning: Commercial & Heavy Commercial District
Case Address: Northwest Corner of S. Goliad Street and Mims Road

Date Created: 03/16/2018

For Questions on this Case Call (972) 771-7745

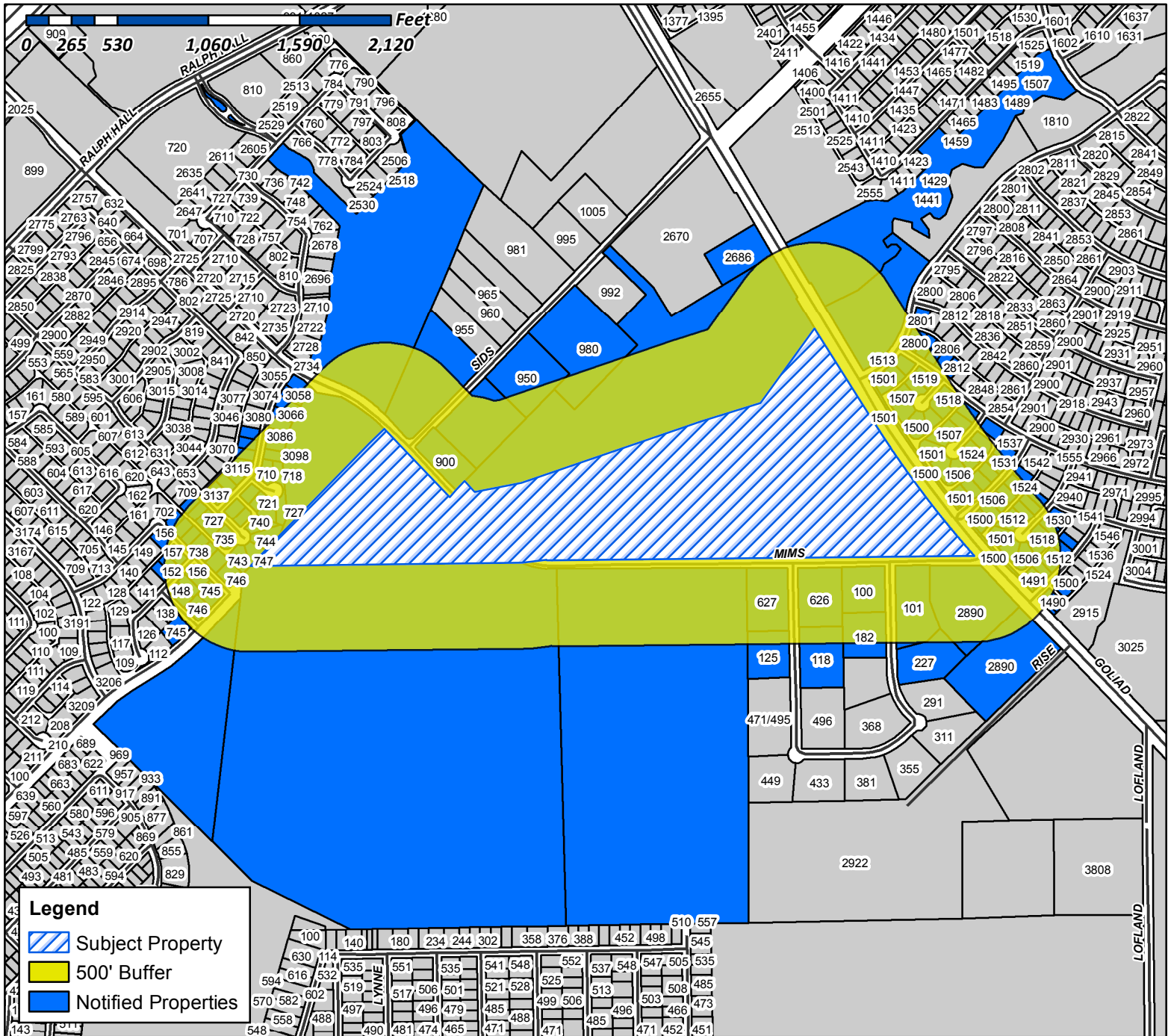




City of Rockwall

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(P): (972) 771-7745
(W): www.rockwall.com

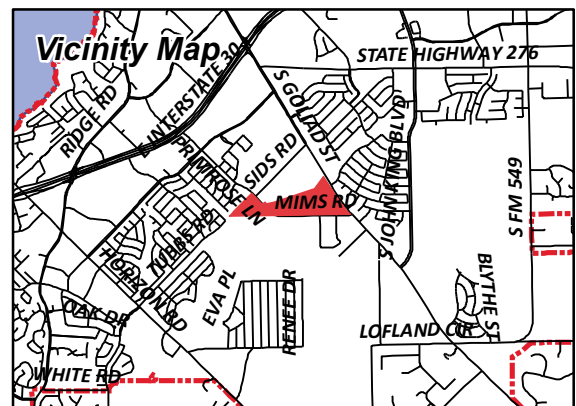
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Case Number: Z2018-017
Case Name: Zoning Change (AG, C & HC to PD)
Case Type: Zoning
Zoning: AG, C, & HC District
Case Address: Northwest Corner of S. Goliad Street and Mims Road

Date Created: 03/16/2018

For Questions on this Case Call (972) 771-7745



CURRENT RESIDENT
100 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
101 NATIONAL DR
ROCKWALL, TX 75032

BCL REAL ESTATE LLC
103 GROSS RD BLDG A
MESQUITE, TX 75149

LEMMOND BRENTON & KIMBERLY
10349 S STATE HWY 205
ROCKWALL, TX 75032

VICMAR I LTD &
E LOFLAND
105 KAUFMAN ST
ROCKWALL, TX 75087

VICMAR I LTD &
E LOFLAND
105 KAUFMAN ST
ROCKWALL, TX 75087

SCOTTFREE INVESTMENTS LP
118 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
125 NATIONAL DR
ROCKWALL, TX 75032

MOORE LEE OSCAR & SHRYL ANN
1251 MARLIN AVENUE
SEAL BEACH, CA 90740

DING CHENG LIANG AND LUH LUH TING
1406 ROSALIA AVE
SAN JOSE, CA 95130

CURRENT RESIDENT
1441 FOXWOOD LN
ROCKWALL, TX 75032

MCSWAIN BILLY
148 NATIONAL DR
ROCKWALL, TX 75032

PEACOCK JAY C & ROBYN M
148 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
149 WESTON CT
ROCKWALL, TX 75032

ZIYADEH MUNEEB R ABU
1490 FIELDSTONE DR
ROCKWALL, TX 75032

REYES JULIO CESAR & URAMIA S
1491 FIELDSTONE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1500 RICHFIELD CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1500 WESTFIELD LN
ROCKWALL, TX 75032

CONFIDENTIAL
1500 FIELDSTONE DR
ROCKWALL, TX 75032

PEWICK JAMES & SHANNA PEWICK
1500 RIDGETOP CT
ROCKWALL, TX 75032

LUSK DERRICK L
1500 TIMBER RIDGE DR
ROCKWALL, TX 75032

NICKERSON TELISA A
1501 FIELDSTONE DR
ROCKWALL, TX 75032

GARY SHAWN
1501 RICHFIELD CT
ROCKWALL, TX 75032

HOWERTON RICKY D & CHRISTINE A
1501 RIDGETOP COURT
ROCKWALL, TX 75032

SAHLOU WALIYE BESHAK
1501 TIMBER RIDGE DRIVE
ROCKWALL, TX 75032

MARTINEZ JOSUE
1501 WALNUT RIDGE DR
ROCKWALL, TX 75032

JONES MYRON D
1501 WESTFIELD LN
ROCKWALL, TX 75032

DOUGLAS LEANNE
1506 RICHFIELD COURT
ROCKWALL, TX 75032

TATOM DANNY & TRACI
1506 RIDGETOP CT
ROCKWALL, TX 75032

GARDNER AALIYAH DEJANE TRUST NUMBER
TWO
AMBER GARDNER & HER SUCCESSORS TRUSTEE
1506 TIMBER RIDGE
ROCKWALL, TX 75032

HOGAN CHAD & STEFANIE
1506 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 FIELDSTONE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 WALNUT RIDGE DR
ROCKWALL, TX 75032

HOYL ROBERT & DARLA
1507 RICHFIELD CT
ROCKWALL, TX 75032

TORRES JOSLYN NOEL & ANDREW
1507 RIDGETOP COURT
ROCKWALL, TX 75032

MORITZ GREG AND BIANCA MARTINEZ
1507 WESTFIELD LN
ROCKWALL, TX 75032

JS CUSTOM HOMES LLC
1509 LEXINGTON DR
GARLAND, TX 75041

BROOKS CLINT E
1512 RICHFIELD CT
ROCKWALL, TX 75032

LOPEZ ANDREW T & LAUREL L
1512 RIDGETOP COURT
ROCKWALL, TX 75032

DAVIDSON ANTHONY D & CLOTEAL M
1512 TIMBER RIDGE DR
ROCKWALL, TX 75032

LIM KATCHHAUY & MONY KROUCH
1512 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
1513 WALNUT RIDGE DR
ROCKWALL, TX 75032

MACFOY THEODORE P & EASTERLINE V
1513 FIELDSTONE DR
ROCKWALL, TX 75032

CROSSWHITE MICHAEL B
1513 RICHFIELD CT
ROCKWALL, TX 75032

HROMATKA EDWARD J & MARIA L
1513 RIDGETOP CT
ROCKWALL, TX 75032

AMIN DEVESHCHANDRA A AND
MANISHA D AMIN
1513 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1518 RIDGETOP CT
ROCKWALL, TX 75032

JIMENEZ SANTIAGO & MARIA D
1518 RICHFIELD CT
ROCKWALL, TX 75032

KORDI KIOMARS AND ELICIA
1518 TIMBER RIDGE DR
ROCKWALL, TX 75032

GRAEF DAVID R & DIANE J
1518 WESTFIELD LN
ROCKWALL, TX 75032

ACOSTA CORAZON
1519 FIELDSTONE DR
ROCKWALL, TX 75032

JACKSON SHANNON D AND
VANCE R EKQUIST
1519 RICHFIELD CT
ROCKWALL, TX 75032

HURLEY MARTHA AND DAVID
1519 RIDGETOP CT
ROCKWALL, TX 75032

ATTARDI JENNIFER LEIGH & GINO AND
SHARLE L CAMP
1519 TIMBER RIDGE DRIVE
ROCKWALL, TX 75032

AL-GHAZAWI OMAR AND SAMAH ALMALKAWIE
1519 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
152 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1524 WESTFIELD LN
ROCKWALL, TX 75032

BURRISS ELWOOD & DOROTHY L
1524 RICHFIELD CT
ROCKWALL, TX 75032

MEBRATU GEZI
1524 TIMBER RIDGE DR
ROCKWALL, TX 75032

SAWYER CHARLENE &
DANNY & CHARLOTTE SAWYER
1525 FIELDSTONE DR
ROCKWALL, TX 75032

PATRICK RICHARD & BRANDY
1525 RICHFIELD CT
ROCKWALL, TX 75032

WHALEN DANIEL & KYONG SUK
1525 TIMBER RIDGE DR
ROCKWALL, TX 75032

SHAH MURTAZA & MARIA
1525 WESTFIELD LN
ROCKWALL, TX 75032

RICHARDS NINA R
153 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1530 WESTFIELD LN
ROCKWALL, TX 75032

LABLANK CORTLIN AND ASHLEY
1530 RICHFIELD CT
ROCKWALL, TX 75032

CHODUN ERIC
1530 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1531 WESTFIELD LN
ROCKWALL, TX 75032

SHAHER LORI E
1531 TIMBER RIDGE DR
ROCKWALL, TX 75032

RYSZARD PROPERTIES LLC
1536 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
156 WESTON CT
ROCKWALL, TX 75032

PENA YOAMY G & JOAQUIN S
156 HAVEN RIDGE DRIVE
ROCKWALL, TX 75032

EISENSTEIN JENNIPHER
157 WESTON CT
ROCKWALL, TX 75032

DOS HILLS INC
1701 SHERBURNE DR
KELLER, TX 76262

HICKORY RIDGE EAST HOMEOWNERS ASSOC
1800 PRESTON PARK BLVD STE 101
PLANO, TX 75093

CURRENT RESIDENT
182 NATIONAL DR
ROCKWALL, TX 75032

GREGORY COREY ALAN
2124 BURTON DR APT 207
AUSTIN, TX 78741

WATTS KYLA & CALE
218 STANFORD CT
HEATH, TX 75032

CURRENT RESIDENT
227 NATIONAL DR
ROCKWALL, TX 75032

NGUYEN JENNIFER
2608 SANTA ROSA AVE
ODESSA, TX 79763

CURRENT RESIDENT
2686 S HWY205
ROCKWALL, TX 75032

CROSS RONALD D & EMMA R
2800 MISTY RIDGE LN
ROCKWALL, TX 75032

HARDMAN MARK
2801 WILD OAK LN
ROCKWALL, TX 75032

GRANGER MATTHEW P AND LEAH K
2806 MISTY RIDGE LN
ROCKWALL, TX 75032

PRICE BETTY L
2812 MISTY RIDGE LN
ROCKWALL, TX 75032

CONFIDENTIAL
2818 MISTY RIDGE LN
ROCKWALL, TX 75032

DABNEY TERESA AND
WILBERT HANEY
2824 MISTY RIDGE LN
ROCKWALL, TX 75032

AXUM MARC R & DEBRA S
2849 WILD OAK LN
ROCKWALL, TX 75032

CURRENT RESIDENT
2890 S GOLIAD
ROCKWALL, TX 75032

STAEV GHINICA
299 PHEASANT HILL DR
ROCKWALL, TX 75032

LLC SERIES G
RONALD SPENCER FAMILY INVESTMENTS
3021 RIDGE RD SUITE A-277
ROCKWALL, TX 75032

RACK PARTNERS LTD
3021 RIDGE RD SUITE A PMB #131
ROCKWALL, TX 75032

CHRISTIAN LARRY N
3058 WILDFLOWER WAY
ROCKWALL, TX 75032

AMH 2014-1 BORROWER LLC
30601 AGOURA RD SUITE 200
AGOURA HILLS, CA 91301

MARKS WESLEY & AMY E
3066 WILDFLOWER WAY
ROCKWALL, TX 75032

MC FARLAND RODERIC B
3074 WILDFLOWER WAY
ROCKWALL, TX 75032

BARNETT VIRGINIA M
3080 WILDFLOWER WAY
ROCKWALL, TX 75032

ELLIOTT PAULA C
3086 WILDFLOWER WAY
ROCKWALL, TX 75032

HUDSON JOHN D & KATHY L
3092 WILDFLOWER WAY
ROCKWALL, TX 75032

CURRENT RESIDENT
3095 WILDFLOWER WAY
ROCKWALL, TX 75032

CANETTY CHAYRA SANCHEZ
3101 WILDFLOWER WAY
ROCKWALL, TX 75032

CHRISTIAN LON K JR
3104 WILDFLOWER WAY
ROCKWALL, TX 75032

SILVA GLADYS E
3107 WILDFLOWER WAY
ROCKWALL, TX 75032

CURRENT RESIDENT
3115 WILDFLOWER WAY
ROCKWALL, TX 75032

PEREZ ELIZABETH
3120 W NORTHWEST HWY
DALLAS, TX 75220

COOPER TERESA L
3123 WILDFLOWER WAY
ROCKWALL, TX 75032

SHIVERS WAYNE A
3129 WILDFLOWER WAY
ROCKWALL, TX 75032

PRICE TIMOTHY F & DIANA M
3137 WILDFLOWER WAY
ROCKWALL, TX 75032

BODFORD ALVIN M
C/O EPES TRANSPORT SYSTEM
3400 EDGEFIELD COURT
GREENSBORO, NC 27409

FALLS DAVID & TERRI
3608 LAKESIDE DR
ROCKWALL, TX 75087

CITY OF ROCKWALL
ATTN;MARY SMITH
385 S GOLIAD ST
ROCKWALL, TX 75087

ISSAC PARAMPOTTIL T & LEELAMMA
4215 EDMONDSON AVENUE
HIGHLAND PARK, TX 75205

CLARK RICHARD A II
5019 MERLIN DR
SAN ANTONIO, TX 78218

STAGLIANO FAMILY TRUST
5501 ST ANDRES CT
PLANO, TX 75093

JACOBS DAVID RAY
626 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
627 NATIONAL DR
ROCKWALL, TX 75032

CHEN CHAI
708 GLENHURST DR
ROCKWALL, TX 75032

REECE EDDY P & JUDY
709 BLUEBELL CT
ROCKWALL, TX 75032

LEBLANC BRIAN E
709 PRIMROSE LN
ROCKWALL, TX 75032

TURNER LAQUITTA L
710 BLUEBELL CT
ROCKWALL, TX 75032

CLARK JEAN F & KRISTINE L
714 GLENHURST DR
ROCKWALL, TX 75032

RIDDLE RONALD E & LINDA K
715 BLUEBELL CT
ROCKWALL, TX 75032

GRIFFITH ALLYSON RENEE SCARBER
715 PRIMROSE LN
ROCKWALL, TX 75032

CURRENT RESIDENT
718 BLUEBELL CT
ROCKWALL, TX 75032

MISSELL KASSIE DANIELLE & KEVIN MICHAEL
720 GLENHURST DR
ROCKWALL, TX 75032

JONES JAMES & MARY
721 BLUEBELL CT
ROCKWALL, TX 75032

HARRIS CHAD &
MISTY PIERCE
721 PRIMROSE LN
ROCKWALL, TX 75032

CURRENT RESIDENT
726 GLENHURST DR
ROCKWALL, TX 75032

CURRENT RESIDENT
727 PRIMROSE LN
ROCKWALL, TX 75032

NUGENT GAYLEEN K
727 BLUEBELL CT
ROCKWALL, TX 75032

BRIDGMAN SHAWN AND RENEE
728 PRIMROSE LN
ROCKWALL, TX 75032

SOAITA MARIUS & DANIELA M
732 GLENHURST DR
ROCKWALL, TX 75032

GULICK ANNA C
734 PRIMROSE LN
ROCKWALL, TX 75032

TIPPING DORA MARIA
735 PRIMROSE LN
ROCKWALL, TX 75032

HUDDLESTON EMILY D AND
BRYON STEWART JR
738 GLENHURST DR
ROCKWALL, TX 75032

LEWIS GOMER J & CHARLSIE J
740 PRIMROSE LN
ROCKWALL, TX 75032

SITTER KAREEN RUTH
743 PRIMROSE LN
ROCKWALL, TX 75032

HEFFLER MICHAEL A
744 PRIMROSE LN
ROCKWALL, TX 75032

ROACH SHANE D AND LEANNE L
745 BRAEWICK DR
FATE, TX 75032

WINTERS KEVIN R & STELIANA V
745 GLENHURST DR
ROCKWALL, TX 75032

ORAVSKY JAMES S & GINGER L
746 BRAEWICK DR
ROCKWALL, TX 75032

CZARNOPYS BENJAMIN J & ROBIN K
746 GLENHURST DR
ROCKWALL, TX 75032

HOLLAND JON E
747 PRIMROSE LN
ROCKWALL, TX 75032

WHITE CODY
7828 OLD HICKORY DR
N RICHLAND HILLS, TX 76182

ROCKWALL HICKORY RIDGE HOMEOWNERS
ASSOC INC
C/O SBB MANAGEMENT COMPANY
8360 LBJ FRWY SUITE 300
DALLAS, TX 75243

CURRENT RESIDENT
900 SIDS RD
ROCKWALL, TX 75032

CURRENT RESIDENT
950 SIDS RD
ROCKWALL, TX 75032

CURRENT RESIDENT
980 SIDS RD
ROCKWALL, TX 75032

AMERICAN RESIDENTIAL LEASING COMPANY LLC
ATTN: PROPERTY TAX DEPARTMENT 30601
AGOURA ROAD SUITE 200PT
AGOURA HILLS, CA 91301

ASBURY MICHAEL & LEAANN
PO BOX 1012
ROCKWALL, TX 75087

SLAUGHTER RICHARD E JR
PO BOX 1717
ROCKWALL, TX 75087

ESTEP KIP
PO BOX 2
ROCKWALL, TX 75087

RAYBURN COUNTRY ELECTRIC COOPERATIVE
INC
PO BOX 37
ROCKWALL, TX 75087

D & A REAL ESTATE PARTNERS LTD
PO BOX 850
ROCKWALL, TX 75087

CITY OF ROCKWALL

ORDINANCE NO. 18-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING THE UNIFIED DEVELOPMENT CODE [ORDINANCE NO. 04-38] OF THE CITY OF ROCKWALL, AS HERETOFORE AMENDED, SO AS TO CHANGE THE ZONING FROM AN AGRICULTURAL (AG), COMMERCIAL (C) AND HEAVY COMMERCIAL (HC) DISTRICT TO A PLANNED DEVELOPMENT DISTRICT FOR GENERAL RETAIL (GR), TWO FAMILY (2F) AND SINGLE FAMILY 7 (SF-7) DISTRICT LAND USES ON THE *SUBJECT PROPERTY*, BEING A 63.72-ACRE TRACT OF LAND IDENTIFIED AS TRACT 3 OF THE W. H. BARNES SURVEY, ABSTRACT NO. 26, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS AND MORE FULLY DESCRIBED 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 by Pat Atkins of Saddlestar Land Development on behalf of the Stagliano Family Trust for the approval of a zoning change from an Agricultural (AG), Commercial (C) and Heavy Commercial (HC) District to a Planned Development District for General Retail (GR), Two Family (2F) and Single Family 7 (SF-7) District land uses on a 63.72-acre tract of land identified as Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas and more fully described 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 the Unified Development Code [Ordinance No. 04-38] should be amended as follows:

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

SECTION 1. That the *Subject Property* shall be used only in the manner and for the purposes authorized by this Planned Development District Ordinance and the Unified Development Code [Ordinance No. 04-38] of the City of Rockwall as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future;

SECTION 2. That development of the *Subject Property* shall generally be in accordance with the *Planned Development 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*;

SECTION 3. That development of the *Subject Property* shall generally be in accordance with the *Development Standards*, described 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*;

SECTION 4. That development of the *Subject Property* shall be in conformance with the schedule listed below (except as set forth below with regard to simultaneous processing and approvals).

- (a) The procedures set forth in the City's subdivision regulations on the date this ordinance is approved by the City, as amended by this ordinance (*including Subsections 4(b) through 4(d) below*), shall be the exclusive procedures applicable to the subdivision and platting of the *Subject Property*.
- (b) The following plans and plats shall be required in the order listed below (*except as set forth below with regard to simultaneous processing and approvals*). The City Council shall act on an application for an *Open Space Master Plan* in accordance with the time period specified in Section 212.009 of the Texas Local Government Code.
 - 1. Open Space Master Plan (*Tracts 2 & 3 Only*)
 - 2. Master Plat (*Tracts 2 & 3 Only*)
 - 3. Preliminary Plat (*Tracts 2 & 3 Only*)
 - 4. PD Site Plan (*All Tracts*)
 - 5. Final Plats (*All Tracts*)
- (c) A *Master Plat* application covering all of the *Subject Property* shall be submitted. No master plat application shall be approved until the *Open Space Master Plan* for all of the *Subject Property* has been approved; however, the *Open Space Master Plan* may be processed by the City concurrently with the *Master Plat* and *Preliminary Plat* application. If only one (1) phase is being proposed, the applicant may submit a letter stating the timing of the phase with the *Preliminary Plat* application to satisfy the *Master Plat* requirement.
- (d) A *PD Site Plan* application, including a site plan application for improvements for parkland or trails, may be processed by the City concurrently with the *Final Plat* application for the development.

SECTION 5. That the official zoning map of the City of Rockwall shall be corrected to reflect the changes in zoning as described herein.

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 10. That this ordinance shall take effect immediately from and after its passage and the publication of the caption of said ordinance as the law in such cases provides;

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, THIS THE 7TH DAY OF FEBRUARY, 2018.

Jim Pruitt, *Mayor*

ATTEST:

Kristy Cole, *City Secretary*

APPROVED AS TO FORM:

Frank J. Garza, *City Attorney*

1st Reading: April 16, 2018

2nd Reading: May 7., 2018

Exhibit 'A':
Legal Description

BEING a 63.708 acre tract of land situated in the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, and being all of that called 63.72 acre tract of land described in a deed to Stagliano Family Trust recorded as Instrument No. 20150000018059, Deed Records of Rockwall County, Texas (DRRCT) and this tract being more particularly described as follows:

BEGINNING at a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963" set for corner in the west right-of-way line of State Highway No. 205 at the most northern corner of said 63.72 acre tract common to the most eastern corner of a called 24.96 acre tract described in a deed to Rayburn Country Electric Cooperative, Inc., recorded as Instrument No. 20170000005360 (DRRCT), from which a 1/2" iron rod with a yellow plastic cap found for reference bears S 35°54'40" W a distance of 2.19 feet.

THENCE along the easterly lines of said 63.72 acre tract and the westerly lines of said Highway right-of-way as follows:

S 31°06'54" E, a distance of 92.45 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner;
N 58°56'40" E, a distance of 10.00 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner;
S 31°03'20" E a distance of 447.60 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963" set for corner at the beginning of a curve to the left having a radius of 5779.60 feet, and a chord which bears South 36 deg. 39 min. 10 sec. East, a distance of 1127.44 feet;
In a Southeasterly direction, continuing along said curve to the left having a central angle of 11°11'41", an arc distance of 1129.24 to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner; at the southeast corner of said 63.72 acre tract and being near the south edge of Mims Road (an asphalt surface at this location);

THENCE along the south side of said Mims road and the south lines of said 63.72 acre tract as follows:

S 88°36'12" W, a distance of 1352.05 feet to a point for corner from which a 3/8" iron rod found for reference bears S 53°33'24" W a distance of 0.74 feet;
S 89°30'36" W , a distance of 1324.38 feet to a point for corner from which a 5/8" iron rod set for reference bears S 43°31'32" E a distance of 28.57 feet;

THENCE S 89°35'55" W, now departing from the south margin of Mims Road and continuing with a south line of said 63.72 acre tract a distance of 1560.75 feet to a 1/2" iron rod found at the southwest corner thereof;

THENCE N 43°51'06" E , along a western boundary of said 63.72 acre tract a distance of 1133.75 feet to a 1/2" iron rod set for corner at a northern corner thereof;

THENCE S 54°43'46" E, along a boundary line of said 63.72 acre tract a distance 183.64 feet to a point for corner near the center of Mims Road and near the southeast side of Sids Road, said point being the most western corner of a called 1.50 acre tract described in a deed to Richard Slaughter recorded in Vol. 1531, Pg. 145 (DRRCT);

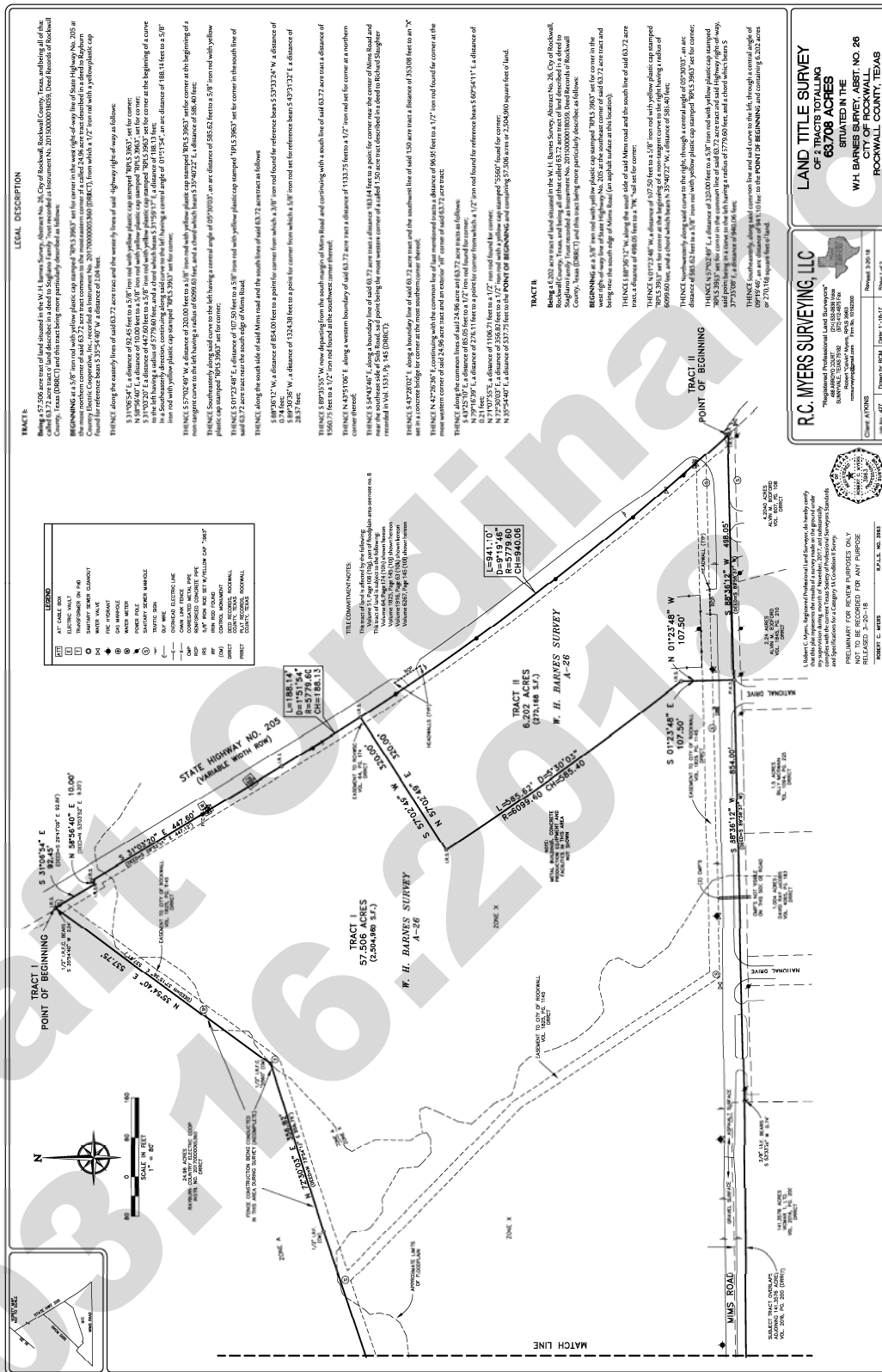
THENCE S 43°28'02" E along a boundary line of said 63.72 acre tract and the southwest line of said 1.50 acre tract a distance of 353.08 feet to an "X" set in a concrete bridge for corner at the most southern corner thereof;

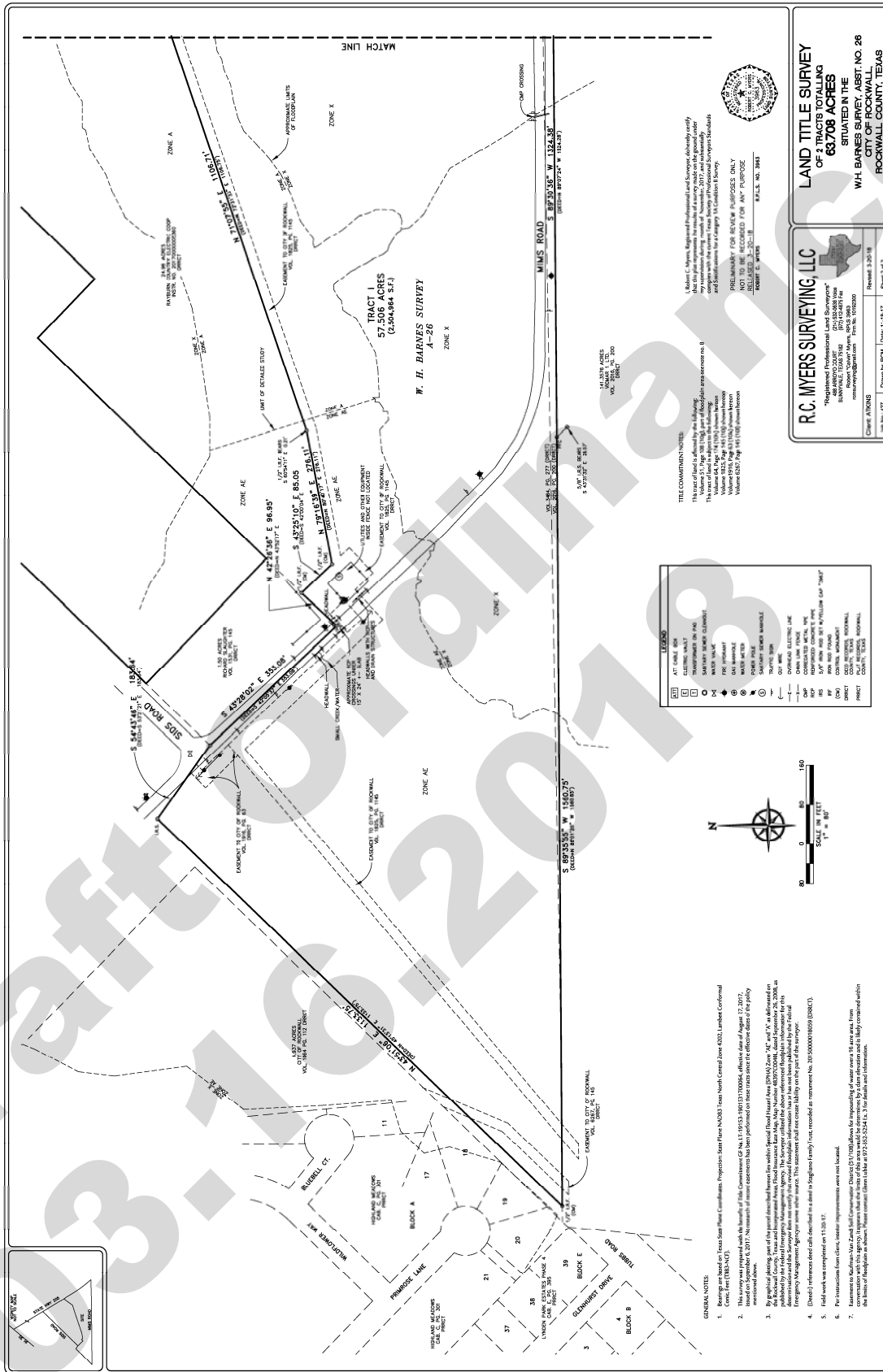
THENCE N 42°26'36" E, continuing with the common line of last mentioned tracts a distance of 96.95 feet to a 1/2" iron rod found for corner at the most western corner of said 24.96 acre tract and an exterior "ell" corner of said 63.72 acre tract;

THENCE along the common lines of said 24.96 acre and 63.72 acre tracts as follows:

S 43°25'10" E, a distance of 85.05 feet to a 1/2" iron rod found for corner;
N 79°16'39" E, a distance of 276.11 feet to a point for corner from which a 1/2" iron rod found for reference bears S 60°54'11" E, a distance of 0.21 feet;
N 71°07'55"E, a distance of 1106.71 feet to a 1/2" iron rod found for corner;
N 72°30'03" E, a distance of 356.82 feet to a 1/2" iron rod with a yellow cap stamped "5560" found for corner;
N 35°54'40" E, a distance of 537.75 feet to the **POINT OF BEGINNING** and containing 63.708 acres or 2,775,128 square feet of land.

Exhibit 'A'
Survey





Land Use Data

Prop. Zoning	SF-6-R
Total Area	68.72 Ac.
Density	293 # Lots / Acre (32%)
Total # Lots	200
Density (#/ac)	4.13

LEGEND

- O.S. OPEN SPACE
- O.S. OPEN SPACE

VICINITY MAP

Tract 2 - TH - Typical Section

the enclave
city of rockwall, rockwall county, texas

Z2017 - 052

Concept Plan for

**TRACT 1-GEN. RET.-5.30 A.C.
TRACT 2 (TH)-198 LOTS (22x75)
TRACT 3 (SF)-65 LOTS (50x120)
63.72 A.C.**

ENGINEERING CONCEPTS & DESIGN, L.P.
2001 HWY 15 EAST
SUITE 100
ROCKWALL, TEXAS 75087
972.884.8888
www.ecdesign.com

Exhibit 'C':
PD Development Standards

PD DEVELOPMENT STANDARDS.

GENERAL PD STANDARDS

- (1) *Residential Lot Composition and Layout.* The lot layout and composition shall generally conform to the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance and stated in *Table 1* below. Allowances for changes to the quantity and location of the single family lot type are permitted in conformance with the requirements listed below; however in no case shall the proposed development exceed 263-units (*townhome and single family*) or a density of 4.5-dwelling units per acre.

Table 1: Unit Composition

Lot Type	Lot Dimensions	Minimum Lot Size (SF)	Dwelling Units (#)	Dwelling Units (%)
Tract 2	22' x 75'	1,650 SF	198	75.29%
Tract 3	50' x 120'	6,000 SF	65	24.71%
Maximum Permitted Units:			263	100.00%

- (2) *Residential Deviation Provisions.* The allocation of single-family dwellings
- (3) *Trash Dumpster Enclosure.* All trash dumpsters enclosures shall be four (4) sided, with eight (8) foot walls constructed and clad with materials matching the adjacent structure, and have a self-latching opaque gate. All trash dumpster enclosures shall be internal to the site and not be situated within any established building setbacks or landscape buffers, and not be visible from a public street or open space.
- (4) *Lighting.* Light poles shall not exceed 20-feet in total height (*i.e. base and lighting standard*). All fixtures shall be directed downward and be positioned to contain all light within the development area.
- (5) *Buried Utilities.* New distribution power-lines required to serve the *Subject Property* shall be placed underground, whether such lines are located internally or along the perimeter of the *Subject Property*, unless otherwise authorized by the City Council. The *Developer* shall not be required to re-locate existing overhead power-lines along the perimeter of the *Subject Property*. Temporary power-lines constructed across undeveloped portions of the *Subject Property* to facilitate development phasing and looping may be allowed above ground, but shall not be considered existing lines at the time the area is developed, and if they are to become permanent facilities, such lines shall be placed underground pursuant to this paragraph. Franchise utilities shall be placed within a ten (10) foot public utility easement behind the sidewalk, between the home/structure and the property line.
- (6) *Open Space.* The development shall consist of a minimum of 17.9% open space (*or 11.39-acres*), and generally conform to the *Planned Development Concept Plan* contained in *Exhibit 'B'* of this ordinance. The Homeowner's Association (HOA) shall be responsible for maintaining all open space areas.
- (7) *Neighborhood Signage.* Permanent subdivision identification signage shall be permitted at all major entry points for the proposed subdivision. Final design and location of any entry features shall be reviewed and approved during the site plan review process.
- (8) *Homeowner's Association (HOA).* A Homeowner's Association shall be created to enforce the restrictions established in accordance with the requirements of *Section 38-15* of the *Subdivision Regulations* contained within the *Municipal Code of Ordinances* of the City of Rockwall. The HOA or HOA's shall also maintain all neighborhood parks, open space and common areas, irrigation, landscaping, screening fences private roadway, drive aisles and drive approaches for the areas identified as *Tracts 1 & 2* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance.
- (9) *Street.* All streets (*excluding drives, fire lanes and private parking areas*) shall be built according to City street standards.
- (10) *Variances.* The variance procedures and standards for approval that are set forth in the UDC shall apply to any application for variances to this ordinance.

Exhibit 'C':
PD Development Standards

TRACT 1: GENERAL RETAIL

- (1) *Permitted Uses.* Unless specifically provided by this Planned Development ordinance, only those uses permitted within the General Retail (GR) District, as stipulated by the *Permissible Use Charts* contained in Article IV, *Permissible Uses*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future are permitted on the area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance; however, the following shall apply:

Permitted by Specific Use Permit (SUP). The following uses shall require approval of a Specific Use Permit (SUP):

- ☐ Retail Store with Gasoline Product Sales [More than two (2) *Dispensers*]

Prohibited Uses. The following uses shall be prohibited:

- ☐ Convent or Monastery
- ☐ Hotel or Motel
- ☐ Hotel, Residence
- ☐ Cemetery/Mausoleum
- ☐ Mortuary or Funeral Chapel
- ☐ Social Service Provider
- ☐ Billiard Parlor or Pool Hall
- ☐ Carnival, Circus, or Amusement Ride
- ☐ Commercial Amusement/Recreation (*Outside*)
- ☐ Gun Club, Skeet or Target Range (*Indoor*)
- ☐ Astrologer, Hypnotist, or Psychic Art and Science
- ☐ Night Club, Discotheque, or Dance Hall
- ☐ Secondhand Dealer
- ☐ Car Wash, Self Service
- ☐ Service Station
- ☐ Mining and Extraction (*Sand, Gravel, Oil & Other*)
- ☐ Helipad
- ☐ Railroad Yard or Shop
- ☐ Transit Passenger Facility
- ☐ Garden Supply/Plant Nursery

- (2) *Density and Dimensional Requirements.* Any development on the area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be subject to the development standards required for properties in a General Retail (GR) District and within the SH-205 Overlay (SH-205 OV) District as stipulated by Article V, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future.
- (3) *Connectivity and Design.* The area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be designed to be pedestrian oriented and easily accessible to the adjacent residential land uses. In addition, the non-residential land uses shall be designed in a manner that reduces physical barriers between the residential land uses by incorporating cross connectivity in the form of walking paths and pedestrian scale elements. Buildings constructed in this area should be designed to a pedestrian scale with architectural elements that complement the adjacent residential land uses.
- (4) *Landscape Requirements.* All *Canopy/Shade Trees* planted within *Tract 1* shall be a minimum of four (4) caliper inches in size and all *Accent/Ornamental/Under-Story Trees* shall be a minimum of four (4) feet in total height.

Exhibit 'C':
PD Development Standards

- (5) *Landscape Buffers*. All landscape buffers and plantings located within the buffers adjacent to the area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall adhere to the following:
- (a) *Landscape Buffer (SH-205)*. A minimum of a 20-foot landscape buffer shall be provided along the frontage of SH-205 (*outside of and beyond any required right-of-way dedication*), and shall incorporate ground cover, a built-up berm and/or shrubbery or a combination thereof along the entire length of the frontage. Berms and/or shrubbery shall have a minimum height of 30-inches and a maximum height of 48-inches. In addition, two (2) canopy trees and four (4) accent trees shall be planted per 100-feet of linear frontage. The developer shall also be responsible for the construction of a eight (8) foot trail situated within the 20-foot landscape buffer adjacent to SH-205.
 - (b) *Landscape Buffer (Mims Road)*. A minimum of a ten (10) foot landscape buffer shall be provided along the frontage of Mims Road (*outside of and beyond any required right-of-way dedication*). In addition, one (1) canopy tree shall be planted per 50-feet of linear frontage. The developer shall also be responsible for the construction of a five (5) foot sidewalk situated within the ten (10) foot landscape buffer adjacent to Mims Road.
 - (c) *Landscape Buffer (Adjacent to Residential)*. A minimum of a 50-foot landscape buffer shall be provided adjacent to all residential land uses. The landscape buffer shall incorporate a built-up berm with ground cover and/or shrubbery or a combination thereof along the entire length of the adjacency for the purpose of screening the commercial areas from the residential areas without using a physical barrier. In addition, the landscape buffer shall incorporate canopy trees planted on 20-foot centers along the entire length of the adjacency.

TRACT 2: TOWNHOMES

- (1) *Permitted Uses*. Unless specifically provided by this Planned Development ordinance, only those uses permitted within the Two Family (2F) District, as stipulated by the *Permissible Use Charts* contained in Article IV, *Permissible Uses*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future are permitted on the area identified as *Tract 2* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance; however, the following additional land uses shall be permitted *by-right*:

☐ Townhomes/Townhouses

- (2) *Density and Dimensional Standards*. Unless specifically provided by this Planned Development ordinance, any development on the area identified as *Tract 2* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be subject to the density and dimensional requirements required for a Two Family (2F) District, as stipulated by Article V, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future. All development on the *Subject Property* shall conform to the standards stipulated by *Table 2: Lot Dimensional Requirements* below, and generally conform to the lot layout depicted in *Exhibit 'B'* of this ordinance.

Table 2: Lot Dimensional Requirements

Minimum Lot Width	22'
Minimum Lot Depth	75'
Minimum Lot Area	1,650 SF
Minimum Front Yard Setback	5'
Minimum Side Yard Setback ⁽¹⁾	0'/20'
Minimum Side Yard Setback (Adjacent to a Street)	5'
Minimum Length of Driveway Pavement from Rear Property Line	20'
Maximum Height ⁽²⁾	36'
Minimum Rear Yard Setback	5'
Minimum Area/Dwelling Unit (SF) [Sum of All Floor Area's]	1,600 SF
Maximum Lot Coverage	90%

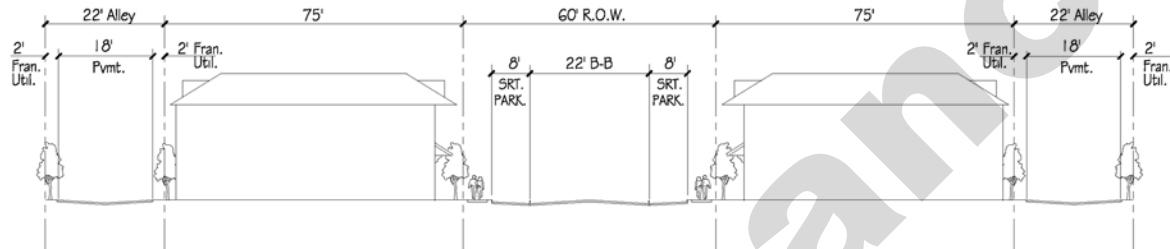
General Notes:

Exhibit 'C':
PD Development Standards

- ¹ : The side yard setback on the attached side maybe zero (0) if directly abutting a structure on an adjacent lot.
² : The Maximum Height shall be measured to the eave or top plate (*whichever is greater*) of the single family home.

- (3) **Garage Orientation.** All garages shall be rear entry and accessible from an alleyway adjacent to the rear of the subject properties as depicted in the typical cross section below. Front entry garages shall be prohibited in *Tract 2* of the proposed development.

Typical Townhome Cross Section



- (4) **Building Standards.** The building elevations shall differ in appearance through the use of varying entry features, use of detail and trim, use of materials, articulation and setback, and shall conform to the following requirements:

- (i) **Masonry Requirements.** The minimum masonry requirement for the exterior façades of all buildings shall be 100%. For the purposes of this ordinance, the masonry requirement shall be limited to full width brick, natural stone, and cast stone. Cementaceous fiberboard horizontal lap-siding (e.g. *HardiBoard* or *Hardy Plank*) and, stucco (i.e. *three [3] part stucco* or a comparable -- *to be determined by staff*) may be used for up to 50% of the exterior of the building and shall be limited to the anti-monotony restrictions as outlined in this ordinance. Stucco may not be used within the first four (4) feet above grade on a façade visible from a public street or open space.

- (ii) **Roof Design Requirements.** All buildings shall be designed such that no roof mounted mechanical equipment (i.e. *HVAC, satellite, vents, etc.*) shall be visible from any direction. If ground mounted equipment is proposed, landscape screening shall be required to impair visibility of the units from a public right-of-way or open space.

Note: Screening of mechanical equipment is necessary for all equipment regardless of location (i.e. *roof mounted, ground mounted, or otherwise attached to the building and/or located on the site*).

- (iii) **Architectural Requirements.** All units shall be architecturally finished on all sides of the building with the same materials, detailing and features and generally conform to the example depicted below. In addition, the design of the proposed townhomes shall require review and recommendation from the Architectural Review Board (ARB) during the site plan review process.

Example of Townhome Elevations



Exhibit 'C':

PD Development Standards

(5) *Anti-Monotony Restrictions.* All development shall adhere to the following anti-monotony restrictions:

- (i) Identical brick blends, paint colors and, cementaceous products (*i.e. Hardy Plank lap siding, etc.*) may not occur on adjacent (*i.e. side-by-side*) properties within the development without at least two (2) intervening townhomes of differing materials on the same side of the adjacent townhome beginning with the adjacent property.
- (ii) Front building elevations shall not repeat along any block face without at least two (2) intervening homes of differing appearance on the same block face within the development.
- (iii) The rear elevation of homes shall not repeat without at least two (2) (*i.e. side-by-side*) intervening homes of differing appearance. Homes are considered to have a differing appearance if any of the following two (2) items deviate:
 - a) Front Encroachment (*i.e. Porch and/or Sunroom*) Type and Layout
 - b) Roof Type and Layout
 - c) Articulation of the Front Façade
 - d) Differing Primary Exterior Materials

(6) *Landscaping Standards.*

- (i) *Landscape Requirements.* Landscaping shall be reviewed and approved during the site plan review process. All *Canopy/Shade Trees* planted within this development shall be a minimum of four (4) caliper inches in size and all *Accent/Ornamental/Under-Story Trees* shall be a minimum of four (4) feet in total height.
 - (ii) *Landscape Buffers (Mims Road).* A minimum of a ten (10) foot landscape buffer shall be provided along the frontage of Mims Road, and shall incorporate a minimum of one (1) canopy tree per 50-feet of linear frontage.
 - (iii) *Landscape Buffer (SH-205).* A minimum of a 40-foot landscape buffer shall be provided along the frontage of SH-205 (*outside of and beyond any required right-of-way dedication*), and shall incorporate ground cover, a built-up berm and/or shrubbery or a combination thereof along the entire length of the frontage. Berms and/or shrubbery shall have a minimum height of 30-inches and a maximum height of 48-inches. In addition, two (2) canopy trees and four (4) accent trees shall be planted per 100-feet of linear frontage. The developer shall also be responsible for the construction of a eight (8) foot trail situated within the 40-foot landscape buffer adjacent to SH-205.
 - (iv) *Irrigation Requirements.* Irrigation shall be installed for all required landscaping located within common areas, landscape buffers and/or open space. Irrigation installed in these areas shall be designed by a Texas licensed irrigator or landscape architect.
- (7) *Fencing Standards.* All individual residential fencing and walls shall be architecturally compatible with the design, materials and colors of the primary structure on the same lot, and meet the following standards:
- (i) *Wrought Iron/Tubular Steel.* All fences shall be required to be wrought iron or a tubular steel fence. Wrought iron/tubular steel fences shall be a minimum of four (4) feet in height; however, may not exceed a maximum of eight (8) feet in height.
 - (ii) *Corner Lots.* Corner lots fences (*i.e. adjacent to the street*) shall provide masonry columns at 45-feet off center spacing that begins at the rear of the property line. A maximum of six (6) wrought iron/tubular steel fencing shall be allowed between the masonry columns along the side and/or rear lot adjacent to a street. In addition, the fencing shall be setback from the side property line adjacent to a street a minimum of five (5) feet. The property owner shall be required to maintain both sides of the fence.

Exhibit 'C':

PD Development Standards

- (iii) *Fencing Adjacent to Roadways.* All fencing adjacent to a roadway shall incorporate shrubbery adjacent to the wrought iron/tubular steel fencing to screen the rear/side yard.

TRACT 3: SINGLE FAMILY

- (1) *Permitted Uses.* Unless specifically provided by this Planned Development ordinance, only those uses permitted within the Single Family 7 (SF-7) District, as stipulated by the *Permissible Use Charts* contained in Article IV, *Permissible Uses*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future are permitted on the area identified as *Tract 3* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance.
- (2) *Density and Dimensional Standards.* Unless specifically provided by this Planned Development ordinance, any development on the area identified as *Tract 3* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be subject to the density and dimensional requirements required for a Single Family 7 (SF-7) District, as stipulated by Article V, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future. All development on the *Subject Property* shall conform to the standards stipulated by *Table 3: Lot Dimensional Requirements* below, and generally conform to the lot layout depicted in *Exhibit 'B'* of this ordinance.

Table 3: Lot Dimensional Requirements

Minimum Lot Width	50'
Minimum Lot Depth	100'
Minimum Lot Area	6,000 SF
Minimum Front Yard Setback	20'
Minimum Side Yard Setback	5'
Minimum Side Yard Setback (Adjacent to a Street)	10'
Minimum Length of Driveway Pavement from Rear Property Line	20'
Maximum Height ⁽¹⁾	36'
Minimum Rear Yard Setback	10'
Minimum Area/Dwelling Unit (SF) [Sum of All Floor Area's]	2,000 SF
Maximum Lot Coverage	70%

General Notes:

¹: The Maximum Height shall be measured to the eave or top plate (*whichever is greater*) of the single family home.

- (3) *Building Standards.* The building elevations shall differ in appearance through the use of varying entry features, use of detail and trim, use of materials, articulation and setback, and shall conform to the following requirements:
- (i) *Masonry Requirements.* The minimum masonry requirement for the exterior façades of all buildings shall be 100%. For the purposes of this ordinance, the masonry requirement shall be limited to full width brick, natural stone, and cast stone. Cementaceous fiberboard horizontal lap-siding (e.g. *HardiBoard* or *Hardy Plank*) and, stucco (*i.e. three [3] part stucco* or a comparable -- *to be determined by staff*) may be used for up to 50% of the exterior of the building and shall be limited to the anti-monotony restrictions as outlined in this ordinance. Stucco may not be used within the first four (4) feet above grade on a façade visible from a public street or open space.
 - (ii) *Roof Pitch.* A minimum of an 8:12 roof pitch is required on all structures with the exception of sunrooms and porches, which shall have a minimum of a 4:12 roof pitch.
 - (iii) *Garage Orientation.* Garages maybe oriented toward the street in a front entry configuration; however, the front façade of the garage must be set a minimum of 5-feet behind the front building façade of the primary structure. All garage configurations that are not front entry shall meet the requirements of Article IV, Parking and Loading, of the Unified Development Code.
- (4) *Anti-Monotony Restrictions.* All development shall adhere to the following anti-monotony restrictions:
- (i) Identical brick blends or paint colors may not occur on adjacent (*side-by-side*) properties along any block face without at least five (5) intervening homes of differing materials on the same side

Exhibit 'C':

PD Development Standards

of the street beginning with the adjacent property and six (6) intervening homes of differing materials on the opposite side of the street.

- (ii) Front building elevations shall not repeat along any block face without at least five (5) intervening homes of differing appearance on the same side of the street and six (6) intervening homes of differing appearance on the opposite side of the street. The rear elevation of homes backing to open spaces or on SH-205 shall not repeat without at least five (5) intervening homes of differing appearance. Homes are considered to have a differing appearance if any of the following two (2) items deviate:
 - (a) Number of Stories
 - (b) Roof Type and Layout
 - (c) Articulation of the Front Façade
- (iii) Each phase of the subdivision will allow for a maximum of four (4) compatible roof colors, and all roof shingles shall be an architectural or dimensional shingle (*i.e. 3-Tab Roofing Shingles are prohibited*).

Illustration 1: Properties line up on the opposite side of the street. Where **RED** is the subject



Illustration 2: Properties do not line up on opposite side of the street. Where **RED** is the subject



(5) Landscape and Hardscape Standards.

- (i) **Landscape. Landscape Requirements.** Landscaping shall be reviewed and approved during the site plan review process. All *Canopy/Shade Trees* planted within this development shall be a minimum of four (4) caliper inches in size and all *Accent/Ornamental/Under-Story Trees* shall be a minimum of four (4) feet in total height.
- (ii) **Landscape Buffers (Mims Road).** A minimum of a ten (10) foot landscape buffer shall be provided along the frontage of Mims Road, and shall incorporate a minimum of one (1) canopy tree per 50- feet of linear frontage.

Exhibit 'C':
PD Development Standards

(iii) *Streetscape Landscaping.* Prior to the issuance of a Certificate of Occupancy (CO), all residential, single family lots situated within the proposed subdivision shall be landscaped with canopy trees in the following sizes and proportions:

- (i) Two (2), three (3) inch trees measured six (6) inches above the root ball shall be planted in the front yard of an interior lot.
- (ii) Two (2), three (3) inch trees measured six (6) inches above the root ball shall be planted in

the front yard of a corner lot and two (2), three (3) inch caliper trees shall be planted in the side yard facing the street.

Note: For the purposes of this section only the term "front yard" includes the area within the dedicated right-of-way for a parkway immediately adjoining the front yard of the lot.

(iv) *Irrigation Requirements.* Irrigation shall be installed for all required landscaping located within common areas, landscape buffers and/or open space. Irrigation installed in these areas shall be designed by a Texas licensed irrigator or landscape architect and shall be maintained by the Homeowner's Association.

(v) *Hardscape.* Hardscape plans indicating the location of all sidewalks and trails shall be reviewed and approved during the site plan review process.

(6) *Fencing Standards.* All individual residential fencing and walls shall be architecturally compatible with the design, materials and colors of the primary structure on the same lot, and meet the following standards:

- (i) *Wood Fences.* All wood fences shall be constructed of a standard fencing material (*minimum of ½" thickness or better; spruce fencing will not be allowed*), and use fasteners that are hot dipped galvanized or stainless steel. Wood fences facing onto a street shall be painted and/or stained and sealed with all pickets being placed on the public side facing the street. All wood fences shall be smooth-finished, free of burs and splinters, and be a maximum of six (6) feet in height.
- (ii) *Wrought Iron/Tubular Steel.* Lots located along the perimeter of roadways, abutting open spaces, greenbelts and parks shall be required to install a wrought iron or tubular steel fence. Wrought iron/tubular steel fences can be a maximum of six (6) feet in height.
- (iii) *Corner Lots.* Corner lots fences (i.e. adjacent to the street) shall provide masonry columns at 45-foot off center spacing that begins at the rear of the property line. A maximum of six (6) foot solid board-on-board panel fence constructed utilizing cedar fencing shall be allowed between the masonry columns along the side and/or rear lot adjacent to a street. In addition, the fencing shall be setback from the side property line adjacent to a street a minimum of five (5) feet. The property owner shall be required to maintain both sides of the fence.
- (iv) *Solid Fences (including Wood Fences).* All solid fences shall incorporate a decorative top rail or cap detailing into the design of the fence.

CITY OF ROCKWALL

PLANNING AND ZONING COMMISSION MEMO

AGENDA DATE: 04/10/2018

APPLICANT: Pat Atkins, *Saddlestar Land Development*

AGENDA ITEM: **Z2018-017;** *The Enclave (AG, C & HC to PD)*

SUMMARY:

Hold a public hearing to discuss and consider a request by Pat Atkins of Saddlestar Land Development on behalf of the Stagliano Family Trust for the approval of a zoning change from an Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District to a Planned Development District for commercial/retail, single-family and townhome land uses on a 63.72-acre tract of land identified as Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District, situated within the SH-205 Overlay (SH-205 OV) District, located at the northwest corner of S. Goliad Street [SH-205] and Mims Road, and take any action necessary.

PURPOSE AND BACKGROUND:

The subject property was annexed into the City of Rockwall and zoned Agricultural (AG) District on May 19, 1986 by *Case No. A1986-005 (Ordinance No. 1986-37)*. The *subject property* is currently zoned Agricultural (AG), Heavy Commercial (HC), and Commercial (C) Districts, with the Agricultural (AG) District being located east of Mims Road, the Commercial (C) District designation being located adjacent to Mims Road and S. Goliad Street [SH-205] and the Heavy Commercial (HC) District designation being located on the interior of the *subject property*. In 2016, the Texas Department of Transportation (TXDOT) established a staging area for the SH-205 improvements at the southwestern corner of the subject property (*i.e. at the corner of Mims Road and S. Goliad Street*).

On March 16, 2018, the applicant submitted an application requesting to rezone the property from Agricultural (AG), Heavy Commercial (HC), and Commercial (C) Districts to a Planned Development District for single-family, townhome and commercial land uses. Based on the concept plan, this would establish a horizontal mixed use development with commercial/retail at the northwest corner of S. Goliad Street and Mims Road, while transitioning to a 196 lot townhome (*i.e. 22' x 75' min. lot size*) development and continuing west to a 65 single-family lot (*i.e. 50' x 120' min. lot size*) development. As you may recall, the applicant submitted a similar zoning change request in October 2017. After postponing the public hearings on two (2) separate occasions -- *one (1) meeting in which the Planning and Zoning Commission requested a traffic impact analysis* -- the Planning and Zoning Commission ultimately denied the case on January 30, 2018. The applicant then requested that the City Council withdraw the case. Since the original case was withdrawn, the applicant was not restricted from submitting the same request. However, the applicant has made some minor modifications to the concept plan and has provided a letter from their traffic engineer, G.T. (Tom) Walton, P.E., whom has provided an updated traffic counts performed in March 2018, updating the Traffic Impact Analysis (TIA) that was performed in December of 2017.

ADJACENT LAND USES AND ACCESS:

The subject property is located on the west side of S. Goliad Street [SH-205] at the northwest corner of the intersection of S. Goliad Street [SH-205] and Mims Road. A more detailed description of the adjacent land uses is as follows:

North: Directly north of the subject property is a vacant, 24.818-acre tract of land zoned Heavy Commercial (HC) and Commercial (C) District. This property is owned by Rayburn Electric Cooperative, Inc. Beyond this are industrial/office/warehouse facilities for Rayburn Electric Cooperation and S&A Systems, and a trucking facility owned by Transam Trucking. These properties are zoned Heavy Commercial (HC) District, Planned Development District 43 (PD-43), and Planned Development District 44 (PD-44).

South: Directly south of the subject property is Mims Road, which is identified as a M4U (*major collector, four [4] lane, undivided roadway*) on the City's *Master Thoroughfare Plan*. Beyond this thoroughfare is a 140.50-acre tract of land (*i.e. Tract 3 of the G. Wells Survey, Abstract No. 219*) that is zoned Agricultural (AG) District. Also south of Mims Road are several industrial buildings zoned Heavy Commercial (HC) District.

East: Directly east of the subject property is S. Goliad Street [*SH-205*], which is identified as a TXDOT 6D on the City's *Master Thoroughfare Plan*. Beyond this thoroughfare is Hickory Ridge, Phase 1, which is a 139-lot single-family subdivision, zoned Planned Development District 10 (PD-10).

West: Directly west of the subject property is Highland Meadows, Phase 1, which is a 101-lot single-family subdivision, zoned Single Family 7 (SF-7) District. Beyond this are additional phases of the Highland Meadows and Lynden Park Estates subdivisions.

CHARACTERISTICS OF THE REQUEST:

Along with the application, the applicant has submitted a concept plan and development standards outlining the proposed development. The concept plan shows that an approximately 5.30-acre tract of commercial/retail land -- *identified as Tract 1 on the concept plan* -- will be situated at the hard corner of Mims Road and S. Goliad Street. North and west of the non-residential land uses will be a 16.89-acre tract of land designated for 196, 22' x 75' townhome lots. This is identified as *Tract 2* on the concept plan. Parking for the townhomes will be to the rear of the properties. Additionally, niche parking will be located at the front of the townhomes. East of the townhomes is *Tract 3* on the concept plan, which is composed of a 12.60-acre tract of land and a 2.21-acre tract of land reserved for the construction of 65 single-family home lots that will measure 50' x 150'. This portion of the development will be located adjacent to the Highland Meadows Subdivision.

In addition, the concept plan shows that approximately 20.88-acres of open space will be provided; however, staff should note that the majority of this open space is situated within existing floodplain and would only count at a rate of ½-acre for every acre (*i.e. 50%*) of the 20% open space requirement. The floodplain totals 17.6-acres and will equate to 8.8-acres total open space based on the 50% maximum allowed by the UDC; therefore, the adjusted acreage of open space for the development will equal to 12.08-acres (*i.e. 20.67%*), which meets the minimum 20% requirement stipulated by the Unified Development Code (UDC). Additionally, the applicant has indicated an amenity center will be constructed at the northeast quadrant of the property, and a proposed eight (8) foot hike and bike trail which will be situated along the outer edge of the development. This will provide access to SH-205 and Mims Road and is generally in conformance with the City Master Trail Plan. A summary of the proposed density and dimensional requirements for the single-family and townhome lots are as follows:

Table 1: Lot Composition

Lot Type	Minimum Lot Size (FT)	Minimum Lot Size (SF)	Dwelling Units (#)	Dwelling Units (%)
Tract 2	22' x 75'	1,650 SF	196	75.10%
Tract 3	50' x 120'	6,000 SF	65	24.901%
Maximum Permitted Units:			261	100.00%

Table 2: Lot Dimensional Requirements

Lot Type (see Concept Plan) ►	Tract 2	Tract 3
Minimum Lot Width ⁽¹⁾	22'	50'
Minimum Lot Depth	75'	120'
Minimum Lot Area	1,650 SF	6,000 SF
Minimum Front Yard Setback ⁽²⁾	5'	20'
Minimum Side Yard Setback	0'	5'
Minimum Side Yard Setback (Adjacent to a Street) ⁽²⁾	5'	10'
Minimum Length of Driveway Pavement	20'	20'
Maximum Height ⁽³⁾	35'	35'
Minimum Rear Yard Setback ⁽⁴⁾	5'	10'
Minimum Area/Dwelling Unit (SF)	1,600 SF	2,000 SF
Maximum Lot Coverage	90%	70%

General Notes:

- ¹: The minimum lot width shall be measured at the *Front Yard Building Setback*.
- ²: The location of the *Front Yard Building Setback* as measured from the front property line.
- ³: The *Maximum Height* shall be measured to the eave or top plate (whichever is greater) of the structure.
- ⁴: As measured from the rear yard property line.

Staff should note that the requested overall density for this development would be 4.47-dwelling units per acre (*i.e. 261-units/63.72-acres – 5.30-commercial acres = 4.47 dwelling units/acre*), with the density of *Tract 2 (i.e. the Townhomes)* being an estimated 8.08-dwelling units per acre and the density of *Tract 3 (i.e. Single-Family Residential)* being an estimated 2.37 dwelling units per acre.

On *Tract 1* the applicant is requesting limited General Retail (GR) District land uses. Specifically, the applicant is proposing to prohibit the following land uses, which are currently permitted *by-right* or by Specific Use Permit (SUP) within the General Retail (GR) District, with the exception of the following:

Permitted by Specific Use Permit (SUP). The following use shall require approval of a Specific Use Permit (SUP):

- ☑ Retail Store with Gasoline Product Sales [More than two (2) *Dispensers*]

Prohibited Uses. The following uses shall be prohibited.

- ☑ Convent or Monastery
- ☑ Hotel or Motel
- ☑ Hotel, Residence
- ☑ Cemetery/Mausoleum
- ☑ Mortuary or Funeral Chapel
- ☑ Social Service Provider
- ☑ Billiard Parlor or Pool Hall
- ☑ Carnival, Circus, or Amusement Ride
- ☑ Commercial Amusement/Recreation (*Outside*)
- ☑ Garden Supply/Plant Nursery
- ☑ Gun Club, Skeet or Target Range (*Indoor*)
- ☑ Astrologer, Hypnotist, or Psychic Art and Science
- ☑ Night Club, Discotheque, or Dance Hall
- ☑ Secondhand Dealer
- ☑ Car Wash, Self Service
- ☑ Service Station
- ☑ Mining and Extraction (*Sand, Gravel, Oil & Other*)
- ☑ Helipad
- ☑ Railroad Yard or Shop
- ☑ Transit Passenger Facility

This property would be subject to the density and development standards for the General Retail (GR) District and the SH-205 Overlay (SH-205 OV) District. The following is a summary of the proposed density and development standards for Tract I:

<i>Ordinance Provisions</i>	<i>Zoning District Standards</i>
<i>Minimum Lot Area</i>	<i>6,000 Sq. Ft.</i>
<i>Minimum Lot frontage</i>	<i>60-Feet</i>
<i>Minimum Lot Depth</i>	<i>100-Feet</i>
<i>Minimum Front Yard Setback</i>	<i>15-Feet</i>
<i>Minimum Rear Yard Setback</i>	<i>10-Feet¹</i>
<i>Minimum Side Yard Setback</i>	<i>10-Feet²</i>
<i>Maximum Building Height</i>	<i>36-Ft w/o SUP³</i>
<i>Max Building/Lot Coverage</i>	<i>40%</i>
<i>Minimum Masonry Requirement</i>	<i>90%</i>
<i>Floor Area Ratio</i>	<i>2:1</i>
<i>Minimum Number of Parking Spaces</i>	<i>28</i>
<i>Minimum Stone Requirement (SH205 OV)</i>	<i>20% ea facade</i>
<i>Minimum Landscaping Percentage</i>	<i>15%</i>
<i>Maximum Impervious Coverage</i>	<i>85 to 90%</i>

INFRASTRUCTURE:

Based on the request for a (*i.e. high density development*) the Engineering Department has contacted the City's engineering consultant, Birkhoff, Hendricks & Carter, LLP to review the City's 2014 Water Distribution and Wastewater Collection System Master Plan and determine the capacity necessary for the existing water and sanitary sewer system necessary to serve the proposed planned development. Staff requires this infrastructure study for any zoning change proposing a more intense land use than what is depicted on the City's Future Land Use Plan because it could have implications for the City's existing infrastructure (*i.e. streets, water, and wastewater*) capacities. Based on the applicant's submittal the following infrastructure is required:

Water Improvements

The water distribution system can provide adequate service for the proposed development.

Sewer Improvements

The existing gravity sewer lines will have adequate capacity for the proposed development; however, the Mims Lift Station will require a third pump to be installed by the applicant in order to meet the increased capacity requirements to serve this development.

Roadways

The Master Thoroughfare Plan indicates Mims Road as M4D (*i.e. minor collector, four [4] lane divided highway*), which requires a minimum of a 60-foot right-of-way with a 45-foot, back-to-back roadway. The applicant is responsible for dedicating the ROW for this roadway and paving twenty-four (24) feet of the proposed roadway where the property abuts one portion of the roadway. The applicant will also be responsible for all of the right-of-way and the entire road section where the property abuts both sides of the roadway.

SH-205 Facilities Agreement

The two (2) lane bypass along the western portion of SH-205 adjacent to the development and as shown on the Paving Concept Plan as presented by the applicant requires a facilities agreement with the Texas Department of Transportation (TXDOT) and the City for the purpose of constructing this roadway section. The street section shall be constructed to TXDOT standards prior to the development of any lots.

CONFORMANCE WITH THE UNIFIED DEVELOPMENT CODE AND CODE OF ORDINANCES:

It should be noted that the development standards contained within the PD Ordinance deviate from the requirements of the Unified Development Code (UDC) and the Engineering Department's *Standards of Design and Construction Manual* in the following ways:

- ☑ According to the Engineering Department's *Standards of Design and Construction Manual*, "(t)he City Council may waive the residential alley requirement upon determination by the Council, if it is in the best interest of the City." In addition, the UDC requires all garages accessible from the street be configured in a *J-Swing (Traditional Swing)* or recessed garage format (*i.e. the garage is setback a minimum of 20-feet from the front façade of the primary structure*). Currently, the applicant is requesting to allow 100% *Flat Front Entry* garages with a minimum of a five (5)-foot off-set from the front façade of the primary structure in lieu of alleyways, *J-Swing* and/or recessed garage formats.
- ☑ According to the Section 3.9, of Article V, of the UDC, the minimum lot area required for an individual unit (*i.e. townhome*) is 2,000 SF per the Multi-Family (MF-14) District. This is the smallest lot size defined within the UDC. Currently, the applicant is requesting to allow the townhome product be situated on 1,650 SF [*i.e. 22' x 75'*] lots. This would deviate from the UDC's minimum requirement by 350 SF per lot.

By approving the proposed Planned Development District, the City Council is waiving these standards. Attached to this case memo is a draft ordinance for the City Council's review.

CONFORMANCE WITH THE COMPREHENSIVE PLAN:

The *subject property* is zoned for Agricultural (AG), Commercial (C) and Heavy Commercial (HC) land uses. The Future Land Use Map, adopted with the Comprehensive Plan, designates the majority of the *subject property* for Commercial/Industrial land uses and a portion of *Tract 3 (i.e. 2.21-acres)* located east of Mims Road for Medium Density Residential land uses. The proposed zoning change would necessitate that the designation of *Tract 1* be changed from a Commercial/Industrial designation to a Commercial designation, *Tract 2* be changed from a Commercial/Industrial designation to a High Density Residential designation, and a portion of *Tract 3 (i.e. 12.60-acre)* from a Commercial/Industrial designation to a Medium Density Residential designation. The 2.21-acre portion of *Tract 3*, located east of Mims Road, would maintain its current designation as Medium Density Residential.

With regard to *Tract 1*, and according to the Comprehensive Plan, a Commercial land use is defined as an area "where commercial is indicated at the intersection of major roadways and development have not occurred." The Comprehensive Plan goes on to state that "(z)oning should only be allowed where the commercial use is eminent and where it would be planned and integrated with the adjacent residential neighborhoods. Furthermore, the Comprehensive Plan states "(t)he amount of retail and the size of the area to be designated for commercial or mixed use development may be large or small depending on the service area it will serve and the style and quality of development." In this case, the proposed development is adjacent to heavy commercial and single-family residential land uses, which is east of the *subject property* and buffered by S. Goliad Street. These existing land uses may warrant a transition of land uses.

With regard to *Tract 2*, and according to the Comprehensive Plan, a High Density Residential land use is defined as any development that exceeds three (3) units per gross acre. In this case, the density of the proposed townhome use is at 8.08-units per gross acre. The Comprehensive Plan goes on to state that "(h)igh density residential [*land uses*] should be used as a transitional use from commercial (*or existing retail*) use, or where it will serve as a logical extension of an existing high density development". In this case, the proposed development is adjacent to the proposed commercial/retail land use. Townhomes, "should differ in appearance through the use of varying

entry features, use of detail and trim, use of materials, articulation and setback.” The applicant has not provided staff with conceptual elevations meeting these standards; however, photo examples provided example photos for review. If approved, the building elevations require the Architectural Review Board to provide a recommendation to the Planning and Zoning Commission for approval, conditional approval, or denial.

With regard to *Tract 3*, and according to the Comprehensive Plan, a Medium Density Residential land use is defined as an area consisting of residential developments “that have typically been built in Rockwall. They may be 2-3 units per acre, but generally about 3 units per acre.” In this case, the density of the proposed single-family lots is at 2.37-units per gross acre. The zoning proposal conforms to the majority of the residential policies and guidelines contained in the Comprehensive Plan for a single-family residential development and the Medium Density Residential land use.

With regard to the overall development, the applicant’s proposal of a townhome product provides a transition between the commercial/retail land use and the proposed single-family residential home lots; however, this would decrease the amount of land zoned Heavy Commercial (HC) District within the City. With this being said, the approval of any changes to the Future Land Use Map or the approval of an increased density would be a discretionary decision for the City Council. Should the City Council choose to approve the applicant’s request staff has included a condition of approval that would amend the Future Land Use Map to reflect the requested designations.

NOTIFICATION:

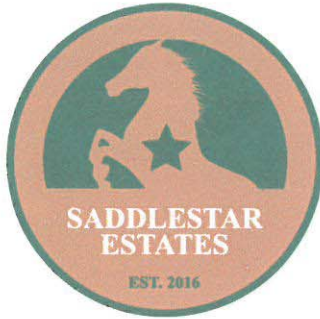
On March 28, 2018, staff mailed 155 notices to property owners and residents within 500-feet of the *subject property*. Staff also sent a notice to the Flagstone Estates, Lynden Park, Hickory Ridge, and Hickory Ridge East Homeowner’s Association (HOA), which are the only HOA/Neighborhood Organizations located within 1,500 feet of the *subject property*. Additionally, staff posted a sign along S. Goliad Street -- *adjacent to the subject property* -- as required by the Unified Development Code (UDC). At the time this case memo was drafted staff had not received any notices regarding the applicant’s request.

RECOMMENDATIONS:

If the Planning and Zoning Commission chooses to recommend approval of the applicant’s request to change the zoning of the subject property from an Agricultural (AG) District, Commercial (C) District, and Heavy Commercial (HC) District to a Planned Development District for limited General Retail (GR) District, Single-Family 7 (SF-7) District and Townhome land uses, then staff would propose the following conditions of approval:

- 1) The applicant shall be responsible for maintaining compliance with the conditions contained within the *Planned Development District* ordinance;
- 2) By approving this zoning change, the City Council will effectively be approving changes to the Comprehensive Plan and Future Land Use Map. Specifically, this will change the designation of *Tract 1* from a Commercial/Industrial designation to a Commercial designation, *Tract 2* from a Commercial/Industrial designation to a High Density Residential designation, and a portion of *Tract 3* (i.e. 12.60-acre) from a Commercial/Industrial designation to a Medium Density Residential designation;
- 3) The developer and/or property owner shall enter into a facilities agreement with the Texas Department of Transportation (TXDOT) and the City for the purpose of constructing a two (2) lane bypass along the western portion of SH-205 adjacent to the development and as shown on the Paving Concept Plan depicted in *Exhibit ‘D’* of the PD Ordinance. The street section shall be constructed to TXDOT standards prior to the development of any lots.

- 4) Any construction resulting from the approval of this *zoning change* 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.



PAT ATKINS
Director of Land Development and Acquisitions

3076 Hays Lane,
Rockwall,
Texas 75038

972.388.6383
kpatatkins@yahoo.com

3-16-18

ENCLAVE ROCKWALL

63.72 ACRES-Z2017-052

ROCKWALL, TEXAS

RE: Enclave Zoning –Re-Submittal

DEAR MR. GONZALES, MRS. MORALES

AS AUTHORIZED REPRESENTATIVE AND APPLICANT FOR THE 63.72 ACRES, WE ARE HEREBY FORMALLY RESUBMITTING OUR APPLICATION, WITH THE FOLLOWING MODIFICATIONS TO THE ORIGINAL SUBMITTAL.

- 1. REQUIREMENT OF CONSTRUCTION OF THE WESTERN TWO LANES OF S.H. 205 WITH FACILITIES AGREEMENT**
- 2. REQUIREMENT OF THE MINIMUM OF 20% OPEN SPACE.**
- 3. SINGLE FAMILY GARAGE ORIENTATION TO BE A MINIMUM OF 5' OFFSET FROM THE MAIN STRUCTURE**
- 4. TOWNHOUSE AND C-3 DISTRICT REQUIRING ROCKWALL ARCHITECTURAL REVIEW COMMITTEE APPROVAL BEFORE BUILDING PERMIT.**
- 5. UPDATED TRAFFIC REPORT REFLECTING COUNTS DURING SCHOOL TIMES.**
- 6. SUP REQUIREMENT FOR GASOLINE SERVICE USES IN GENERAL RETAIL DISTRICT.**

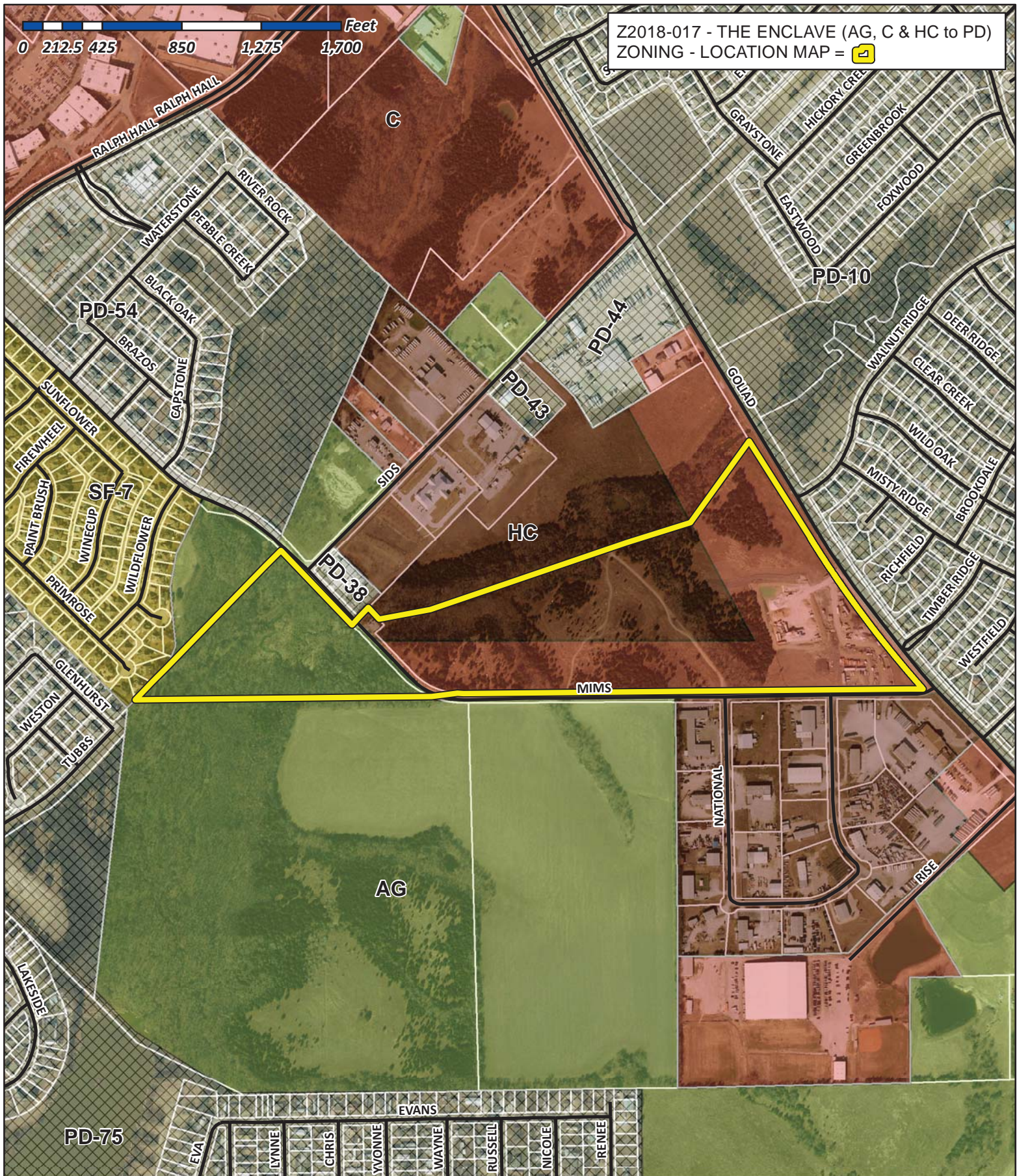
SINCERELY-PAT ATKINS – DIRECTOR

SADDLESTAR LAND DEVELOPMENT LLC

DEVELOPMENT OUTLINE



The property consists of 63.72 Acres of Land, adjacent to S.H 205 a 120' Major Thoroughfare, also Mims Road a 65' Major Collector , South of and adjacent to Buffalo Creek consisting of 19 acres of open space. The property is sparsely vegetated on the southern 63 acres with native tree's. The Planned Development will create a pedestrian oriented neighborhood allowing for residential access to retail office and opens pace amenity areas. New homes construction will range from \$250K Enclave Villas Townhouse and Enclave Urban Housing \$350k and up. The homes will be marketed towards young families, young professionals and empty nesters lifestyle. Creating an additional 129 million dollars to the City of Rockwall tax base. There will be a Master H.O.A. required within the development of the property. We are excited to bring this upscale residential retail-office development to this area which surpasses expectations required in your Comprehensive Master Plan . A master trail system , along with the required Landscape Buffer along S.H. 205 , Mims Road and Buffalo Creek will be implemented which will encourage pedestrian access to all uses.



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.

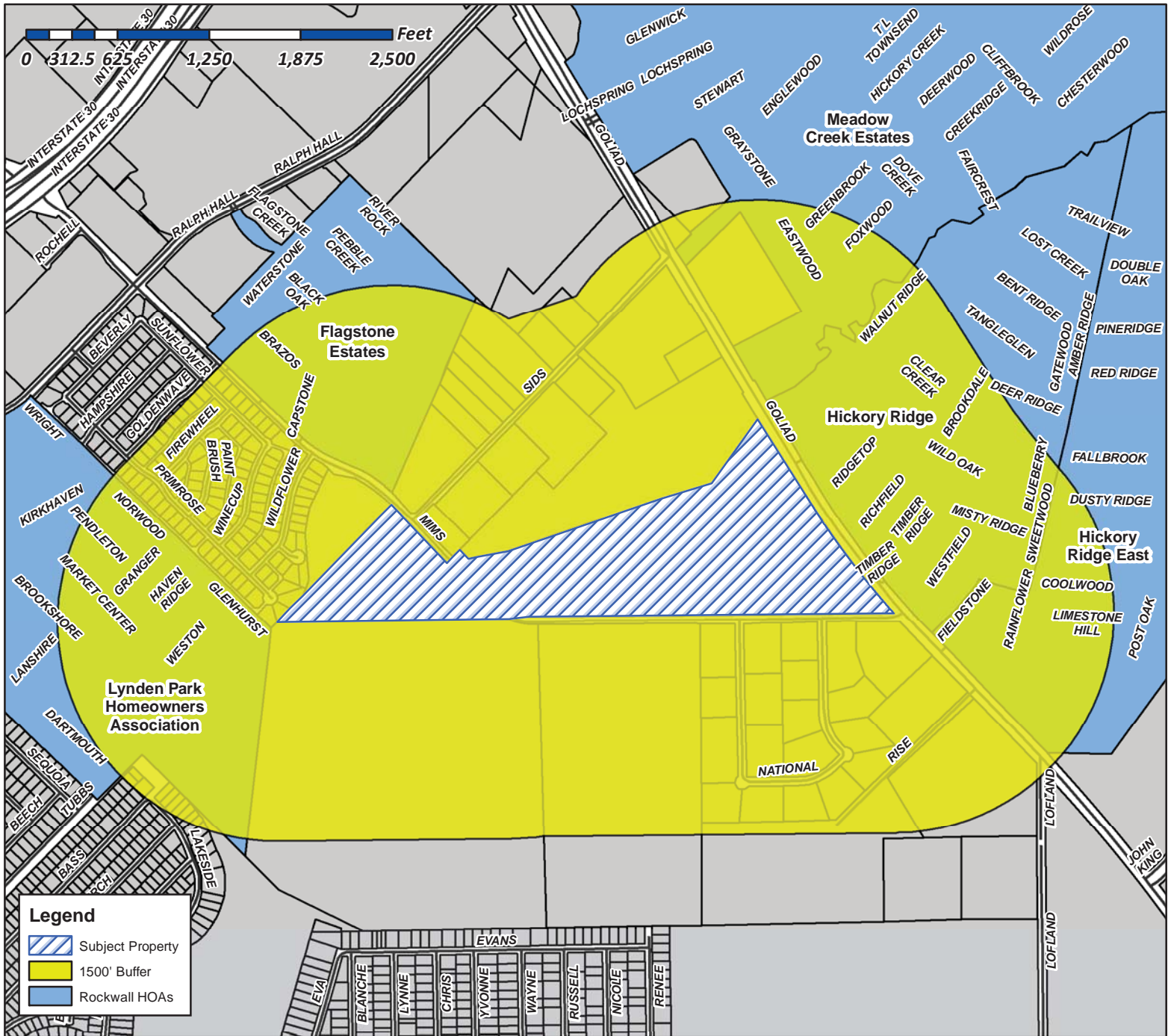




City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087
(P): (972) 771-7745
(W): www.rockwall.com

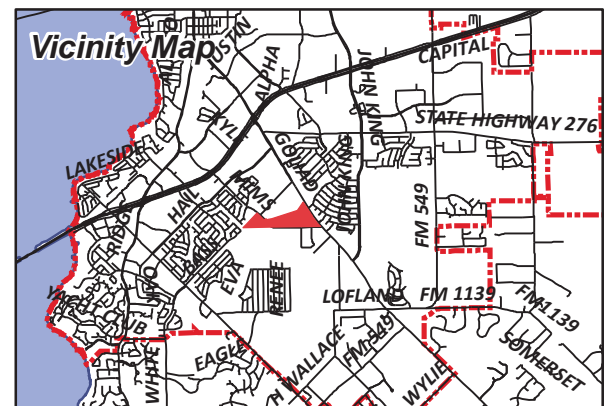
The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and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



Case Number: Z2018-017
Case Name: Zoning Change (C & HC to PD)
Case Type: Zoning
Zoning: Commercial & Heavy Commercial District
Case Address: Northwest Corner of S. Goliad Street and Mims Road

Date Created: 03/16/2018

For Questions on this Case Call (972) 771-7745



Gonzales, David

From: Morales, Laura
Sent: Friday, March 23, 2018 4:53 PM
To: [REDACTED]
Cc: Miller, Ryan; Gonzales, David; Brooks, Korey
Subject: Neighborhood Notification Program: Notice of zoning request
Attachments: Z2018-017 HOA Map.pdf

To whom it may concern:

Per your participation in the Neighborhood Notification Program, you are receiving this notification to inform your organization and residents of a request for a zoning change that lies within 1,500 feet of the boundaries of your neighborhood or subdivision. As the primary contact for the organization, you are encouraged to share this information with the residents of your subdivision. Please find attached a map detailing the location of the subject property requesting the zoning change in relation to your subdivision boundaries. Additionally, below is a summary of the zoning request that was published in the Rockwall Herald Banner **March 23, 2018**. The Planning and Zoning Commission will hold a public hearing on **Tuesday 4/10/2018 at 6:00 p.m.**, and the City Council will hold a public hearing on **Monday, 4/16/2018 at 6:00 p.m.** These hearings will be held in the City Council Chambers at City Hall, 385 S. Goliad Street. These hearings will be held in the City Council Chambers at City Hall, 385 S. Goliad Street. If you have any questions or comments regarding this request, the contact information for the Planning Department is listed below. Additional information can also be found at <https://sites.google.com/site/rockwallplanning/development/development-cases/03162018>

Z2018-017- Hold a public hearing to discuss and consider a request by Pat Atkins of Saddlestar Land Development on behalf of the Stagliano Family Trust for the approval of a zoning change from an Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District to a Planned Development District for commercial/retail, single-family and townhome land uses on a 63.72-acre tract of land identified as Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District, situated within the SH-205 Overlay (SH-205 OV) District, located at the northwest corner of S. Goliad Street [SH-205] and Mims Road, and take any action necessary.

If this email is reaching you in error, please forward it to your HOA or neighborhood group representative and update the contact information at <http://www.rockwall.com/planning/hoa.asp>.

Sincerely,

Laura Morales

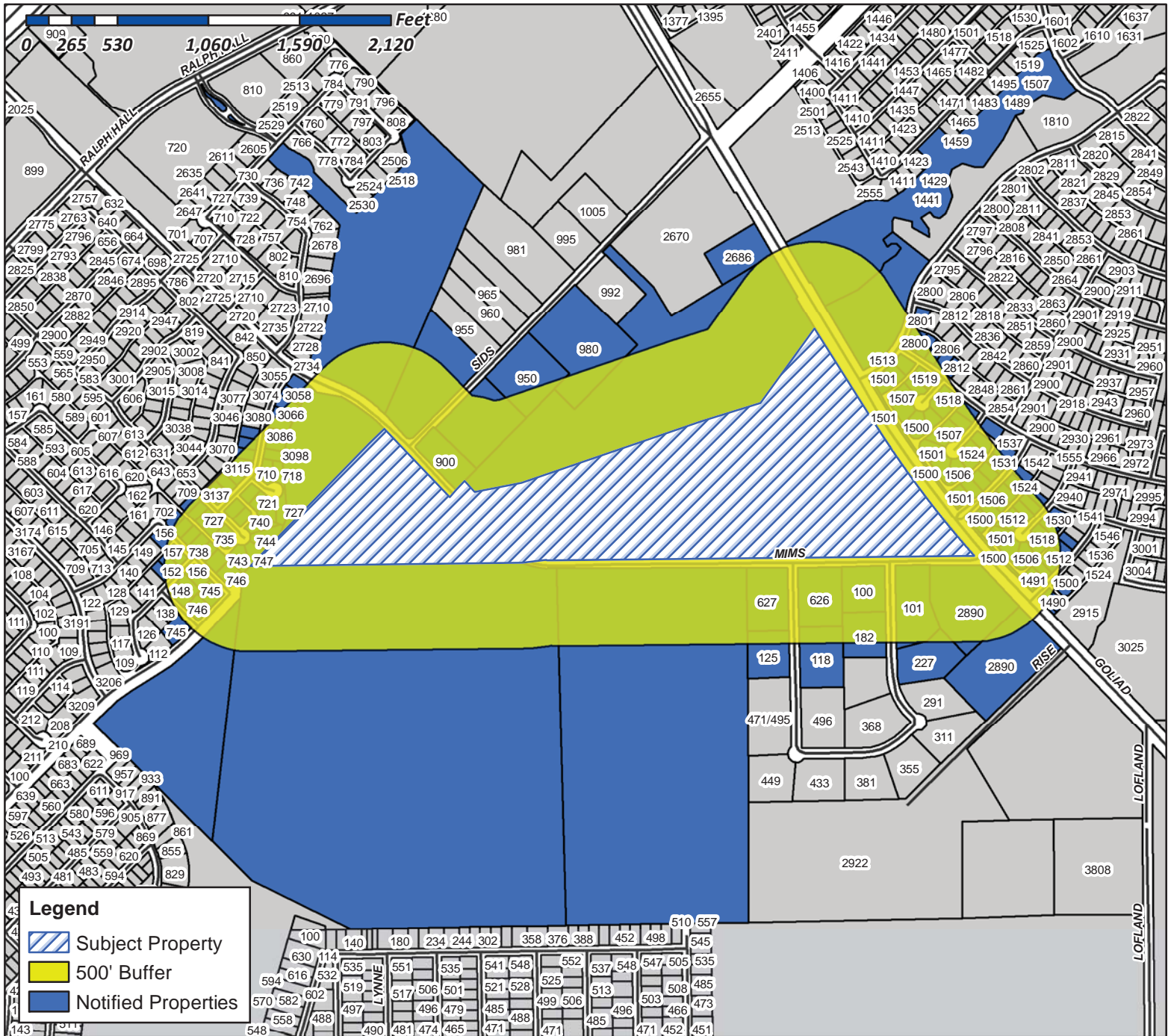
Planning & Zoning Coordinator
City of Rockwall Planning & Zoning Department
972-771-7745 | 972-772-6438
Lmorales@rockwall.com | <http://www.rockwall.com>



City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087
(P): (972) 771-7745
(W): www.rockwall.com

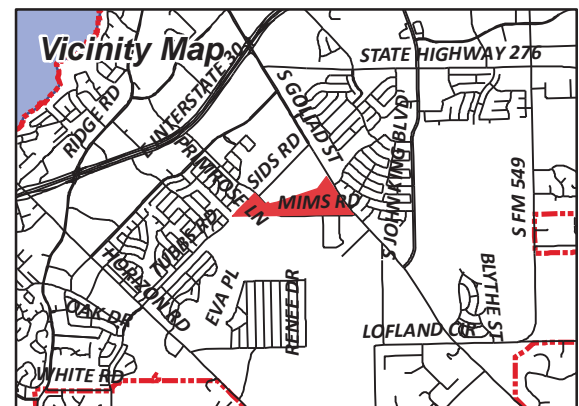
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Case Number: Z2018-017
Case Name: Zoning Change (AG, C & HC to PD)
Case Type: Zoning
Zoning: AG, C, & HC District
Case Address: Northwest Corner of S. Goliad Street and Mims Road

Date Created: 03/16/2018

For Questions on this Case Call (972) 771-7745





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

To Whom It May Concern:

You are hereby notified that the City of Rockwall Planning and Zoning Commission and City Council will consider the following application:

Case No. Z2018-017: The Enclave (C and HC to PD)

Hold a public hearing to discuss and consider a request by Pat Atkins of Saddlestar Land Development on behalf of the Stagliano Family Trust for the approval of a zoning change from an Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District to a Planned Development District for commercial/retail, single-family and townhome land uses on a 63.72-acre tract of land identified as Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District, situated within the SH-205 Overlay (SH-205 OV) District, located at the northwest corner of S. Goliad Street [SH-205] and Mims Road, and take any action necessary.

For the purpose of considering the effects of such a request, the Planning and Zoning Commission will hold a public hearing on **Tuesday, 4/10/2018 at 6:00 p.m.**, and the City Council will hold a public hearing on **Monday, 4/16/2018 at 6:00 p.m.** These hearings will be held in the City Council Chambers at City Hall, 385 S. Goliad Street.

As an interested property owner, you are invited to attend these meetings. If you prefer to express your thoughts in writing please return the form to:

David Gonzales
Rockwall Planning and Zoning Dept.
385 S. Goliad Street
Rockwall, TX 75087

You may also email your comments to the Planning Department at planning@rockwall.com. If you choose to email the Planning Department please include your name and address for identification purposes.

Your comments must be received by **4/16/2018** to ensure they are included in the information provided to the City Council.

Sincerely,

Ryan Miller, AICP
Director of Planning & Zoning

MORE INFORMATION ON THIS CASE CAN BE FOUND ON THE CITY'S WEBSITE: [HTTPS://SITES.GOOGLE.COM/SITE/ROCKWALLPLANNING/DEVELOPMENT-CASES](https://sites.google.com/site/rockwallplanning/development-cases)

PLEASE RETURN THE BELOW FORM

Case No. Z2018-017: The Enclave (C and HC to PD)

Please place a check mark on the appropriate line below:

- ☐ I am in favor of the request for the reasons listed below.
- ☐ I am opposed to the request for the reasons listed below.

Name:

Address:

Tex. Loc. Gov. Code, Sec. 211.006 (d) If a proposed change to a regulation or boundary is protested in accordance with this subsection, the proposed change must receive, in order to take effect, the affirmative vote of at least three-fourths of all members of the governing body. The protest must be written and signed by the owners of at least 20 percent of either: (1) the area of the lots or land covered by the proposed change; or (2) the area of the lots or land immediately adjoining the area covered by the proposed change and extending 200 feet from that area.

PLEASE SEE LOCATION MAP OF SUBJECT PROPERTY ON THE BACK OF THIS NOTICE

CURRENT RESIDENT
100 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
101 NATIONAL DR
ROCKWALL, TX 75032

BCL REAL ESTATE LLC
103 GROSS RD BLDG A
MESQUITE, TX 75149

LEMMOND BRENTON & KIMBERLY
10349 S STATE HWY 205
ROCKWALL, TX 75032

VICMAR I LTD &
E LOFLAND
105 KAUFMAN ST
ROCKWALL, TX 75087

VICMAR I LTD &
E LOFLAND
105 KAUFMAN ST
ROCKWALL, TX 75087

SCOTTFREE INVESTMENTS LP
118 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
125 NATIONAL DR
ROCKWALL, TX 75032

MOORE LEE OSCAR & SHRYL ANN
1251 MARLIN AVENUE
SEAL BEACH, CA 90740

DING CHENG LIANG AND LUH LUH TING
1406 ROSALIA AVE
SAN JOSE, CA 95130

CURRENT RESIDENT
1441 FOXWOOD LN
ROCKWALL, TX 75032

MCSWAIN BILLY
148 NATIONAL DR
ROCKWALL, TX 75032

PEACOCK JAY C & ROBYN M
148 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
149 WESTON CT
ROCKWALL, TX 75032

ZIYADEH MUNEE R ABU
1490 FIELDSTONE DR
ROCKWALL, TX 75032

REYES JULIO CESAR & URAMIA S
1491 FIELDSTONE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1500 RICHFIELD CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1500 WESTFIELD LN
ROCKWALL, TX 75032

CONFIDENTIAL
1500 FIELDSTONE DR
ROCKWALL, TX 75032

PEWICK JAMES & SHANNA PEWICK
1500 RIDGETOP CT
ROCKWALL, TX 75032

LUSK DERRICK L
1500 TIMBER RIDGE DR
ROCKWALL, TX 75032

NICKERSON TELISA A
1501 FIELDSTONE DR
ROCKWALL, TX 75032

GARY SHAWN
1501 RICHFIELD CT
ROCKWALL, TX 75032

HOWERTON RICKY D & CHRISTINE A
1501 RIDGETOP COURT
ROCKWALL, TX 75032

SAHLOU WALIYE BESHAK
1501 TIMBER RIDGE DRIVE
ROCKWALL, TX 75032

MARTINEZ JOSUE
1501 WALNUT RIDGE DR
ROCKWALL, TX 75032

JONES MYRON D
1501 WESTFIELD LN
ROCKWALL, TX 75032

DOUGLAS LEANNE
1506 RICHFIELD COURT
ROCKWALL, TX 75032

TATOM DANNY & TRACI
1506 RIDGETOP CT
ROCKWALL, TX 75032

GARDNER AALIYAH DEJANE TRUST NUMBER
TWO
AMBER GARDNER & HER SUCCESSORS TRUSTEE
1506 TIMBER RIDGE
ROCKWALL, TX 75032

HOGAN CHAD & STEFANIE
1506 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 FIELDSTONE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 WALNUT RIDGE DR
ROCKWALL, TX 75032

HOYL ROBERT & DARLA
1507 RICHFIELD CT
ROCKWALL, TX 75032

TORRES JOSLYN NOEL & ANDREW
1507 RIDGETOP COURT
ROCKWALL, TX 75032

MORITZ GREG AND BIANCA MARTINEZ
1507 WESTFIELD LN
ROCKWALL, TX 75032

JS CUSTOM HOMES LLC
1509 LEXINGTON DR
GARLAND, TX 75041

BROOKS CLINT E
1512 RICHFIELD CT
ROCKWALL, TX 75032

LOPEZ ANDREW T & LAUREL L
1512 RIDGETOP COURT
ROCKWALL, TX 75032

DAVIDSON ANTHONY D & CLOTEAL M
1512 TIMBER RIDGE DR
ROCKWALL, TX 75032

LIM KATCHHAUY & MONY KROUCH
1512 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
1513 WALNUT RIDGE DR
ROCKWALL, TX 75032

MACFOY THEODORE P & EASTERLINE V
1513 FIELDSTONE DR
ROCKWALL, TX 75032

CROSSWHITE MICHAEL B
1513 RICHFIELD CT
ROCKWALL, TX 75032

HROMATKA EDWARD J & MARIA L
1513 RIDGETOP CT
ROCKWALL, TX 75032

AMIN DEVESHCHANDRA A AND
MANISHA D AMIN
1513 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1518 RIDGETOP CT
ROCKWALL, TX 75032

JIMENEZ SANTIAGO & MARIA D
1518 RICHFIELD CT
ROCKWALL, TX 75032

KORDI KIOMARS AND ELICIA
1518 TIMBER RIDGE DR
ROCKWALL, TX 75032

GRAEF DAVID R & DIANE J
1518 WESTFIELD LN
ROCKWALL, TX 75032

ACOSTA CORAZON
1519 FIELDSTONE DR
ROCKWALL, TX 75032

JACKSON SHANNON D AND
VANCE R EKQUIST
1519 RICHFIELD CT
ROCKWALL, TX 75032

HURLEY MARTHA AND DAVID
1519 RIDGETOP CT
ROCKWALL, TX 75032

ATTARDI JENNIFER LEIGH & GINO AND
SHARLE L CAMP
1519 TIMBER RIDGE DRIVE
ROCKWALL, TX 75032

AL-GHAZAWI OMAR AND SAMAH ALMALKAWIE
1519 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
152 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1524 WESTFIELD LN
ROCKWALL, TX 75032

BURRISS ELWOOD & DOROTHY L
1524 RICHFIELD CT
ROCKWALL, TX 75032

MEBRATU GEZI
1524 TIMBER RIDGE DR
ROCKWALL, TX 75032

SAWYER CHARLENE &
DANNY & CHARLOTTE SAWYER
1525 FIELDSTONE DR
ROCKWALL, TX 75032

PATRICK RICHARD & BRANDY
1525 RICHFIELD CT
ROCKWALL, TX 75032

WHALEN DANIEL & KYONG SUK
1525 TIMBER RIDGE DR
ROCKWALL, TX 75032

SHAH MURTAZA & MARIA
1525 WESTFIELD LN
ROCKWALL, TX 75032

RICHARDS NINA R
153 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1530 WESTFIELD LN
ROCKWALL, TX 75032

LABLANK CORTLIN AND ASHLEY
1530 RICHFIELD CT
ROCKWALL, TX 75032

CHODUN ERIC
1530 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1531 WESTFIELD LN
ROCKWALL, TX 75032

SHAHER LORI E
1531 TIMBER RIDGE DR
ROCKWALL, TX 75032

RYSZARD PROPERTIES LLC
1536 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
156 WESTON CT
ROCKWALL, TX 75032

PENA YOAMY G & JOAQUIN S
156 HAVEN RIDGE DRIVE
ROCKWALL, TX 75032

EISENSTEIN JENNIPHER
157 WESTON CT
ROCKWALL, TX 75032

DOS HILLS INC
1701 SHERBURNE DR
KELLER, TX 76262

HICKORY RIDGE EAST HOMEOWNERS ASSOC
1800 PRESTON PARK BLVD STE 101
PLANO, TX 75093

CURRENT RESIDENT
182 NATIONAL DR
ROCKWALL, TX 75032

GREGORY COREY ALAN
2124 BURTON DR APT 207
AUSTIN, TX 78741

WATTS KYLA & CALE
218 STANFORD CT
HEATH, TX 75032

CURRENT RESIDENT
227 NATIONAL DR
ROCKWALL, TX 75032

NGUYEN JENNIFER
2608 SANTA ROSA AVE
ODESSA, TX 79763

CURRENT RESIDENT
2686 S HWY205
ROCKWALL, TX 75032

CROSS RONALD D & EMMA R
2800 MISTY RIDGE LN
ROCKWALL, TX 75032

HARDMAN MARK
2801 WILD OAK LN
ROCKWALL, TX 75032

GRANGER MATTHEW P AND LEAH K
2806 MISTY RIDGE LN
ROCKWALL, TX 75032

PRICE BETTY L
2812 MISTY RIDGE LN
ROCKWALL, TX 75032

CONFIDENTIAL
2818 MISTY RIDGE LN
ROCKWALL, TX 75032

DABNEY TERESA AND
WILBERT HANEY
2824 MISTY RIDGE LN
ROCKWALL, TX 75032

AXUM MARC R & DEBRA S
2849 WILD OAK LN
ROCKWALL, TX 75032

CURRENT RESIDENT
2890 S GOLIAD
ROCKWALL, TX 75032

STAEV GHINICA
299 PHEASANT HILL DR
ROCKWALL, TX 75032

LLC SERIES G
RONALD SPENCER FAMILY INVESTMENTS
3021 RIDGE RD SUITE A-277
ROCKWALL, TX 75032

RACK PARTNERS LTD
3021 RIDGE RD SUITE A PMB #131
ROCKWALL, TX 75032

CHRISTIAN LARRY N
3058 WILDFLOWER WAY
ROCKWALL, TX 75032

AMH 2014-1 BORROWER LLC
30601 AGOURA RD SUITE 200
AGOURA HILLS, CA 91301

MARKS WESLEY & AMY E
3066 WILDFLOWER WAY
ROCKWALL, TX 75032

MC FARLAND RODERIC B
3074 WILDFLOWER WAY
ROCKWALL, TX 75032

BARNETT VIRGINIA M
3080 WILDFLOWER WAY
ROCKWALL, TX 75032

ELLIOTT PAULA C
3086 WILDFLOWER WAY
ROCKWALL, TX 75032

HUDSON JOHN D & KATHY L
3092 WILDFLOWER WAY
ROCKWALL, TX 75032

CURRENT RESIDENT
3095 WILDFLOWER WAY
ROCKWALL, TX 75032

CANETTY CHAYRA SANCHEZ
3101 WILDFLOWER WAY
ROCKWALL, TX 75032

CHRISTIAN LON K JR
3104 WILDFLOWER WAY
ROCKWALL, TX 75032

SILVA GLADYS E
3107 WILDFLOWER WAY
ROCKWALL, TX 75032

CURRENT RESIDENT
3115 WILDFLOWER WAY
ROCKWALL, TX 75032

PEREZ ELIZABETH
3120 W NORTHWEST HWY
DALLAS, TX 75220

COOPER TERESA L
3123 WILDFLOWER WAY
ROCKWALL, TX 75032

SHIVERS WAYNE A
3129 WILDFLOWER WAY
ROCKWALL, TX 75032

PRICE TIMOTHY F & DIANA M
3137 WILDFLOWER WAY
ROCKWALL, TX 75032

BODFORD ALVIN M
C/O EPES TRANSPORT SYSTEM
3400 EDGEFIELD COURT
GREENSBORO, NC 27409

FALLS DAVID & TERRI
3608 LAKESIDE DR
ROCKWALL, TX 75087

CITY OF ROCKWALL
ATTN;MARY SMITH
385 S GOLIAD ST
ROCKWALL, TX 75087

ISSAC PARAMPOTTIL T & LEELAMMA
4215 EDMONDSON AVENUE
HIGHLAND PARK, TX 75205

CLARK RICHARD A II
5019 MERLIN DR
SAN ANTONIO, TX 78218

STAGLIANO FAMILY TRUST
5501 ST ANDRES CT
PLANO, TX 75093

JACOBS DAVID RAY
626 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
627 NATIONAL DR
ROCKWALL, TX 75032

CHEN CHAI
708 GLENHURST DR
ROCKWALL, TX 75032

REECE EDDY P & JUDY
709 BLUEBELL CT
ROCKWALL, TX 75032

LEBLANC BRIAN E
709 PRIMROSE LN
ROCKWALL, TX 75032

TURNER LAQUITTA L
710 BLUEBELL CT
ROCKWALL, TX 75032

CLARK JEAN F & KRISTINE L
714 GLENHURST DR
ROCKWALL, TX 75032

RIDDLE RONALD E & LINDA K
715 BLUEBELL CT
ROCKWALL, TX 75032

GRIFFITH ALLYSON RENEE SCARBER
715 PRIMROSE LN
ROCKWALL, TX 75032

CURRENT RESIDENT
718 BLUEBELL CT
ROCKWALL, TX 75032

MISSELL KASSIE DANIELLE & KEVIN MICHAEL
720 GLENHURST DR
ROCKWALL, TX 75032

JONES JAMES & MARY
721 BLUEBELL CT
ROCKWALL, TX 75032

HARRIS CHAD &
MISTY PIERCE
721 PRIMROSE LN
ROCKWALL, TX 75032

CURRENT RESIDENT
726 GLENHURST DR
ROCKWALL, TX 75032

CURRENT RESIDENT
727 PRIMROSE LN
ROCKWALL, TX 75032

NUGENT GAYLEEN K
727 BLUEBELL CT
ROCKWALL, TX 75032

BRIDGMAN SHAWN AND RENEE
728 PRIMROSE LN
ROCKWALL, TX 75032

SOAITA MARIUS & DANIELA M
732 GLENHURST DR
ROCKWALL, TX 75032

GULICK ANNA C
734 PRIMROSE LN
ROCKWALL, TX 75032

TIPPING DORA MARIA
735 PRIMROSE LN
ROCKWALL, TX 75032

HUDDLESTON EMILY D AND
BRYON STEWART JR
738 GLENHURST DR
ROCKWALL, TX 75032

LEWIS GOMER J & CHARLSIE J
740 PRIMROSE LN
ROCKWALL, TX 75032

SITTER KAREEN RUTH
743 PRIMROSE LN
ROCKWALL, TX 75032

HEFFLER MICHAEL A
744 PRIMROSE LN
ROCKWALL, TX 75032

ROACH SHANE D AND LEANNE L
745 BRAEWICK DR
FATE, TX 75032

WINTERS KEVIN R & STELIANA V
745 GLENHURST DR
ROCKWALL, TX 75032

ORAVSKY JAMES S & GINGER L
746 BRAEWICK DR
ROCKWALL, TX 75032

CZARNOPYS BENJAMIN J & ROBIN K
746 GLENHURST DR
ROCKWALL, TX 75032

HOLLAND JON E
747 PRIMROSE LN
ROCKWALL, TX 75032

WHITE CODY
7828 OLD HICKORY DR
N RICHLAND HILLS, TX 76182

ROCKWALL HICKORY RIDGE HOMEOWNERS
ASSOC INC
C/O SBB MANAGEMENT COMPANY
8360 LBJ FRWY SUITE 300
DALLAS, TX 75243

CURRENT RESIDENT
900 SIDS RD
ROCKWALL, TX 75032

CURRENT RESIDENT
950 SIDS RD
ROCKWALL, TX 75032

CURRENT RESIDENT
980 SIDS RD
ROCKWALL, TX 75032

AMERICAN RESIDENTIAL LEASING COMPANY LLC
ATTN: PROPERTY TAX DEPARTMENT 30601
AGOURA ROAD SUITE 200PT
AGOURA HILLS, CA 91301

ASBURY MICHAEL & LEAANN
PO BOX 1012
ROCKWALL, TX 75087

SLAUGHTER RICHARD E JR
PO BOX 1717
ROCKWALL, TX 75087

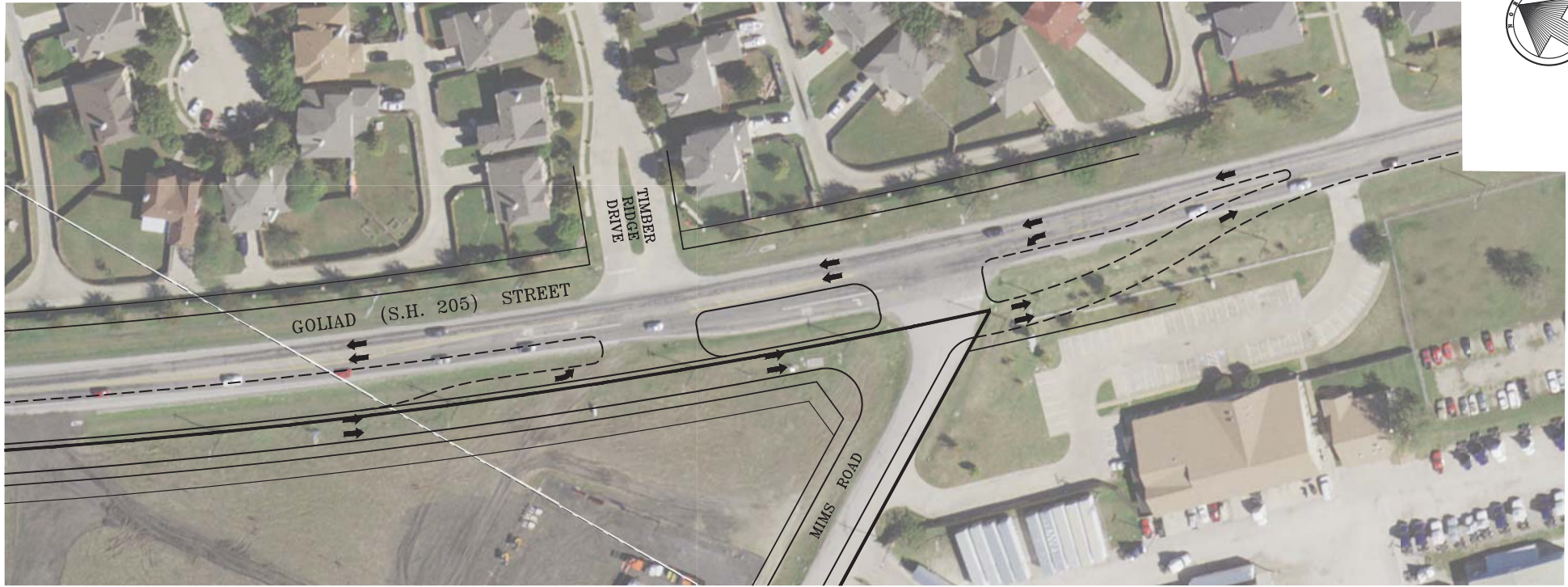
ESTEP KIP
PO BOX 2
ROCKWALL, TX 75087

RAYBURN COUNTRY ELECTRIC COOPERATIVE
INC
PO BOX 37
ROCKWALL, TX 75087

D & A REAL ESTATE PARTNERS LTD
PO BOX 850
ROCKWALL, TX 75087



							PAVING CONCEPT	
							GOLIAD (S.H. 205) STREET	
							ROCKWALL, TEXAS	
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.		
		3/2018	1"=40'				1/2	



PAVING CONCEPT						
GOLIAD (S.H. 205) STREET						
ROCKWALL, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		3/2018	1"=40'			2/2

Untitled Map

Write a description for your map.

Legend

- Feature 1
- Feature 2
- Feature 3
- Feature 4
- Fuji Ceramics
- Glacier
- How Big is this?
- Toronto, Ontario, Canada
- WW



Google Earth

G.T.(Tom) Walton, P.E.

Consulting Traffic Engineer

3408 Riley Drive Plano, Texas 75025 Ph 972-618-8069 e-mail: mmltomw@AOL.com

April 4, 2018

SADDLE STAR DEVELOPMENT
ATTN: PAT ATKINS
3076 Hays Lane
Rockwall, Texas 75087

RE: SH 205 Traffic Counts for The Enclave development in Rockwall, Texas

Dear Mr. Atkins,

In December 2017, 24 hour machine traffic counts were done on SH 205 by the Enclave development area. Per your request additional machine counts were done in late March 2018. The 2017 daily traffic volume total was 19,871 vehicle trips. The 2018 daily traffic volume total was 17,539 vehicle trips. The difference in volume was 2332 trips.

Enclosed please find the reports of the two traffic counts.

Please let me know if I can be of further assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "G.T. Walton P.E.", written in a cursive style.

G.T. (Tom) Walton, P.E.

Accurate Counts
 ACCURATE COUNTS
 TRAFFIC DATA COLLECTION SERVICE
 SPEED SUMMARY
 Tue 3/27/2018

Page: 1

: 000000013931
 Site ID: 000000013931
 Location: SH 205-N of Mims
 Direction: NORTH
 Lane: 1

File: D0328001.prn
 City: Rockwall
 County: Rockwall

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
12:00	1	0	0	0	6	3	53	127	113	36	12	0	0	5	356
13:00	0	0	0	0	0	5	45	130	175	103	23	0	2	2	485
14:00	2	0	0	0	4	4	49	116	214	75	12	1	0	9	486
15:00	3	0	0	0	0	10	33	104	182	107	16	3	1	12	471
16:00	2	0	1	9	11	18	37	86	156	134	31	2	0	7	494
17:00	2	0	0	0	0	9	74	174	187	116	13	5	4	6	590
18:00	0	0	0	0	4	5	50	180	186	84	19	1	1	20	550
19:00	7	0	1	0	2	22	36	88	173	86	17	5	0	7	444
20:00	0	0	0	0	0	19	28	86	93	63	14	2	1	6	312
21:00	0	0	2	2	1	8	31	85	59	27	2	0	0	0	217
22:00	0	0	0	0	0	4	13	60	60	31	4	2	1	0	175
23:00	0	0	0	0	0	2	10	22	21	18	6	0	1	0	80
24:00	0	0	0	0	0	0	3	8	7	3	3	0	0	0	24
01:00	0	0	0	0	0	0	4	2	4	5	0	0	0	0	15
02:00	0	0	0	0	0	1	0	3	3	1	0	1	0	0	9
03:00	0	0	0	0	0	0	3	2	4	4	0	0	0	0	13
04:00	0	0	0	0	0	0	0	10	12	7	5	3	0	0	37
05:00	0	0	0	0	0	0	6	16	26	46	21	5	0	0	120
06:00	0	0	0	0	1	0	15	55	155	127	17	4	0	1	375
07:00	0	0	0	8	17	28	111	281	220	64	11	2	2	4	748
08:00	0	0	0	0	0	34	88	226	309	133	26	2	0	6	824
09:00	0	0	0	0	0	8	32	159	214	184	38	5	1	11	652
10:00	1	0	0	0	4	1	28	75	188	199	61	7	0	8	572
11:00	2	0	0	0	1	2	8	51	180	190	101	12	0	6	553
24 HR TOTAL	21	0	4	19	51	183	757	2150	2949	1861	456	63	14	110	8638
PERCENTS	0.2%	0.0%	0.0%	0.2%	0.6%	2.1%	8.8%	24.9%	34.1%	21.5%	5.3%	0.7%	0.2%	1.3%	100.0%

Statistical Information...

15th Percentile Speed
 40.6 mph

85th Percentile Speed
 53.0 mph

Median Speed
 46.9 mph

Average Speed
 46.6 mph

10 MPH Pace Speed
 40 mph to 50 mph
 5099 vehicles in pace
 Representing 59.9% of the total vehicles

Vehicles > 65 MPH
 14
 0.2%

Accurate Counts

ACCURATE COUNTS
 TRAFFIC DATA COLLECTION SERVICE
 SPEED SUMMARY
 Tue 3/27/2018

Page: 3

: 000000013931
 Site ID: 000000013931
 Location: SH 205-N of Mims
 Direction: SOUTH
 Lane: 2

File: D0328001.prn
 City: Rockwall
 County: Rockwall

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
12:00	1	0	0	0	4	22	51	61	76	86	31	4	0	2	338
13:00	0	0	1	0	3	19	65	114	127	95	44	10	2	0	480
14:00	0	0	0	0	1	7	55	156	179	110	35	7	0	4	554
15:00	1	0	2	15	14	64	109	141	162	119	60	10	3	7	707
16:00	0	1	0	0	4	28	100	159	155	143	66	24	4	4	688
17:00	2	0	0	7	22	64	201	206	151	124	37	13	5	14	846
18:00	2	3	1	3	36	109	159	184	148	141	51	10	1	13	861
19:00	1	0	1	0	8	46	130	218	164	110	33	6	6	8	731
20:00	1	1	0	2	6	30	104	201	169	86	37	11	1	4	653
21:00	0	0	0	0	1	5	67	119	139	76	24	5	0	5	441
22:00	0	0	0	0	0	3	17	39	68	57	45	11	2	1	243
23:00	0	1	0	0	1	5	3	11	30	29	14	6	1	2	103
24:00	0	0	0	0	2	1	0	4	10	11	11	5	1	1	46
01:00	0	0	0	0	0	3	7	13	14	10	5	1	0	0	53
02:00	0	0	0	0	0	1	1	4	5	3	3	1	0	0	18
03:00	0	0	0	0	0	0	1	4	7	7	6	0	1	0	26
04:00	0	0	0	0	0	0	0	4	3	6	3	0	0	0	16
05:00	0	0	0	0	0	1	0	4	12	14	6	1	0	0	38
06:00	0	0	0	0	0	1	5	9	24	21	18	5	0	0	83
07:00	1	0	0	0	3	3	45	81	71	61	17	2	0	5	289
08:00	1	1	1	0	4	20	49	96	114	78	31	2	1	15	413
09:00	2	0	0	0	1	8	51	115	114	90	40	9	1	3	434
10:00	0	0	0	0	1	5	20	52	109	125	62	14	1	8	397
11:00	0	0	1	0	3	14	15	50	88	137	68	24	5	3	408
24 HR TOTAL	12	7	7	27	114	459	1255	2051	2144	1751	755	184	35	100	8901
PERCENTS	0.1%	0.1%	0.1%	0.3%	1.3%	5.2%	14.1%	23.0%	24.1%	19.7%	8.5%	2.1%	0.4%	1.1%	100.0%

Statistical Information...

15th Percentile Speed
 37.8 mph

85th Percentile Speed
 54.0 mph

Median Speed
 46.1 mph

Average Speed
 46.0 mph

10 MPH Pace Speed
 40 mph to 50 mph
 4195 vehicles in pace
 Representing 47.7% of the total vehicles

Vehicles > 65 MPH
 35
 0.4%

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 1

Site Reference: 000012201704
Site ID: 000012201704
Location: Goliad-N of Mims
Direction: NORTH
Lane: 1

File: D1220003.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	7	1	2	0	1	9	25	83	147	114	29	5	3	8	434
16:00	0	0	0	0	3	10	19	70	190	165	70	16	0	14	557
17:00	4	0	0	1	0	11	36	109	172	201	61	20	3	18	636
18:00	6	1	0	1	1	9	56	163	250	119	22	3	5	10	646
19:00	3	0	1	1	1	6	50	141	184	96	21	3	1	16	524
20:00	0	0	0	0	1	7	15	60	101	87	27	4	3	10	315
21:00	0	0	0	0	0	4	13	33	92	89	31	3	0	2	267
22:00	0	0	0	0	1	4	5	23	44	41	18	2	0	0	138
23:00	0	0	0	0	0	1	6	22	16	31	19	9	1	3	108
24:00	0	0	0	0	0	2	4	8	12	19	9	2	0	0	56
01:00	0	0	0	0	0	0	1	2	7	5	4	1	0	0	20
02:00	0	0	0	0	0	0	0	4	11	4	6	0	0	0	25
03:00	0	0	0	0	0	0	3	6	3	8	7	2	0	0	29
04:00	0	0	0	0	0	1	2	11	8	10	8	5	1	0	46
05:00	0	0	0	0	0	1	4	7	7	57	47	13	0	1	137
06:00	0	0	0	0	0	3	8	17	57	163	110	24	2	2	386
07:00	0	0	0	0	1	11	14	79	168	267	57	9	1	9	616
08:00	2	0	0	0	1	7	33	35	180	277	130	17	0	9	691
09:00	0	0	0	0	0	2	15	73	182	241	116	17	2	10	658
10:00	0	0	0	0	0	7	41	126	263	238	63	7	4	6	755
11:00	4	0	0	2	4	22	32	107	269	255	62	10	0	8	775
12:00	0	0	0	0	2	19	59	154	298	204	33	5	2	16	792
13:00	2	0	0	0	0	0	35	131	218	134	34	2	0	5	561
14:00	0	0	0	0	2	11	61	153	244	140	51	3	2	2	669
DAY TOTAL	28	2	3	5	18	147	537	1617	3123	2965	1035	182	30	149	9841
PERCENTS	0.3%	0.1%	0.1%	0.1%	0.2%	1.5%	5.4%	16.4%	31.7%	30.1%	10.5%	1.8%	0.3%	1.5%	100%

Statistical Information...

15th Percentile Speed
42.3 Mph

85th Percentile Speed
54.9 Mph

Median Speed
49.1 Mph

Average Speed
48.5 Mph

10 MPH Pace Speed
45MPH to 55MPH
6088 vehicles in pace
Representing 61.8% of the total vehicles

Vehicles > 65 MPH
179
1.8%

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 3

Site Reference: 000012201704
Site ID: 000012201704
Location: Goliad-N of Mims
Direction: SOUTH
Lane: 2

File: D1220003.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	4	0	0	7	5	68	123	184	171	140	64	17	1	16	800
16:00	1	1	0	0	1	29	135	204	188	179	75	16	4	14	847
17:00	5	1	0	2	6	62	159	217	208	129	63	14	2	15	883
18:00	3	0	0	1	2	78	178	207	158	135	33	11	2	15	823
19:00	5	0	0	3	16	49	116	222	176	140	44	13	2	7	793
20:00	0	0	0	0	0	7	41	125	170	164	64	19	0	3	593
21:00	0	0	0	0	0	0	22	108	164	159	44	14	1	4	516
22:00	0	0	0	0	1	2	12	41	100	126	58	16	2	3	361
23:00	0	0	0	0	0	2	12	31	42	79	45	12	5	3	231
24:00	0	0	0	0	0	1	2	9	19	28	29	6	1	0	95
01:00	0	0	0	0	0	2	3	3	17	24	8	2	3	2	64
02:00	0	0	0	0	0	1	2	1	4	8	4	3	1	1	25
03:00	0	0	0	0	0	0	2	1	6	9	7	3	0	2	30
04:00	0	0	0	0	0	0	4	3	1	5	8	2	0	0	23
05:00	0	0	0	0	0	0	1	2	6	13	13	3	2	0	40
06:00	0	0	0	0	0	1	3	9	24	25	30	15	3	2	112
07:00	0	0	0	0	0	1	2	46	75	77	48	10	4	2	265
08:00	5	0	0	0	0	3	2	30	94	125	74	24	3	4	364
09:00	4	0	0	0	0	9	21	42	114	118	80	22	1	6	417
10:00	3	3	0	2	5	2	29	53	115	109	69	13	1	9	413
11:00	3	0	2	0	0	19	52	88	129	129	53	15	0	14	504
12:00	6	0	0	0	3	14	44	130	182	119	58	12	2	18	588
13:00	0	0	0	0	0	24	47	119	147	113	52	8	2	9	521
14:00	0	0	0	0	3	39	94	173	187	136	72	9	2	7	722
DAY TOTAL	39	5	2	15	42	413	1106	2048	2497	2289	1095	279	44	156	10030
PERCENTS	0.4%	0.1%	0.1%	0.2%	0.5%	4.2%	11.0%	20.4%	24.8%	22.8%	10.9%	2.7%	0.4%	1.5%	100%

Statistical Information...

15th Percentile Speed
39.5 Mph

85th Percentile Speed
55.3 Mph

Median Speed
47.7 Mph

Average Speed
47.0 Mph

10 MPH Pace Speed
45MPH to 55MPH
4786 vehicles in pace
Representing 47.7% of the total vehicles

Vehicles > 65 MPH
200
1.9%











CBJENI
BRICK
ROW
MODEL HOME
→
628 MATTHEW PLACE
cbjenihomes.com

Furnish
Residences

CITY OF ROCKWALL

ORDINANCE NO. 18-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING THE UNIFIED DEVELOPMENT CODE [ORDINANCE NO. 04-38] OF THE CITY OF ROCKWALL, AS HERETOFORE AMENDED, SO AS TO CHANGE THE ZONING FROM AN AGRICULTURAL (AG), COMMERCIAL (C) AND HEAVY COMMERCIAL (HC) DISTRICT TO A PLANNED DEVELOPMENT DISTRICT FOR GENERAL RETAIL (GR), TWO FAMILY (2F) AND SINGLE FAMILY 7 (SF-7) DISTRICT LAND USES ON THE *SUBJECT PROPERTY*, BEING A 63.72-ACRE TRACT OF LAND IDENTIFIED AS TRACT 3 OF THE W. H. BARNES SURVEY, ABSTRACT NO. 26, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS AND MORE FULLY DESCRIBED 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 by Pat Atkins of Saddlestar Land Development on behalf of the Stagliano Family Trust for the approval of a zoning change from an Agricultural (AG), Commercial (C) and Heavy Commercial (HC) District to a Planned Development District for General Retail (GR), Two Family (2F) and Single Family 7 (SF-7) District land uses on a 63.72-acre tract of land identified as Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas and more fully described 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 the Unified Development Code [*Ordinance No. 04-38*] should be amended as follows:

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

SECTION 1. That the *Subject Property* shall be used only in the manner and for the purposes authorized by this Planned Development District Ordinance and the Unified Development Code [*Ordinance No. 04-38*] of the City of Rockwall as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future;

SECTION 2. That development of the *Subject Property* shall generally be in accordance with the *Planned Development 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*;

SECTION 3. That development of the *Subject Property* shall generally be in accordance with the *Development Standards*, described 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*;

SECTION 4. That development of the *Subject Property* shall be in conformance with the schedule listed below (*except as set forth below with regard to simultaneous processing and approvals*).

- (a) The procedures set forth in the City's subdivision regulations on the date this ordinance is approved by the City, as amended by this ordinance (*including Subsections 4(b) through 4(d) below*), shall be the exclusive procedures applicable to the subdivision and platting of the *Subject Property*.
- (b) The following plans and plats shall be required in the order listed below (*except as set forth below with regard to simultaneous processing and approvals*). The City Council shall act on an application for an *Open Space Master Plan* in accordance with the time period specified in Section 212.009 of the Texas Local Government Code.
 - 1. Open Space Master Plan (*Tracts 2 & 3 Only*)
 - 2. Master Plat (*Tracts 2 & 3 Only*)
 - 3. Preliminary Plat (*Tracts 2 & 3 Only*)
 - 4. PD Site Plan (*All Tracts*)
 - 5. Final Plats (*All Tracts*)
- (c) A *Master Plat* application covering all of the *Subject Property* shall be submitted. No master plat application shall be approved until the *Open Space Master Plan* for all of the *Subject Property* has been approved; however, the *Open Space Master Plan* may be processed by the City concurrently with the *Master Plat* and *Preliminary Plat* application. If only one (1) phase is being proposed, the applicant may submit a letter stating the timing of the phase with the *Preliminary Plat* application to satisfy the *Master Plat* requirement.
- (d) A *PD Site Plan* application, including a site plan application for improvements for parkland or trails, may be processed by the City concurrently with the *Final Plat* application for the development.

SECTION 5. That the official zoning map of the City of Rockwall shall be corrected to reflect the changes in zoning as described herein.

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 10. That this ordinance shall take effect immediately from and after its passage and the publication of the caption of said ordinance as the law in such cases provides;

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, THIS THE 7TH DAY OF MAY, 2018.

Jim Pruitt, *Mayor*

ATTEST:

Kristy Cole, *City Secretary*

APPROVED AS TO FORM:

Frank J. Garza, *City Attorney*

1st Reading: April 16, 2018

2nd Reading: May 7, 2018

Exhibit 'A':
Legal Description

BEING a 63.708 acre tract of land situated in the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, and being all of that called 63.72 acre tract of land described in a deed to Stagliano Family Trust recorded as Instrument No. 20150000018059, Deed Records of Rockwall County, Texas (DRRCT) and this tract being more particularly described as follows:

BEGINNING at a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963" set for corner in the west right-of-way line of State Highway No. 205 at the most northern corner of said 63.72 acre tract common to the most eastern corner of a called 24.96 acre tract described in a deed to Rayburn Country Electric Cooperative, Inc., recorded as Instrument No. 20170000005360 (DRRCT), from which a 1/2" iron rod with a yellow plastic cap found for reference bears S 35°54'40" W a distance of 2.19 feet.

THENCE along the easterly lines of said 63.72 acre tract and the westerly lines of said Highway right-of-way as follows:

S 31°06'54" E, a distance of 92.45 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner;
N 58°56'40" E, a distance of 10.00 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner;
S 31°03'20" E a distance of 447.60 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963" set for corner at the beginning of a curve to the left having a radius of 5779.60 feet, and a chord which bears South 36 deg. 39 min. 10 sec. East, a distance of 1127.44 feet;
In a Southeasterly direction, continuing along said curve to the left having a central angle of 11°11'41", an arc distance of 1129.24 to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner; at the southeast corner of said 63.72 acre tract and being near the south edge of Mims Road (an asphalt surface at this location);

THENCE along the south side of said Mims road and the south lines of said 63.72 acre tract as follows:

S 88°36'12" W, a distance of 1352.05 feet to a point for corner from which a 3/8" iron rod found for reference bears S 53°33'24" W a distance of 0.74 feet;
S 89°30'36" W , a distance of 1324.38 feet to a point for corner from which a 5/8" iron rod set for reference bears S 43°31'32" E a distance of 28.57 feet;

THENCE S 89°35'55" W, now departing from the south margin of Mims Road and continuing with a south line of said 63.72 acre tract a distance of 1560.75 feet to a 1/2" iron rod found at the southwest corner thereof;

THENCE N 43°51'06" E , along a western boundary of said 63.72 acre tract a distance of 1133.75 feet to a 1/2" iron rod set for corner at a northern corner thereof;

THENCE S 54°43'46" E, along a boundary line of said 63.72 acre tract a distance 183.64 feet to a point for corner near the center of Mims Road and near the southeast side of Sids Road, said point being the most western corner of a called 1.50 acre tract described in a deed to Richard Slaughter recorded in Vol. 1531, Pg. 145 (DRRCT);

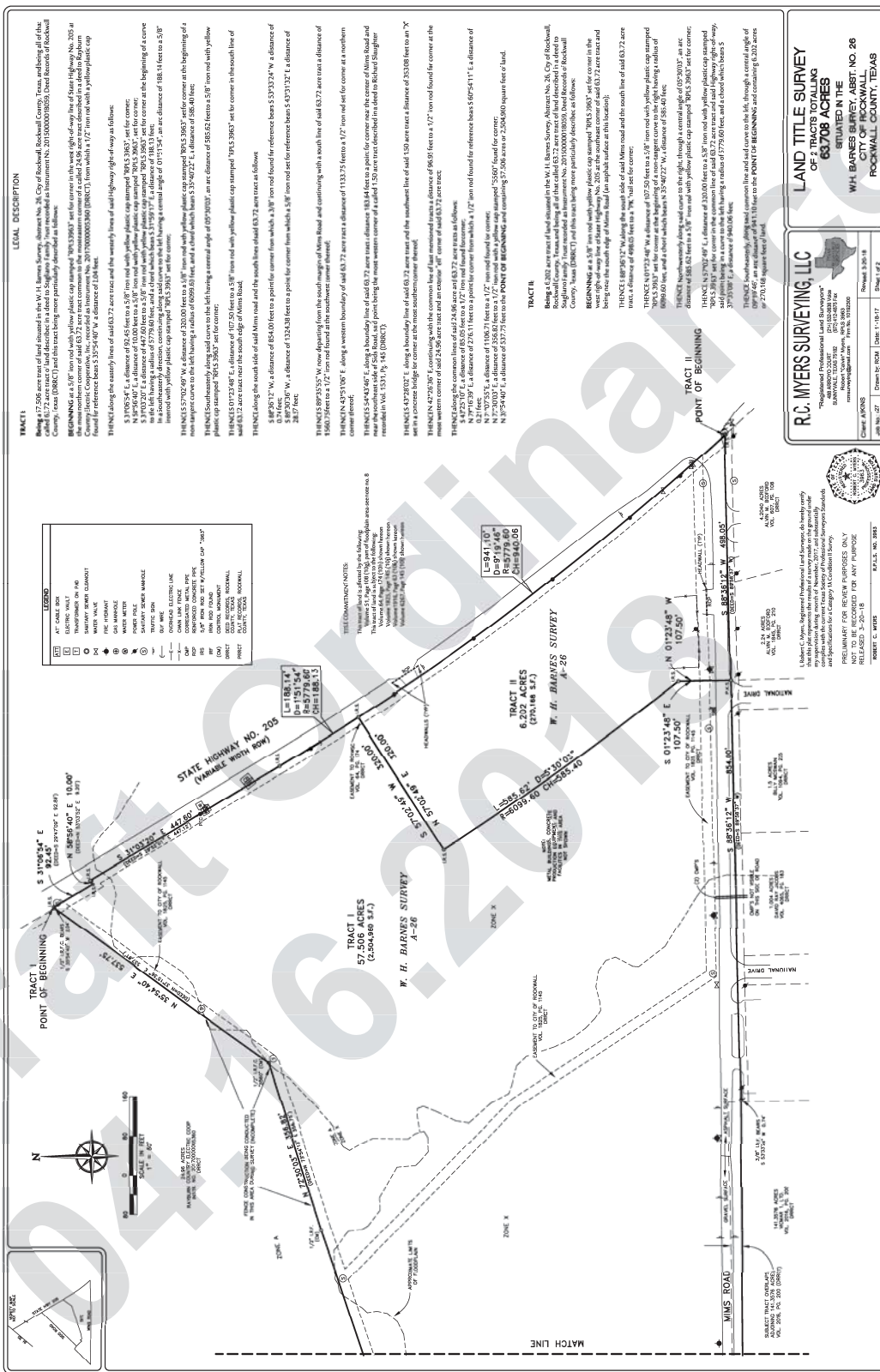
THENCE S 43°28'02" E along a boundary line of said 63.72 acre tract and the southwest line of said 1.50 acre tract a distance of 353.08 feet to an "X" set in a concrete bridge for corner at the most southern corner thereof;

THENCE N 42°26'36" E, continuing with the common line of last mentioned tracts a distance of 96.95 feet to a 1/2" iron rod found for corner at the most western corner of said 24.96 acre tract and an exterior "ell" corner of said 63.72 acre tract;

THENCE along the common lines of said 24.96 acre and 63.72 acre tracts as follows:

S 43°25'10" E, a distance of 85.05 feet to a 1/2" iron rod found for corner;
N 79°16'39" E, a distance of 276.11 feet to a point for corner from which a 1/2" iron rod found for reference bears S 60°54'11" E, a distance of 0.21 feet;
N 71°07'55"E, a distance of 1106.71 feet to a 1/2" iron rod found for corner;
N 72°30'03" E, a distance of 356.82 feet to a 1/2" iron rod with a yellow cap stamped "5560" found for corner;
N 35°54'40" E, a distance of 537.75 feet to the **POINT OF BEGINNING** and containing 63.708 acres or 2,775,128 square feet of land.

Exhibit 'A'
Survey



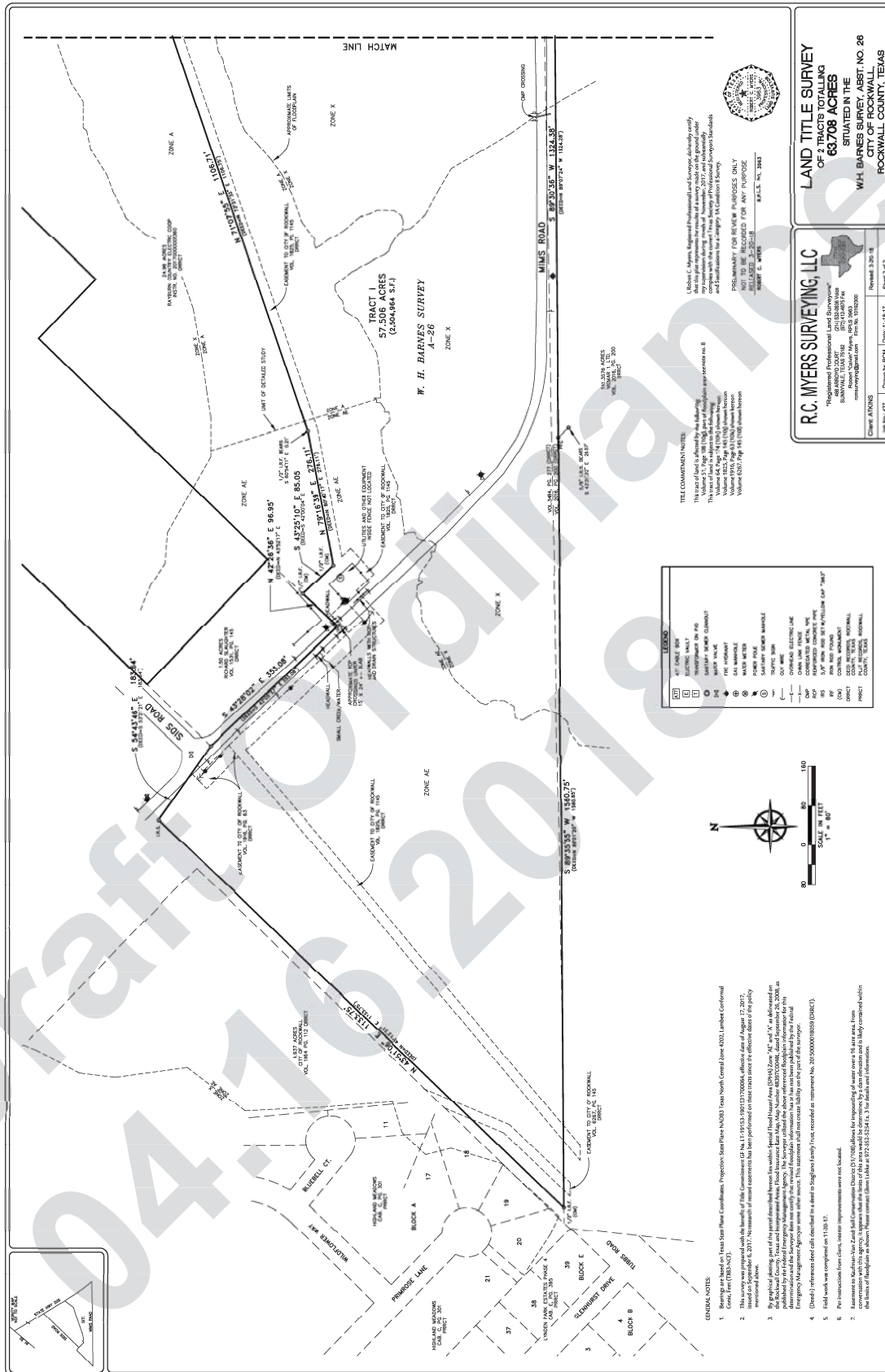


Exhibit 'B': Concept Plan



Exhibit 'C':
PD Development Standards

PD DEVELOPMENT STANDARDS.

GENERAL PD STANDARDS

- (1) *Residential Lot Composition and Layout.* The lot layout and composition shall generally conform to the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance and stated in *Table 1* below. Allowances for changes to the quantity and location of the single family lot type are permitted in conformance with the requirements listed below; however in no case shall the proposed development exceed 263-units (*townhome and single family*) or a density of 4.5-dwelling units per acre.

Table 1: Unit Composition

Lot Type	Lot Dimensions	Minimum Lot Size (SF)	Dwelling Units (#)	Dwelling Units (%)
Tract 2	22' x 75'	1,650 SF	198	75.29%
Tract 3	50' x 120'	6,000 SF	65	24.71%
Maximum Permitted Units:			263	100.00%

- (2) *Residential Deviation Provisions.* The allocation of single-family dwellings
- (3) *Trash Dumpster Enclosure.* All trash dumpsters enclosures shall be four (4) sided, with eight (8) foot walls constructed and clad with materials matching the adjacent structure, and have a self-latching opaque gate. All trash dumpster enclosures shall be internal to the site and not be situated within any established building setbacks or landscape buffers, and not be visible from a public street or open space.
- (4) *Lighting.* Light poles shall not exceed 20-feet in total height (*i.e. base and lighting standard*). All fixtures shall be directed downward and be positioned to contain all light within the development area.
- (5) *Buried Utilities.* New distribution power-lines required to serve the *Subject Property* shall be placed underground, whether such lines are located internally or along the perimeter of the *Subject Property*, unless otherwise authorized by the City Council. The *Developer* shall not be required to re-locate existing overhead power-lines along the perimeter of the *Subject Property*. Temporary power-lines constructed across undeveloped portions of the *Subject Property* to facilitate development phasing and looping may be allowed above ground, but shall not be considered existing lines at the time the area is developed, and if they are to become permanent facilities, such lines shall be placed underground pursuant to this paragraph. Franchise utilities shall be placed within a ten (10) foot public utility easement behind the sidewalk, between the home/structure and the property line.
- (6) *Open Space.* The development shall consist of a minimum of 17.9% open space (*or 11.39-acres*), and generally conform to the *Planned Development Concept Plan* contained in *Exhibit 'B'* of this ordinance. The Homeowner's Association (HOA) shall be responsible for maintaining all open space areas.
- (7) *Neighborhood Signage.* Permanent subdivision identification signage shall be permitted at all major entry points for the proposed subdivision. Final design and location of any entry features shall be reviewed and approved during the site plan review process.
- (8) *Homeowner's Association (HOA).* A Homeowner's Association shall be created to enforce the restrictions established in accordance with the requirements of *Section 38-15* of the *Subdivision Regulations* contained within the *Municipal Code of Ordinances* of the City of Rockwall. The HOA or HOA's shall also maintain all neighborhood parks, open space and common areas, irrigation, landscaping, screening fences private roadway, drive aisles and drive approaches for the areas identified as *Tracts 1 & 2* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance.
- (9) *Street.* All streets (*excluding drives, fire lanes and private parking areas*) shall be built according to City street standards.
- (10) *SH-205 Two (2) Lane Addition.* Prior to the development of any lots and/or property [i.e. Tract 1, Tract 2, and/or Tract 3], the developer and/or property owner shall enter into a facilities agreement

Exhibit 'C':
PD Development Standards

with the Texas Department of Transportation (TXDOT) and the City for the purpose of constructing a two (2) lane bypass along the western portion of SH-205 adjacent to the development and as shown on the Paving Concept Plan depicted in *Exhibit 'D'* of the PD Ordinance. The street section shall be constructed to TXDOT standards.

- (11) *Variances*. The variance procedures and standards for approval that are set forth in the UDC shall apply to any application for variances to this ordinance.

Exhibit 'C':
PD Development Standards

TRACT 1: GENERAL RETAIL

- (1) *Permitted Uses.* Unless specifically provided by this Planned Development ordinance, only those uses permitted within the General Retail (GR) District, as stipulated by the *Permissible Use Charts* contained in Article IV, *Permissible Uses*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future are permitted on the area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance; however, the following shall apply:

Permitted by Specific Use Permit (SUP). The following uses shall require approval of a Specific Use Permit (SUP):

- ☐ Retail Store with Gasoline Product Sales [More than two (2) Dispensers]

Prohibited Uses. The following uses shall be prohibited:

- ☐ Convent or Monastery
- ☐ Hotel or Motel
- ☐ Hotel, Residence
- ☐ Cemetery/Mausoleum
- ☐ Mortuary or Funeral Chapel
- ☐ Social Service Provider
- ☐ Billiard Parlor or Pool Hall
- ☐ Carnival, Circus, or Amusement Ride
- ☐ Commercial Amusement/Recreation (*Outside*)
- ☐ Gun Club, Skeet or Target Range (*Indoor*)
- ☐ Astrologer, Hypnotist, or Psychic Art and Science
- ☐ Night Club, Discotheque, or Dance Hall
- ☐ Secondhand Dealer
- ☐ Car Wash, Self Service
- ☐ Service Station
- ☐ Mining and Extraction (*Sand, Gravel, Oil & Other*)
- ☐ Helipad
- ☐ Railroad Yard or Shop
- ☐ Transit Passenger Facility
- ☐ Garden Supply/Plant Nursery

- (2) *Density and Dimensional Requirements.* Any development on the area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be subject to the development standards required for properties in a General Retail (GR) District and within the SH-205 Overlay (SH-205 OV) District as stipulated by Article V, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future.

- (3) *Connectivity and Design.* The area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be designed to be pedestrian oriented and easily accessible to the adjacent residential land uses. In addition, the non-residential land uses shall be designed in a manner that reduces physical barriers between the residential land uses by incorporating cross connectivity in the form of walking paths and pedestrian scale elements. Buildings constructed in this area should be designed to a pedestrian scale with architectural elements that complement the adjacent residential land uses.

- (4) *Landscape Requirements.* All *Canopy/Shade Trees* planted within *Tract 1* shall be a minimum of four (4) caliper inches in size and all *Accent/Ornamental/Under-Story Trees* shall be a minimum of four (4) feet in total height.

Exhibit 'C':
PD Development Standards

- (5) *Landscape Buffers*. All landscape buffers and plantings located within the buffers adjacent to the area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall adhere to the following:
- (a) *Landscape Buffer (SH-205)*. A minimum of a 20-foot landscape buffer shall be provided along the frontage of SH-205 (*outside of and beyond any required right-of-way dedication*), and shall incorporate ground cover, a built-up berm and/or shrubbery or a combination thereof along the entire length of the frontage. Berms and/or shrubbery shall have a minimum height of 30-inches and a maximum height of 48-inches. In addition, two (2) canopy trees and four (4) accent trees shall be planted per 100-feet of linear frontage. The developer shall also be responsible for the construction of a eight (8) foot trail situated within the 20-foot landscape buffer adjacent to SH-205.
 - (b) *Landscape Buffer (Mims Road)*. A minimum of a ten (10) foot landscape buffer shall be provided along the frontage of Mims Road (*outside of and beyond any required right-of-way dedication*). In addition, one (1) canopy tree shall be planted per 50-feet of linear frontage. The developer shall also be responsible for the construction of a five (5) foot sidewalk situated within the ten (10) foot landscape buffer adjacent to Mims Road.
 - (c) *Landscape Buffer (Adjacent to Residential)*. A minimum of a 50-foot landscape buffer shall be provided adjacent to all residential land uses. The landscape buffer shall incorporate a built-up berm with ground cover and/or shrubbery or a combination thereof along the entire length of the adjacency for the purpose of screening the commercial areas from the residential areas without using a physical barrier. In addition, the landscape buffer shall incorporate canopy trees planted on 20-foot centers along the entire length of the adjacency.

TRACT 2: TOWNHOMES

- (1) *Permitted Uses*. Unless specifically provided by this Planned Development ordinance, only those uses permitted within the Two Family (2F) District, as stipulated by the *Permissible Use Charts* contained in Article IV, *Permissible Uses*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future are permitted on the area identified as *Tract 2* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance; however, the following additional land uses shall be permitted *by-right*:

☐ Townhomes/Townhouses

- (2) *Density and Dimensional Standards*. Unless specifically provided by this Planned Development ordinance, any development on the area identified as *Tract 2* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be subject to the density and dimensional requirements required for a Two Family (2F) District, as stipulated by Article V, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future. All development on the *Subject Property* shall conform to the standards stipulated by *Table 2: Lot Dimensional Requirements* below, and generally conform to the lot layout depicted in *Exhibit 'B'* of this ordinance.

Table 2: Lot Dimensional Requirements

Minimum Lot Width	22'
Minimum Lot Depth	75'
Minimum Lot Area	1,650 SF
Minimum Front Yard Setback	5'
Minimum Side Yard Setback ⁽¹⁾	0'/20'
Minimum Side Yard Setback (Adjacent to a Street)	5'
Minimum Length of Driveway Pavement from Rear Property Line	20'
Maximum Height ⁽²⁾	36'
Minimum Rear Yard Setback	5'
Minimum Area/Dwelling Unit (SF) [Sum of All Floor Area's]	1,600 SF
Maximum Lot Coverage	90%

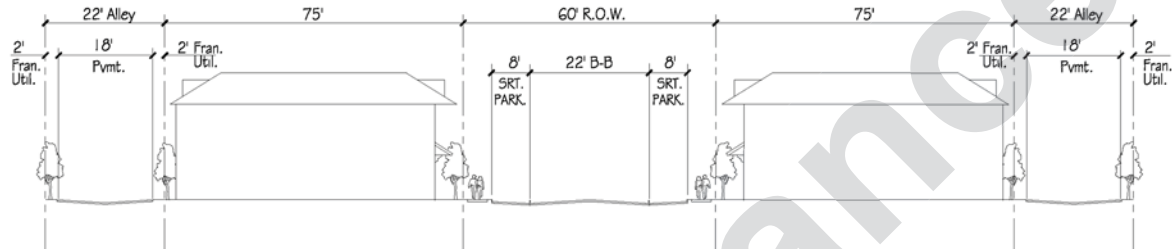
General Notes:

Exhibit 'C':
PD Development Standards

- ¹ : The side yard setback on the attached side maybe zero (0) if directly abutting a structure on an adjacent lot.
² : The Maximum Height shall be measured to the eave or top plate (*whichever is greater*) of the single family home.

- (3) **Garage Orientation.** All garages shall be rear entry and accessible from an alleyway adjacent to the rear of the subject properties as depicted in the typical cross section below. Front entry garages shall be prohibited in *Tract 2* of the proposed development.

Typical Townhome Cross Section



- (4) **Building Standards.** The building elevations shall differ in appearance through the use of varying entry features, use of detail and trim, use of materials, articulation and setback, and shall conform to the following requirements:

- (i) **Masonry Requirements.** The minimum masonry requirement for the exterior façades of all buildings shall be 100%. For the purposes of this ordinance, the masonry requirement shall be limited to full width brick, natural stone, and cast stone. Cementaceous fiberboard horizontal lap-siding (e.g. *HardiBoard* or *Hardy Plank*) and, stucco (i.e. *three [3] part stucco* or a comparable -- to be determined by staff) may be used for up to 50% of the exterior of the building and shall be limited to the anti-monotony restrictions as outlined in this ordinance. Stucco may not be used within the first four (4) feet above grade on a façade visible from a public street or open space.

- (ii) **Roof Design Requirements.** All buildings shall be designed such that no roof mounted mechanical equipment (i.e. *HVAC, satellite, vents, etc.*) shall be visible from any direction. If ground mounted equipment is proposed, landscape screening shall be required to impair visibility of the units from a public right-of-way or open space.

Note: Screening of mechanical equipment is necessary for all equipment regardless of location (i.e. *roof mounted, ground mounted, or otherwise attached to the building and/or located on the site*).

- (iii) **Architectural Requirements.** All units shall be architecturally finished on all sides of the building with the same materials, detailing and features and generally conform to the example depicted below. In addition, the design of the proposed townhomes shall require review and recommendation from the Architectural Review Board (ARB) during the site plan review process.

Example of Townhome Elevations



Exhibit 'C':
PD Development Standards

(5) *Anti-Monotony Restrictions.* All development shall adhere to the following anti-monotony restrictions:

- (i) Identical brick blends, paint colors and, cementaceous products (*i.e. Hardy Plank lap siding, etc.*) may not occur on adjacent (*i.e. side-by-side*) properties within the development without at least two (2) intervening townhomes of differing materials on the same side of the adjacent townhome beginning with the adjacent property.
- (ii) Front building elevations shall not repeat along any block face without at least two (2) intervening homes of differing appearance on the same block face within the development.
- (iii) The rear elevation of homes shall not repeat without at least two (2) (*i.e. side-by-side*) intervening homes of differing appearance. Homes are considered to have a differing appearance if any of the following two (2) items deviate:
 - a) Front Encroachment (*i.e. Porch and/or Sunroom*) Type and Layout
 - b) Roof Type and Layout
 - c) Articulation of the Front Façade
 - d) Differing Primary Exterior Materials

(6) *Landscaping Standards.*

- (i) *Landscape Requirements.* Landscaping shall be reviewed and approved during the site plan review process. All *Canopy/Shade Trees* planted within this development shall be a minimum of four (4) caliper inches in size and all *Accent/Ornamental/Under-Story Trees* shall be a minimum of four (4) feet in total height.
- (ii) *Landscape Buffers (Mims Road).* A minimum of a ten (10) foot landscape buffer shall be provided along the frontage of Mims Road, and shall incorporate a minimum of one (1) canopy tree per 50-feet of linear frontage.
- (iii) *Landscape Buffer (SH-205).* A minimum of a 40-foot landscape buffer shall be provided along the frontage of SH-205 (*outside of and beyond any required right-of-way dedication*), and shall incorporate ground cover, a built-up berm and/or shrubbery or a combination thereof along the entire length of the frontage. Berms and/or shrubbery shall have a minimum height of 30-inches and a maximum height of 48-inches. In addition, two (2) canopy trees and four (4) accent trees shall be planted per 100-feet of linear frontage. The developer shall also be responsible for the construction of a eight (8) foot trail situated within the 40-foot landscape buffer adjacent to SH-205.
- (iv) *Irrigation Requirements.* Irrigation shall be installed for all required landscaping located within common areas, landscape buffers and/or open space. Irrigation installed in these areas shall be designed by a Texas licensed irrigator or landscape architect.

(7) *Fencing Standards.* All individual residential fencing and walls shall be architecturally compatible with the design, materials and colors of the primary structure on the same lot, and meet the following standards:

- (i) *Wrought Iron/Tubular Steel.* All fences shall be required to be wrought iron or a tubular steel fence. Wrought iron/tubular steel fences shall be a minimum of four (4) feet in height; however, may not exceed a maximum of eight (8) feet in height.
- (ii) *Corner Lots.* Corner lots fences (*i.e. adjacent to the street*) shall provide masonry columns at 45-feet off center spacing that begins at the rear of the property line. A maximum of six (6) wrought iron/tubular steel fencing shall be allowed between the masonry columns along the side and/or rear lot adjacent to a street. In addition, the fencing shall be setback from the side property line adjacent to a street a minimum of five (5) feet. The property owner shall be required to maintain both sides of the fence.

Exhibit 'C':
PD Development Standards

- (iii) *Fencing Adjacent to Roadways.* All fencing adjacent to a roadway shall incorporate shrubbery adjacent to the wrought iron/tubular steel fencing to screen the rear/side yard.

TRACT 3: SINGLE FAMILY

- (1) *Permitted Uses.* Unless specifically provided by this Planned Development ordinance, only those uses permitted within the Single Family 7 (SF-7) District, as stipulated by the *Permissible Use Charts* contained in Article IV, *Permissible Uses*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future are permitted on the area identified as *Tract 3* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance.
- (2) *Density and Dimensional Standards.* Unless specifically provided by this Planned Development ordinance, any development on the area identified as *Tract 3* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be subject to the density and dimensional requirements required for a Single Family 7 (SF-7) District, as stipulated by Article V, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future. All development on the *Subject Property* shall conform to the standards stipulated by *Table 3: Lot Dimensional Requirements* below, and generally conform to the lot layout depicted in *Exhibit 'B'* of this ordinance.

Table 3: Lot Dimensional Requirements

Minimum Lot Width	50'
Minimum Lot Depth	100'
Minimum Lot Area	6,000 SF
Minimum Front Yard Setback	20'
Minimum Side Yard Setback	5'
Minimum Side Yard Setback (Adjacent to a Street)	10'
Minimum Length of Driveway Pavement from Rear Property Line	20'
Maximum Height ⁽¹⁾	36'
Minimum Rear Yard Setback	10'
Minimum Area/Dwelling Unit (SF) [Sum of All Floor Area's]	2,000 SF
Maximum Lot Coverage	70%

General Notes:

⁽¹⁾ : The Maximum Height shall be measured to the eave or top plate (*whichever is greater*) of the single family home.

- (3) *Building Standards.* The building elevations shall differ in appearance through the use of varying entry features, use of detail and trim, use of materials, articulation and setback, and shall conform to the following requirements:
- (i) *Masonry Requirements.* The minimum masonry requirement for the exterior façades of all buildings shall be 100%. For the purposes of this ordinance, the masonry requirement shall be limited to full width brick, natural stone, and cast stone. Cementaceous fiberboard horizontal lap-siding (e.g. *HardiBoard* or *Hardy Plank*) and, stucco (*i.e. three [3] part stucco or a comparable -- to be determined by staff*) may be used for up to 50% of the exterior of the building and shall be limited to the anti-monotony restrictions as outlined in this ordinance. Stucco may not be used within the first four (4) feet above grade on a façade visible from a public street or open space.
- (ii) *Roof Pitch.* A minimum of an 8:12 roof pitch is required on all structures with the exception of sunrooms and porches, which shall have a minimum of a 4:12 roof pitch.
- (iii) *Garage Orientation.* Garages maybe oriented toward the street in a front entry configuration; however, the front façade of the garage must be set a minimum of 5-feet behind the front building façade of the primary structure. All garage configurations that are not front entry shall meet the requirements of Article IV, Parking and Loading, of the Unified Development Code.
- (4) *Anti-Monotony Restrictions.* All development shall adhere to the following anti-monotony restrictions:
- (i) Identical brick blends or paint colors may not occur on adjacent (*side-by-side*) properties along

Exhibit 'C':
PD Development Standards

any block face without at least five (5) intervening homes of differing materials on the same side of the street beginning with the adjacent property and six (6) intervening homes of differing materials on the opposite side of the street.

- (ii) Front building elevations shall not repeat along any block face without at least five (5) intervening homes of differing appearance on the same side of the street and six (6) intervening homes of differing appearance on the opposite side of the street. The rear elevation of homes backing to open spaces or on SH-205 shall not repeat without at least five (5) intervening homes of differing appearance. Homes are considered to have a differing appearance if any of the following two (2) items deviate:
 - (a) Number of Stories
 - (b) Roof Type and Layout
 - (c) Articulation of the Front Façade
- (iii) Each phase of the subdivision will allow for a maximum of four (4) compatible roof colors, and all roof shingles shall be an architectural or dimensional shingle (*i.e. 3-Tab Roofing Shingles are prohibited*).

Illustration 1: Properties line up on the opposite side of the street. Where RED is the subject



Illustration 2: Properties do not line up on opposite side of the street. Where RED is the subject



(5) Landscape and Hardscape Standards.

- (i) **Landscape. Landscape Requirements.** Landscaping shall be reviewed and approved during the site plan review process. All *Canopy/Shade Trees* planted within this development shall be a minimum of four (4) caliper inches in size and all *Accent/Ornamental/Under-Story Trees* shall be a minimum of four (4) feet in total height.
- (ii) **Landscape Buffers (Mims Road).** A minimum of a ten (10) foot landscape buffer shall be

Exhibit 'C':
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provided along the frontage of Mims Road, and shall incorporate a minimum of one (1) canopy tree per 50- feet of linear frontage.

- (iii) *Streetscape Landscaping.* Prior to the issuance of a Certificate of Occupancy (CO), all residential, single family lots situated within the proposed subdivision shall be landscaped with canopy trees in the following sizes and proportions:

- (i) Two (2), three (3) inch trees measured six (6) inches above the root ball shall be planted in the front yard of an interior lot.
- (ii) Two (2), three (3) inch trees measured six (6) inches above the root ball shall be planted in

the front yard of a corner lot and two (2), three (3) inch caliper trees shall be planted in the side yard facing the street.

Note: For the purposes of this section only the term "front yard" includes the area within the dedicated right-of-way for a parkway immediately adjoining the front yard of the lot.

- (iv) *Irrigation Requirements.* Irrigation shall be installed for all required landscaping located within common areas, landscape buffers and/or open space. Irrigation installed in these areas shall be designed by a Texas licensed irrigator or landscape architect and shall be maintained by the Homeowner's Association.
 - (v) *Hardscape.* Hardscape plans indicating the location of all sidewalks and trails shall be reviewed and approved during the site plan review process.
- (6) *Fencing Standards.* All individual residential fencing and walls shall be architecturally compatible with the design, materials and colors of the primary structure on the same lot, and meet the following standards:
- (i) *Wood Fences.* All wood fences shall be constructed of a standard fencing material (*minimum of ½" thickness or better; spruce fencing will not be allowed*), and use fasteners that are hot dipped galvanized or stainless steel. Wood fences facing onto a street shall be painted and/or stained and sealed with all pickets being placed on the public side facing the street. All wood fences shall be smooth-finished, free of burs and splinters, and be a maximum of six (6) feet in height.
 - (ii) *Wrought Iron/Tubular Steel.* Lots located along the perimeter of roadways, abutting open spaces, greenbelts and parks shall be required to install a wrought iron or tubular steel fence. Wrought iron/tubular steel fences can be a maximum of six (6) feet in height.
 - (iii) *Corner Lots.* Corner lots fences (i.e. adjacent to the street) shall provide masonry columns at 45-foot off center spacing that begins at the rear of the property line. A maximum of six (6) foot solid board-on-board panel fence constructed utilizing cedar fencing shall be allowed between the masonry columns along the side and/or rear lot adjacent to a street. In addition, the fencing shall be setback from the side property line adjacent to a street a minimum of five (5) feet. The property owner shall be required to maintain both sides of the fence.
 - (iv) *Solid Fences (including Wood Fences).* All solid fences shall incorporate a decorative top rail or cap detailing into the design of the fence.

Exhibit 'D':
SH-205 Paving Concept Plan

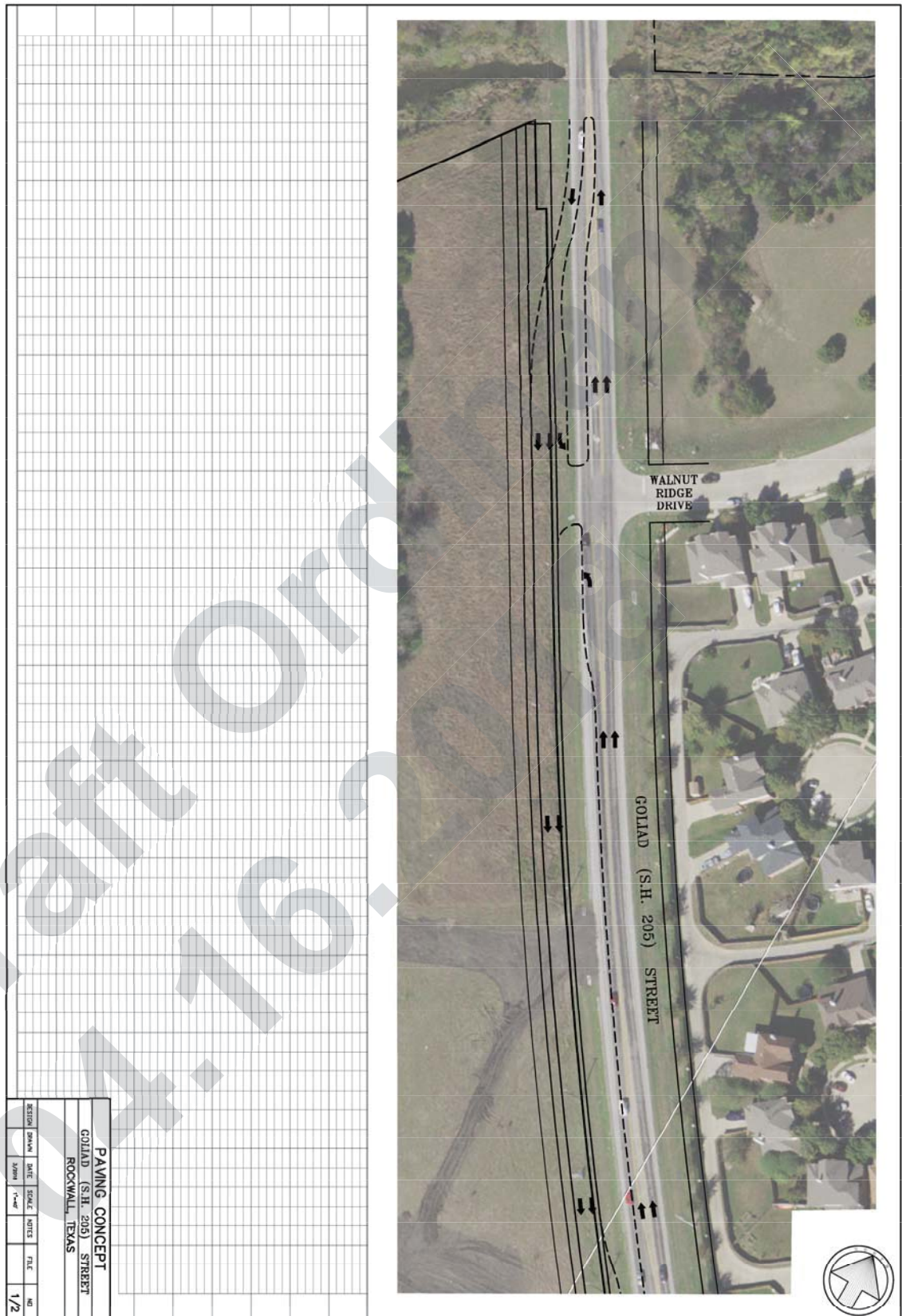
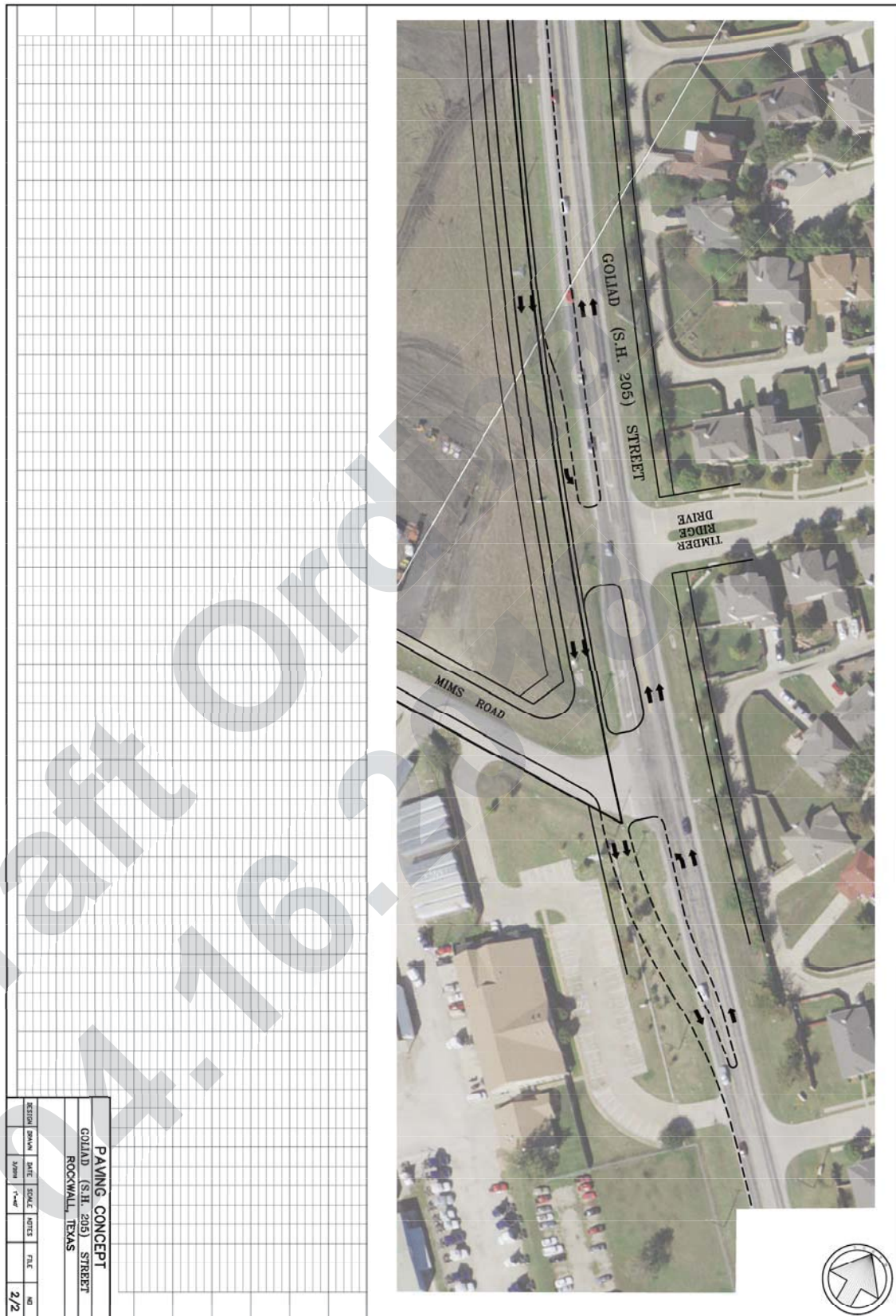


Exhibit 'D':
SH-205 Paving Concept Plan



TRAFFIC IMPACT ANALYSIS
FOR
THE ENCLAVE SUBDIVISION
IN
ROCKWALL, TEXAS

Prepared for:
ENGINEERING CONCEPTS & DESIGN LP

Representing:
SADDLE STAR LAND DEVELOPMENT LLC

Prepared By:
G.T. (Tom) Walton, P.E.
Consulting Traffic Engineer



DECEMBER, 2017

Executive Summary

Saddle Star Land Development is planning to build The Enclave in the City of Rockwall Texas. The Enclave will be on the west side of SH 205 and the north side on Mims Rd. The development will be made up of 198 Townhouses, 65 single family lots and a retail tract along the SH 205 frontage and at the intersection of the two roads.

SH 205 is a two lane, two way asphalt TxDOT roadway. There are no improvements planned for the roadway adjacent to the site in the next ten years. An improvement to the SH 205 and John King Pkwy to the south may affect the volume of traffic past the site and the new signal at the Sids Rd intersection to the north may be beneficial. Mims Rd will be paved by the developer from SH 205 to Sids Rd.

In order to obtain approval of the plans for the new development by the City of Rockwall, a Traffic Impact Analysis (TIA) must be completed. This TIA investigates the traffic operations on the roadways and intersections near the site.

Traffic counts were conducted on SH 205, Mims Rd and at their intersection. Existing conditions were analyzed to determine the level of congestion on the roadways and the intersection in 2017. Due to the fact that the Enclave is expected to take 7 years to fully develop, the traffic volumes for the year 2024 were calculated and the congestion situation analyzed.

Trip generation calculations were completed for the proposed residential homes and retail businesses to determine the amount of traffic increase the development will create. The increase in traffic was applied to the roadways and intersections and the resulting traffic congestion situation analyzed.

The Traffic Impact Analysis investigations produced the following results:

- The construction of Mims Rd from SH 205 to Sids Rd at the beginning of development will provide smooth, free flow access for the residential portion of the project.
- When the retail portion of the development is constructed, separate right turn lanes should be built into each of the driveways on the SH 205 frontage.
- An effort should be made by the City of Rockwall and TxDOT to improve the geometry of the portion of SH 205 from Sids Rd to John King Pkwy.

INTRODUCTION

Saddle Star Land Development is the owner of the THE ENCLAVE subdivision in Rockwall Texas. The project is along the west side of SH 205 and the north side of Mims Rd in the northwest quadrant of their intersection. The Enclave will contain 198 Townhouse lots, 65 Single Family lots and 5.30 acres of general retail including a convenience store with gas pumps at the Mims Rd/SH 205 intersection. The Retail area will have 46,000 sq ft of office retail and a 3000 sq ft convenience store with gas pumps. The entire development will be built together and buildout is expected in 7 years in late 2024. The City of Rockwall staff has required that a Traffic Impact Analysis (TIA) be completed as part of the submittal of plans for The Enclave. ENGINEERING CONCEPTS & DESIGN LP is the Engineer for the owners of THE Enclave. G.T. (Tom) Walton, P.E. Consulting Traffic Engineer has been hired to conduct the needed study.

PURPOSE

The following study will evaluate the traffic situation on the existing roadways and intersections in the area of the development. It will then impose the traffic created by the proposed development on the existing roadway system to determine the effect the new traffic will have on the operation of the existing system and if any roadway improvements are needed to accommodate the traffic additions. Any problems identified will be addressed and mitigation steps recommended.

SCOPE

The Enclave will make use of 8 street intersections and three driveways to access both SH 205 and Mims Rd. The intersection of Street A and two driveways from the retail area and the Mims intersection will provide access to and from SH 205. One driveway from the retail area and 7 street intersections alphabetically C through I will provide access to and from Mims Rd. The location of the site is shown in FIGURE I.

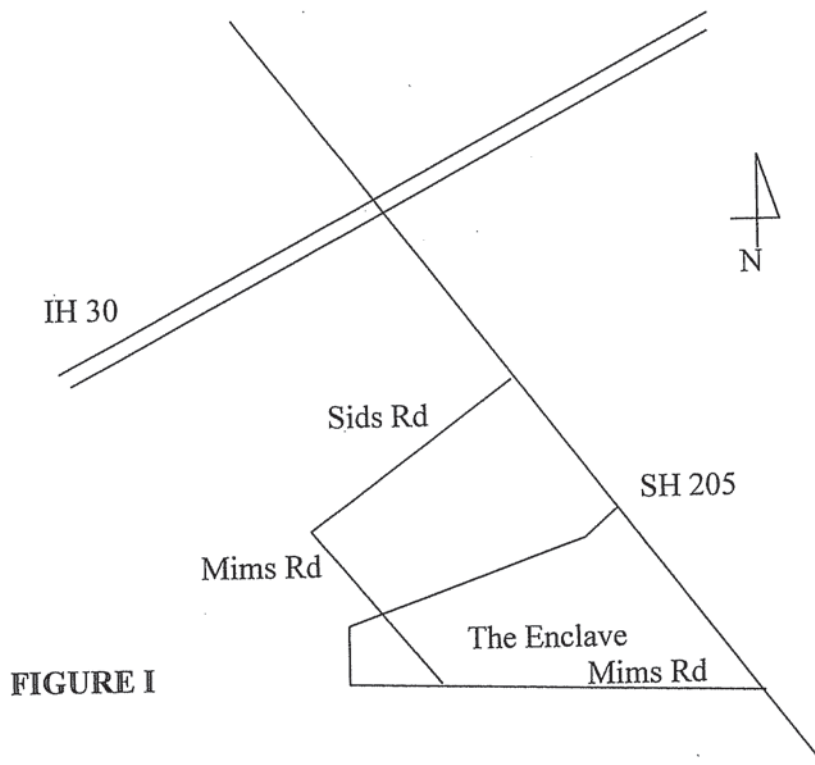
The analysis will include the study of existing conditions on SH205 and Mims Rd adjacent to the development. As mentioned above, the developer expects that the build out of the entire project will occur by 2024. The traffic volumes on both SH 205 and Mims Rd will be counted and the existing conditions on SH 205, Mims Rd and their intersection will be analyzed. The traffic volume conditions will be grown to those expected in 2024. The amount of new traffic to be created by the development will be calculated and the new trips created will be added to the 2024 traffic and the buildout conditions analyzed. The analysis will include a link analysis on SH 205 and on Mims Rd and an unsignalized intersection analysis on the intersection of the two streets and each of the driveways and street intersections created by the development. These analyses will include both AM and PM peak hour conditions and will apply the entire traffic loading

from the development at the same time. The analyses will be done for the AM and PM peak hour generation rates during the peak traffic hour on the roadways.

METHODOLOGY

The methodology for the study will include the following steps;

- definition of the roadways and intersections under consideration,
- counting of the existing traffic volumes on the subject roadways and the turning movements at their intersection,
- the analysis of existing traffic conditions on the subject roadways and their intersection,
- the generation of traffic from the proposed development,
- the distribution of site traffic to the roadways and intersections
- growth of the SH 205 and Mims Rd traffic to the 2024 conditions
- the analysis of build out traffic conditions including the loading from the entire development,
- comparison of turning traffic at the intersections with the TxDOT turn lane criteria
- the identification of any problems caused by the new development and
- the recommendation of mitigation efforts to deal with identified problems.



AREA ROADWAYS AND INTERSECTIONS

SH 205 extends from SH 78 on the north to US 80 in the City of Terrell to the south. The section abutting the Enclave is a 25 foot wide, two lane, two way asphalt TxDOT roadway with a double yellow centerline and a 45 MPH speed limit. The roadway is widened to 36 feet wide at the intersection with Walnut Ridge Rd. and at the intersections with Timber Ridge and Mims roads. No improvements are planned for this section of SH 205 in the next 10 years. To the north of the site, a project is to begin by TxDOT in the immediate future to realign SH 276 to intersect SH 205 at the Sids Rd intersection and include the construction of a traffic signal at the intersection. To the south of the site the intersection of SH 205 and John King Pkwy is to be realigned to smooth the flow from 205 to John King in the next 5 to 10 years.

Mims Rd. is a 20 foot wide, two lane, two way asphalt roadway. The asphalt pavement extends from the Mims/SH 205 intersection to the west approximately 1400 feet. The roadway then turns to gravel and extends west and then north to intersect with Sids Rd and on north to Ralph Hall Pkwy. As part of the building of the Enclave, the developer will construct Mims as at least a 24 foot wide concrete roadway from its intersection with SH 205 to its intersection with Sids Rd.

The intersection of SH 205 and Mims Rd has one southbound lane and one right turn lane on SH205, one eastbound lane on Mims Rd and one through and one left turn lane on northbound SH 205. The intersection is controlled by a stop sign and a STOP line for eastbound Mims Rd. The curve radii on both sides of Mims are large to ease right turns from south bound to west bound and from east bound to south bound.

At the intersection of Street A and SH 205 the street A approach will be divided with one west bound lane and separate east bound left and right turn lanes.

Two driveways will be built in the retail frontage on SH 205 complying with the TxDOT spacing requirements.

One driveway will be built in the retail frontage on Mims Rd.

Three street intersections will be built in the Townhouse frontage on Mims Rd. These will be the streets C, D, and E intersections with Mims Rd. Each intersecting street will have one entering and one exiting lane.

In the Single Family area, streets F, G, and H will intersect Mims Rd. There will also be an intersection of Mims with streets A and I with A on the east and I on the west. The intersecting streets will all have one entering and one exiting lane.

Street A will be a collector street running from an intersection with SH 205 on the east to an intersection with Mims Rd. on the west. Streets C through H will run north-south from Street A to Mims.

EXISTING TRAFFIC VOLUMES

The existing traffic volumes on SH 205 and Mims Rd were measured by making two directional 24 hour machine counts on each roadway approximately 300 ft. from their intersection. An AM and PM peak hour turning movement count was also done at the SH 205 and Mims Rd. intersection. The details of the traffic counts are given in Appendix A.

EXISTING TRAFFIC CONDITIONS

The quality and safety of the operation of traffic is measured by quantifying the level of congestion that drivers are experiencing. The term that is used to describe traffic conditions is Level of Service (LOS). In Traffic Engineering analysis, LOS on a section of roadway is calculated by comparing the volume of traffic measured on the road to the capacity of the roadway. LOS is described by alphabetic designations. LOS ranges from A to F. The various levels are as follows:

- Volume/Capacity ratio is ≤ 0.25 is LOS "A" or "B"
- Volume/Capacity ratio is $0.25 < x, \leq 0.40$ is LOS "C"
- Volume/Capacity ratio is $0.40 < x, \leq 0.75$ is LOS "D"
- Volume/Capacity ratio is $0.75 < x, \leq 1.0$ is LOS "E"
- Volume/Capacity Ratio is > 1.0 is LOS "F"

LOS A or B are referred to as "Free" flow conditions, LOS C is "Stable" flow, LOS D is "Forced" flow, LOS E is "Capacity" flow and LOS F is "Failure" conditions.

The existing traffic volume count information was used with the HCS + software which uses the Highway Capacity Manual methodology to analyze the operation of roadway links and intersections. A two way link analysis was conducted on the existing SH 205 and Mims Rd. for both the AM and PM Peak Hour conditions. An unsignalized intersection analysis was also done for existing AM and PM peak hour conditions at the SH 205 and Mims Rd. intersection.

The results of the analyses of existing conditions are as follows:

- The roadway link analysis

Link	LOS
SH205 north of Mims Rd A.M.	C
SH205 north of Mims Rd P.M.	D

Mims Rd west of SH 205 A.M.	A
Mims Rd west of SH 205 P.M.	A

- The unsignalized intersection analysis

Intersection	Approach LOS			
	North b	South b	East b	West b
SH 205 at Mims Rd AM	A	A	C	
SH 205 at Mims Rd PM	A	A	D	

The details of the existing conditions analyses are given in Appendix B.

SITE TRAFFIC GENERATION

The amount of traffic that a development will generate can be calculated for an average day or for the peak traffic periods of a day. The number of vehicle trips generated or trip generation will be used to project the effect that the new development will have on the serving roadways. The amount of traffic generated during both the AM and PM Peak Hour will be considered.

Trip generation information is found in Trip Generation published by the Institute of Transportation Engineers. This is a standard reference to determine the trip generation characteristics of particular land use types and densities. Rates are established for specific land use types including residential, office, commercial, industrial and institutional. Trip generation rates are given for a number of development measurement units and at various times of day and days of the week. The percentage of the generated traffic that enters and leaves the site is also indicated. For residential development the dwelling unit (DU) is the measurement unit while 1,000 square feet of gross floor area is used for office, commercial, industrial and general retail uses.

As was noted above, the The Enclave will have 65 single family lots or 65 dwelling units (D.U.)s and 198 townhouse lots or 198 dwelling units (D.U.)s. The retail area will have 46,000 sq ft of office retail and 3000 sq ft of convenience store with gas pumps. The P.M. Peak Hour rate for single family residential development from Trip Generation is 1.00 trips per dwelling unit with 63% entering and 37% exiting the site. The AM Peak Hour rate is 0.75 trips per dwelling unit with 25% entering and 75% exiting. The PM Peak Hour rate for townhouse development is 0.52 trips per DU with 67% entering and 33% exiting. The AM Peak Hour rate for townhouse is 0.44 trips per DU with 17%

entering and 83% exiting. The AM Peak Hour rate for office retail is 6.84 trips per 1000 sq ft with 48% entering and 52% exiting. The PM Peak Hour rate for office retail is 5.02 trips per 1000 sq ft with 56% entering and 44% exiting. The AM Peak Hour rate for convenience store with gas pumps is 40.92 trips per 1000 sq ft with 50% entering and 50% exiting. The PM Peak Hour rate is 50.92 trips per 1000 sq ft with 50% entering and 50% exiting. A copy of the pages from Trip Generation is given in Appendix C.

The total traffic to be expected from the development during the each Peak Hour is as follows:

USE	Dev Unit	P.H.	Rate	Size	Trips	Enter	Exit
Single Family	D.U.	A.M.	.75/DU	65 DU	49	13	36
Single Family	D.U.	P.M.	1.0/DU	65 DU	65	44	25
Townhouse	D.U.	A.M.	.44/DU	198 DU	87	15	72
Townhouse	D.U.	P.M.	.52/DU	198 DU	103	68	35
Office Retail	K sq ft	A.M.	6.84/K	46 K	315	151	164
Office Retail	K sq ft	P.M.	5.02/K	46 K	231	129	102
Conven. w Pump	K sq ft	A.M.	40.92/K	3 K	123	62	61
Conven. w Pump	K sq ft	P.M.	50.92/K	3 K	153	77	76

TRAFFIC DISTRIBUTION

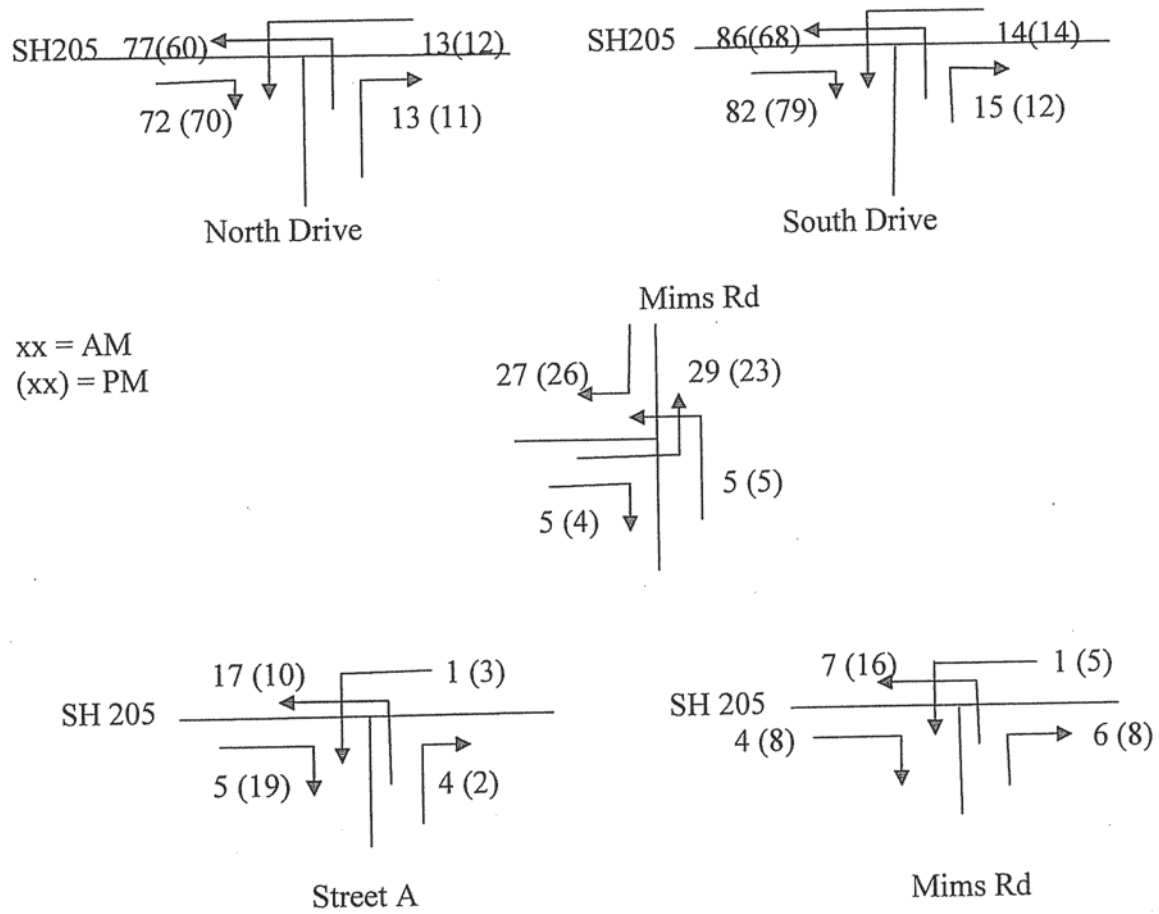
The distribution of traffic moving to and from a proposed development is based upon the type of development and the distribution of attractors around the site. In addition, the ease of access to available serving roadways will affect the driver's choice of which to use. The LOS problems being experienced for the eastbound approach to the SH205 at Mims intersection are caused by the difficulty of making an eastbound to northbound left turn onto SH205. The stop control on Mims and the relatively high volume of traffic on SH 205 create the problem. This problem will continue for the Mims intersection and also the two retail drives and the Street A intersection with SH205.

Based upon information provided by the City of Rockwall staff, 85% of the traffic created by the development will go to and from the north and 15% will go to and from the south. Since Mims Rd will be connected to Sids Rd and points north, it can be expected to be the route of choice for most of the residential development. Therefore, 20% of the residential traffic will use SH 205 through the Street A intersection and 80% will make use of Mims Rd. 80% of the traffic from each of the streets, C through G, will use their intersection with Mims Rd. All traffic on streets H and I will use their Mims intersection. Similar to the situation on SH 205, 85% of the traffic using Mims will go west and then north and 15% will go east and then south.

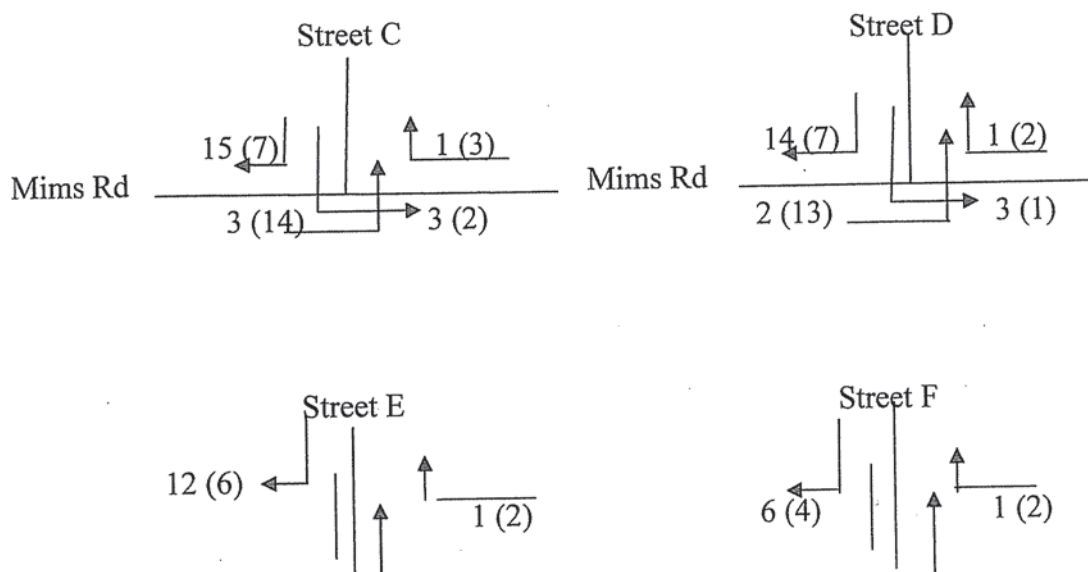
In the retail area, 40% of the traffic will enter and leave by the northern drive, 45% by the southern drive on SH 205 and 15% by the drive on Mims.

The distribution of generated traffic to the various intersections are shown in FIGURE II

Retail area turning movements at driveways:



Residential street intersections on Mims Rd



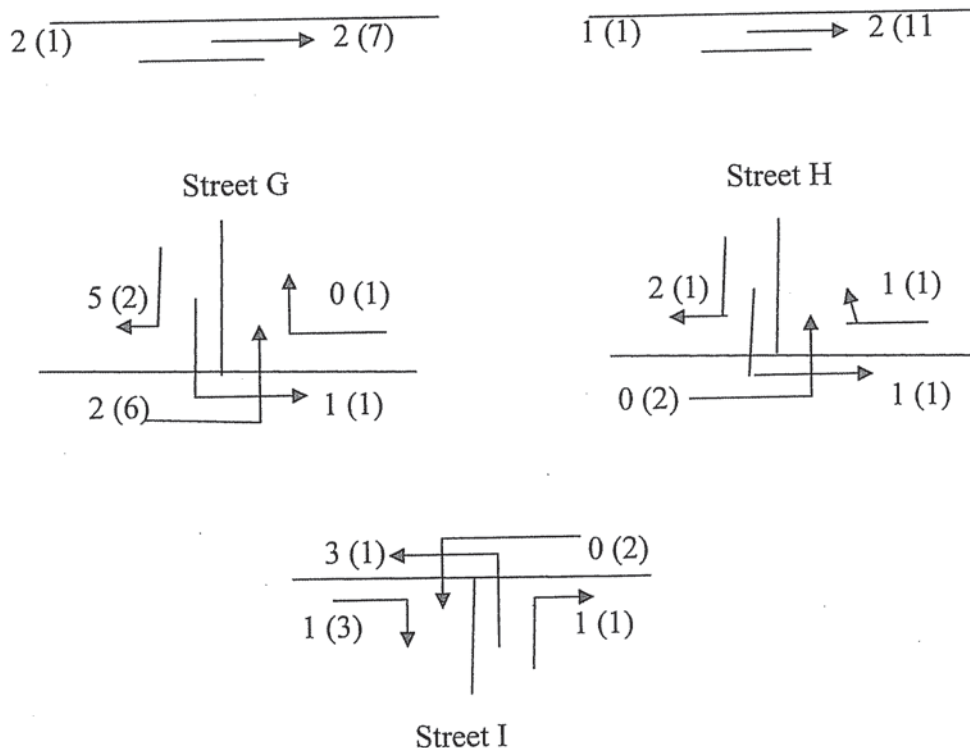


FIGURE II

FUTURE BACKGROUND TRAFFIC CONDITIONS

Analysis of future conditions created by the new development will involve the addition of the site generated traffic to the traffic existing on the roadways at the time of build-out of the development. Due to the fact that it is expected to take seven years for the development to build out, the existing traffic on the roadways will be grown by an agreed upon growth rate for the area. Discussion with the City's staff produced an expected growth rate of 4% per year. Therefore, the background traffic volumes on Mims Rd. and SH 205 in 2024 at build-out will be 28% higher than the current volumes on each section of the road. In the case of this section of SH 205 the intersection of SH 205 and John King Pkwy to the south will be realigned by TxDOT by the buildout date. The realignment will divert part of the SH 205 traffic onto John King. TxDOT staff indicates that 85% of the SH 205 traffic will continue to use the section adjacent to the Enclave development. Therefore the expected traffic increase in volume at buildout will be 85% of 1.28% or 1.08% on SH 205. The operation of the roadway sections under the 2024 volumes was analyzed. The results are as follows:

- The roadway link analysis:

Link	LOS
Mims west of SH 205 A.M.	A

Mims west of SH 205 P.M.	A
SH 205 north of Mims Rd A.M.	C
SH 205 north of Mims Rd P.M.	D

The insignalized intersection analysis:

Intersection	Approach LOS			
	North b	South b	East b	West b
SH 205 at Mims Rd AM	A	A	C	
SH 205 at Mims Rd PM	B	B	F	

The details of the 2024 background analyses are given in Appendix D.

BUILDOUT TRAFFIC CONDITIONS

Adding the traffic generated by the development to the background traffic will produce the volumes that can be expected on SH 205, Mims Rd and the intersections in 2024 when the Enclave is built out. The results of the link analyses and the unsignalized Intersection analyses under build out conditions are as follows:

- The roadway link analyses:

Link	LOS
Mims Rd west of SH205 AM	A
Mims Rd west of SH 205 PM	A
SH 205 north of Mims Rd AM	D
SH 205 north of Mims Rd PM	E

- The unsignalized intersection analyses:

Intersection	Approach LOS			
	North b	South b	East b	West b
SH 205 at Street A AM	A	A	C	
SH 205 at Street A PM	B	B	E	
SH 205 at North Drive AM	A	A	E	
SH 205 at North Drive PM	B	B	F	
SH 205 at South Drive AM	A	A	E	
SH 205 at South Drive PM	A	A	F	
SH 205 at Mims Rd AM	A	A	C	
SH 205 at Mims Rd PM	B	B	F	
Mims at Retail Drive AM		A	A	A

Mims at Retail Drive PM		A	A	A
Mims at Street C AM		A	A	A
Mims at Street C PM		A	A	A
Mims at Street D AM		A	A	A
Mims at Street D PM		A	A	A
Mims at Street E AM		A	A	A
Mims at Street E PM		A	A	A

Mims at Street F AM		A	A	A
Mims at Street F PM		A	A	A
Mims at Street G AM		A	A	A
Mims at Street G PM		A	A	A
Mims at Street H AM		A	A	A
Mims at Street H PM		A	A	A
Mims at Street I AM	A		A	A
Mims at Street I PM	A		A	A

The details of the link analyses and the unsignalized intersection analyses under build out conditions are given in Appendix E.

TXDOT ACCESS MANAGEMENT CRITERIA

The Texas Department of Transportation (TxDOT) Access Management Manual provides criteria concerning the need to provide a separate right turn lane when building a driveway or street intersection with a TxDOT roadway. The thresholds for the need for these lanes is given in Table 2-3 of the Access Management Manual. The thresholds depend upon the volume of right turning traffic and the speed of the roadway.

For a roadway with a speed of 45 MPH, the threshold for the need for a turn lane is over 50 vehicles per hour during the peak hour.

CONCLUSIONS

The analyses above indicate that a problem exists with the congestion level on SH 205 and at the intersections with it. The problems are seen to worsen with the normal growth of traffic on the roadways. The delays are especially felt by those trying to turn left onto the road. The poor level of service indicated on all of the SH205 intersections is caused by long delays for left turns onto the roadway.

The connection of Mims Rd to Sids Rd and points north provides an attractive alternate access for the residential portion of the Enclave. Mims Rd and all of its residential intersections are found to operate at "free flow" LOS A condition.

The intersection traffic movement volume information projected indicates that the right turn movements into the site at both of the retail driveways on SH 205 exceed the TxDOT threshold to require a separate right turn lane. The new turn lanes can be expected to ease the flow of southbound traffic on SH 205 and improve the operation of the driveways.

RECOMMENDATIONS

When the retail portion of the Enclave is developed separate right turn lanes should be built at the driveways from SH 205 into the site.

The construction of Mims Rd from SH 205 to Sids Rd should be completed as the first step in the development of the residential portion of the Enclave.

An effort should be pursued by the City of Rockwall and TxDOT to improve the capacity and operation of SH 205 from Sids Rd to John King Pkwy.

APPENDIX A

Traffic Counts

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 3

Site Reference: 000012201701
Site ID: 000012201701
Location: Mims-W of Goliad
Direction: WEST
Lane: 2

File: D1220004.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	0	2	7	9	12	2	1	0	0	0	0	0	0	0	33
16:00	0	0	0	9	18	9	1	0	0	0	0	0	0	0	37
17:00	0	1	1	7	15	7	2	0	0	0	0	0	0	0	33
18:00	0	1	1	4	7	6	2	0	0	0	0	0	0	0	21
19:00	0	0	1	3	5	2	0	0	0	0	0	0	0	1	12
20:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
21:00	0	0	1	2	4	0	0	0	0	0	0	0	0	0	7
22:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
24:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	4	5	0	2	0	0	0	0	0	0	0	11
07:00	1	4	1	4	14	8	0	0	1	0	0	0	0	0	33
08:00	0	0	2	3	19	8	2	0	0	0	0	0	0	0	34
09:00	1	2	2	12	20	9	2	1	0	0	0	0	0	0	49
10:00	2	3	3	10	11	10	1	0	0	0	0	0	0	0	40
11:00	0	4	3	11	12	7	0	0	0	0	0	0	0	0	37
12:00	0	3	6	7	13	11	1	0	0	0	0	0	0	0	41
13:00	0	2	1	5	10	6	2	0	0	0	0	0	0	0	26
14:00	0	0	2	9	11	7	0	0	0	0	0	0	0	0	29

DAY TOTAL	4	22	33	100	184	95	16	1	1	0	0	0	0	1	457
PERCENTS	0.9%	4.9%	7.3%	21.9%	40.2%	20.7%	3.5%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	100%

Statistical Information...

15th Percentile Speed
20.5 Mph

85th Percentile Speed
32.4 Mph

Median Speed
26.9 Mph

Average Speed
26.3 Mph

10 MPH Pace Speed
20MPH to 30MPH
284 vehicles in pace
Representing 62.1% of the total vehicles

Vehicles > 65 MPH
1
.21%

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 1

Site Reference: 000012201701
Site ID: 000012201701
Location: Mims-W of Goliad
Direction: EAST
Lane: 1

File: D1220004.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	0	3	1	10	13	4	4	1	0	0	0	0	0	0	36
16:00	0	1	4	14	14	7	3	0	0	0	0	0	0	0	43
17:00	1	2	5	13	25	12	9	1	0	0	0	0	0	0	68
18:00	0	1	5	8	15	3	8	0	0	0	0	0	0	0	40
19:00	0	1	2	3	8	8	2	0	0	0	0	0	0	0	24
20:00	0	0	0	5	6	4	1	1	0	0	0	0	0	0	17
21:00	0	0	1	1	4	5	2	0	0	0	0	0	0	0	13
22:00	0	0	1	3	1	3	3	0	0	0	0	0	0	0	11
23:00	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
24:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	2	1	0	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	3	3	2	3	3	3	0	0	0	0	0	0	0	17
08:00	0	3	0	2	4	1	1	0	0	0	0	0	0	0	11
09:00	0	2	2	5	6	4	2	0	0	0	0	0	0	0	21
10:00	2	0	2	14	6	6	1	2	0	0	0	0	0	0	33
11:00	1	2	2	5	11	5	1	0	0	0	0	0	0	0	27
12:00	1	5	3	16	13	8	1	0	2	0	0	0	0	0	49
13:00	0	0	1	10	12	9	1	0	0	0	0	0	0	0	33
14:00	0	0	1	10	8	7	1	2	0	0	0	0	0	0	29
<hr/>															
DAY TOTAL	5	24	35	128	154	90	44	7	2	0	0	0	0	0	489
PERCENTS	1.1%	5.0%	7.2%	26.2%	31.4%	18.4%	8.9%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
20.4 Mph

85th Percentile Speed
33.9 Mph

Median Speed
26.7 Mph

Average Speed
26.6 Mph

10 MPH Pace Speed
20MPH to 30MPH
282 vehicles in pace
Representing 57.6% of the total vehicles

Vehicles > 65 MPH
0
0%

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 1

Site Reference: 000012201704
Site ID: 000012201704
Location: Goliad-N of Mims
Direction: NORTH
Lane: 1

File: D1220003.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	7	1	2	0	1	9	25	83	147	114	29	5	3	8	434
16:00	0	0	0	0	3	10	19	70	190	165	70	16	0	14	557
17:00	4	0	0	1	0	11	36	109	172	201	61	20	3	18	636
18:00	6	1	0	1	1	9	56	163	250	119	22	3	5	10	646
19:00	3	0	1	1	1	6	50	141	184	96	21	3	1	16	524
20:00	0	0	0	0	1	7	15	60	101	87	27	4	3	10	315
21:00	0	0	0	0	0	4	13	33	92	89	31	3	0	2	267
22:00	0	0	0	0	1	4	5	23	44	41	18	2	0	0	138
23:00	0	0	0	0	0	1	6	22	16	31	19	9	1	3	108
24:00	0	0	0	0	0	2	4	8	12	19	9	2	0	0	56
01:00	0	0	0	0	0	0	1	2	7	5	4	1	0	0	20
02:00	0	0	0	0	0	0	0	4	11	4	6	0	0	0	25
03:00	0	0	0	0	0	0	3	6	3	8	7	2	0	0	29
04:00	0	0	0	0	0	1	2	11	8	10	8	5	1	0	46
05:00	0	0	0	0	0	1	4	7	7	57	47	13	0	1	137
06:00	0	0	0	0	0	3	8	17	57	163	110	24	2	2	386
07:00	0	0	0	0	1	11	14	79	168	267	57	9	1	9	616
08:00	2	0	0	0	1	7	33	35	180	277	130	17	0	9	691
09:00	0	0	0	0	0	2	15	73	182	241	116	17	2	10	658
10:00	0	0	0	0	0	7	41	126	263	238	63	7	4	6	755
11:00	4	0	0	2	4	22	32	107	269	255	62	10	0	8	775
12:00	0	0	0	0	2	19	59	154	298	204	33	5	2	16	792
13:00	2	0	0	0	0	0	35	131	218	134	34	2	0	5	561
14:00	0	0	0	0	2	11	61	153	244	140	51	3	2	2	669

DAY TOTAL	28	2	3	5	18	147	537	1617	3123	2965	1035	182	30	149	9841
PERCENTS	0.3%	0.1%	0.1%	0.1%	0.2%	1.5%	5.4%	16.4%	31.7%	30.1%	10.5%	1.8%	0.3%	1.5%	100%

Statistical Information...

15th Percentile Speed
42.3 Mph

85th Percentile Speed
54.9 Mph

Median Speed
49.1 Mph

Average Speed
48.5 Mph

10 MPH Pace Speed
45MPH to 55MPH
6088 vehicles in pace
Representing 61.8% of the total vehicles

Vehicles > 65 MPH
179
1.8%

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 3

Site Reference: 000012201704
Site ID: 000012201704
Location: Goliad-N of Mims
Direction: SOUTH
Lane: 2

File: D1220003.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	4	0	0	7	5	68	123	184	171	140	64	17	1	16	800
16:00	1	1	0	0	1	29	135	204	188	179	75	16	4	14	847
17:00	5	1	0	2	6	62	159	217	208	129	63	14	2	15	883
18:00	3	0	0	1	2	78	178	207	158	135	33	11	2	15	823
19:00	5	0	0	3	16	49	116	222	176	140	44	13	2	7	793
20:00	0	0	0	0	0	7	41	125	170	164	64	19	0	3	593
21:00	0	0	0	0	0	0	22	108	164	159	44	14	1	4	516
22:00	0	0	0	0	1	2	12	41	100	126	58	16	2	3	361
23:00	0	0	0	0	0	2	12	31	42	79	45	12	5	3	231
24:00	0	0	0	0	0	1	2	9	19	28	29	6	1	0	95
01:00	0	0	0	0	0	2	3	3	17	24	8	2	3	2	64
02:00	0	0	0	0	0	1	2	1	4	8	4	3	1	1	25
03:00	0	0	0	0	0	0	2	1	6	9	7	3	0	2	30
04:00	0	0	0	0	0	0	4	3	1	5	8	2	0	0	23
05:00	0	0	0	0	0	0	1	2	6	13	13	3	2	0	40
06:00	0	0	0	0	0	1	3	9	24	25	30	15	3	2	112
07:00	0	0	0	0	0	1	2	46	75	77	48	10	4	2	265
08:00	5	0	0	0	0	3	2	30	94	125	74	24	3	4	364
09:00	4	0	0	0	0	9	21	42	114	118	80	22	1	6	417
10:00	3	3	0	2	5	2	29	53	115	109	69	13	1	9	413
11:00	3	0	2	0	0	19	52	88	129	129	53	15	0	14	504
12:00	6	0	0	0	3	14	44	130	182	119	58	12	2	18	588
13:00	0	0	0	0	0	24	47	119	147	113	52	8	2	9	521
14:00	0	0	0	0	3	39	94	173	187	136	72	9	2	7	722

DAY TOTAL	39	5	2	15	42	413	1106	2048	2497	2289	1095	279	44	156	10030
PERCENTS	0.4%	0.1%	0.1%	0.2%	0.5%	4.2%	11.0%	20.4%	24.8%	22.8%	10.9%	2.7%	0.4%	1.5%	100%

Statistical Information...

15th Percentile Speed
39.5 Mph

85th Percentile Speed
55.3 Mph

Median Speed
47.7 Mph

Average Speed
47.0 Mph

10 MPH Pace Speed
45MPH to 55MPH
4786 vehicles in pace
Representing 47.7% of the total vehicles

Vehicles > 65 MPH
200
1.9%

Accurate Counts
Traffic Data Collection Services
(214) 681-6468

Location: GOLIAD @ MIMS
Weather: COOL
Printed By: PI
Vehicle Type:

File Name : Goliad @ Mims
Site Code : 00000000
Start Date : 12/20/2017
Page No : 1

Groups Printed- Unshifted

	GOLIAD Southbound					MIMS Westbound					GOLIAD Northbound					MIMS Eastbound					Int. Total
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	90	11	0	101	0	0	0	0	0	5	186	0	0	191	3	0	0	0	3	295
07:15	0	98	4	0	102	0	0	0	0	0	9	177	0	0	186	1	0	1	0	2	290
07:30	0	116	5	0	121	0	0	0	0	0	1	188	0	0	189	2	0	0	0	2	312
07:45	0	86	10	0	96	0	0	0	0	0	7	197	0	0	204	3	0	3	0	6	306
Total	0	390	30	0	420	0	0	0	0	0	22	748	0	0	770	9	0	4	0	13	1203
08:00	0	86	13	0	99	0	0	0	0	0	3	168	0	0	171	1	0	0	0	1	271
08:15	0	86	3	0	89	0	0	0	0	0	1	163	0	0	164	3	0	4	0	7	260
08:30	0	78	4	0	82	0	0	0	0	0	3	174	0	0	177	0	0	3	0	3	262
08:45	0	79	10	0	89	0	0	0	0	0	2	188	0	0	190	10	0	1	0	11	290
Total	0	329	30	0	359	0	0	0	0	0	9	693	0	0	702	14	0	8	0	22	1083
16:00	0	217	5	0	222	0	0	0	0	0	1	156	0	0	157	7	0	5	0	12	391
16:15	0	189	8	0	197	0	0	0	0	0	2	136	0	0	138	8	0	4	0	12	347
16:30	0	222	7	0	229	0	0	0	0	0	0	162	0	0	162	3	0	6	0	9	400
16:45	0	210	7	0	217	0	0	0	0	0	3	150	0	0	153	5	0	6	0	11	381
Total	0	838	27	0	865	0	0	0	0	0	6	604	0	0	610	23	0	21	0	44	1519
17:00	0	236	5	0	241	0	0	0	0	0	3	159	0	0	162	10	0	8	0	18	421
17:15	0	206	3	0	209	0	0	0	0	0	2	182	0	0	184	9	0	1	0	10	403
17:30	0	189	2	0	191	0	0	0	0	0	3	138	0	0	141	3	0	4	0	7	339
17:45	0	207	3	0	210	0	0	0	0	0	0	175	0	0	175	4	0	3	0	7	392
Total	0	838	13	0	851	0	0	0	0	0	8	654	0	0	662	26	0	16	0	42	1555
Grand Total	0	2395	100	0	2495	0	0	0	0	0	45	2699	0	0	2744	72	0	49	0	121	5360
Apprch %	0.0	96.0	4.0	0.0		0.0	0.0	0.0	0.0		1.6	98.4	0.0	0.0		59.5	0.0	40.5	0.0		
Total %	0.0	44.7	1.9	0.0	46.5	0.0	0.0	0.0	0.0	0.0	0.8	50.4	0.0	0.0	51.2	1.3	0.0	0.9	0.0	2.3	

	GOLIAD Southbound					MIMS Westbound					GOLIAD Northbound					MIMS Eastbound					Int. Total
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
Peak Hour From 07:00 to 11:45 - Peak 1 of 1																					
Intersection 07:00																					
Volume	0	390	30	0	420	0	0	0	0	0	22	748	0	0	770	9	0	4	0	13	1203
Percent	0.0	92.9	7.1	0.0		0.0	0.0	0.0	0.0		2.9	97.1	0.0	0.0		69.2	0.0	30.8	0.0		
07:30																					
Volume	0	116	5	0	121	0	0	0	0	0	1	188	0	0	189	2	0	0	0	2	312
Peak Factor																					0.964
High Int. 07:30						6:45:00 AM					07:45					07:45					
Volume	0	116	5	0	121	0	0	0	0	0	7	197	0	0	204	3	0	3	0	6	
Peak Factor					0.868										0.944					0.542	
Peak Hour From 12:00 to 17:45 - Peak 1 of 1																					
Intersection 16:30																					
Volume	0	874	22	0	896	0	0	0	0	0	8	653	0	0	661	27	0	21	0	48	1605
Percent	0.0	97.5	2.5	0.0		0.0	0.0	0.0	0.0		1.2	98.8	0.0	0.0		56.3	0.0	43.8	0.0		
17:00																					
Volume	0	236	5	0	241	0	0	0	0	0	3	159	0	0	162	10	0	8	0	18	421
Peak Factor																					0.953
High Int. 17:00											17:15					17:00					
Volume	0	236	5	0	241	0	0	0	0	0	2	182	0	0	184	10	0	8	0	18	
Peak Factor					0.929										0.898					0.667	

APPENDIX B

Current Traffic Conditions

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2017
Description The Enclave Mims Existing AM

Input Data

Highway class	Class 2					
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88		
Lane width	12.0	ft	% Trucks and buses	14	%	
Segment length	0.0	mi	% Recreational vehicles	4	%	
Terrain type	Level		% No-passing zones	0	%	
Grade: Length		mi	Access points/mi	8	/mi	
Up/down		%				

Two-way hourly volume, V	73	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	91	pc/h
Highest directional split proportion (note-2)	55	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	42.3	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	84	pc/h
Highest directional split proportion (note-2)	50	
Base percent time-spent-following, BPTSF	7.1	%
Adj. for directional distribution and no-passing zones, fd/np	2.2	
Percent time-spent-following, PTSF	9.4	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2017
Description The Enclave Mims Existing PM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V 101 veh/h
Directional split 60 / 40 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	126	pc/h
Highest directional split proportion (note-2)	76	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	42.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	116	pc/h
Highest directional split proportion (note-2)	70	
Base percent time-spent-following, BPTSF	9.7	%
Adj. for directional distribution and no-passing zones, fd/np	2.1	
Percent time-spent-following, PTSF	11.8	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2017
Description The Enclave Existing AM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	1075	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	1239	pc/h
Highest directional split proportion (note-2)	743	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	33.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1222	pc/h
Highest directional split proportion (note-2)	733	
Base percent time-spent-following, BPTSF	65.8	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	65.8	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.39	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2017
Description The Enclave Existing PM

Input Data

Highway class	Class 2					
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88		
Lane width	12.0	ft	% Trucks and buses	14	%	
Segment length	0.0	mi	% Recreational vehicles	4	%	
Terrain type	Level		% No-passing zones	0	%	
Grade: Length		mi	Access points/mi	8	/mi	
Up/down		%				

Two-way hourly volume, V	1519	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	1750	pc/h
Highest directional split proportion (note-2)	1050	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	29.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1726	pc/h
Highest directional split proportion (note-2)	1036	
Base percent time-spent-following, BPTSF	78.1	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	78.1	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.55	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: PM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2017
 Project ID: Thew Enclave SH 205 at Mims Ex PM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	8	653			874	22
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	8	653			874	22
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?					No	
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach Movement	Westbound				Eastbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				27		21
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				27		21
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				1	1	
Configuration				L	R	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	NB	SB	Westbound			Eastbound	
	1	4	7	8	9	10 L	11 R
v (vph)	8					27	21
C(m) (vph)	766					127	352
v/c	0.01					0.21	0.06
95% queue length	0.03					0.76	0.19
Control Delay	9.7					40.8	15.9
LOS	A					E	C
Approach Delay							29.9
Approach LOS							D

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: AM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2017
 Project ID: Thew Enclave SH 205 at Mims Ex AM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	22	748			390	30
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	22	748			390	30
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?					No	
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach Movement	Westbound				Eastbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				9		4
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				9		4
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				1	1	
Configuration				L	R	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
	L						L	R
v (vph)	22					9		4
C(m) (vph)	1150					208		663
v/c	0.02					0.04		0.01
95% queue length	0.06					0.13		0.02
Control Delay	8.2					23.1		10.5
LOS	A					C		B
Approach Delay							19.2	
Approach LOS							C	

APPENDIX C

Trip Generation Sheet

Single-Family Detached Housing (210)

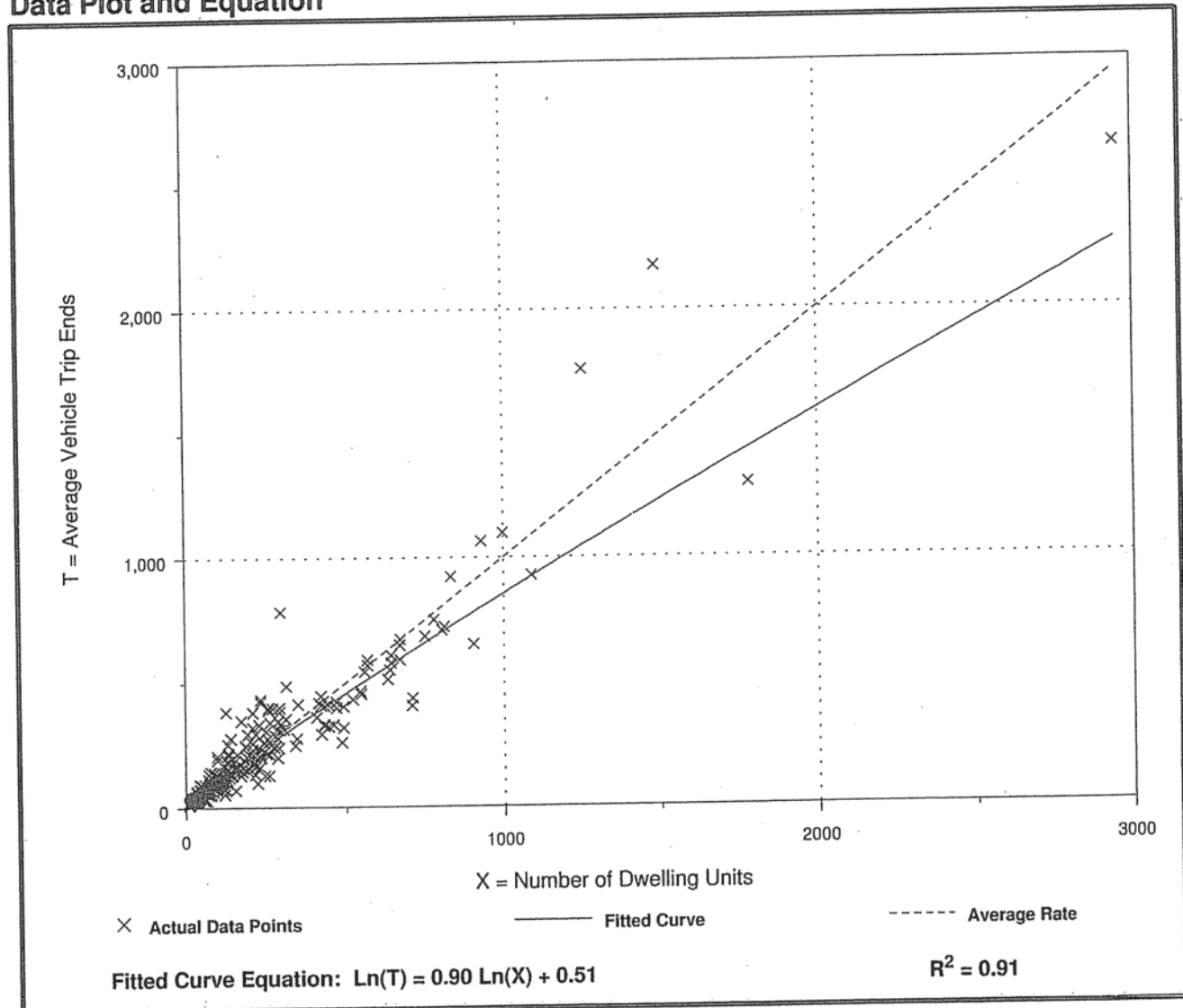
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 321
Avg. Number of Dwelling Units: 207
Directional Distribution: 63% entering, 37% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.00	0.42 - 2.98	1.05

Data Plot and Equation



Single-Family Detached Housing (210)

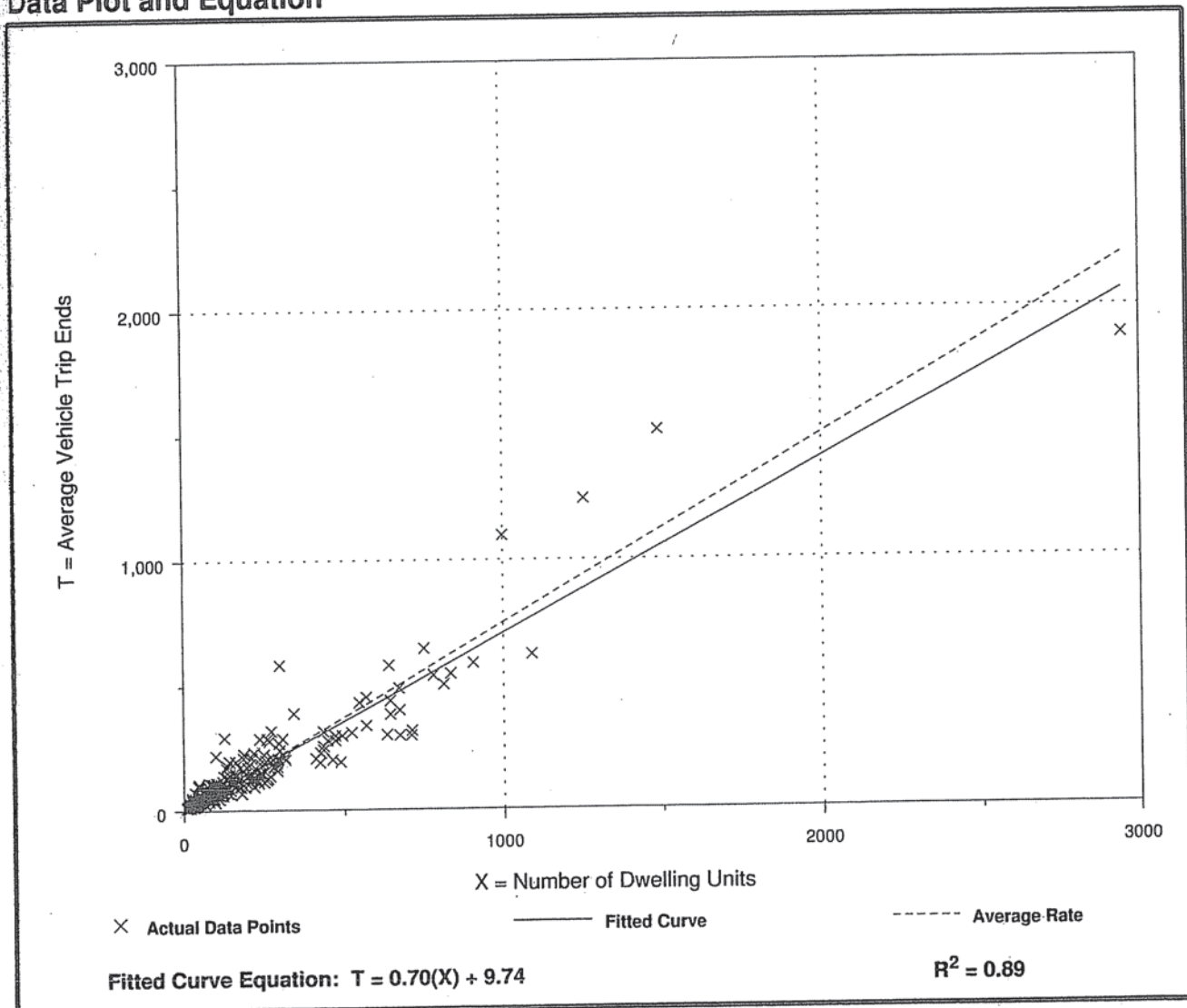
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 292
 Avg. Number of Dwelling Units: 194
 Directional Distribution: 25% entering, 75% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.33 - 2.27	0.90

Data Plot and Equation



Residential Condominium/Townhouse (230)

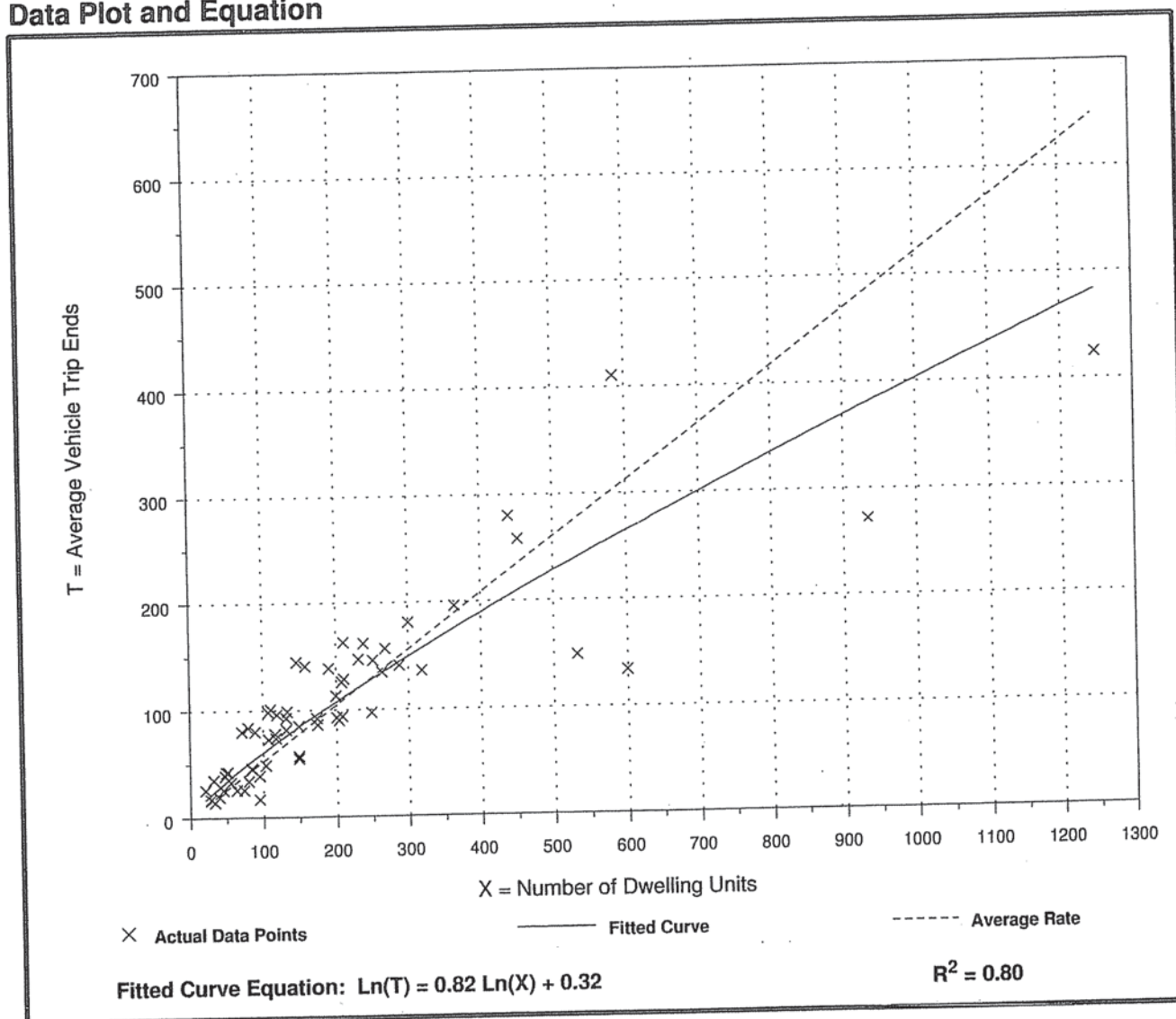
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 62
Avg. Number of Dwelling Units: 205
Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

Data Plot and Equation



Residential Condominium/Townhouse (230)

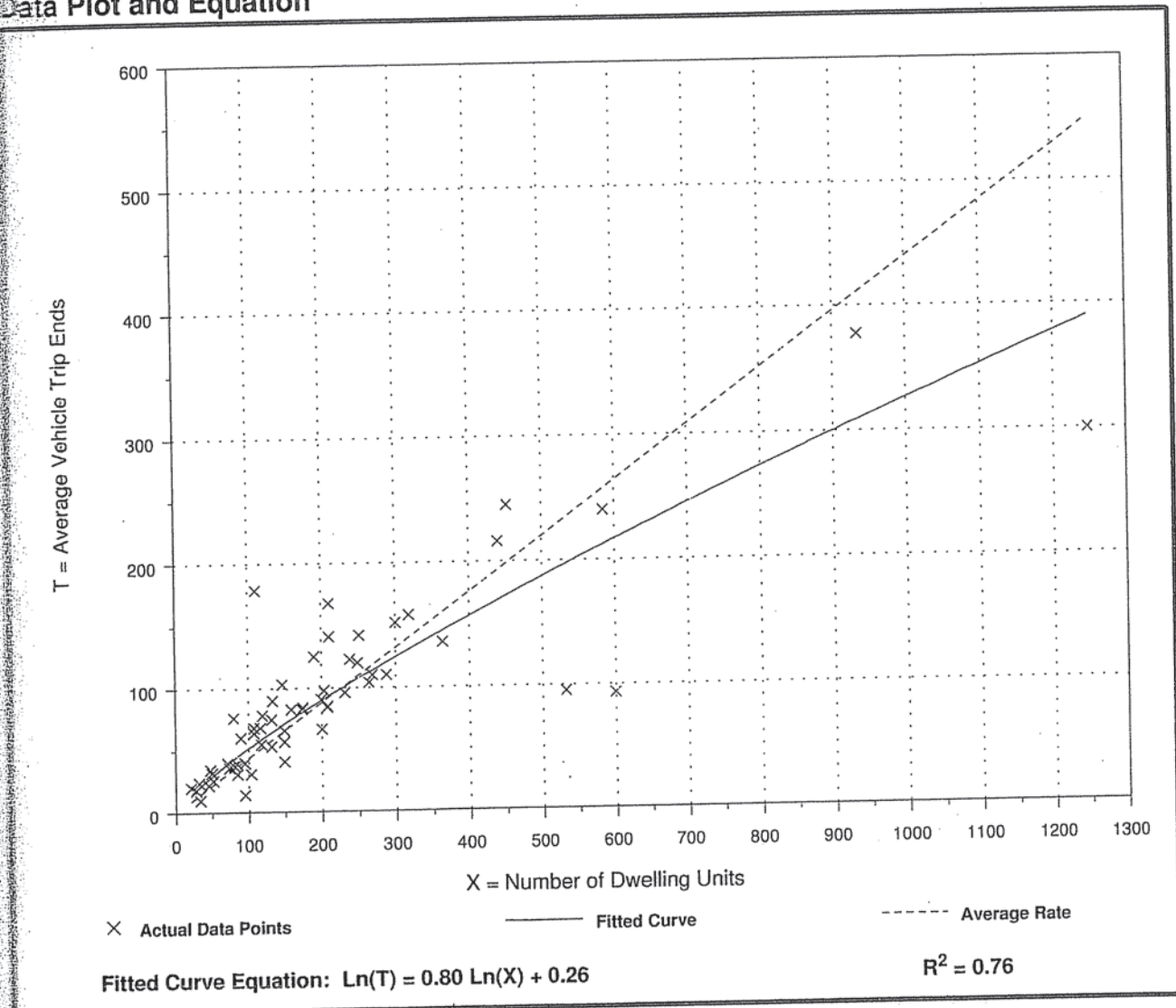
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
Avg. Number of Dwelling Units: 213
Directional Distribution: 17% entering, 83% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

Data Plot and Equation



Specialty Retail Center (826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
P.M. Peak Hour of Generator

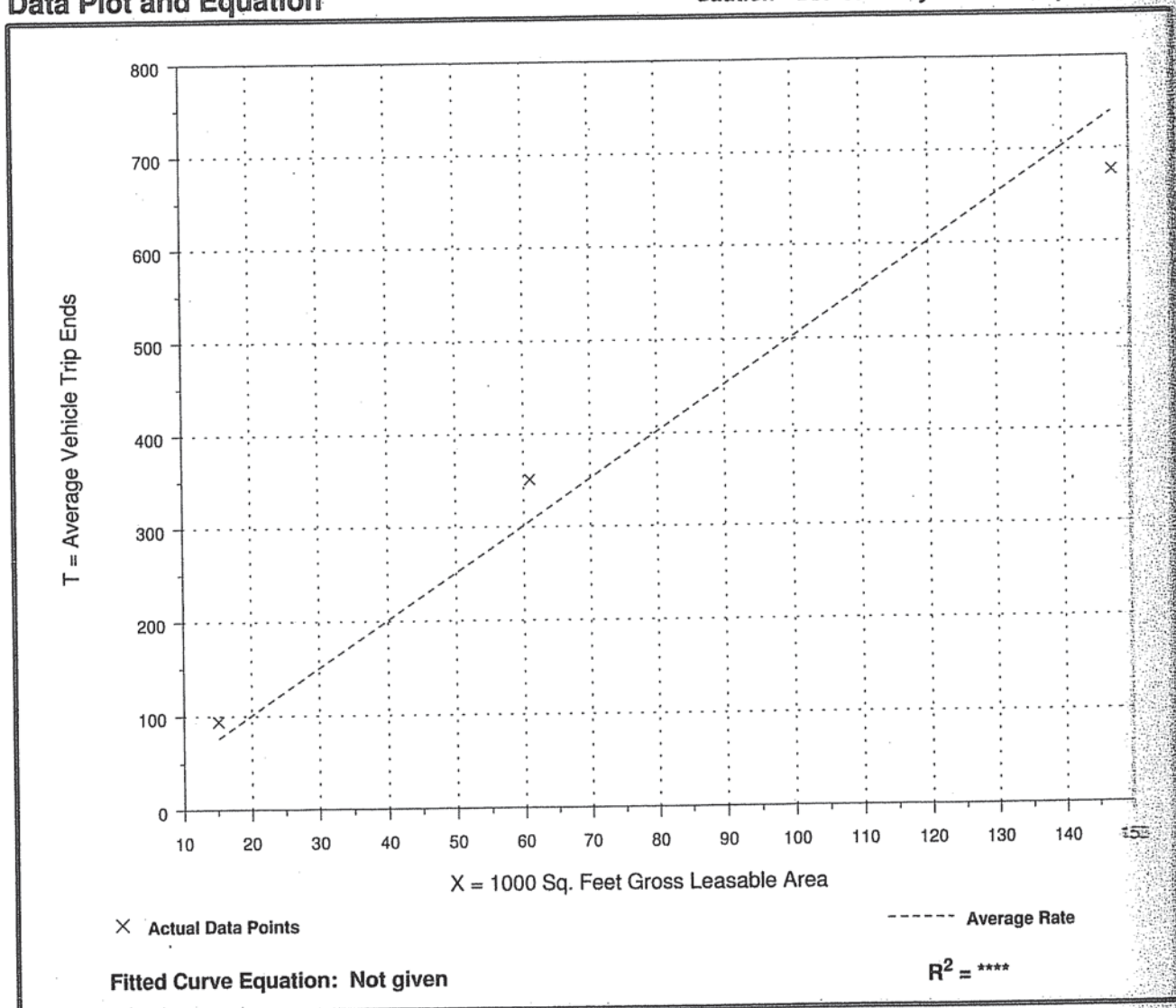
Number of Studies: 3
 Average 1000 Sq. Feet GLA: 75
 Directional Distribution: 56% entering, 44% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
5.02	4.59 - 6.18	2.31

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Specialty Retail Center (826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
A.M. Peak Hour of Generator

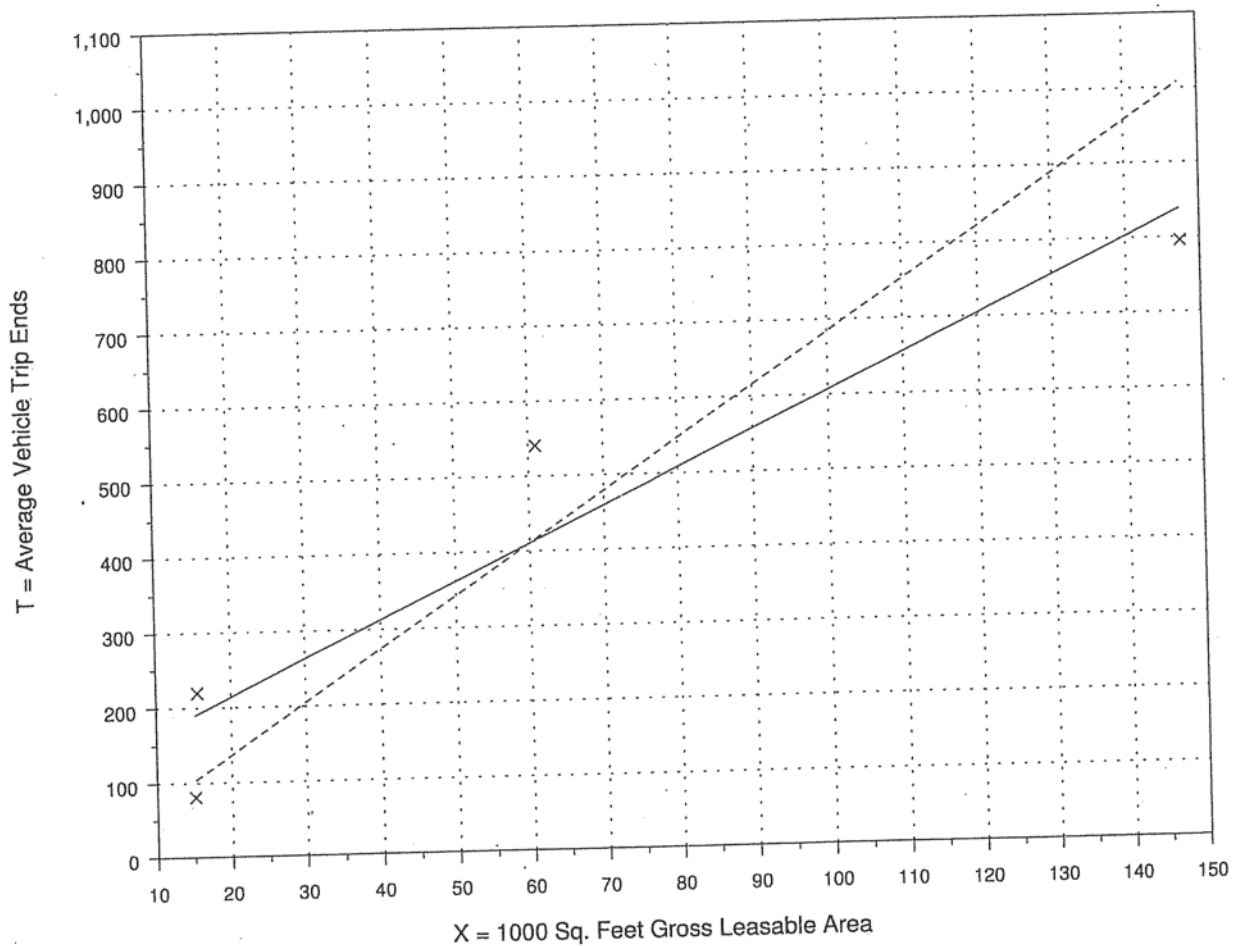
Number of Studies: 4
Average 1000 Sq. Feet GLA: 60
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
6.84	5.33 - 14.08	3.55

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: $T = 4.91(X) + 115.59$

$R^2 = 0.90$

Convenience Market with Gasoline Pumps (853)

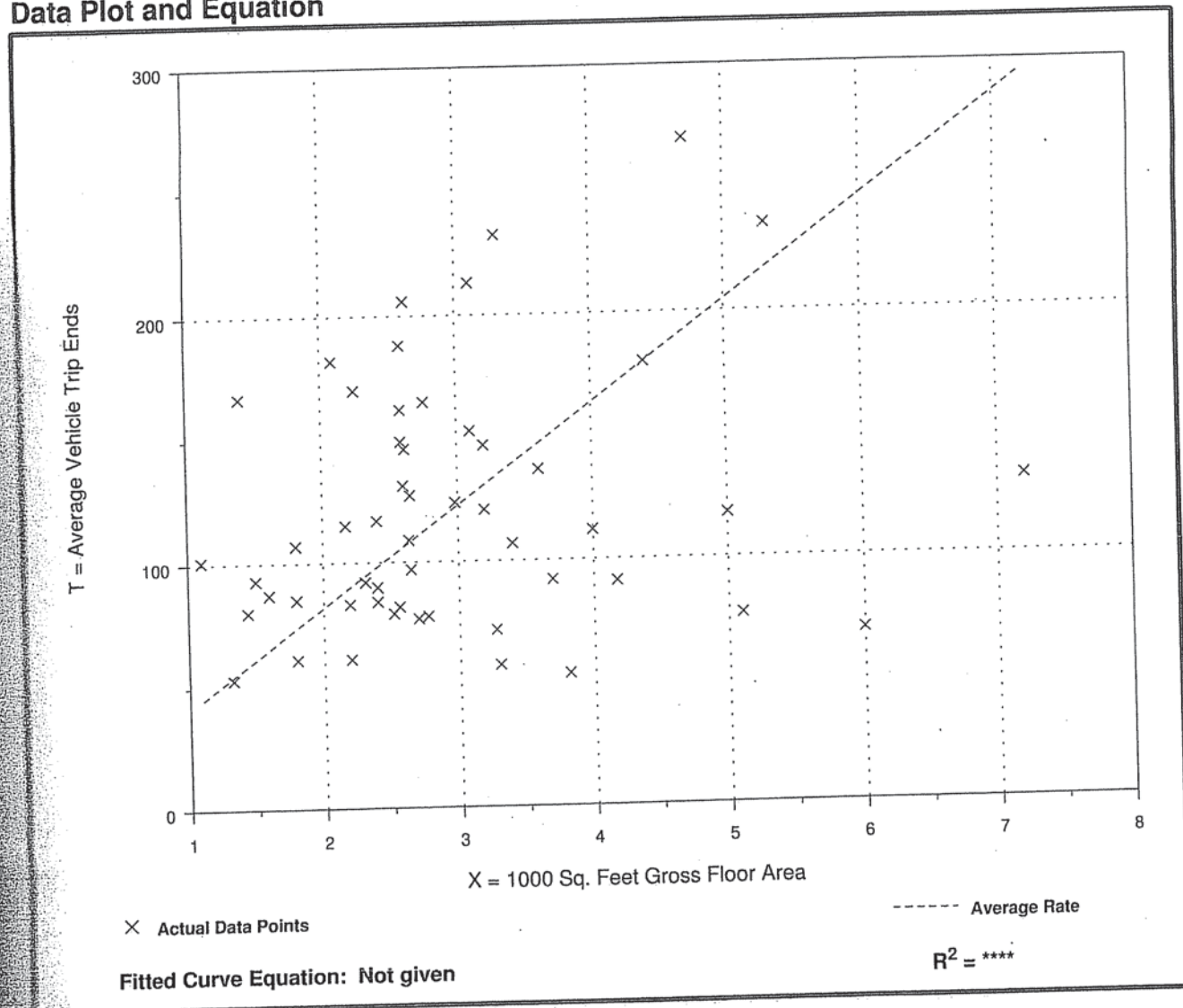
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 53
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
40.92	11.67 - 119.29	20.75

Data Plot and Equation



Convenience Market with Gasoline Pumps (853)

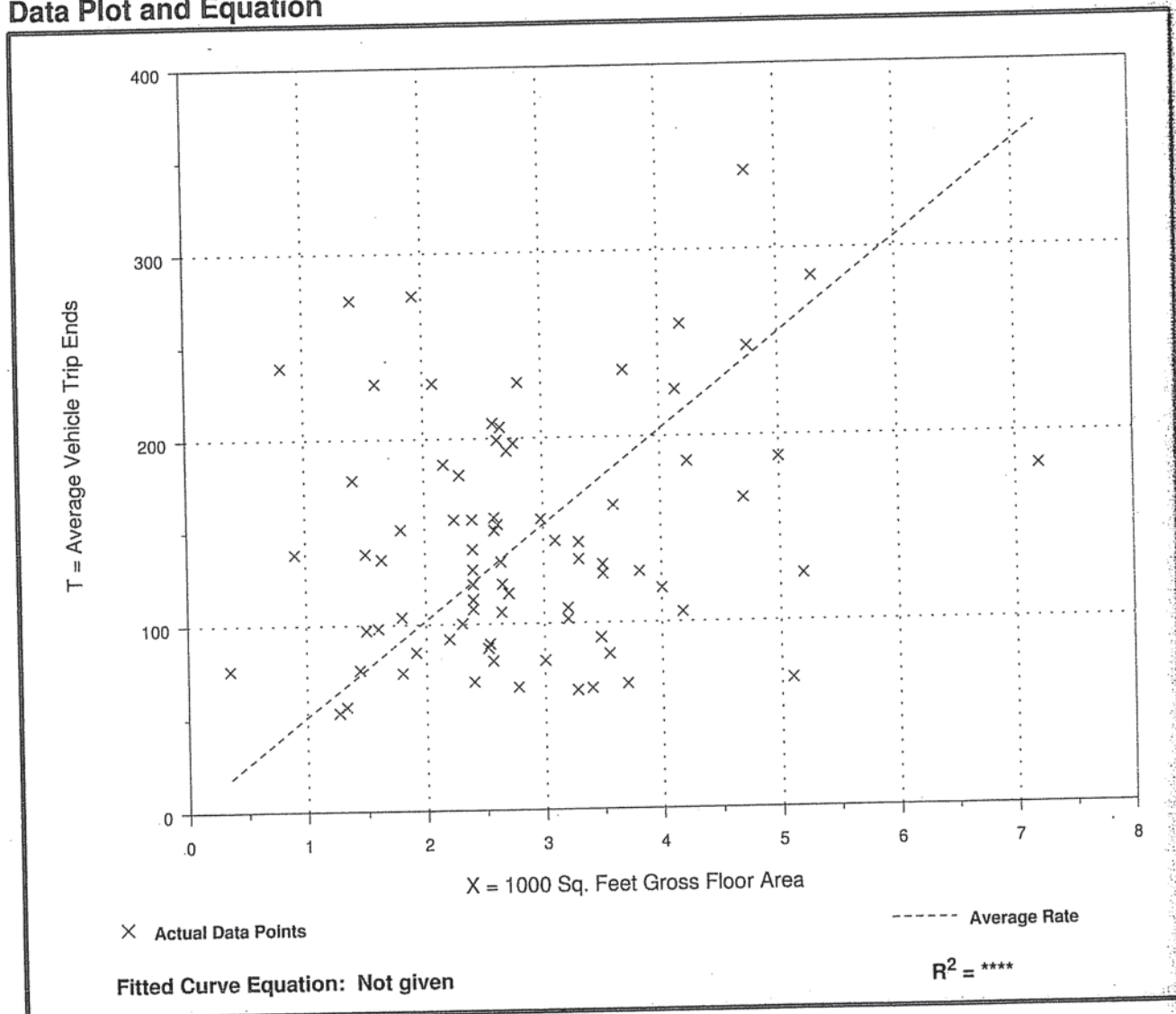
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 78
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
50.92	13.53 - 292.89	32.15

Data Plot and Equation



APPENDIX D

2024 Background Analysis

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave Mims 2024 AM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	93	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	116	pc/h
Highest directional split proportion (note-2)	70	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	42.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	107	pc/h
Highest directional split proportion (note-2)	64	
Base percent time-spent-following, BPTSF	9.0	%
Adj. for directional distribution and no-passing zones, fd/np	2.1	
Percent time-spent-following, PTSF	11.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave Mims 2024 PM

Input Data

Highway class	Class 2					
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88		
Lane width	12.0	ft	% Trucks and buses	14	%	
Segment length	0.0	mi	% Recreational vehicles	4	%	
Terrain type	Level		% No-passing zones	0	%	
Grade: Length		mi	Access points/mi	8	/mi	
Up/down		%				

Two-way hourly volume, V 129 veh/h
Directional split 60 / 40 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	161	pc/h
Highest directional split proportion (note-2)	97	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	41.8	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	149	pc/h
Highest directional split proportion (note-2)	89	
Base percent time-spent-following, BPTSF	12.3	%
Adj. for directional distribution and no-passing zones, fd/np	1.9	
Percent time-spent-following, PTSF	14.2	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave 2024 AM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V 1161 veh/h
Directional split 60 / 40 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	1338	pc/h
Highest directional split proportion (note-2)	803	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	32.6	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1319	pc/h
Highest directional split proportion (note-2)	791	
Base percent time-spent-following, BPTSF	68.6	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	68.6	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.42	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave 2024 PM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	1640	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	1890	pc/h
Highest directional split proportion (note-2)	1134	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	28.3	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1864	pc/h
Highest directional split proportion (note-2)	1118	
Base percent time-spent-following, BPTSF	80.6	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	80.6	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.59	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: AM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Thew Enclave SH 205 at Mims 2024 AM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		24	808			421	32
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		24	808			421	32
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?						No	
Lanes		1	1			1	1
Configuration		L	T			T	R
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					12		5
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					12		5
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes					1	1	
Configuration					L	R	

		Delay, Queue Length, and Level of Service						
Approach Movement	Lane Config	NB	SB	Westbound			Eastbound	
		1	4	7	8	9	10 L	11 12 R
v (vph)		24					12	5
C(m) (vph)		1118					181	637
v/c		0.02					0.07	0.01
95% queue length		0.07					0.21	0.02
Control Delay		8.3					26.3	10.7
LOS		A					D	B
Approach Delay								21.7
Approach LOS								C

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: PM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Thew Enclave SH 205 at Mims Ex PM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		9	705			1119	24
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		9	705			1119	24
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				No	
RT Channelized?					/		
Lanes		1	1			1	1
Configuration		L	T			T	R
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Westbound				Eastbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					35		27
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					35		27
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes					1	1	
Configuration					L	R	

Delay, Queue Length, and Level of Service							
Approach Movement	NB	SB	Westbound			Eastbound	
			7	8	9	10 L	11 R
Lane Config	L						
v (vph)	9					35	27
C(m) (vph)	619					83	254
v/c	0.01					0.42	0.11
95% queue length	0.04					1.70	0.35
Control Delay	10.9					76.9	20.9
LOS	B					F	C
Approach Delay							52.5
Approach LOS							F

APPENDIX E

Buildout Analysis

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave Mims 2024 Buildout AM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V 202 veh/h
Directional split 60 / 40 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	252	pc/h
Highest directional split proportion (note-2)	151	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	41.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	233	pc/h
Highest directional split proportion (note-2)	140	
Base percent time-spent-following, BPTSF	18.5	%
Adj. for directional distribution and no-passing zones, fd/np	1.4	
Percent time-spent-following, PTSF	19.9	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.08	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave Mims 2024 Buildout PM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	264	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	329	pc/h
Highest directional split proportion (note-2)	197	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	40.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	304	pc/h
Highest directional split proportion (note-2)	182	
Base percent time-spent-following, BPTSF	23.4	%
Adj. for directional distribution and no-passing zones, fd/np	1.0	
Percent time-spent-following, PTSF	24.5	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave 2024 buildout AM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	1626	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	1874	pc/h
Highest directional split proportion (note-2)	1124	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	28.5	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1848	pc/h
Highest directional split proportion (note-2)	1109	
Base percent time-spent-following, BPTSF	80.3	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	80.3	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.59	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave 2024 Buildout PM

Input Data

Highway class	Class 2					
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88		
Lane width	12.0	ft	% Trucks and buses	14	%	
Segment length	0.0	mi	% Recreational vehicles	4	%	
Terrain type	Level		% No-passing zones	0	%	
Grade: Length		mi	Access points/mi	8	/mi	
Up/down		%				

Two-way hourly volume, V	2057	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	2370	pc/h
Highest directional split proportion (note-2)	1422	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	24.6	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	2338	pc/h
Highest directional split proportion (note-2)	1403	
Base percent time-spent-following, BPTSF	87.2	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	87.2	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.74	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: PM Peak Hour
 Intersection: SH 205 at Street A
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Thew Enclave SH 205 at Street A 2024 Buildout PM
 East/West Street: Street A
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	3	705			1119	19
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	3	705			1119	19
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?					No	
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach Movement	Westbound				Eastbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				10		2
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				10		2
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				1	1	
Configuration				L	R	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10 L	11	12 R
v (vph)	3					10		2
C(m) (vph)	621					85		254
v/c	0.00					0.12		0.01
95% queue length	0.01					0.38		0.02
Control Delay	10.8					52.9		19.3
LOS	B					F		C
Approach Delay							47.3	
Approach LOS							E	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: SH 205 at North Retail Drive
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: SH 205 at North Drive Buildout PM
 East/West Street: North Drive
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		12	705			1119	70
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		12	705			1119	70
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					60		11
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					60		11
Percent Heavy Vehicles					0		0
Percent Grade (%)						0	
Flared Approach: Exists?/Storage					/		/
Lanes						1	1
Configuration						L	R

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	NB	SB	Westbound			Eastbound	
	1	4	7	8	9	10 L	11 R
v (vph)	12					60	11
C(m) (vph)	594					77	242
v/c	0.02					0.78	0.05
95% queue length	0.06					3.80	0.14
Control Delay	11.2					139.4	20.6
LOS	B					F	C
Approach Delay							121.0
Approach LOS							F

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: SH 205 at North Retail Drive
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: SH 205 at North Drive Buildout AM
 East/West Street: North Drive
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		13	808			421	72
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		13	808			421	72
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	
Minor Street:	Approach Movement	Westbound				Eastbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					77		13
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					77		13
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes					1 L	1 R	
Configuration							

Delay, Queue Length, and Level of Service							
Approach Movement	NB	SB	Westbound			Eastbound	
	1 LT	4 	7 	8 	9 	10 L	11 R
v (vph)	13					77	13
C(m) (vph)	1081					180	608
v/c	0.01					0.43	0.02
95% queue length	0.04					1.95	0.07
Control Delay	8.4					39.2	11.1
LOS	A					E	B
Approach Delay							35.1
Approach LOS							E

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: SH 205 at South Retail Drive
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: SH 205 at South Drive Buildout AM
 East/West Street: South Drive
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	14	808			421	82
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	14	808			421	82
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Westbound				Eastbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				86		15
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				86		15
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				1 L	1 R	
Configuration						

	Delay, Queue Length, and Level of Service							
	NB	SB	Westbound			Eastbound		
Approach	1	4	7	8	9	10	11	12
Movement	1					L		R
Lane Config	LT							
<hr/>								
v (vph)	14					86		15
C(m) (vph)	1072					178		604
v/c	0.01					0.48		0.02
95% queue length	0.04					2.33		0.08
Control Delay	8.4					42.8		11.1
LOS	A					E		B
Approach Delay							38.1	
Approach LOS							E	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: SH 205 at South Retail Drive
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: SH 205 at South Drive Buildout PM
 East/West Street: South Drive
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	14	705			1119	79
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	14	705			1119	79
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Westbound				Eastbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				68		12
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				68		12
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				1 L	1 R	
Configuration						

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	NB	SB	Westbound			Eastbound	
	1	4	7	8	9	10 L	11 12 R
v (vph)	14					68	12
C(m) (vph)	590					76	241
v/c	0.02					0.89	0.05
95% queue length	0.07					4.57	0.16
Control Delay	11.2					168.8	20.7
LOS	B					F	C
Approach Delay							146.6
Approach LOS							F

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: AM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Thew Enclave SH 205 at Mims 2024 BO AM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		25	808			421	36
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		25	808			421	36
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided					
RT Channelized?					/	No	
Lanes		1	1			1	1
Configuration		L	T			T	R
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Westbound				Eastbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					19		11
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					19		11
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes					1	1	
Configuration					L	R	

Delay, Queue Length, and Level of Service							
Approach Movement	NB	SB	Westbound			Eastbound	
			7	8	9	10	11
Lane Config	L						L
v (vph)	25					19	11
C(m) (vph)	1114					181	637
v/c	0.02					0.10	0.02
95% queue length	0.07					0.35	0.05
Control Delay	8.3					27.2	10.8
LOS	A					D	B
Approach Delay							21.2
Approach LOS							C

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Retail Drive
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Retail Drive Buildout AM
 East/West Street: Mims Rd
 North/South Street: Retail Drive
 Intersection Orientation: EW

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		5	42			51	27
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		5	42			51	27
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					29	0	5
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					29	0	5
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

		Delay, Queue Length, and Level of Service					
Approach Movement	Lane Config	EB	WB	Northbound			Southbound
		1	4	7	8	9	10 11 12
		LT					LTR
v (vph)		5					34
C(m) (vph)		1533					898
v/c		0.00					0.04
95% queue length		0.01					0.12
Control Delay		7.4					9.2
LOS		A					A
Approach Delay							9.2
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Retail Drive
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Retail Drive Buildout PM
 East/West Street: Mims Rd
 North/South Street: Retail Drive
 Intersection Orientation: EW

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		5	42			87	26
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		5	42			87	26
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					23	0	4
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					23	0	4
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

		Delay, Queue Length, and Level of Service					
Approach Movement	Lane Config	EB	WB	Northbound			Southbound
		1	4	7	8	9	10 11 12 LTR
v (vph)		5					27
C(m) (vph)		1489					857
v/c		0.00					0.03
95% queue length		0.01					0.10
Control Delay		7.4					9.3
LOS		A					A
Approach Delay							9.3
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street C
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street C Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street C
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		3	42			51	1
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		3	42			51	1
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					3	0	15
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					3	0	15
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

Delay, Queue Length, and Level of Service							
Approach Movement	EB	WB	Northbound			Southbound	
			1	4	7	8	9
Lane Config	LT						
v (vph)	3						18
C(m) (vph)	1567						999
v/c	0.00						0.02
95% queue length	0.01						0.06
Control Delay	7.3						8.7
LOS	A						A
Approach Delay							8.7
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street C
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street C Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street C
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		14	42			87	3
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		14	42			87	3
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	
Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					2	0	7
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					2	0	7
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

Delay, Queue Length, and Level of Service							
Approach Movement	EB	WB	Northbound			Southbound	
			1	4	7	8	9
Lane Config	LT						
v (vph)	14						9
C(m) (vph)	1518						939
v/c	0.01						0.01
95% queue length	0.03						0.03
Control Delay	7.4						8.9
LOS	A						A
Approach Delay							8.9
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street D
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street D Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street D
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		2	42			51	1
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		2	42			51	1
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	
Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					3	0	14
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					3	0	14
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

	Delay, Queue Length, and Level of Service									
	EB	WB	Northbound				Southbound			
Approach	1	4		7	8	9		10	11	12
Movement									LTR	
Lane Config	LT									
<hr/>										
v (vph)	2								17	
C(m) (vph)	1567								998	
v/c	0.00								0.02	
95% queue length	0.00								0.05	
Control Delay	7.3								8.7	
LOS	A								A	
Approach Delay									8.7	
Approach LOS									A	

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TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street D
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street D Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street D
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	13	42			87	2
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	13	42			87	2
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				1	0	7
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				1	0	7
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service							
Approach Movement	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12
Lane Config	LT						LTR
v (vph)	13						8
C(m) (vph)	1519						955
v/c	0.01						0.01
95% queue length	0.03						0.03
Control Delay	7.4						8.8
LOS	A						A
Approach Delay							8.8
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street E
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street E Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street E
 Intersection Orientation: EW

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		2	42			51	1
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		2	42			51	1
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					2	0	12
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					2	0	12
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

		Delay, Queue Length, and Level of Service					
Approach Movement	Lane Config	Northbound			Southbound		
		EB 1 LT	WB 4 	7 	8 9 	10 	11 12 LTR
v (vph)		2					14
C(m) (vph)		1567					1003
v/c		0.00					0.01
95% queue length		0.00					0.04
Control Delay		7.3					8.6
LOS		A					A
Approach Delay							8.6
Approach LOS							A

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TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street E
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street E Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street E
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	1	42			87	2
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	1	42			87	2
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes		0 1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				7	0	6
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				7	0	6
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	0	No /
Lanes					1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12
	LT						LTR
v (vph)	1						13
C(m) (vph)	1519						914
v/c	0.00						0.01
95% queue length	0.00						0.04
Control Delay	7.4						9.0
LOS	A						A
Approach Delay							9.0
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street F
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street F Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street F
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	1	42			51	1
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	1	42			51	1
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT				TR	
Upstream Signal?	No				No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				2	0	
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				2	0	4
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage	/				No	
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service							
Approach Movement	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12
Lane Config	LT						LTR
v (vph)	1						6
C(m) (vph)	1567						980
v/c	0.00						0.01
95% queue length	0.00						0.02
Control Delay	7.3						8.7
LOS	A						A
Approach Delay							8.7
Approach LOS							A

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TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street F
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street F Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street F
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	1	42			87	2
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	1	42			87	2
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				11	0	4
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				11	0	4
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12 LTR
v (vph)	1						15
C(m) (vph)	1519						893
v/c	0.00						0.02
95% queue length	0.00						0.05
Control Delay	7.4						9.1
LOS	A						A
Approach Delay							9.1
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street G
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street G Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street G
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	2	42			51	0
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	2	42			51	0
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				1	0	5
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				1	0	5
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound				Southbound	
	1 LT	4	7	8	9	10	11 LTR	12
v (vph)	2						6	
C(m) (vph)	1568						1001	
v/c	0.00						0.01	
95% queue length	0.00						0.02	
Control Delay	7.3						8.6	
LOS	A						A	
Approach Delay							8.6	
Approach LOS							A	

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TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street G
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street G Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street G
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	6	42			87	1
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	6	42			87	1
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				1	0	2
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				1	0	2
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12
	LT						LTR
v (vph)	6						3
C(m) (vph)	1520						931
v/c	0.00						0.00
95% queue length	0.01						0.01
Control Delay	7.4						8.9
LOS	A						A
Approach Delay							8.9
Approach LOS							A

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TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street H
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street H Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street H
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	0	42			51	1
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	0	42			51	1
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes		0 1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				1	0	2
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				1	0	2
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound				Southbound	
	1 LT	4	7	8	9	10	11 LTR	12
v (vph)	0						3	
C(m) (vph)	1567						981	
v/c	0.00						0.00	
95% queue length	0.00						0.01	
Control Delay	7.3						8.7	
LOS	A						A	
Approach Delay							8.7	
Approach LOS							A	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street H
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street H Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street H
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	2	42			87	1
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	2	42			87	1
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				1	0	1
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				1	0	1
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	0	No /
Lanes					1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound				Southbound	
	1 LT	4	7	8	9	10	11 LTR	12
v (vph)	2						2	
C(m) (vph)	1520						916	
v/c	0.00						0.00	
95% queue length	0.00						0.01	
Control Delay	7.4						8.9	
LOS	A						A	
Approach Delay							8.9	
Approach LOS							A	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street I
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street I Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street I
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume		42	1	0	51		
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR		42	1	0	51		
Percent Heavy Vehicles		--	--	0	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street: Approach Movement	Northbound				Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R	
Volume	3	0	1				
Peak Hour Factor, PHF	1.00	1.00	1.00				
Hourly Flow Rate, HFR	3	0	1				
Percent Heavy Vehicles	0	0	0				
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage			No	/			/
Lanes	0	1	0				
Configuration		LTR					

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound				Southbound		
	1	4 LT	7	8 LTR	9	10	11	12	
v (vph)		0		4					
C(m) (vph)		1579		940					
v/c		0.00		0.00					
95% queue length		0.00		0.01					
Control Delay		7.3		8.8					
LOS		A		A					
Approach Delay				8.8					
Approach LOS				A					

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street I
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street I Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street I
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments								
Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume			42	3	2	87		
Peak-Hour Factor, PHF			1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR			42	3	2	87		
Percent Heavy Vehicles			--	--	0	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes			1	0		0	1	
Configuration				TR		LT		
Upstream Signal?			No			No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		1	0	1				
Peak Hour Factor, PHF		1.00	1.00	1.00				
Hourly Flow Rate, HFR		1	0	1				
Percent Heavy Vehicles		0	0	0				
Percent Grade (%)			0			0		
Flared Approach: Exists?/Storage				No	/			/
Lanes		0	1	0				
Configuration			LTR					

Delay, Queue Length, and Level of Service								
Approach Movement	EB	WB	Northbound				Southbound	
			7	8	9	10	11	12
Lane Config		LT		LTR				
v (vph)		2		2				
C(m) (vph)		1576		939				
v/c		0.00		0.00				
95% queue length		0.00		0.01				
Control Delay		7.3		8.8				
LOS		A		A				
Approach Delay				8.8				
Approach LOS				A				

CITY OF ROCKWALL

CITY COUNCIL MEMO

AGENDA DATE: 04/16/2018

APPLICANT: Pat Atkins, *Saddlestar Land Development*

AGENDA ITEM: **Z2018-017**; *The Enclave (AG, C & HC to PD)*

SUMMARY:

Hold a public hearing to discuss and consider a request by Pat Atkins of Saddlestar Land Development on behalf of the Stagliano Family Trust for the approval of a zoning change from an Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District to a Planned Development District for commercial/retail, single-family and townhome land uses on a 63.72-acre tract of land identified as Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District, situated within the SH-205 Overlay (SH-205 OV) District, located at the northwest corner of S. Goliad Street [SH-205] and Mims Road, and take any action necessary.

PURPOSE AND BACKGROUND:

The subject property was annexed into the City of Rockwall and zoned Agricultural (AG) District on May 19, 1986 by *Case No. A1986-005 (Ordinance No. 1986-37)*. The *subject property* is currently zoned Agricultural (AG), Heavy Commercial (HC), and Commercial (C) Districts, with the Agricultural (AG) District being located east of Mims Road, the Commercial (C) District designation being located adjacent to Mims Road and S. Goliad Street [SH-205] and the Heavy Commercial (HC) District designation being located on the interior of the *subject property*. In 2016, the Texas Department of Transportation (TXDOT) established a staging area for the SH-205 improvements at the southwestern corner of the subject property (*i.e. at the corner of Mims Road and S. Goliad Street*).

On March 16, 2018, the applicant submitted an application requesting to rezone the property from Agricultural (AG), Heavy Commercial (HC), and Commercial (C) Districts to a Planned Development District for single-family, townhome and commercial land uses. Based on the concept plan, this would establish a horizontal mixed use development with commercial/retail at the northwest corner of S. Goliad Street and Mims Road, while transitioning to a 196 lot townhome (*i.e. 22' x 75' min. lot size*) development and continuing west to a 65 single-family lot (*i.e. 50' x 120' min. lot size*) development. As you may recall, the applicant submitted a similar zoning change request in October 2017. After postponing the public hearings on two (2) separate occasions -- *one (1) meeting in which the Planning and Zoning Commission requested a traffic impact analysis* -- the Planning and Zoning Commission ultimately denied the case on January 30, 2018. The applicant then requested that the City Council withdraw the case. Since the original case was withdrawn, the applicant was not restricted from submitting the same request. However, the applicant has made some minor modifications to the concept plan and has provided a letter from their traffic engineer, G.T. (Tom) Walton, P.E., whom has provided an updated traffic counts performed in March 2018, updating the Traffic Impact Analysis (TIA) that was performed in December of 2017.

ADJACENT LAND USES AND ACCESS:

The subject property is located on the west side of S. Goliad Street [SH-205] at the northwest corner of the intersection of S. Goliad Street [SH-205] and Mims Road. A more detailed description of the adjacent land uses is as follows:

North: Directly north of the subject property is a vacant, 24.818-acre tract of land zoned Heavy Commercial (HC) and Commercial (C) District. This property is owned by Rayburn Electric Cooperative, Inc. Beyond this are industrial/office/warehouse facilities for Rayburn Electric Cooperation and S&A Systems, and a trucking facility owned by Transam Trucking. These properties are zoned Heavy Commercial (HC) District, Planned Development District 43 (PD-43), and Planned Development District 44 (PD-44).

South: Directly south of the subject property is Mims Road, which is identified as a M4U (*major collector, four [4] lane, undivided roadway*) on the City's *Master Thoroughfare Plan*. Beyond this thoroughfare is a 140.50-acre tract of land (*i.e. Tract 3 of the G. Wells Survey, Abstract No. 219*) that is zoned Agricultural (AG) District. Also south of Mims Road are several industrial buildings zoned Heavy Commercial (HC) District.

East: Directly east of the subject property is S. Goliad Street [*SH-205*], which is identified as a TXDOT 6D on the City's *Master Thoroughfare Plan*. Beyond this thoroughfare is Hickory Ridge, Phase 1, which is a 139-lot single-family subdivision, zoned Planned Development District 10 (PD-10).

West: Directly west of the subject property is Highland Meadows, Phase 1, which is a 101-lot single-family subdivision, zoned Single Family 7 (SF-7) District. Beyond this are additional phases of the Highland Meadows and Lynden Park Estates subdivisions.

CHARACTERISTICS OF THE REQUEST:

Along with the application, the applicant has submitted a concept plan and development standards outlining the proposed development. The concept plan shows that an approximately 5.30-acre tract of commercial/retail land -- *identified as Tract 1 on the concept plan* -- will be situated at the hard corner of Mims Road and S. Goliad Street. North and west of the non-residential land uses will be a 16.89-acre tract of land designated for 196, 22' x 75' townhome lots. This is identified as *Tract 2* on the concept plan. Parking for the townhomes will be to the rear of the properties. Additionally, niche parking will be located at the front of the townhomes. East of the townhomes is *Tract 3* on the concept plan, which is composed of a 12.60-acre tract of land and a 2.21-acre tract of land reserved for the construction of 65 single-family home lots that will measure 50' x 150'. This portion of the development will be located adjacent to the Highland Meadows Subdivision.

In addition, the concept plan shows that approximately 20.88-acres of open space will be provided; however, staff should note that the majority of this open space is situated within existing floodplain and would only count at a rate of ½-acre for every acre (*i.e. 50%*) of the 20% open space requirement. The floodplain totals 17.6-acres and will equate to 8.8-acres total open space based on the 50% maximum allowed by the UDC; therefore, the adjusted acreage of open space for the development will equal to 12.08-acres (*i.e. 20.67%*), which meets the minimum 20% requirement stipulated by the Unified Development Code (UDC). Additionally, the applicant has indicated an amenity center will be constructed at the northeast quadrant of the property, and a proposed eight (8) foot hike and bike trail which will be situated along the outer edge of the development. This will provide access to SH-205 and Mims Road and is generally in conformance with the City Master Trail Plan. A summary of the proposed density and dimensional requirements for the single-family and townhome lots are as follows:

Table 1: Lot Composition

Lot Type	Minimum Lot Size (FT)	Minimum Lot Size (SF)	Dwelling Units (#)	Dwelling Units (%)
<i>Tract 2</i>	22' x 75'	1,650 SF	196	75.10%
<i>Tract 3</i>	50' x 120'	6,000 SF	65	24.901%
<i>Maximum Permitted Units:</i>			261	100.00%

Table 2: Lot Dimensional Requirements

Lot Type (see Concept Plan) ►	Tract 2	Tract 3
Minimum Lot Width ⁽¹⁾	22'	50'
Minimum Lot Depth	75'	120'
Minimum Lot Area	1,650 SF	6,000 SF
Minimum Front Yard Setback ⁽²⁾	5'	20'
Minimum Side Yard Setback	0'	5'
Minimum Side Yard Setback (Adjacent to a Street) ⁽²⁾	5'	10'
Minimum Length of Driveway Pavement	20'	20'
Maximum Height ⁽³⁾	35'	35'
Minimum Rear Yard Setback ⁽⁴⁾	5'	10'
Minimum Area/Dwelling Unit (SF)	1,600 SF	2,000 SF
Maximum Lot Coverage	90%	70%

General Notes:

- ¹: The minimum lot width shall be measured at the *Front Yard Building Setback*.
- ²: The location of the *Front Yard Building Setback* as measured from the front property line.
- ³: The *Maximum Height* shall be measured to the eave or top plate (whichever is greater) of the structure.
- ⁴: As measured from the rear yard property line.

Staff should note that the requested overall density for this development would be 4.47-dwelling units per acre (*i.e. 261-units/63.72-acres – 5.30-commercial acres = 4.47 dwelling units/acre*), with the density of *Tract 2 (i.e. the Townhomes)* being an estimated 8.08-dwelling units per acre and the density of *Tract 3 (i.e. Single-Family Residential)* being an estimated 2.37 dwelling units per acre.

On *Tract 1* the applicant is requesting limited General Retail (GR) District land uses. Specifically, the applicant is proposing to prohibit the following land uses, which are currently permitted *by-right* or by Specific Use Permit (SUP) within the General Retail (GR) District, with the exception of the following:

Permitted by Specific Use Permit (SUP). The following use shall require approval of a Specific Use Permit (SUP):

- ☑ Retail Store with Gasoline Product Sales [More than two (2) *Dispensers*]

Prohibited Uses. The following uses shall be prohibited.

- ☑ Convent or Monastery
- ☑ Hotel or Motel
- ☑ Hotel, Residence
- ☑ Cemetery/Mausoleum
- ☑ Mortuary or Funeral Chapel
- ☑ Social Service Provider
- ☑ Billiard Parlor or Pool Hall
- ☑ Carnival, Circus, or Amusement Ride
- ☑ Commercial Amusement/Recreation (*Outside*)
- ☑ Garden Supply/Plant Nursery
- ☑ Gun Club, Skeet or Target Range (*Indoor*)
- ☑ Astrologer, Hypnotist, or Psychic Art and Science
- ☑ Night Club, Discotheque, or Dance Hall
- ☑ Secondhand Dealer
- ☑ Car Wash, Self Service
- ☑ Service Station
- ☑ Mining and Extraction (*Sand, Gravel, Oil & Other*)
- ☑ Helipad
- ☑ Railroad Yard or Shop
- ☑ Transit Passenger Facility

This property would be subject to the density and development standards for the General Retail (GR) District and the SH-205 Overlay (SH-205 OV) District. The following is a summary of the proposed density and development standards for Tract I:

<i>Ordinance Provisions</i>	<i>Zoning District Standards</i>
<i>Minimum Lot Area</i>	<i>6,000 Sq. Ft.</i>
<i>Minimum Lot frontage</i>	<i>60-Feet</i>
<i>Minimum Lot Depth</i>	<i>100-Feet</i>
<i>Minimum Front Yard Setback</i>	<i>15-Feet</i>
<i>Minimum Rear Yard Setback</i>	<i>10-Feet¹</i>
<i>Minimum Side Yard Setback</i>	<i>10-Feet²</i>
<i>Maximum Building Height</i>	<i>36-Ft w/o SUP³</i>
<i>Max Building/Lot Coverage</i>	<i>40%</i>
<i>Minimum Masonry Requirement</i>	<i>90%</i>
<i>Floor Area Ratio</i>	<i>2:1</i>
<i>Minimum Number of Parking Spaces</i>	<i>28</i>
<i>Minimum Stone Requirement (SH205 OV)</i>	<i>20% ea facade</i>
<i>Minimum Landscaping Percentage</i>	<i>15%</i>
<i>Maximum Impervious Coverage</i>	<i>85 to 90%</i>

INFRASTRUCTURE:

Based on the request for a (*i.e. high density development*) the Engineering Department has contacted the City's engineering consultant, Birkhoff, Hendricks & Carter, LLP to review the City's 2014 Water Distribution and Wastewater Collection System Master Plan and determine the capacity necessary for the existing water and sanitary sewer system necessary to serve the proposed planned development. Staff requires this infrastructure study for any zoning change proposing a more intense land use than what is depicted on the City's Future Land Use Plan because it could have implications for the City's existing infrastructure (*i.e. streets, water, and wastewater*) capacities. Based on the applicant's submittal the following infrastructure is required:

Water Improvements

The water distribution system can provide adequate service for the proposed development.

Sewer Improvements

The existing gravity sewer lines will have adequate capacity for the proposed development; however, the Mims Lift Station will require a third pump to be installed by the applicant in order to meet the increased capacity requirements to serve this development.

Roadways

The Master Thoroughfare Plan indicates Mims Road as M4D (*i.e. minor collector, four [4] lane divided highway*), which requires a minimum of a 60-foot right-of-way with a 45-foot, back-to-back roadway. The applicant is responsible for dedicating the ROW for this roadway and paving twenty-four (24) feet of the proposed roadway where the property abuts one portion of the roadway. The applicant will also be responsible for all of the right-of-way and the entire road section where the property abuts both sides of the roadway.

SH-205 Facilities Agreement

The two (2) lane bypass along the western portion of SH-205 adjacent to the development and as shown on the Paving Concept Plan as presented by the applicant requires a facilities agreement with the Texas Department of Transportation (TXDOT) and the City for the purpose of constructing this roadway section. The street section shall be constructed to TXDOT standards prior to the development of any lots.

CONFORMANCE WITH THE UNIFIED DEVELOPMENT CODE AND CODE OF ORDINANCES:

It should be noted that the development standards contained within the PD Ordinance deviate from the requirements of the Unified Development Code (UDC) and the Engineering Department's *Standards of Design and Construction Manual* in the following ways:

- ☑ According to the Engineering Department's *Standards of Design and Construction Manual*, "(t)he City Council may waive the residential alley requirement upon determination by the Council, if it is in the best interest of the City." In addition, the UDC requires all garages accessible from the street be configured in a *J-Swing (Traditional Swing)* or recessed garage format (*i.e. the garage is setback a minimum of 20-feet from the front façade of the primary structure*). Currently, the applicant is requesting to allow 100% *Flat Front Entry* garages with a minimum of a five (5)-foot off-set from the front façade of the primary structure in lieu of alleyways, *J-Swing* and/or recessed garage formats.
- ☑ According to the Section 3.9, of Article V, of the UDC, the minimum lot area required for an individual unit (*i.e. townhome*) is 2,000 SF per the Multi-Family (MF-14) District. This is the smallest lot size defined within the UDC. Currently, the applicant is requesting to allow the townhome product be situated on 1,650 SF [*i.e. 22' x 75'*] lots. This would deviate from the UDC's minimum requirement by 350 SF per lot.

By approving the proposed Planned Development District, the City Council is waiving these standards. Attached to this case memo is a draft ordinance for the City Council's review.

CONFORMANCE WITH THE COMPREHENSIVE PLAN:

The *subject property* is zoned for Agricultural (AG), Commercial (C) and Heavy Commercial (HC) land uses. The Future Land Use Map, adopted with the Comprehensive Plan, designates the majority of the *subject property* for Commercial/Industrial land uses and a portion of *Tract 3 (i.e. 2.21-acres)* located east of Mims Road for Medium Density Residential land uses. The proposed zoning change would necessitate that the designation of *Tract 1* be changed from a Commercial/Industrial designation to a Commercial designation, *Tract 2* be changed from a Commercial/Industrial designation to a High Density Residential designation, and a portion of *Tract 3 (i.e. 12.60-acre)* from a Commercial/Industrial designation to a Medium Density Residential designation. The 2.21-acre portion of *Tract 3*, located east of Mims Road, would maintain its current designation as Medium Density Residential.

With regard to *Tract 1*, and according to the Comprehensive Plan, a Commercial land use is defined as an area "where commercial is indicated at the intersection of major roadways and development have not occurred." The Comprehensive Plan goes on to state that "(z)oning should only be allowed where the commercial use is eminent and where it would be planned and integrated with the adjacent residential neighborhoods. Furthermore, the Comprehensive Plan states "(t)he amount of retail and the size of the area to be designated for commercial or mixed use development may be large or small depending on the service area it will serve and the style and quality of development." In this case, the proposed development is adjacent to heavy commercial and single-family residential land uses, which is east of the *subject property* and buffered by S. Goliad Street. These existing land uses may warrant a transition of land uses.

With regard to *Tract 2*, and according to the Comprehensive Plan, a High Density Residential land use is defined as any development that exceeds three (3) units per gross acre. In this case, the density of the proposed townhome use is at 8.08-units per gross acre. The Comprehensive Plan goes on to state that "(h)igh density residential [*land uses*] should be used as a transitional use from commercial (*or existing retail*) use, or where it will serve as a logical extension of an existing high density development". In this case, the proposed development is adjacent to the proposed commercial/retail land use. Townhomes, "should differ in appearance through the use of varying

entry features, use of detail and trim, use of materials, articulation and setback.” The applicant has not provided staff with conceptual elevations meeting these standards; however, photo examples provided example photos for review. If approved, the building elevations require the Architectural Review Board to provide a recommendation to the Planning and Zoning Commission for approval, conditional approval, or denial.

With regard to *Tract 3*, and according to the Comprehensive Plan, a Medium Density Residential land use is defined as an area consisting of residential developments “that have typically been built in Rockwall. They may be 2-3 units per acre, but generally about 3 units per acre.” In this case, the density of the proposed single-family lots is at 2.37-units per gross acre. The zoning proposal conforms to the majority of the residential policies and guidelines contained in the Comprehensive Plan for a single-family residential development and the Medium Density Residential land use.

With regard to the overall development, the applicant’s proposal of a townhome product provides a transition between the commercial/retail land use and the proposed single-family residential home lots; however, this would decrease the amount of land zoned Heavy Commercial (HC) District within the City. With this being said, the approval of any changes to the Future Land Use Map or the approval of an increased density would be a discretionary decision for the City Council. Should the City Council choose to approve the applicant’s request staff has included a condition of approval that would amend the Future Land Use Map to reflect the requested designations.

NOTIFICATION:

On March 28, 2018, staff mailed 155 notices to property owners and residents within 500-feet of the *subject property*. Staff also sent a notice to the Flagstone Estates, Lynden Park, Hickory Ridge, and Hickory Ridge East Homeowner’s Association (HOA), which are the only HOA/Neighborhood Organizations located within 1,500 feet of the *subject property*. Additionally, staff posted a sign along S. Goliad Street -- *adjacent to the subject property* -- as required by the Unified Development Code (UDC). At the time this case memo was drafted staff has received two (2) notices opposed to the applicant’s request.

RECOMMENDATIONS:

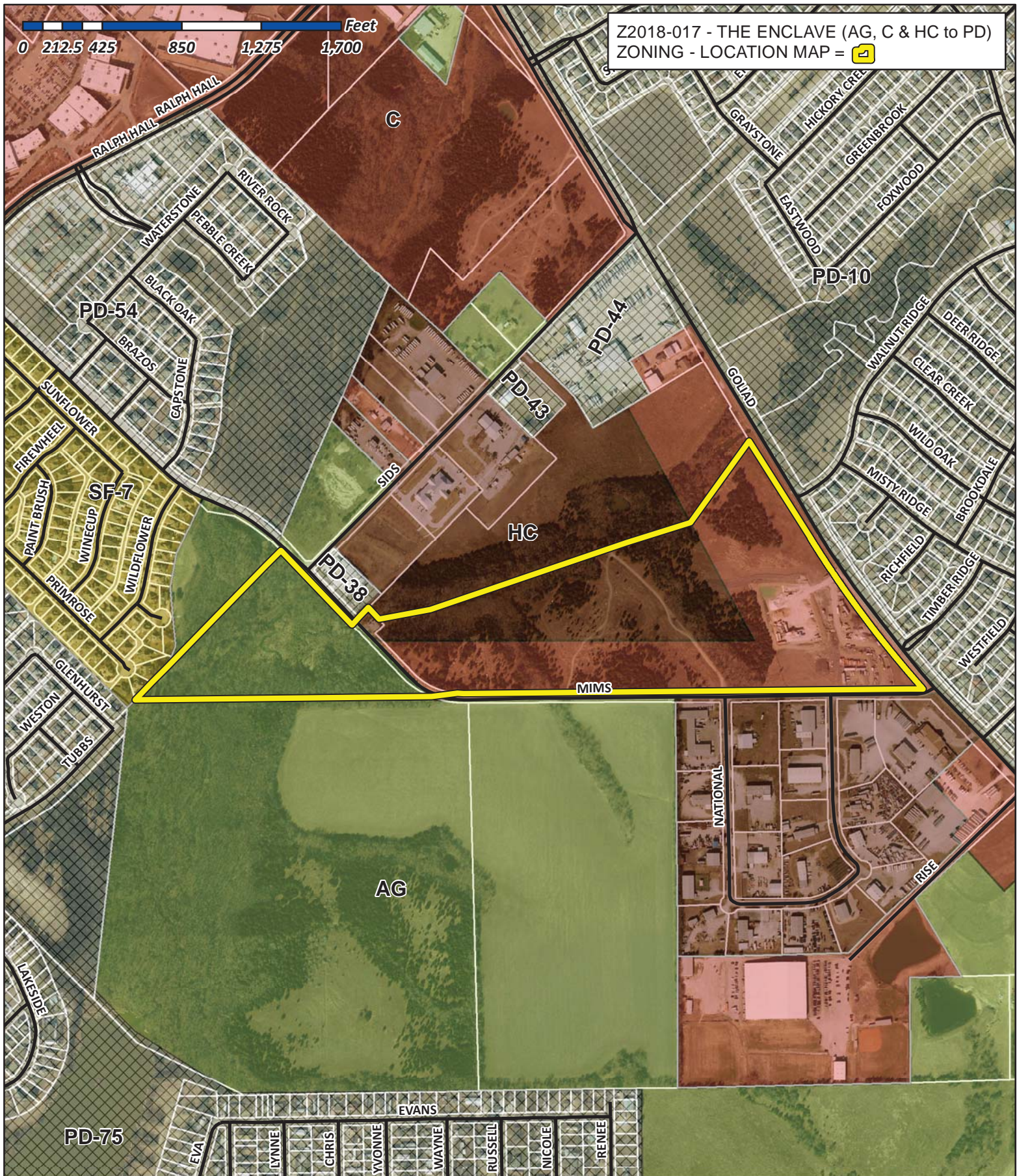
If the Planning and Zoning Commission chooses to recommend approval of the applicant’s request to change the zoning of the subject property from an Agricultural (AG) District, Commercial (C) District, and Heavy Commercial (HC) District to a Planned Development District for limited General Retail (GR) District, Single-Family 7 (SF-7) District and Townhome land uses, then staff would propose the following conditions of approval:

- 1) The applicant shall be responsible for maintaining compliance with the conditions contained within the *Planned Development District* ordinance;
- 2) By approving this zoning change, the City Council will effectively be approving changes to the Comprehensive Plan and Future Land Use Map. Specifically, this will change the designation of *Tract 1* from a Commercial/Industrial designation to a Commercial designation, *Tract 2* from a Commercial/Industrial designation to a High Density Residential designation, and a portion of *Tract 3* (i.e. 12.60-acre) from a Commercial/Industrial designation to a Medium Density Residential designation;
- 3) The developer and/or property owner shall enter into a facilities agreement with the Texas Department of Transportation (TXDOT) and the City for the purpose of constructing a two (2) lane bypass along the western portion of SH-205 adjacent to the development and as shown on the Paving Concept Plan depicted in *Exhibit ‘D’* of the PD Ordinance. The street section shall be constructed to TXDOT standards prior to the development of any lots.

- 4) Any construction resulting from the approval of this *zoning change* 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 RECOMMENDATION:

On April 10, 2018, the Planning and Zoning Commission's motion to recommend approval of the applicant's request failed by a vote of 2-3 with Commissioners Trowbridge, Chodun, and Welch dissenting and Commissioners Moeller and Fishman absent. Since the motion to approve failed, the action is considered to be a recommendation for denial. According to Section 8.4, *Protest of Proposed Change in Zoning*, of Article II, *Authority and Administrative Procedures*, of the Unified Development Code (UDC), "(i)f such change [*zoning change*] is recommended for denial by the Planning and Zoning Commission, such change in zoning shall require a favorable vote of three-fourths [$\frac{3}{4}$] of all eligible members of the Council."



City of Rockwall

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

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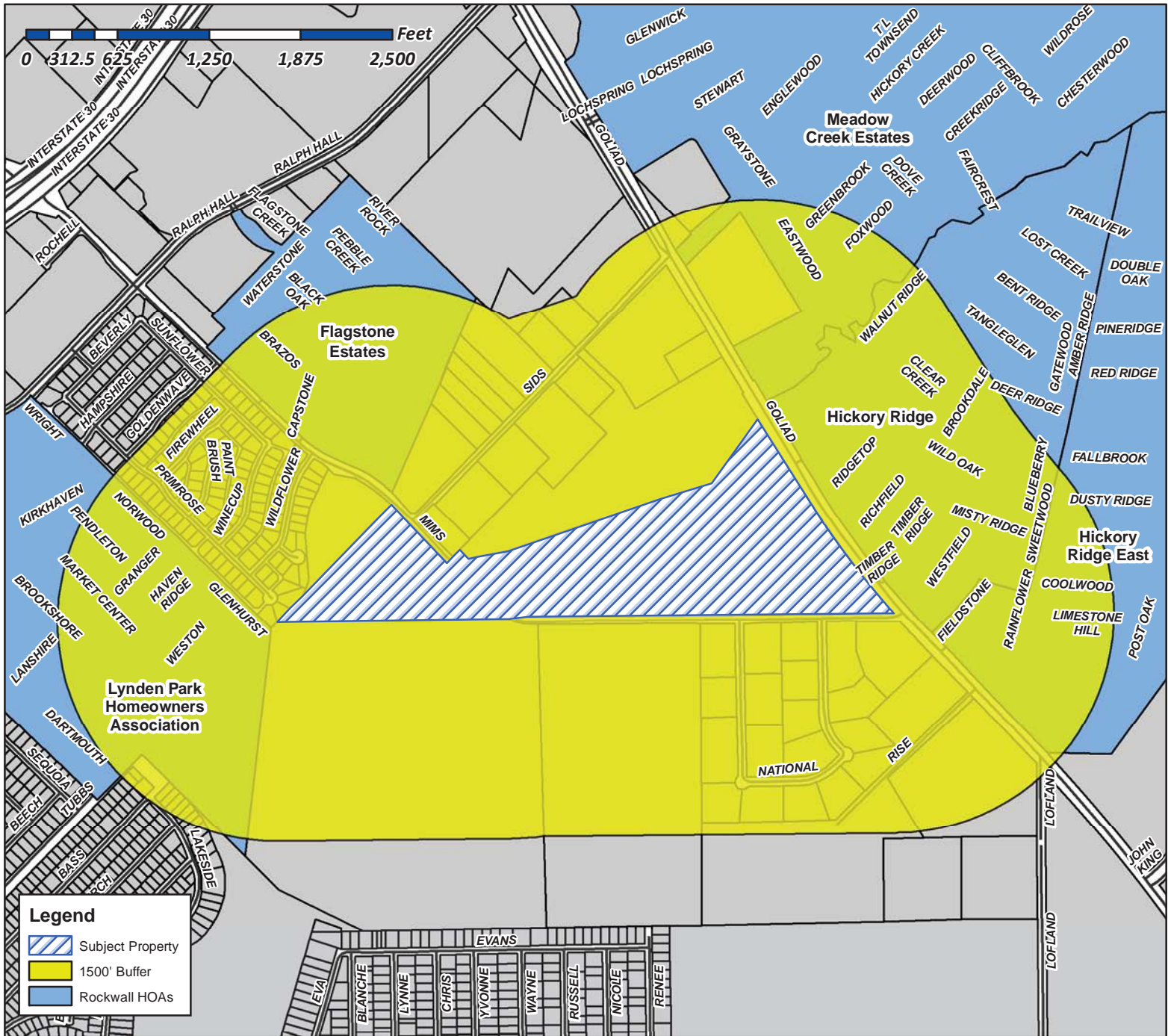




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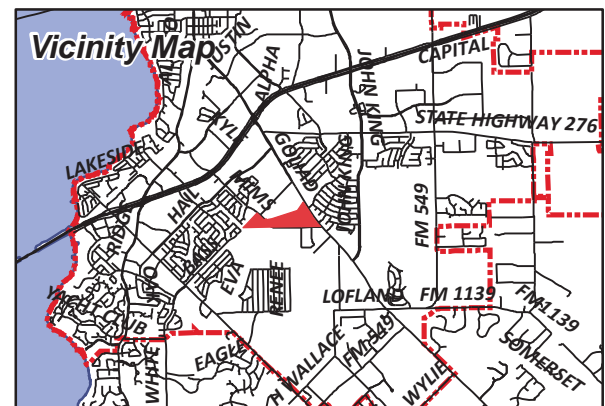
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Case Number: Z2018-017
Case Name: Zoning Change (C & HC to PD)
Case Type: Zoning
Zoning: Commercial & Heavy Commercial District
Case Address: Northwest Corner of S. Goliad Street and Mims Road

Date Created: 03/16/2018

For Questions on this Case Call (972) 771-7745



Gonzales, David

From: Morales, Laura
Sent: Friday, March 23, 2018 4:53 PM
To: [REDACTED]
Cc: Miller, Ryan; Gonzales, David; Brooks, Korey
Subject: Neighborhood Notification Program: Notice of zoning request
Attachments: Z2018-017 HOA Map.pdf

To whom it may concern:

Per your participation in the Neighborhood Notification Program, you are receiving this notification to inform your organization and residents of a request for a zoning change that lies within 1,500 feet of the boundaries of your neighborhood or subdivision. As the primary contact for the organization, you are encouraged to share this information with the residents of your subdivision. Please find attached a map detailing the location of the subject property requesting the zoning change in relation to your subdivision boundaries. Additionally, below is a summary of the zoning request that was published in the Rockwall Herald Banner **March 23, 2018**. The Planning and Zoning Commission will hold a public hearing on **Tuesday 4/10/2018 at 6:00 p.m.**, and the City Council will hold a public hearing on **Monday, 4/16/2018 at 6:00 p.m.** These hearings will be held in the City Council Chambers at City Hall, 385 S. Goliad Street. These hearings will be held in the City Council Chambers at City Hall, 385 S. Goliad Street. If you have any questions or comments regarding this request, the contact information for the Planning Department is listed below. Additional information can also be found at <https://sites.google.com/site/rockwallplanning/development/development-cases/03162018>

Z2018-017- Hold a public hearing to discuss and consider a request by Pat Atkins of Saddlestar Land Development on behalf of the Stagliano Family Trust for the approval of a zoning change from an Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District to a Planned Development District for commercial/retail, single-family and townhome land uses on a 63.72-acre tract of land identified as Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District, situated within the SH-205 Overlay (SH-205 OV) District, located at the northwest corner of S. Goliad Street [SH-205] and Mims Road, and take any action necessary.

If this email is reaching you in error, please forward it to your HOA or neighborhood group representative and update the contact information at <http://www.rockwall.com/planning/hoa.asp>.

Sincerely,

Laura Morales

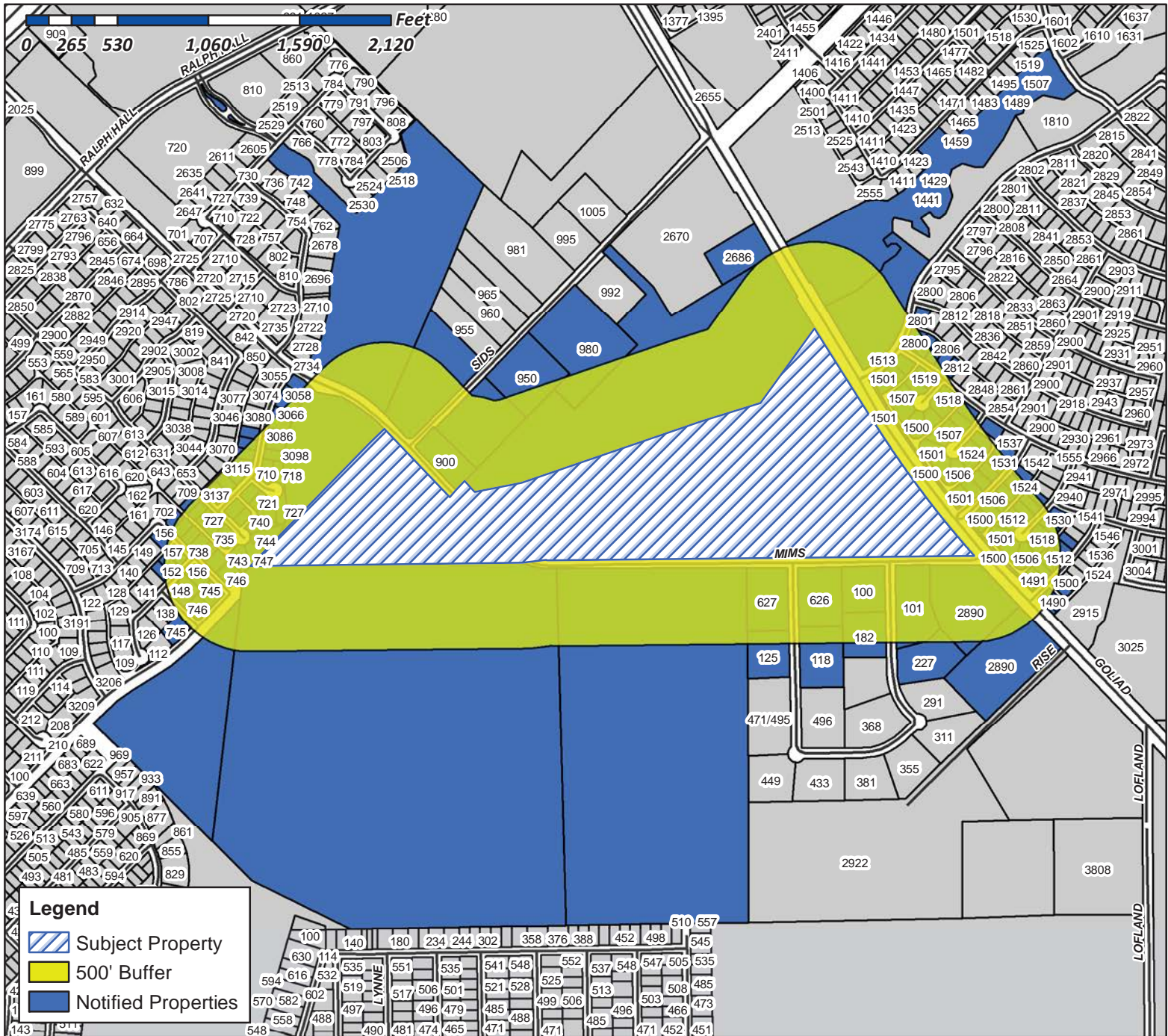
Planning & Zoning Coordinator
City of Rockwall Planning & Zoning Department
972-771-7745 | 972-772-6438
Lmorales@rockwall.com | <http://www.rockwall.com>



City of Rockwall

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385 S. Goliad Street
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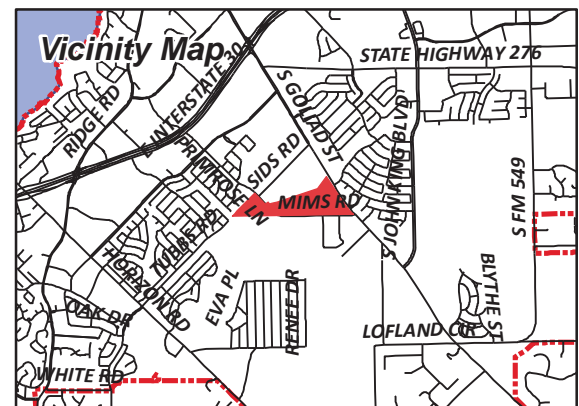
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Case Number: Z2018-017
Case Name: Zoning Change (AG, C & HC to PD)
Case Type: Zoning
Zoning: AG, C, & HC District
Case Address: Northwest Corner of S. Goliad Street and Mims Road

Date Created: 03/16/2018

For Questions on this Case Call (972) 771-7745



CURRENT RESIDENT
100 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
101 NATIONAL DR
ROCKWALL, TX 75032

BCL REAL ESTATE LLC
103 GROSS RD BLDG A
MESQUITE, TX 75149

LEMMOND BRENTON & KIMBERLY
10349 S STATE HWY 205
ROCKWALL, TX 75032

VICMAR I LTD &
E LOFLAND
105 KAUFMAN ST
ROCKWALL, TX 75087

VICMAR I LTD &
E LOFLAND
105 KAUFMAN ST
ROCKWALL, TX 75087

SCOTTFREE INVESTMENTS LP
118 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
125 NATIONAL DR
ROCKWALL, TX 75032

MOORE LEE OSCAR & SHRYL ANN
1251 MARLIN AVENUE
SEAL BEACH, CA 90740

DING CHENG LIANG AND LUH LUH TING
1406 ROSALIA AVE
SAN JOSE, CA 95130

CURRENT RESIDENT
1441 FOXWOOD LN
ROCKWALL, TX 75032

MCSWAIN BILLY
148 NATIONAL DR
ROCKWALL, TX 75032

PEACOCK JAY C & ROBYN M
148 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
149 WESTON CT
ROCKWALL, TX 75032

ZIYADEH MUNEEB R ABU
1490 FIELDSTONE DR
ROCKWALL, TX 75032

REYES JULIO CESAR & URAMIA S
1491 FIELDSTONE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1500 RICHFIELD CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1500 WESTFIELD LN
ROCKWALL, TX 75032

CONFIDENTIAL
1500 FIELDSTONE DR
ROCKWALL, TX 75032

PEWICK JAMES & SHANNA PEWICK
1500 RIDGETOP CT
ROCKWALL, TX 75032

LUSK DERRICK L
1500 TIMBER RIDGE DR
ROCKWALL, TX 75032

NICKERSON TELISA A
1501 FIELDSTONE DR
ROCKWALL, TX 75032

GARY SHAWN
1501 RICHFIELD CT
ROCKWALL, TX 75032

HOWERTON RICKY D & CHRISTINE A
1501 RIDGETOP COURT
ROCKWALL, TX 75032

SAHLOU WALIYE BESHAK
1501 TIMBER RIDGE DRIVE
ROCKWALL, TX 75032

MARTINEZ JOSUE
1501 WALNUT RIDGE DR
ROCKWALL, TX 75032

JONES MYRON D
1501 WESTFIELD LN
ROCKWALL, TX 75032

DOUGLAS LEANNE
1506 RICHFIELD COURT
ROCKWALL, TX 75032

TATOM DANNY & TRACI
1506 RIDGETOP CT
ROCKWALL, TX 75032

GARDNER AALIYAH DEJANE TRUST NUMBER
TWO
AMBER GARDNER & HER SUCCESSORS TRUSTEE
1506 TIMBER RIDGE
ROCKWALL, TX 75032

HOGAN CHAD & STEFANIE
1506 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 FIELDSTONE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1507 WALNUT RIDGE DR
ROCKWALL, TX 75032

HOYL ROBERT & DARLA
1507 RICHFIELD CT
ROCKWALL, TX 75032

TORRES JOSLYN NOEL & ANDREW
1507 RIDGETOP COURT
ROCKWALL, TX 75032

MORITZ GREG AND BIANCA MARTINEZ
1507 WESTFIELD LN
ROCKWALL, TX 75032

JS CUSTOM HOMES LLC
1509 LEXINGTON DR
GARLAND, TX 75041

BROOKS CLINT E
1512 RICHFIELD CT
ROCKWALL, TX 75032

LOPEZ ANDREW T & LAUREL L
1512 RIDGETOP COURT
ROCKWALL, TX 75032

DAVIDSON ANTHONY D & CLOTEAL M
1512 TIMBER RIDGE DR
ROCKWALL, TX 75032

LIM KATCHHAUY & MONY KROUCH
1512 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
1513 WALNUT RIDGE DR
ROCKWALL, TX 75032

MACFOY THEODORE P & EASTERLINE V
1513 FIELDSTONE DR
ROCKWALL, TX 75032

CROSSWHITE MICHAEL B
1513 RICHFIELD CT
ROCKWALL, TX 75032

HROMATKA EDWARD J & MARIA L
1513 RIDGETOP CT
ROCKWALL, TX 75032

AMIN DEVESHCHANDRA A AND
MANISHA D AMIN
1513 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1518 RIDGETOP CT
ROCKWALL, TX 75032

JIMENEZ SANTIAGO & MARIA D
1518 RICHFIELD CT
ROCKWALL, TX 75032

KORDI KIOMARS AND ELICIA
1518 TIMBER RIDGE DR
ROCKWALL, TX 75032

GRAEF DAVID R & DIANE J
1518 WESTFIELD LN
ROCKWALL, TX 75032

ACOSTA CORAZON
1519 FIELDSTONE DR
ROCKWALL, TX 75032

JACKSON SHANNON D AND
VANCE R EKQUIST
1519 RICHFIELD CT
ROCKWALL, TX 75032

HURLEY MARTHA AND DAVID
1519 RIDGETOP CT
ROCKWALL, TX 75032

ATTARDI JENNIFER LEIGH & GINO AND
SHARLE L CAMP
1519 TIMBER RIDGE DRIVE
ROCKWALL, TX 75032

AL-GHAZAWI OMAR AND SAMAH ALMALKAWIE
1519 WESTFIELD LN
ROCKWALL, TX 75032

CURRENT RESIDENT
152 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1524 WESTFIELD LN
ROCKWALL, TX 75032

BURRISS ELWOOD & DOROTHY L
1524 RICHFIELD CT
ROCKWALL, TX 75032

MEBRATU GEZI
1524 TIMBER RIDGE DR
ROCKWALL, TX 75032

SAWYER CHARLENE &
DANNY & CHARLOTTE SAWYER
1525 FIELDSTONE DR
ROCKWALL, TX 75032

PATRICK RICHARD & BRANDY
1525 RICHFIELD CT
ROCKWALL, TX 75032

WHALEN DANIEL & KYONG SUK
1525 TIMBER RIDGE DR
ROCKWALL, TX 75032

SHAH MURTAZA & MARIA
1525 WESTFIELD LN
ROCKWALL, TX 75032

RICHARDS NINA R
153 WESTON CT
ROCKWALL, TX 75032

CURRENT RESIDENT
1530 WESTFIELD LN
ROCKWALL, TX 75032

LABLANK CORTLIN AND ASHLEY
1530 RICHFIELD CT
ROCKWALL, TX 75032

CHODUN ERIC
1530 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
1531 WESTFIELD LN
ROCKWALL, TX 75032

SHAHER LORI E
1531 TIMBER RIDGE DR
ROCKWALL, TX 75032

RYSZARD PROPERTIES LLC
1536 TIMBER RIDGE DR
ROCKWALL, TX 75032

CURRENT RESIDENT
156 WESTON CT
ROCKWALL, TX 75032

PENA YOAMY G & JOAQUIN S
156 HAVEN RIDGE DRIVE
ROCKWALL, TX 75032

EISENSTEIN JENNIPHER
157 WESTON CT
ROCKWALL, TX 75032

DOS HILLS INC
1701 SHERBURNE DR
KELLER, TX 76262

HICKORY RIDGE EAST HOMEOWNERS ASSOC
1800 PRESTON PARK BLVD STE 101
PLANO, TX 75093

CURRENT RESIDENT
182 NATIONAL DR
ROCKWALL, TX 75032

GREGORY COREY ALAN
2124 BURTON DR APT 207
AUSTIN, TX 78741

WATTS KYLA & CALE
218 STANFORD CT
HEATH, TX 75032

CURRENT RESIDENT
227 NATIONAL DR
ROCKWALL, TX 75032

NGUYEN JENNIFER
2608 SANTA ROSA AVE
ODESSA, TX 79763

CURRENT RESIDENT
2686 S HWY205
ROCKWALL, TX 75032

CROSS RONALD D & EMMA R
2800 MISTY RIDGE LN
ROCKWALL, TX 75032

HARDMAN MARK
2801 WILD OAK LN
ROCKWALL, TX 75032

GRANGER MATTHEW P AND LEAH K
2806 MISTY RIDGE LN
ROCKWALL, TX 75032

PRICE BETTY L
2812 MISTY RIDGE LN
ROCKWALL, TX 75032

CONFIDENTIAL
2818 MISTY RIDGE LN
ROCKWALL, TX 75032

DABNEY TERESA AND
WILBERT HANEY
2824 MISTY RIDGE LN
ROCKWALL, TX 75032

AXUM MARC R & DEBRA S
2849 WILD OAK LN
ROCKWALL, TX 75032

CURRENT RESIDENT
2890 S GOLIAD
ROCKWALL, TX 75032

STAEV GHINICA
299 PHEASANT HILL DR
ROCKWALL, TX 75032

LLC SERIES G
RONALD SPENCER FAMILY INVESTMENTS
3021 RIDGE RD SUITE A-277
ROCKWALL, TX 75032

RACK PARTNERS LTD
3021 RIDGE RD SUITE A PMB #131
ROCKWALL, TX 75032

CHRISTIAN LARRY N
3058 WILDFLOWER WAY
ROCKWALL, TX 75032

AMH 2014-1 BORROWER LLC
30601 AGOURA RD SUITE 200
AGOURA HILLS, CA 91301

MARKS WESLEY & AMY E
3066 WILDFLOWER WAY
ROCKWALL, TX 75032

MC FARLAND RODERIC B
3074 WILDFLOWER WAY
ROCKWALL, TX 75032

BARNETT VIRGINIA M
3080 WILDFLOWER WAY
ROCKWALL, TX 75032

ELLIOTT PAULA C
3086 WILDFLOWER WAY
ROCKWALL, TX 75032

HUDSON JOHN D & KATHY L
3092 WILDFLOWER WAY
ROCKWALL, TX 75032

CURRENT RESIDENT
3095 WILDFLOWER WAY
ROCKWALL, TX 75032

CANETTY CHAYRA SANCHEZ
3101 WILDFLOWER WAY
ROCKWALL, TX 75032

CHRISTIAN LON K JR
3104 WILDFLOWER WAY
ROCKWALL, TX 75032

SILVA GLADYS E
3107 WILDFLOWER WAY
ROCKWALL, TX 75032

CURRENT RESIDENT
3115 WILDFLOWER WAY
ROCKWALL, TX 75032

PEREZ ELIZABETH
3120 W NORTHWEST HWY
DALLAS, TX 75220

COOPER TERESA L
3123 WILDFLOWER WAY
ROCKWALL, TX 75032

SHIVERS WAYNE A
3129 WILDFLOWER WAY
ROCKWALL, TX 75032

PRICE TIMOTHY F & DIANA M
3137 WILDFLOWER WAY
ROCKWALL, TX 75032

BODFORD ALVIN M
C/O EPES TRANSPORT SYSTEM
3400 EDGEFIELD COURT
GREENSBORO, NC 27409

FALLS DAVID & TERRI
3608 LAKESIDE DR
ROCKWALL, TX 75087

CITY OF ROCKWALL
ATTN;MARY SMITH
385 S GOLIAD ST
ROCKWALL, TX 75087

ISSAC PARAMPOTTIL T & LEELAMMA
4215 EDMONDSON AVENUE
HIGHLAND PARK, TX 75205

CLARK RICHARD A II
5019 MERLIN DR
SAN ANTONIO, TX 78218

STAGLIANO FAMILY TRUST
5501 ST ANDRES CT
PLANO, TX 75093

JACOBS DAVID RAY
626 NATIONAL DR
ROCKWALL, TX 75032

CURRENT RESIDENT
627 NATIONAL DR
ROCKWALL, TX 75032

CHEN CHAI
708 GLENHURST DR
ROCKWALL, TX 75032

REECE EDDY P & JUDY
709 BLUEBELL CT
ROCKWALL, TX 75032

LEBLANC BRIAN E
709 PRIMROSE LN
ROCKWALL, TX 75032

TURNER LAQUITTA L
710 BLUEBELL CT
ROCKWALL, TX 75032

CLARK JEAN F & KRISTINE L
714 GLENHURST DR
ROCKWALL, TX 75032

RIDDLE RONALD E & LINDA K
715 BLUEBELL CT
ROCKWALL, TX 75032

GRIFFITH ALLYSON RENEE SCARBER
715 PRIMROSE LN
ROCKWALL, TX 75032

CURRENT RESIDENT
718 BLUEBELL CT
ROCKWALL, TX 75032

MISSELL KASSIE DANIELLE & KEVIN MICHAEL
720 GLENHURST DR
ROCKWALL, TX 75032

JONES JAMES & MARY
721 BLUEBELL CT
ROCKWALL, TX 75032

HARRIS CHAD &
MISTY PIERCE
721 PRIMROSE LN
ROCKWALL, TX 75032

CURRENT RESIDENT
726 GLENHURST DR
ROCKWALL, TX 75032

CURRENT RESIDENT
727 PRIMROSE LN
ROCKWALL, TX 75032

NUGENT GAYLEEN K
727 BLUEBELL CT
ROCKWALL, TX 75032

BRIDGMAN SHAWN AND RENEE
728 PRIMROSE LN
ROCKWALL, TX 75032

SOAITA MARIUS & DANIELA M
732 GLENHURST DR
ROCKWALL, TX 75032

GULICK ANNA C
734 PRIMROSE LN
ROCKWALL, TX 75032

TIPPING DORA MARIA
735 PRIMROSE LN
ROCKWALL, TX 75032

HUDDLESTON EMILY D AND
BRYON STEWART JR
738 GLENHURST DR
ROCKWALL, TX 75032

LEWIS GOMER J & CHARLSIE J
740 PRIMROSE LN
ROCKWALL, TX 75032

SITTER KAREEN RUTH
743 PRIMROSE LN
ROCKWALL, TX 75032

HEFFLER MICHAEL A
744 PRIMROSE LN
ROCKWALL, TX 75032

ROACH SHANE D AND LEANNE L
745 BRAEWICK DR
FATE, TX 75032

WINTERS KEVIN R & STELIANA V
745 GLENHURST DR
ROCKWALL, TX 75032

ORAVSKY JAMES S & GINGER L
746 BRAEWICK DR
ROCKWALL, TX 75032

CZARNOPYS BENJAMIN J & ROBIN K
746 GLENHURST DR
ROCKWALL, TX 75032

HOLLAND JON E
747 PRIMROSE LN
ROCKWALL, TX 75032

WHITE CODY
7828 OLD HICKORY DR
N RICHLAND HILLS, TX 76182

ROCKWALL HICKORY RIDGE HOMEOWNERS
ASSOC INC
C/O SBB MANAGEMENT COMPANY
8360 LBJ FRWY SUITE 300
DALLAS, TX 75243

CURRENT RESIDENT
900 SIDS RD
ROCKWALL, TX 75032

CURRENT RESIDENT
950 SIDS RD
ROCKWALL, TX 75032

CURRENT RESIDENT
980 SIDS RD
ROCKWALL, TX 75032

AMERICAN RESIDENTIAL LEASING COMPANY LLC
ATTN: PROPERTY TAX DEPARTMENT 30601
AGOURA ROAD SUITE 200PT
AGOURA HILLS, CA 91301

ASBURY MICHAEL & LEAANN
PO BOX 1012
ROCKWALL, TX 75087

SLAUGHTER RICHARD E JR
PO BOX 1717
ROCKWALL, TX 75087

ESTEP KIP
PO BOX 2
ROCKWALL, TX 75087

RAYBURN COUNTRY ELECTRIC COOPERATIVE
INC
PO BOX 37
ROCKWALL, TX 75087

D & A REAL ESTATE PARTNERS LTD
PO BOX 850
ROCKWALL, TX 75087



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

To Whom It May Concern:

You are hereby notified that the City of Rockwall Planning and Zoning Commission and City Council will consider the following application:

Case No. Z2018-017: The Enclave (C and HC to PD)

Hold a public hearing to discuss and consider a request by Pat Atkins of Saddlestar Land Development on behalf of the Stagliano Family Trust for the approval of a zoning change from an Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District to a Planned Development District for commercial/retail, single-family and townhome land uses on a 63.72-acre tract of land identified as Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, zoned Agricultural (AG) District, Commercial (C) District and Heavy Commercial (HC) District, situated within the SH-205 Overlay (SH-205 OV) District, located at the northwest corner of S. Goliad Street [SH-205] and Mims Road, and take any action necessary.

For the purpose of considering the effects of such a request, the Planning and Zoning Commission will hold a public hearing on **Tuesday, 4/10/2018 at 6:00 p.m.**, and the City Council will hold a public hearing on **Monday, 4/16/2018 at 6:00 p.m.** These hearings will be held in the City Council Chambers at City Hall, 385 S. Goliad Street.

As an interested property owner, you are invited to attend these meetings. If you prefer to express your thoughts in writing please return the form to:

David Gonzales
Rockwall Planning and Zoning Dept.
385 S. Goliad Street
Rockwall, TX 75087

You may also email your comments to the Planning Department at planning@rockwall.com. If you choose to email the Planning Department please include your name and address for identification purposes.

Your comments must be received by **4/16/2018** to ensure they are included in the information provided to the City Council.

Sincerely,

Ryan Miller, AICP
Director of Planning & Zoning

MORE INFORMATION ON THIS CASE CAN BE FOUND ON THE CITY'S WEBSITE: [HTTPS://SITES.GOOGLE.COM/SITE/ROCKWALLPLANNING/DEVELOPMENT-CASES](https://sites.google.com/site/rockwallplanning/development-cases)

PLEASE RETURN THE BELOW FORM

Case No. Z2018-017: The Enclave (C and HC to PD)

Please place a check mark on the appropriate line below:

- ☐ I am in favor of the request for the reasons listed below.
- ☐ I am opposed to the request for the reasons listed below.

Name:

Address:

Tex. Loc. Gov. Code, Sec. 211.006 (d) If a proposed change to a regulation or boundary is protested in accordance with this subsection, the proposed change must receive, in order to take effect, the affirmative vote of at least three-fourths of all members of the governing body. The protest must be written and signed by the owners of at least 20 percent of either: (1) the area of the lots or land covered by the proposed change; or (2) the area of the lots or land immediately adjoining the area covered by the proposed change and extending 200 feet from that area.

PLEASE SEE LOCATION MAP OF SUBJECT PROPERTY ON THE BACK OF THIS NOTICE



NOTICE OF PUBLIC HEARING CITY OF ROCKWALL, PLANNING & ZONING DEPARTMENT

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

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Case No. Z2018-017: The Enclave (C and HC to PD)

Please place a check mark on the appropriate line below:

☐ I am in favor of the request for the reasons listed below.

☒ I am opposed to the request for the reasons listed below.

TEXAS STAR EXPRESS (EPES CARRIERS) is a 27 year "resident" at our location @ 2890 S. GOLIAD. We oppose any development of high density which will add to the existing Hwy 205 traffic congestion. Furthermore, →

Name: GARY AMERSON EPES CARRIERS / TEXAS STAR EXPRESS
Address: 2890 South Goliad Rockwall

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Con't

AS an industrial business operating over 300 long-haul trucks, building family residential neighborhood immediately beside our Business is not in the best interest of us or the families who would occupy that.

We strongly support maintaining the current zoning to keep like development ~~along~~ along this corridor.

Guin Ponce
Dir of Safety S.W. Region
Exes Transport System Inc.

GARY AMERSON
Guy Amerson
PAST President, RETIRED
CONSULTANT
TEXAS STAR EXPRESS



NOTICE OF PUBLIC HEARING CITY OF ROCKWALL, PLANNING & ZONING DEPARTMENT

PHONE: (972) 771-7745
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Sincerely,

Ryan Miller, AICP
Director of Planning & Zoning

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☐ I am in favor of the request for the reasons listed below.

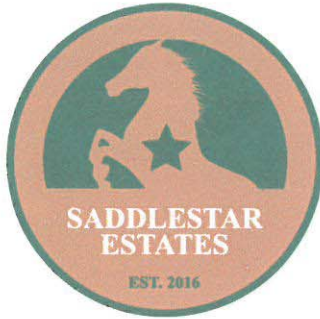
☒ I am opposed to the request for the reasons listed below.

I DON'T WANT ANY TOWNHOMES OR APARTMENTS
THERE IS A LOT OF WILDLIFE LIVING ON THIS
PROPERTY. THIS LAND SHOULD BE TURNED INTO
A PARK.

Name: KEVIN WINTERS
Address: 745 GLENHURST DR. ROCKWALL TX 75032

Tex. Loc. Gov. Code, Sec. 211.006 (d) If a proposed change to a regulation or boundary is protested in accordance with this subsection, the proposed change must receive, in order to take effect, the affirmative vote of at least three-fourths of all members of the governing body. The protest must be written and signed by the owners of at least 20 percent of either: (1) the area of the lots or land covered by the proposed change; or (2) the area of the lots or land immediately adjoining the area covered by the proposed change and extending 200 feet from that area.

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PAT ATKINS
Director of Land Development and Acquisitions

3076 Hays Lane,
Rockwall,
Texas 75038

972.388.6383
kpatatkins@yahoo.com

3-16-18

ENCLAVE ROCKWALL

63.72 ACRES-Z2017-052

ROCKWALL, TEXAS

RE: Enclave Zoning –Re-Submittal

DEAR MR. GONZALES, MRS. MORALES

AS AUTHORIZED REPRESENTATIVE AND APPLICANT FOR THE 63.72 ACRES, WE ARE HEREBY FORMALLY RESUBMITTING OUR APPLICATION, WITH THE FOLLOWING MODIFICATIONS TO THE ORIGINAL SUBMITTAL.

- 1. REQUIREMENT OF CONSTRUCTION OF THE WESTERN TWO LANES OF S.H. 205 WITH FACILITIES AGREEMENT**
- 2. REQUIREMENT OF THE MINIMUM OF 20% OPEN SPACE.**
- 3. SINGLE FAMILY GARAGE ORIENTATION TO BE A MINIMUM OF 5' OFFSET FROM THE MAIN STRUCTURE**
- 4. TOWNHOUSE AND C-3 DISTRICT REQUIRING ROCKWALL ARCHITECTURAL REVIEW COMMITTEE APPROVAL BEFORE BUILDING PERMIT.**
- 5. UPDATED TRAFFIC REPORT REFLECTING COUNTS DURING SCHOOL TIMES.**
- 6. SUP REQUIREMENT FOR GASOLINE SERVICE USES IN GENERAL RETAIL DISTRICT.**

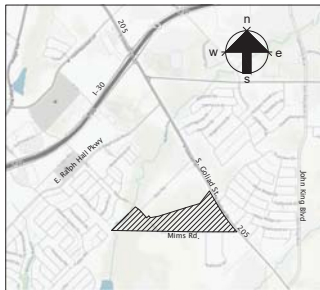
SINCERELY-PAT ATKINS – DIRECTOR

SADDLESTAR LAND DEVELOPMENT LLC

DEVELOPMENT OUTLINE



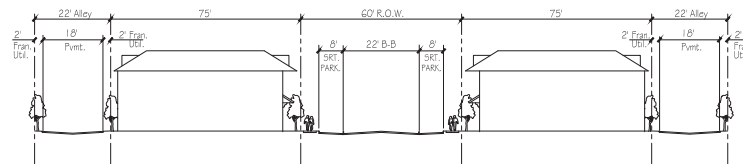
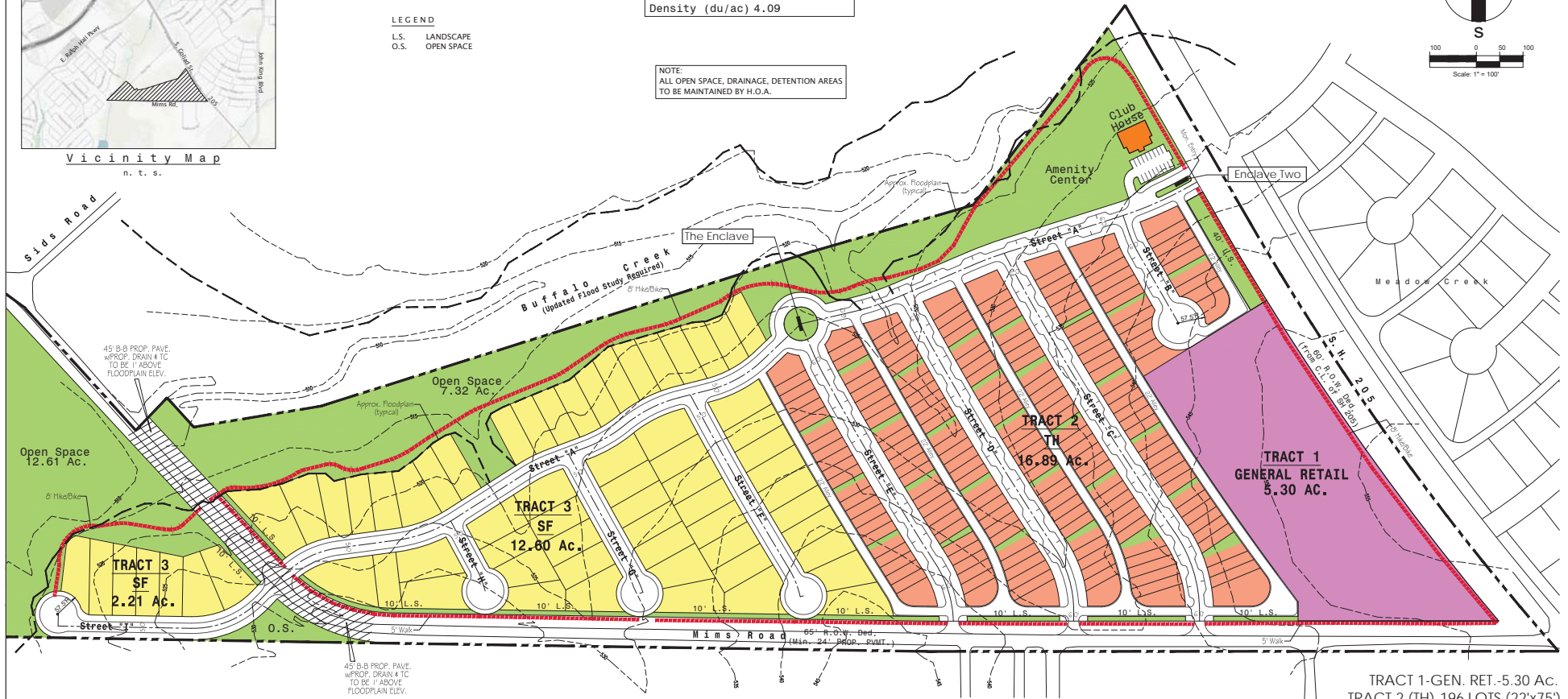
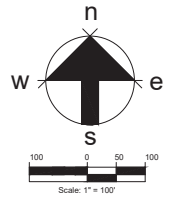
The property consists of 63.72 Acres of Land, adjacent to S.H 205 a 120' Major Thoroughfare, also Mims Road a 65' Major Collector , South of and adjacent to Buffalo Creek consisting of 19 acres of open space. The property is sparsely vegetated on the southern 63 acres with native tree's. The Planned Development will create a pedestrian oriented neighborhood allowing for residential access to retail office and opens pace amenity areas. New homes construction will range from \$250K Enclave Villas Townhouse and Enclave Urban Housing \$350k and up. The homes will be marketed towards young families, young professionals and empty nesters lifestyle. Creating an additional 129 million dollars to the City of Rockwall tax base. There will be a Master H.O.A. required within the development of the property. We are excited to bring this upscale residential retail-office development to this area which surpasses expectations required in your Comprehensive Master Plan . A master trail system , along with the required Landscape Buffer along S.H. 205 , Mims Road and Buffalo Creek will be implemented which will encourage pedestrian access to all uses.



LEGEND
L.S. LANDSCAPE
O.S. OPEN SPACE

Land Use Data	
Prop. Zoning	SF-6-R
Total Area	63.72 Ac.
Open Space	20.88 Ac. (33%)
Total # Lots	261
Density (du/ac)	4.09

NOTE:
ALL OPEN SPACE, DRAINAGE, DETENTION AREAS
TO BE MAINTAINED BY H.O.A.



TRACT 1-GEN. RET.-5.30 AC.
TRACT 2 (TH)-196 LOTS (22'x75')
TRACT 3 (SF)-65 LOTS (50'x120')
63.72 AC.

Z2017-052
Concept Plan
for
the enclave
city of rockwall, rockwall county, texas

Developer:
SADDLESTAR LAND DEV.
3076 Hays Lane
Rockwall, Texas 75087
972.388.6383
Contact: Pat Atkins

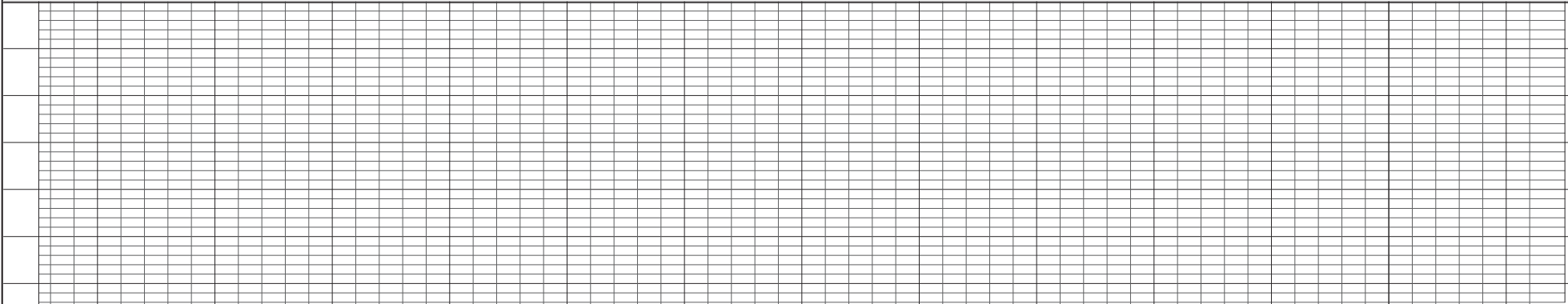
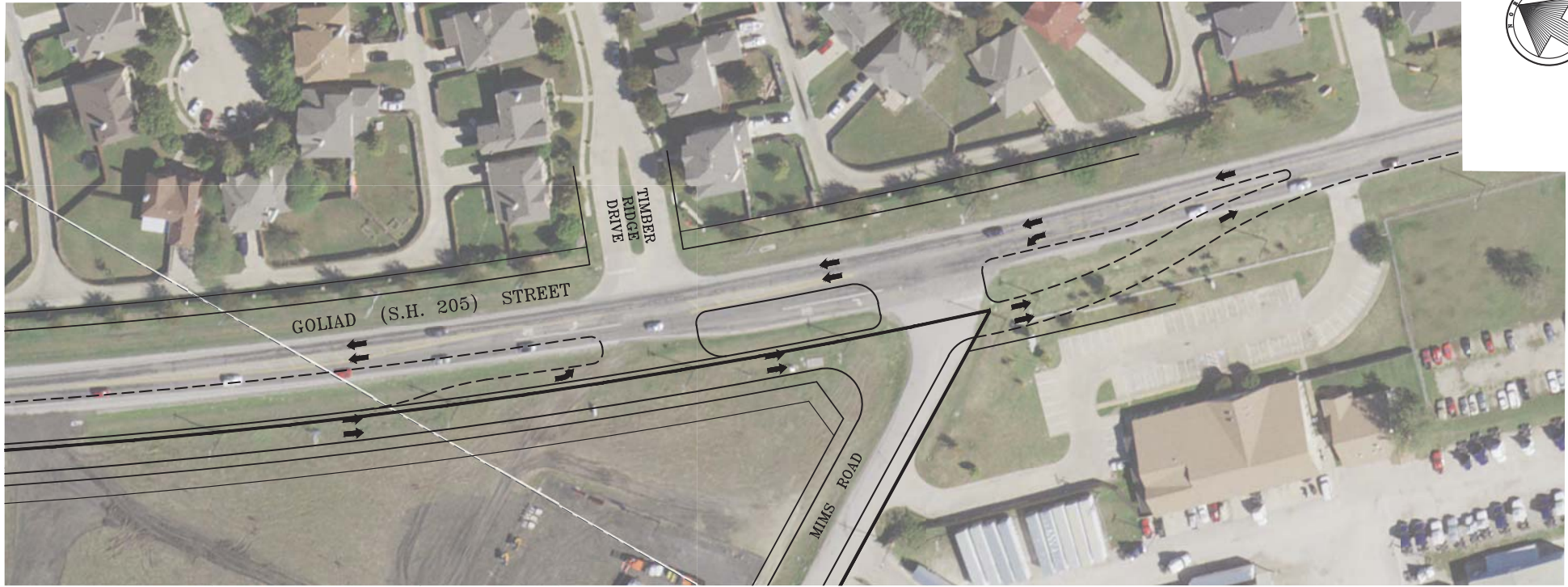
ENGINEERINGCONCEPTS
& DESIGN, L.P.
Civil, Mechanical, Electrical, Plumbing, Fire Protection, Surveying, and Construction Services
1001 W. HAYES BLVD., SUITE 200, ROCKWALL, TX 75087
(972) 388-6383

April 3, 2018

Scale: 1" = 100'



							PAVING CONCEPT	
							GOLIAD (S.H. 205) STREET	
							ROCKWALL, TEXAS	
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.		
		3/2018	1"=40'				1/2	



PAVING CONCEPT						
GOLIAD (S.H. 205) STREET						
ROCKWALL, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		3/2018	1"=40'			2/2

Untitled Map

Write a description for your map.

Legend

- Feature 1
- Feature 2
- Feature 3
- Feature 4
- Fuji Ceramics
- Glacier
- How Big is this?
- Toronto, Ontario, Canada
- WW



North Bound
Two Lanes
One Lane

CITY OF ROCKWALL

ORDINANCE NO. 18-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING THE UNIFIED DEVELOPMENT CODE [ORDINANCE NO. 04-38] OF THE CITY OF ROCKWALL, AS HERETOFORE AMENDED, SO AS TO CHANGE THE ZONING FROM AN AGRICULTURAL (AG), COMMERCIAL (C) AND HEAVY COMMERCIAL (HC) DISTRICT TO A PLANNED DEVELOPMENT DISTRICT FOR GENERAL RETAIL (GR), TWO FAMILY (2F) AND SINGLE FAMILY 7 (SF-7) DISTRICT LAND USES ON THE *SUBJECT PROPERTY*, BEING A 63.72-ACRE TRACT OF LAND IDENTIFIED AS TRACT 3 OF THE W. H. BARNES SURVEY, ABSTRACT NO. 26, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS AND MORE FULLY DESCRIBED 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 by Pat Atkins of Saddlestar Land Development on behalf of the Stagliano Family Trust for the approval of a zoning change from an Agricultural (AG), Commercial (C) and Heavy Commercial (HC) District to a Planned Development District for General Retail (GR), Two Family (2F) and Single Family 7 (SF-7) District land uses on a 63.72-acre tract of land identified as Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas and more fully described 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 the Unified Development Code [Ordinance No. 04-38] should be amended as follows:

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

SECTION 1. That the *Subject Property* shall be used only in the manner and for the purposes authorized by this Planned Development District Ordinance and the Unified Development Code [Ordinance No. 04-38] of the City of Rockwall as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future;

SECTION 2. That development of the *Subject Property* shall generally be in accordance with the *Planned Development 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*;

SECTION 3. That development of the *Subject Property* shall generally be in accordance with the *Development Standards*, described 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*;

SECTION 4. That development of the *Subject Property* shall be in conformance with the schedule listed below (except as set forth below with regard to simultaneous processing and approvals).

- (a) The procedures set forth in the City's subdivision regulations on the date this ordinance is approved by the City, as amended by this ordinance (*including Subsections 4(b) through 4(d) below*), shall be the exclusive procedures applicable to the subdivision and platting of the *Subject Property*.
- (b) The following plans and plats shall be required in the order listed below (*except as set forth below with regard to simultaneous processing and approvals*). The City Council shall act on an application for an *Open Space Master Plan* in accordance with the time period specified in Section 212.009 of the Texas Local Government Code.
 - 1. Open Space Master Plan (*Tracts 2 & 3 Only*)
 - 2. Master Plat (*Tracts 2 & 3 Only*)
 - 3. Preliminary Plat (*Tracts 2 & 3 Only*)
 - 4. PD Site Plan (*All Tracts*)
 - 5. Final Plats (*All Tracts*)
- (c) A *Master Plat* application covering all of the *Subject Property* shall be submitted. No master plat application shall be approved until the *Open Space Master Plan* for all of the *Subject Property* has been approved; however, the *Open Space Master Plan* may be processed by the City concurrently with the *Master Plat* and *Preliminary Plat* application. If only one (1) phase is being proposed, the applicant may submit a letter stating the timing of the phase with the *Preliminary Plat* application to satisfy the *Master Plat* requirement.
- (d) A *PD Site Plan* application, including a site plan application for improvements for parkland or trails, may be processed by the City concurrently with the *Final Plat* application for the development.

SECTION 5. That the official zoning map of the City of Rockwall shall be corrected to reflect the changes in zoning as described herein.

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 10. That this ordinance shall take effect immediately from and after its passage and the publication of the caption of said ordinance as the law in such cases provides;

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, THIS THE 7TH DAY OF MAY, 2018.

Jim Pruitt, *Mayor*

ATTEST:

Kristy Cole, *City Secretary*

APPROVED AS TO FORM:

Frank J. Garza, *City Attorney*

1st Reading: April 16, 2018

2nd Reading: May 7, 2018

Exhibit 'A':
Legal Description

BEING a 63.708 acre tract of land situated in the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, and being all of that called 63.72 acre tract of land described in a deed to Stagliano Family Trust recorded as Instrument No. 20150000018059, Deed Records of Rockwall County, Texas (DRRCT) and this tract being more particularly described as follows:

BEGINNING at a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963" set for corner in the west right-of-way line of State Highway No. 205 at the most northern corner of said 63.72 acre tract common to the most eastern corner of a called 24.96 acre tract described in a deed to Rayburn Country Electric Cooperative, Inc., recorded as Instrument No. 20170000005360 (DRRCT), from which a 1/2" iron rod with a yellow plastic cap found for reference bears S 35°54'40" W a distance of 2.19 feet.

THENCE along the easterly lines of said 63.72 acre tract and the westerly lines of said Highway right-of-way as follows:

S 31°06'54" E, a distance of 92.45 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner;
N 58°56'40" E, a distance of 10.00 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner;
S 31°03'20" E a distance of 447.60 feet to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963" set for corner at the beginning of a curve to the left having a radius of 5779.60 feet, and a chord which bears South 36 deg. 39 min. 10 sec. East, a distance of 1127.44 feet;
In a Southeasterly direction, continuing along said curve to the left having a central angle of 11°11'41", an arc distance of 1129.24 to a 5/8" iron rod with yellow plastic cap stamped "RPLS 3963", set for corner; at the southeast corner of said 63.72 acre tract and being near the south edge of Mims Road (an asphalt surface at this location);

THENCE along the south side of said Mims road and the south lines of said 63.72 acre tract as follows:

S 88°36'12" W, a distance of 1352.05 feet to a point for corner from which a 3/8" iron rod found for reference bears S 53°33'24" W a distance of 0.74 feet;
S 89°30'36" W , a distance of 1324.38 feet to a point for corner from which a 5/8" iron rod set for reference bears S 43°31'32" E a distance of 28.57 feet;

THENCE S 89°35'55" W, now departing from the south margin of Mims Road and continuing with a south line of said 63.72 acre tract a distance of 1560.75 feet to a 1/2" iron rod found at the southwest corner thereof;

THENCE N 43°51'06" E , along a western boundary of said 63.72 acre tract a distance of 1133.75 feet to a 1/2" iron rod set for corner at a northern corner thereof;

THENCE S 54°43'46" E, along a boundary line of said 63.72 acre tract a distance 183.64 feet to a point for corner near the center of Mims Road and near the southeast side of Sids Road, said point being the most western corner of a called 1.50 acre tract described in a deed to Richard Slaughter recorded in Vol. 1531, Pg. 145 (DRRCT);

THENCE S 43°28'02" E along a boundary line of said 63.72 acre tract and the southwest line of said 1.50 acre tract a distance of 353.08 feet to an "X" set in a concrete bridge for corner at the most southern corner thereof;

THENCE N 42°26'36" E, continuing with the common line of last mentioned tracts a distance of 96.95 feet to a 1/2" iron rod found for corner at the most western corner of said 24.96 acre tract and an exterior "ell" corner of said 63.72 acre tract;

THENCE along the common lines of said 24.96 acre and 63.72 acre tracts as follows:

S 43°25'10" E, a distance of 85.05 feet to a 1/2" iron rod found for corner;
N 79°16'39" E, a distance of 276.11 feet to a point for corner from which a 1/2" iron rod found for reference bears S 60°54'11" E, a distance of 0.21 feet;
N 71°07'55"E, a distance of 1106.71 feet to a 1/2" iron rod found for corner;
N 72°30'03" E, a distance of 356.82 feet to a 1/2" iron rod with a yellow cap stamped "5560" found for corner;
N 35°54'40" E, a distance of 537.75 feet to the **POINT OF BEGINNING** and containing 63.708 acres or 2,775,128 square feet of land.

Exhibit 'A'
Survey

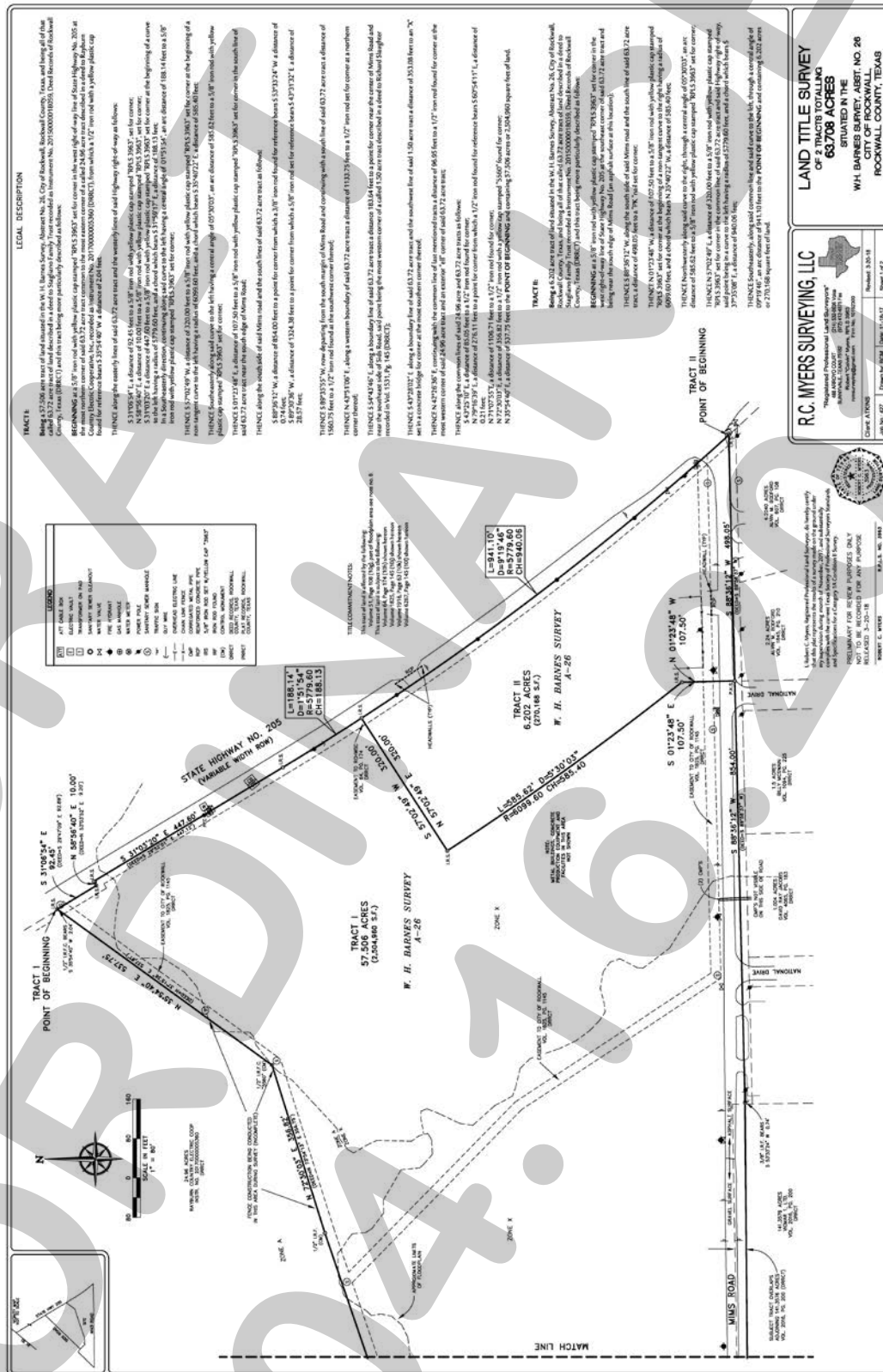


Exhibit 'B':
Concept Plan



Exhibit 'C':
PD Development Standards

PD DEVELOPMENT STANDARDS.

GENERAL PD STANDARDS

- (1) *Residential Lot Composition and Layout.* The lot layout and composition shall generally conform to the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance and stated in *Table 1* below. Allowances for changes to the quantity and location of the single family lot type are permitted in conformance with the requirements listed below; however in no case shall the proposed development exceed 263-units (*townhome and single family*) or a density of 4.5-dwelling units per acre.

Table 1: Unit Composition

<i>Lot Type</i>	<i>Lot Dimensions</i>	<i>Minimum Lot Size (SF)</i>	<i>Dwelling Units (#)</i>	<i>Dwelling Units (%)</i>
<i>Tract 2</i>	<i>22' x 75'</i>	<i>1,650 SF</i>	<i>198</i>	<i>75.29%</i>
<i>Tract 3</i>	<i>50' x 120'</i>	<i>6,000 SF</i>	<i>65</i>	<i>24.71%</i>
<i>Maximum Permitted Units:</i>			<i>263</i>	<i>100.00%</i>

- (2) *Residential Deviation Provisions.* The allocation of single-family dwellings
- (3) *Trash Dumpster Enclosure.* All trash dumpsters enclosures shall be four (4) sided, with eight (8) foot walls constructed and clad with materials matching the adjacent structure, and have a self-latching opaque gate. All trash dumpster enclosures shall be internal to the site and not be situated within any established building setbacks or landscape buffers, and not be visible from a public street or open space.
- (4) *Lighting.* Light poles shall not exceed 20-feet in total height (*i.e. base and lighting standard*). All fixtures shall be directed downward and be positioned to contain all light within the development area.
- (5) *Buried Utilities.* New distribution power-lines required to serve the *Subject Property* shall be placed underground, whether such lines are located internally or along the perimeter of the *Subject Property*, unless otherwise authorized by the City Council. The *Developer* shall not be required to re-locate existing overhead power-lines along the perimeter of the *Subject Property*. Temporary power-lines constructed across undeveloped portions of the *Subject Property* to facilitate development phasing and looping may be allowed above ground, but shall not be considered existing lines at the time the area is developed, and if they are to become permanent facilities, such lines shall be placed underground pursuant to this paragraph. Franchise utilities shall be placed within a ten (10) foot public utility easement behind the sidewalk, between the home/structure and the property line.
- (6) *Open Space.* The development shall consist of a minimum of 17.9% open space (*or 11.39-acres*), and generally conform to the *Planned Development Concept Plan* contained in *Exhibit 'B'* of this ordinance. The Homeowner's Association (HOA) shall be responsible for maintaining all open space areas.
- (7) *Neighborhood Signage.* Permanent subdivision identification signage shall be permitted at all major entry points for the proposed subdivision. Final design and location of any entry features shall be reviewed and approved during the site plan review process.
- (8) *Homeowner's Association (HOA).* A Homeowner's Association shall be created to enforce the restrictions established in accordance with the requirements of *Section 38-15* of the *Subdivision Regulations* contained within the *Municipal Code of Ordinances* of the City of Rockwall. The HOA or HOA's shall also maintain all neighborhood parks, open space and common areas, irrigation, landscaping, screening fences private roadway, drive aisles and drive approaches for the areas identified as *Tracts 1 & 2* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance.
- (9) *Street.* All streets (*excluding drives, fire lanes and private parking areas*) shall be built according to City street standards.
- (10) *SH-205 Two (2) Lane Addition.* Prior to the development of any lots and/or property [i.e. Tract 1, Tract 2, and/or Tract 3], the developer and/or property owner shall enter into a facilities agreement

Exhibit 'C':
PD Development Standards

with the Texas Department of Transportation (TXDOT) and the City for the purpose of constructing a two (2) lane bypass along the western portion of SH-205 adjacent to the development and as shown on the Paving Concept Plan depicted in *Exhibit 'D'* of the PD Ordinance. The street section shall be constructed to TXDOT standards.

- (11) *Variances*. The variance procedures and standards for approval that are set forth in the UDC shall apply to any application for variances to this ordinance.

Exhibit 'C':
PD Development Standards

TRACT 1: GENERAL RETAIL

- (1) ***Permitted Uses.*** Unless specifically provided by this Planned Development ordinance, only those uses permitted within the General Retail (GR) District, as stipulated by the *Permissible Use Charts* contained in Article IV, *Permissible Uses*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future are permitted on the area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance; however, the following shall apply:

Permitted by Specific Use Permit (SUP). The following uses shall require approval of a Specific Use Permit (SUP):

- ☐ Retail Store with Gasoline Product Sales [More than two (2) Dispensers]

Prohibited Uses. The following uses shall be prohibited:

- ☐ Convent or Monastery
- ☐ Hotel or Motel
- ☐ Hotel, Residence
- ☐ Cemetery/Mausoleum
- ☐ Mortuary or Funeral Chapel
- ☐ Social Service Provider
- ☐ Billiard Parlor or Pool Hall
- ☐ Carnival, Circus, or Amusement Ride
- ☐ Commercial Amusement/Recreation (*Outside*)
- ☐ Gun Club, Skeet or Target Range (*Indoor*)
- ☐ Astrologer, Hypnotist, or Psychic Art and Science
- ☐ Night Club, Discotheque, or Dance Hall
- ☐ Secondhand Dealer
- ☐ Car Wash, Self Service
- ☐ Service Station
- ☐ Mining and Extraction (*Sand, Gravel, Oil & Other*)
- ☐ Helipad
- ☐ Railroad Yard or Shop
- ☐ Transit Passenger Facility
- ☐ Garden Supply/Plant Nursery

- (2) ***Density and Dimensional Requirements.*** Any development on the area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be subject to the development standards required for properties in a General Retail (GR) District and within the SH-205 Overlay (SH-205 OV) District as stipulated by Article V, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future.
- (3) ***Connectivity and Design.*** The area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be designed to be pedestrian oriented and easily accessible to the adjacent residential land uses. In addition, the non-residential land uses shall be designed in a manner that reduces physical barriers between the residential land uses by incorporating cross connectivity in the form of walking paths and pedestrian scale elements. Buildings constructed in this area should be designed to a pedestrian scale with architectural elements that complement the adjacent residential land uses.
- (4) ***Landscape Requirements.*** All *Canopy/Shade Trees* planted within *Tract 1* shall be a minimum of four (4) caliper inches in size and all *Accent/Ornamental/Under-Story Trees* shall be a minimum of four (4) feet in total height.

Exhibit 'C':
PD Development Standards

- (5) **Landscape Buffers.** All landscape buffers and plantings located within the buffers adjacent to the area identified as *Tract 1* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall adhere to the following:
- (a) **Landscape Buffer (SH-205).** A minimum of a 20-foot landscape buffer shall be provided along the frontage of SH-205 (*outside of and beyond any required right-of-way dedication*), and shall incorporate ground cover, a built-up berm and/or shrubbery or a combination thereof along the entire length of the frontage. Berms and/or shrubbery shall have a minimum height of 30-inches and a maximum height of 48-inches. In addition, two (2) canopy trees and four (4) accent trees shall be planted per 100-feet of linear frontage. The developer shall also be responsible for the construction of a eight (8) foot trail situated within the 20-foot landscape buffer adjacent to SH-205.
 - (b) **Landscape Buffer (Mims Road).** A minimum of a ten (10) foot landscape buffer shall be provided along the frontage of Mims Road (*outside of and beyond any required right-of-way dedication*). In addition, one (1) canopy tree shall be planted per 50-feet of linear frontage. The developer shall also be responsible for the construction of a five (5) foot sidewalk situated within the ten (10) foot landscape buffer adjacent to Mims Road.
 - (c) **Landscape Buffer (Adjacent to Residential).** A minimum of a 50-foot landscape buffer shall be provided adjacent to all residential land uses. The landscape buffer shall incorporate a built-up berm with ground cover and/or shrubbery or a combination thereof along the entire length of the adjacency for the purpose of screening the commercial areas from the residential areas without using a physical barrier. In addition, the landscape buffer shall incorporate canopy trees planted on 20-foot centers along the entire length of the adjacency.

TRACT 2: TOWNHOMES

- (1) **Permitted Uses.** Unless specifically provided by this Planned Development ordinance, only those uses permitted within the Two Family (2F) District, as stipulated by the *Permissible Use Charts* contained in Article IV, *Permissible Uses*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future are permitted on the area identified as *Tract 2* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance; however, the following additional land uses shall be permitted *by-right*:
- ☐ Townhomes/Townhouses
- (2) **Density and Dimensional Standards.** Unless specifically provided by this Planned Development ordinance, any development on the area identified as *Tract 2* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be subject to the density and dimensional requirements required for a Two Family (2F) District, as stipulated by Article V, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future. All development on the *Subject Property* shall conform to the standards stipulated by *Table 2: Lot Dimensional Requirements* below, and generally conform to the lot layout depicted in *Exhibit 'B'* of this ordinance.

Table 2: Lot Dimensional Requirements

Minimum Lot Width	22'
Minimum Lot Depth	75'
Minimum Lot Area	1,650 SF
Minimum Front Yard Setback	5'
Minimum Side Yard Setback ⁽¹⁾	0'/20'
Minimum Side Yard Setback (Adjacent to a Street)	5'
Minimum Length of Driveway Pavement from Rear Property Line	20'
Maximum Height ⁽²⁾	36'
Minimum Rear Yard Setback	5'
Minimum Area/Dwelling Unit (SF) [Sum of All Floor Area's]	1,600 SF
Maximum Lot Coverage	90%

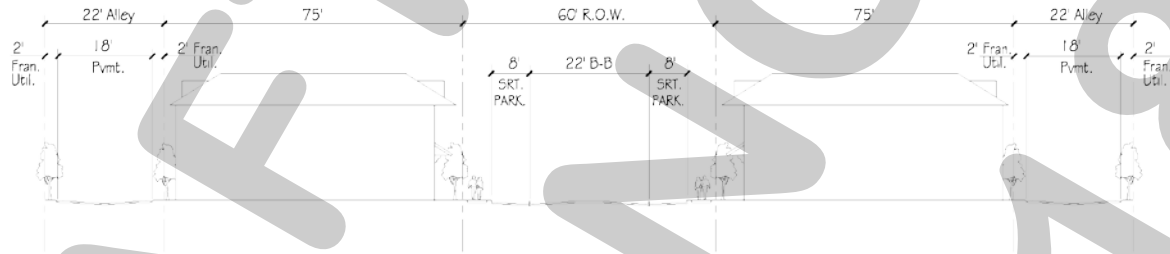
General Notes:

Exhibit 'C':
PD Development Standards

- ¹ : The side yard setback on the attached side maybe zero (0) if directly abutting a structure on an adjacent lot.
² : The Maximum Height shall be measured to the eave or top plate (*whichever is greater*) of the single family home.

- (3) **Garage Orientation.** All garages shall be rear entry and accessible from an alleyway adjacent to the rear of the subject properties as depicted in the typical cross section below. Front entry garages shall be prohibited in *Tract 2* of the proposed development.

Typical Townhome Cross Section



- (4) **Building Standards.** The building elevations shall differ in appearance through the use of varying entry features, use of detail and trim, use of materials, articulation and setback, and shall conform to the following requirements:

- (i) **Masonry Requirements.** The minimum masonry requirement for the exterior façades of all buildings shall be 100%. For the purposes of this ordinance, the masonry requirement shall be limited to full width brick, natural stone, and cast stone. Cementaceous fiberboard horizontal lap-siding (e.g. *HardiBoard* or *Hardy Plank*) and, stucco (*i.e. three [3] part stucco or a comparable -- to be determined by staff*) may be used for up to 50% of the exterior of the building and shall be limited to the anti-monotony restrictions as outlined in this ordinance. Stucco may not be used within the first four (4) feet above grade on a façade visible from a public street or open space.

- (ii) **Roof Design Requirements.** All buildings shall be designed such that no roof mounted mechanical equipment (*i.e. HVAC, satellite, vents, etc.*) shall be visible from any direction. If ground mounted equipment is proposed, landscape screening shall be required to impair visibility of the units from a public right-of-way or open space.

Note: Screening of mechanical equipment is necessary for all equipment regardless of location (*i.e. roof mounted, ground mounted, or otherwise attached to the building and/or located on the site*).

- (iii) **Architectural Requirements.** All units shall be architecturally finished on all sides of the building with the same materials, detailing and features and generally conform to the example depicted below. In addition, the design of the proposed townhomes shall require review and recommendation from the Architectural Review Board (ARB) during the site plan review process.

Example of Townhome Elevations

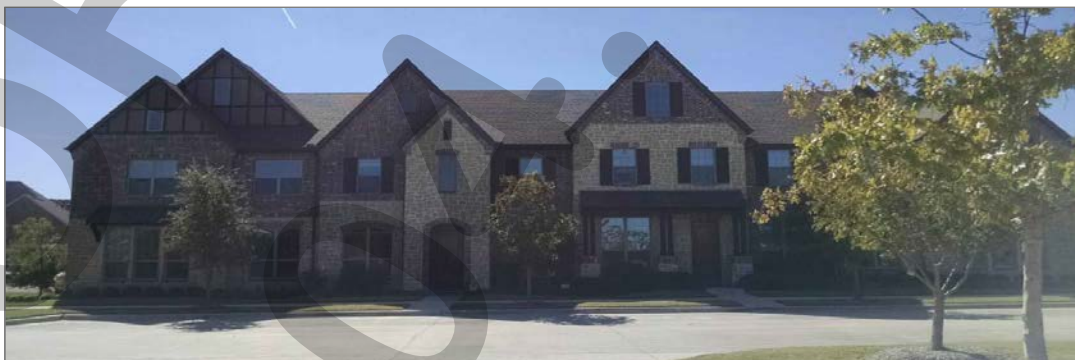


Exhibit 'C':
PD Development Standards

(5) *Anti-Monotony Restrictions.* All development shall adhere to the following anti-monotony restrictions:

- (i) Identical brick blends, paint colors and, cementaceous products (*i.e. Hardy Plank lap siding, etc.*) may not occur on adjacent (*i.e. side-by-side*) properties within the development without at least two (2) intervening townhomes of differing materials on the same side of the adjacent townhome beginning with the adjacent property.
- (ii) Front building elevations shall not repeat along any block face without at least two (2) intervening homes of differing appearance on the same block face within the development.
- (iii) The rear elevation of homes shall not repeat without at least two (2) (*i.e. side-by-side*) intervening homes of differing appearance. Homes are considered to have a differing appearance if any of the following two (2) items deviate:
 - a) Front Encroachment (*i.e. Porch and/or Sunroom*) Type and Layout
 - b) Roof Type and Layout
 - c) Articulation of the Front Façade
 - d) Differing Primary Exterior Materials

(6) *Landscaping Standards.*

- (i) *Landscape Requirements.* Landscaping shall be reviewed and approved during the site plan review process. All *Canopy/Shade Trees* planted within this development shall be a minimum of four (4) caliper inches in size and all *Accent/Ornamental/Under-Story Trees* shall be a minimum of four (4) feet in total height.
- (ii) *Landscape Buffers (Mims Road).* A minimum of a ten (10) foot landscape buffer shall be provided along the frontage of Mims Road, and shall incorporate a minimum of one (1) canopy tree per 50-feet of linear frontage.
- (iii) *Landscape Buffer (SH-205).* A minimum of a 40-foot landscape buffer shall be provided along the frontage of SH-205 (*outside of and beyond any required right-of-way dedication*), and shall incorporate ground cover, a built-up berm and/or shrubbery or a combination thereof along the entire length of the frontage. Berms and/or shrubbery shall have a minimum height of 30-inches and a maximum height of 48-inches. In addition, two (2) canopy trees and four (4) accent trees shall be planted per 100-feet of linear frontage. The developer shall also be responsible for the construction of a eight (8) foot trail situated within the 40-foot landscape buffer adjacent to SH-205.
- (iv) *Irrigation Requirements.* Irrigation shall be installed for all required landscaping located within common areas, landscape buffers and/or open space. Irrigation installed in these areas shall be designed by a Texas licensed irrigator or landscape architect.

(7) *Fencing Standards.* All individual residential fencing and walls shall be architecturally compatible with the design, materials and colors of the primary structure on the same lot, and meet the following standards:

- (i) *Wrought Iron/Tubular Steel.* All fences shall be required to be wrought iron or a tubular steel fence. Wrought iron/tubular steel fences shall be a minimum of four (4) feet in height; however, may not exceed a maximum of eight (8) feet in height.
- (ii) *Corner Lots.* Corner lots fences (*i.e. adjacent to the street*) shall provide masonry columns at 45-feet off center spacing that begins at the rear of the property line. A maximum of six (6) wrought iron/tubular steel fencing shall be allowed between the masonry columns along the side and/or rear lot adjacent to a street. In addition, the fencing shall be setback from the side property line adjacent to a street a minimum of five (5) feet. The property owner shall be required to maintain both sides of the fence.

Exhibit 'C':
PD Development Standards

- (iii) *Fencing Adjacent to Roadways.* All fencing adjacent to a roadway shall incorporate shrubbery adjacent to the wrought iron/tubular steel fencing to screen the rear/side yard.

TRACT 3: SINGLE FAMILY

- (1) *Permitted Uses.* Unless specifically provided by this Planned Development ordinance, only those uses permitted within the Single Family 7 (SF-7) District, as stipulated by the *Permissible Use Charts* contained in Article IV, *Permissible Uses*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future are permitted on the area identified as *Tract 3* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance.
- (2) *Density and Dimensional Standards.* Unless specifically provided by this Planned Development ordinance, any development on the area identified as *Tract 3* on the *Concept Plan* depicted in *Exhibit 'B'* of this ordinance shall be subject to the density and dimensional requirements required for a Single Family 7 (SF-7) District, as stipulated by Article V, *District Development Standards*, of the Unified Development Code (UDC) [Ordinance No. 04-38] as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future. All development on the *Subject Property* shall conform to the standards stipulated by *Table 3: Lot Dimensional Requirements* below, and generally conform to the lot layout depicted in *Exhibit 'B'* of this ordinance.

Table 3: Lot Dimensional Requirements

Minimum Lot Width	50'
Minimum Lot Depth	100'
Minimum Lot Area	6,000 SF
Minimum Front Yard Setback	20'
Minimum Side Yard Setback	5'
Minimum Side Yard Setback (Adjacent to a Street)	10'
Minimum Length of Driveway Pavement from Rear Property Line	20'
Maximum Height ⁽¹⁾	36'
Minimum Rear Yard Setback	10'
Minimum Area/Dwelling Unit (SF) [Sum of All Floor Area's]	2,000 SF
Maximum Lot Coverage	70%

General Notes:

⁽¹⁾ : The Maximum Height shall be measured to the eave or top plate (*whichever is greater*) of the single family home.

- (3) *Building Standards.* The building elevations shall differ in appearance through the use of varying entry features, use of detail and trim, use of materials, articulation and setback, and shall conform to the following requirements:
- (i) *Masonry Requirements.* The minimum masonry requirement for the exterior façades of all buildings shall be 100%. For the purposes of this ordinance, the masonry requirement shall be limited to full width brick, natural stone, and cast stone. Cementaceous fiberboard horizontal lap-siding (e.g. *HardiBoard* or *Hardy Plank*) and, stucco (i.e. *three [3] part stucco* or a comparable -- to be determined by staff) may be used for up to 50% of the exterior of the building and shall be limited to the anti-monotony restrictions as outlined in this ordinance. Stucco may not be used within the first four (4) feet above grade on a façade visible from a public street or open space.
- (ii) *Roof Pitch.* A minimum of an 8:12 roof pitch is required on all structures with the exception of sunrooms and porches, which shall have a minimum of a 4:12 roof pitch.
- (iii) *Garage Orientation.* Garages maybe oriented toward the street in a front entry configuration; however, the front façade of the garage must be set a minimum of 5-feet behind the front building façade of the primary structure. All garage configurations that are not front entry shall meet the requirements of Article IV, Parking and Loading, of the Unified Development Code.
- (4) *Anti-Monotony Restrictions.* All development shall adhere to the following anti-monotony restrictions:
- (i) Identical brick blends or paint colors may not occur on adjacent (*side-by-side*) properties along

Exhibit 'C':
PD Development Standards

any block face without at least five (5) intervening homes of differing materials on the same side of the street beginning with the adjacent property and six (6) intervening homes of differing materials on the opposite side of the street.

- (ii) Front building elevations shall not repeat along any block face without at least five (5) intervening homes of differing appearance on the same side of the street and six (6) intervening homes of differing appearance on the opposite side of the street. The rear elevation of homes backing to open spaces or on SH-205 shall not repeat without at least five (5) intervening homes of differing appearance. Homes are considered to have a differing appearance if any of the following two (2) items deviate:
 - (a) Number of Stories
 - (b) Roof Type and Layout
 - (c) Articulation of the Front Façade
- (iii) Each phase of the subdivision will allow for a maximum of four (4) compatible roof colors, and all roof shingles shall be an architectural or dimensional shingle (*i.e. 3-Tab Roofing Shingles are prohibited*).

Illustration 1: Properties line up on the opposite side of the street. Where RED is the subject



Illustration 2: Properties do not line up on opposite side of the street. Where RED is the subject



(5) Landscape and Hardscape Standards.

- (i) **Landscape. Landscape Requirements.** Landscaping shall be reviewed and approved during the site plan review process. All *Canopy/Shade Trees* planted within this development shall be a minimum of four (4) caliper inches in size and all *Accent/Ornamental/Under-Story Trees* shall be a minimum of four (4) feet in total height.
- (ii) **Landscape Buffers (Mims Road).** A minimum of a ten (10) foot landscape buffer shall be

Exhibit 'C':
PD Development Standards

provided along the frontage of Mims Road, and shall incorporate a minimum of one (1) canopy tree per 50- feet of linear frontage.

(iii) *Streetscape Landscaping.* Prior to the issuance of a Certificate of Occupancy (CO), all residential, single family lots situated within the proposed subdivision shall be landscaped with canopy trees in the following sizes and proportions:

- (i) Two (2), three (3) inch trees measured six (6) inches above the root ball shall be planted in the front yard of an interior lot.
- (ii) Two (2), three (3) inch trees measured six (6) inches above the root ball shall be planted in

the front yard of a corner lot and two (2), three (3) inch caliper trees shall be planted in the side yard facing the street.

Note: For the purposes of this section only the term "front yard" includes the area within the dedicated right-of-way for a parkway immediately adjoining the front yard of the lot.

(iv) *Irrigation Requirements.* Irrigation shall be installed for all required landscaping located within common areas, landscape buffers and/or open space. Irrigation installed in these areas shall be designed by a Texas licensed irrigator or landscape architect and shall be maintained by the Homeowner's Association.

(v) *Hardscape.* Hardscape plans indicating the location of all sidewalks and trails shall be reviewed and approved during the site plan review process.

(6) *Fencing Standards.* All individual residential fencing and walls shall be architecturally compatible with the design, materials and colors of the primary structure on the same lot, and meet the following standards:

- (i) *Wood Fences.* All wood fences shall be constructed of a standard fencing material (*minimum of ½" thickness or better; spruce fencing will not be allowed*), and use fasteners that are hot dipped galvanized or stainless steel. Wood fences facing onto a street shall be painted and/or stained and sealed with all pickets being placed on the public side facing the street. All wood fences shall be smooth-finished, free of burs and splinters, and be a maximum of six (6) feet in height.
- (ii) *Wrought Iron/Tubular Steel.* Lots located along the perimeter of roadways, abutting open spaces, greenbelts and parks shall be required to install a wrought iron or tubular steel fence. Wrought iron/tubular steel fences can be a maximum of six (6) feet in height.
- (iii) *Corner Lots.* Corner lots fences (i.e. adjacent to the street) shall provide masonry columns at 45-foot off center spacing that begins at the rear of the property line. A maximum of six (6) foot solid board-on-board panel fence constructed utilizing cedar fencing shall be allowed between the masonry columns along the side and/or rear lot adjacent to a street. In addition, the fencing shall be setback from the side property line adjacent to a street a minimum of five (5) feet. The property owner shall be required to maintain both sides of the fence.
- (iv) *Solid Fences (including Wood Fences).* All solid fences shall incorporate a decorative top rail or cap detailing into the design of the fence.

Exhibit 'D':
SH-205 Paving Concept Plan

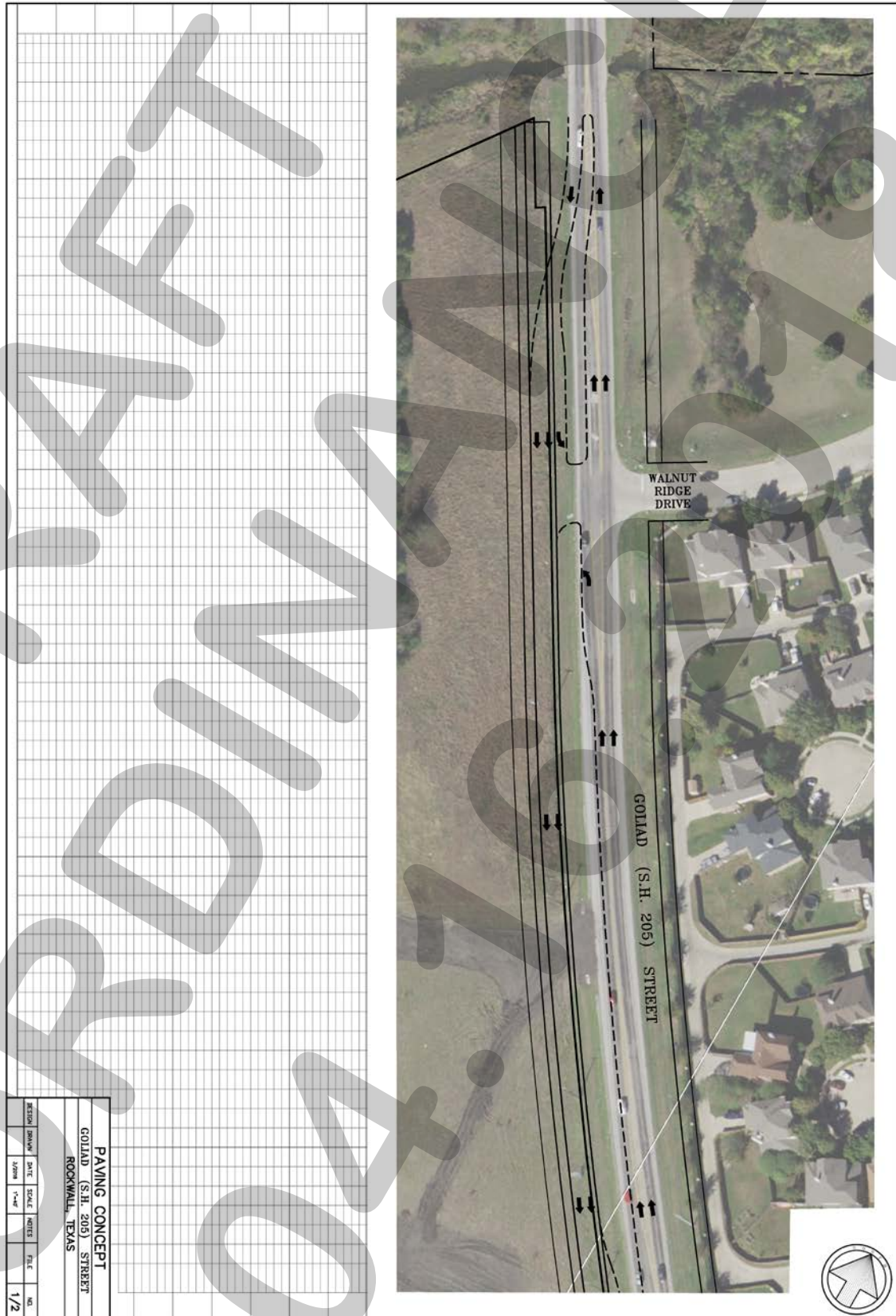
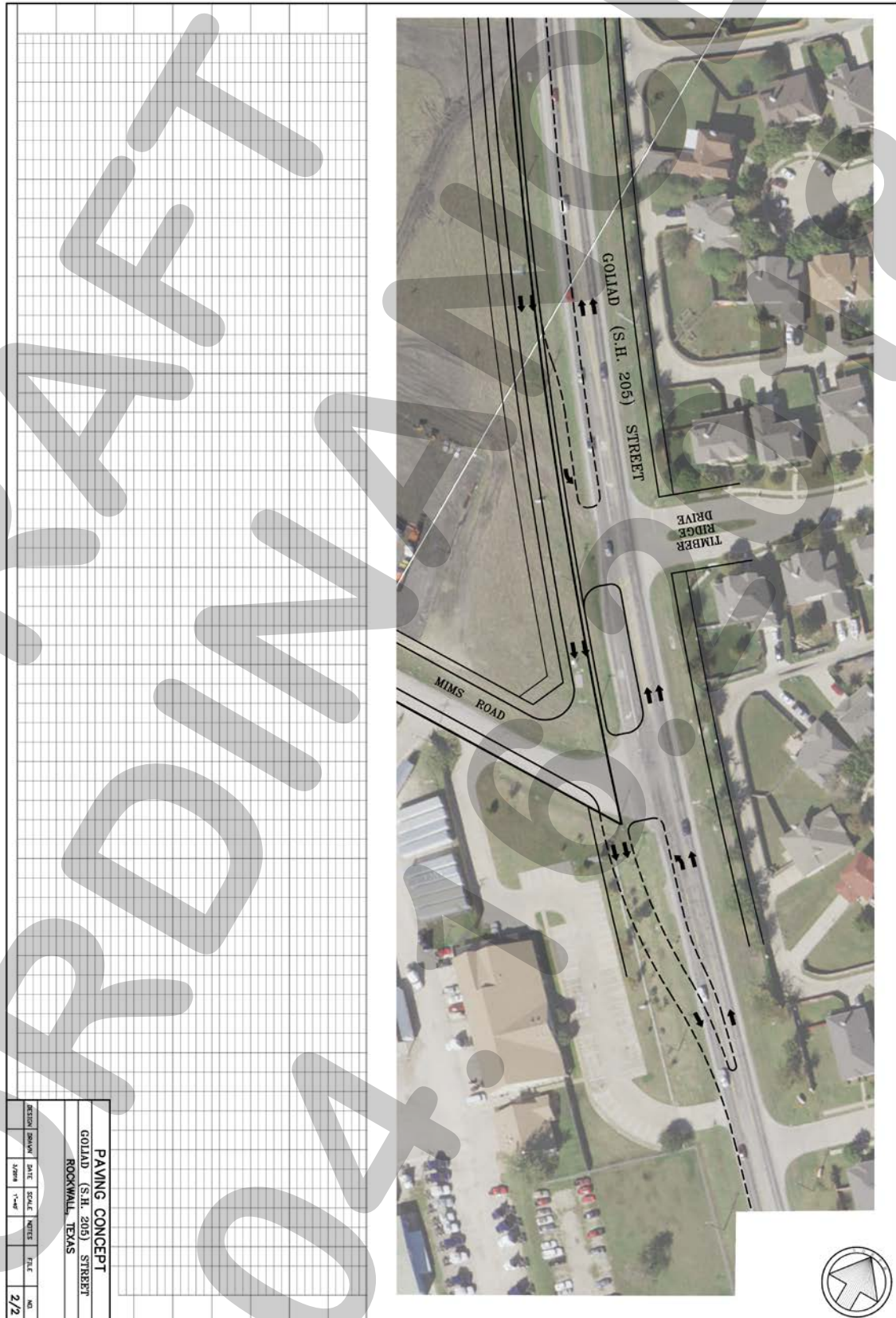


Exhibit 'D':
SH-205 Paving Concept Plan



G.T.(Tom) Walton, P.E.

Consulting Traffic Engineer

3408 Riley Drive Plano, Texas 75025 Ph 972-618-8069 e-mail: mmltomw@AOL.com

April 4, 2018

SADDLE STAR DEVELOPMENT
ATTN: PAT ATKINS
3076 Hays Lane
Rockwall, Texas 75087

RE: SH 205 Traffic Counts for The Enclave development in Rockwall, Texas

Dear Mr. Atkins,

In December 2017, 24 hour machine traffic counts were done on SH 205 by the Enclave development area. Per your request additional machine counts were done in late March 2018. The 2017 daily traffic volume total was 19,871 vehicle trips. The 2018 daily traffic volume total was 17,539 vehicle trips. The difference in volume was 2332 trips.

Enclosed please find the reports of the two traffic counts.

Please let me know if I can be of further assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "G.T. Walton P.E.", written in a cursive style.

G.T. (Tom) Walton, P.E.

Accurate Counts
 ACCURATE COUNTS
 TRAFFIC DATA COLLECTION SERVICE
 SPEED SUMMARY
 Tue 3/27/2018

Page: 1

: 000000013931
 Site ID: 000000013931
 Location: SH 205-N of Mims
 Direction: NORTH
 Lane: 1

File: D0328001.prn
 City: Rockwall
 County: Rockwall

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
12:00	1	0	0	0	6	3	53	127	113	36	12	0	0	5	356
13:00	0	0	0	0	0	5	45	130	175	103	23	0	2	2	485
14:00	2	0	0	0	4	4	49	116	214	75	12	1	0	9	486
15:00	3	0	0	0	0	10	33	104	182	107	16	3	1	12	471
16:00	2	0	1	9	11	18	37	86	156	134	31	2	0	7	494
17:00	2	0	0	0	0	9	74	174	187	116	13	5	4	6	590
18:00	0	0	0	0	4	5	50	180	186	84	19	1	1	20	550
19:00	7	0	1	0	2	22	36	88	173	86	17	5	0	7	444
20:00	0	0	0	0	0	19	28	86	93	63	14	2	1	6	312
21:00	0	0	2	2	1	8	31	85	59	27	2	0	0	0	217
22:00	0	0	0	0	0	4	13	60	60	31	4	2	1	0	175
23:00	0	0	0	0	0	2	10	22	21	18	6	0	1	0	80
24:00	0	0	0	0	0	0	3	8	7	3	3	0	0	0	24
01:00	0	0	0	0	0	0	4	2	4	5	0	0	0	0	15
02:00	0	0	0	0	0	1	0	3	3	1	0	1	0	0	9
03:00	0	0	0	0	0	0	3	2	4	4	0	0	0	0	13
04:00	0	0	0	0	0	0	0	10	12	7	5	3	0	0	37
05:00	0	0	0	0	0	0	6	16	26	46	21	5	0	0	120
06:00	0	0	0	0	1	0	15	55	155	127	17	4	0	1	375
07:00	0	0	0	8	17	28	111	281	220	64	11	2	2	4	748
08:00	0	0	0	0	0	34	88	226	309	133	26	2	0	6	824
09:00	0	0	0	0	0	8	32	159	214	184	38	5	1	11	652
10:00	1	0	0	0	4	1	28	75	188	199	61	7	0	8	572
11:00	2	0	0	0	1	2	8	51	180	190	101	12	0	6	553
24 HR TOTAL	21	0	4	19	51	183	757	2150	2949	1861	456	63	14	110	8638
PERCENTS	0.2%	0.0%	0.0%	0.2%	0.6%	2.1%	8.8%	24.9%	34.1%	21.5%	5.3%	0.7%	0.2%	1.3%	100.0%

Statistical Information...

15th Percentile Speed
 40.6 mph

85th Percentile Speed
 53.0 mph

Median Speed
 46.9 mph

Average Speed
 46.6 mph

10 MPH Pace Speed
 40 mph to 50 mph
 5099 vehicles in pace
 Representing 59.9% of the total vehicles

Vehicles > 65 MPH
 14
 0.2%

Accurate Counts

ACCURATE COUNTS
 TRAFFIC DATA COLLECTION SERVICE
 SPEED SUMMARY
 Tue 3/27/2018

Page: 3

: 000000013931
 Site ID: 000000013931
 Location: SH 205-N of Mims
 Direction: SOUTH
 Lane: 2

File: D0328001.prn
 City: Rockwall
 County: Rockwall

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
12:00	1	0	0	0	4	22	51	61	76	86	31	4	0	2	338
13:00	0	0	1	0	3	19	65	114	127	95	44	10	2	0	480
14:00	0	0	0	0	1	7	55	156	179	110	35	7	0	4	554
15:00	1	0	2	15	14	64	109	141	162	119	60	10	3	7	707
16:00	0	1	0	0	4	28	100	159	155	143	66	24	4	4	688
17:00	2	0	0	7	22	64	201	206	151	124	37	13	5	14	846
18:00	2	3	1	3	36	109	159	184	148	141	51	10	1	13	861
19:00	1	0	1	0	8	46	130	218	164	110	33	6	6	8	731
20:00	1	1	0	2	6	30	104	201	169	86	37	11	1	4	653
21:00	0	0	0	0	1	5	67	119	139	76	24	5	0	5	441
22:00	0	0	0	0	0	3	17	39	68	57	45	11	2	1	243
23:00	0	1	0	0	1	5	3	11	30	29	14	6	1	2	103
24:00	0	0	0	0	2	1	0	4	10	11	11	5	1	1	46
01:00	0	0	0	0	0	3	7	13	14	10	5	1	0	0	53
02:00	0	0	0	0	0	1	1	4	5	3	3	1	0	0	18
03:00	0	0	0	0	0	0	1	4	7	7	6	0	1	0	26
04:00	0	0	0	0	0	0	0	4	3	6	3	0	0	0	16
05:00	0	0	0	0	0	1	0	4	12	14	6	1	0	0	38
06:00	0	0	0	0	0	1	5	9	24	21	18	5	0	0	83
07:00	1	0	0	0	3	3	45	81	71	61	17	2	0	5	289
08:00	1	1	1	0	4	20	49	96	114	78	31	2	1	15	413
09:00	2	0	0	0	1	8	51	115	114	90	40	9	1	3	434
10:00	0	0	0	0	1	5	20	52	109	125	62	14	1	8	397
11:00	0	0	1	0	3	14	15	50	88	137	68	24	5	3	408
24 HR TOTAL	12	7	7	27	114	459	1255	2051	2144	1751	755	184	35	100	8901
PERCENTS	0.1%	0.1%	0.1%	0.3%	1.3%	5.2%	14.1%	23.0%	24.1%	19.7%	8.5%	2.1%	0.4%	1.1%	100.0%

Statistical Information...

15th Percentile Speed
 37.8 mph

85th Percentile Speed
 54.0 mph

Median Speed
 46.1 mph

Average Speed
 46.0 mph

10 MPH Pace Speed
 40 mph to 50 mph
 4195 vehicles in pace
 Representing 47.7% of the total vehicles

Vehicles > 65 MPH
 35
 0.4%

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 1

Site Reference: 000012201704
Site ID: 000012201704
Location: Goliad-N of Mims
Direction: NORTH
Lane: 1

File: D1220003.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	7	1	2	0	1	9	25	83	147	114	29	5	3	8	434
16:00	0	0	0	0	3	10	19	70	190	165	70	16	0	14	557
17:00	4	0	0	1	0	11	36	109	172	201	61	20	3	18	636
18:00	6	1	0	1	1	9	56	163	250	119	22	3	5	10	646
19:00	3	0	1	1	1	6	50	141	184	96	21	3	1	16	524
20:00	0	0	0	0	1	7	15	60	101	87	27	4	3	10	315
21:00	0	0	0	0	0	4	13	33	92	89	31	3	0	2	267
22:00	0	0	0	0	1	4	5	23	44	41	18	2	0	0	138
23:00	0	0	0	0	0	1	6	22	16	31	19	9	1	3	108
24:00	0	0	0	0	0	2	4	8	12	19	9	2	0	0	56
01:00	0	0	0	0	0	0	1	2	7	5	4	1	0	0	20
02:00	0	0	0	0	0	0	0	4	11	4	6	0	0	0	25
03:00	0	0	0	0	0	0	3	6	3	8	7	2	0	0	29
04:00	0	0	0	0	0	1	2	11	8	10	8	5	1	0	46
05:00	0	0	0	0	0	1	4	7	7	57	47	13	0	1	137
06:00	0	0	0	0	0	3	8	17	57	163	110	24	2	2	386
07:00	0	0	0	0	1	11	14	79	168	267	57	9	1	9	616
08:00	2	0	0	0	1	7	33	35	180	277	130	17	0	9	691
09:00	0	0	0	0	0	2	15	73	182	241	116	17	2	10	658
10:00	0	0	0	0	0	7	41	126	263	238	63	7	4	6	755
11:00	4	0	0	2	4	22	32	107	269	255	62	10	0	8	775
12:00	0	0	0	0	2	19	59	154	298	204	33	5	2	16	792
13:00	2	0	0	0	0	0	35	131	218	134	34	2	0	5	561
14:00	0	0	0	0	2	11	61	153	244	140	51	3	2	2	669
DAY TOTAL	28	2	3	5	18	147	537	1617	3123	2965	1035	182	30	149	9841
PERCENTS	0.3%	0.1%	0.1%	0.1%	0.2%	1.5%	5.4%	16.4%	31.7%	30.1%	10.5%	1.8%	0.3%	1.5%	100%

Statistical Information...

15th Percentile Speed
42.3 Mph

85th Percentile Speed
54.9 Mph

Median Speed
49.1 Mph

Average Speed
48.5 Mph

10 MPH Pace Speed
45MPH to 55MPH
6088 vehicles in pace
Representing 61.8% of the total vehicles

Vehicles > 65 MPH
179
1.8%

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 3

Site Reference: 000012201704
Site ID: 000012201704
Location: Goliad-N of Mims
Direction: SOUTH
Lane: 2

File: D1220003.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	4	0	0	7	5	68	123	184	171	140	64	17	1	16	800
16:00	1	1	0	0	1	29	135	204	188	179	75	16	4	14	847
17:00	5	1	0	2	6	62	159	217	208	129	63	14	2	15	883
18:00	3	0	0	1	2	78	178	207	158	135	33	11	2	15	823
19:00	5	0	0	3	16	49	116	222	176	140	44	13	2	7	793
20:00	0	0	0	0	0	7	41	125	170	164	64	19	0	3	593
21:00	0	0	0	0	0	0	22	108	164	159	44	14	1	4	516
22:00	0	0	0	0	1	2	12	41	100	126	58	16	2	3	361
23:00	0	0	0	0	0	2	12	31	42	79	45	12	5	3	231
24:00	0	0	0	0	0	1	2	9	19	28	29	6	1	0	95
01:00	0	0	0	0	0	2	3	3	17	24	8	2	3	2	64
02:00	0	0	0	0	0	1	2	1	4	8	4	3	1	1	25
03:00	0	0	0	0	0	0	2	1	6	9	7	3	0	2	30
04:00	0	0	0	0	0	0	4	3	1	5	8	2	0	0	23
05:00	0	0	0	0	0	0	1	2	6	13	13	3	2	0	40
06:00	0	0	0	0	0	1	3	9	24	25	30	15	3	2	112
07:00	0	0	0	0	0	1	2	46	75	77	48	10	4	2	265
08:00	5	0	0	0	0	3	2	30	94	125	74	24	3	4	364
09:00	4	0	0	0	0	9	21	42	114	118	80	22	1	6	417
10:00	3	3	0	2	5	2	29	53	115	109	69	13	1	9	413
11:00	3	0	2	0	0	19	52	88	129	129	53	15	0	14	504
12:00	6	0	0	0	3	14	44	130	182	119	58	12	2	18	588
13:00	0	0	0	0	0	24	47	119	147	113	52	8	2	9	521
14:00	0	0	0	0	3	39	94	173	187	136	72	9	2	7	722
DAY TOTAL	39	5	2	15	42	413	1106	2048	2497	2289	1095	279	44	156	10030
PERCENTS	0.4%	0.1%	0.1%	0.2%	0.5%	4.2%	11.0%	20.4%	24.8%	22.8%	10.9%	2.7%	0.4%	1.5%	100%

Statistical Information...

15th Percentile Speed
39.5 Mph

85th Percentile Speed
55.3 Mph

Median Speed
47.7 Mph

Average Speed
47.0 Mph

10 MPH Pace Speed
45MPH to 55MPH
4786 vehicles in pace
Representing 47.7% of the total vehicles

Vehicles > 65 MPH
200
1.9%











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ROW
MODEL HOME
→
528 MATTHEW PLACE
cbjenihomes.com

Furnish
Residences

TRAFFIC IMPACT ANALYSIS
FOR
THE ENCLAVE SUBDIVISION
IN
ROCKWALL, TEXAS

Prepared for:
ENGINEERING CONCEPTS & DESIGN LP

Representing:
SADDLE STAR LAND DEVELOPMENT LLC

Prepared By:
G.T. (Tom) Walton, P.E.
Consulting Traffic Engineer



DECEMBER, 2017

Executive Summary

Saddle Star Land Development is planning to build The Enclave in the City of Rockwall Texas. The Enclave will be on the west side of SH 205 and the north side on Mims Rd. The development will be made up of 198 Townhouses, 65 single family lots and a retail tract along the SH 205 frontage and at the intersection of the two roads.

SH 205 is a two lane, two way asphalt TxDOT roadway. There are no improvements planned for the roadway adjacent to the site in the next ten years. An improvement to the SH 205 and John King Pkwy to the south may affect the volume of traffic past the site and the new signal at the Sids Rd intersection to the north may be beneficial. Mims Rd will be paved by the developer from SH 205 to Sids Rd.

In order to obtain approval of the plans for the new development by the City of Rockwall, a Traffic Impact Analysis (TIA) must be completed. This TIA investigates the traffic operations on the roadways and intersections near the site.

Traffic counts were conducted on SH 205, Mims Rd and at their intersection. Existing conditions were analyzed to determine the level of congestion on the roadways and the intersection in 2017. Due to the fact that the Enclave is expected to take 7 years to fully develop, the traffic volumes for the year 2024 were calculated and the congestion situation analyzed.

Trip generation calculations were completed for the proposed residential homes and retail businesses to determine the amount of traffic increase the development will create. The increase in traffic was applied to the roadways and intersections and the resulting traffic congestion situation analyzed.

The Traffic Impact Analysis investigations produced the following results:

- The construction of Mims Rd from SH 205 to Sids Rd at the beginning of development will provide smooth, free flow access for the residential portion of the project.
- When the retail portion of the development is constructed, separate right turn lanes should be built into each of the driveways on the SH 205 frontage.
- An effort should be made by the City of Rockwall and TxDOT to improve the geometry of the portion of SH 205 from Sids Rd to John King Pkwy.

INTRODUCTION

Saddle Star Land Development is the owner of the THE ENCLAVE subdivision in Rockwall Texas. The project is along the west side of SH 205 and the north side of Mims Rd in the northwest quadrant of their intersection. The Enclave will contain 198 Townhouse lots, 65 Single Family lots and 5.30 acres of general retail including a convenience store with gas pumps at the Mims Rd/SH 205 intersection. The Retail area will have 46,000 sq ft of office retail and a 3000 sq ft convenience store with gas pumps. The entire development will be built together and buildout is expected in 7 years in late 2024. The City of Rockwall staff has required that a Traffic Impact Analysis (TIA) be completed as part of the submittal of plans for The Enclave. ENGINEERING CONCEPTS & DESIGN LP is the Engineer for the owners of THE Enclave. G.T. (Tom) Walton, P.E. Consulting Traffic Engineer has been hired to conduct the needed study.

PURPOSE

The following study will evaluate the traffic situation on the existing roadways and intersections in the area of the development. It will then impose the traffic created by the proposed development on the existing roadway system to determine the effect the new traffic will have on the operation of the existing system and if any roadway improvements are needed to accommodate the traffic additions. Any problems identified will be addressed and mitigation steps recommended.

SCOPE

The Enclave will make use of 8 street intersections and three driveways to access both SH 205 and Mims Rd. The intersection of Street A and two driveways from the retail area and the Mims intersection will provide access to and from SH 205. One driveway from the retail area and 7 street intersections alphabetically C through I will provide access to and from Mims Rd. The location of the site is shown in FIGURE I.

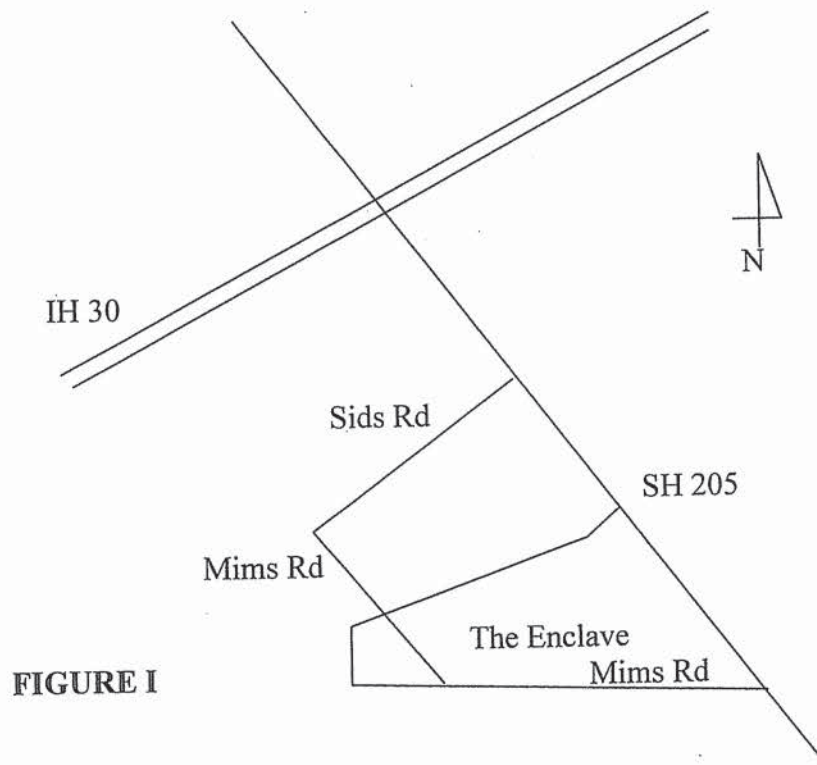
The analysis will include the study of existing conditions on SH205 and Mims Rd adjacent to the development. As mentioned above, the developer expects that the build out of the entire project will occur by 2024. The traffic volumes on both SH 205 and Mims Rd will be counted and the existing conditions on SH 205, Mims Rd and their intersection will be analyzed. The traffic volume conditions will be grown to those expected in 2024. The amount of new traffic to be created by the development will be calculated and the new trips created will be added to the 2024 traffic and the buildout conditions analyzed. The analysis will include a link analysis on SH 205 and on Mims Rd and an unsignalized intersection analysis on the intersection of the two streets and each of the driveways and street intersections created by the development. These analyses will include both AM and PM peak hour conditions and will apply the entire traffic loading

from the development at the same time. The analyses will be done for the AM and PM peak hour generation rates during the peak traffic hour on the roadways.

METHODOLOGY

The methodology for the study will include the following steps;

- definition of the roadways and intersections under consideration,
- counting of the existing traffic volumes on the subject roadways and the turning movements at their intersection,
- the analysis of existing traffic conditions on the subject roadways and their intersection,
- the generation of traffic from the proposed development,
- the distribution of site traffic to the roadways and intersections
- growth of the SH 205 and Mims Rd traffic to the 2024 conditions
- the analysis of build out traffic conditions including the loading from the entire development,
- comparison of turning traffic at the intersections with the TxDOT turn lane criteria
- the identification of any problems caused by the new development and
- the recommendation of mitigation efforts to deal with identified problems.



AREA ROADWAYS AND INTERSECTIONS

SH 205 extends from SH 78 on the north to US 80 in the City of Terrell to the south. The section abutting the Enclave is a 25 foot wide, two lane, two way asphalt TxDOT roadway with a double yellow centerline and a 45 MPH speed limit. The roadway is widened to 36 feet wide at the intersection with Walnut Ridge Rd. and at the intersections with Timber Ridge and Mims roads. No improvements are planned for this section of SH 205 in the next 10 years. To the north of the site, a project is to begin by TxDOT in the immediate future to realign SH 276 to intersect SH 205 at the Sids Rd intersection and include the construction of a traffic signal at the intersection. To the south of the site the intersection of SH 205 and John King Pkwy is to be realigned to smooth the flow from 205 to John King in the next 5 to 10 years.

Mims Rd. is a 20 foot wide, two lane, two way asphalt roadway. The asphalt pavement extends from the Mims/SH 205 intersection to the west approximately 1400 feet. The roadway then turns to gravel and extends west and then north to intersect with Sids Rd and on north to Ralph Hall Pkwy. As part of the building of the Enclave, the developer will construct Mims as at least a 24 foot wide concrete roadway from its intersection with SH 205 to its intersection with Sids Rd.

The intersection of SH 205 and Mims Rd has one southbound lane and one right turn lane on SH205, one eastbound lane on Mims Rd and one through and one left turn lane on northbound SH 205. The intersection is controlled by a stop sign and a STOP line for eastbound Mims Rd. The curve radii on both sides of Mims are large to ease right turns from south bound to west bound and from east bound to south bound.

At the intersection of Street A and SH 205 the street A approach will be divided with one west bound lane and separate east bound left and right turn lanes.

Two driveways will be built in the retail frontage on SH 205 complying with the TxDOT spacing requirements.

One driveway will be built in the retail frontage on Mims Rd.

Three street intersections will be built in the Townhouse frontage on Mims Rd. These will be the streets C, D, and E intersections with Mims Rd. Each intersecting street will have one entering and one exiting lane.

In the Single Family area, streets F, G, and H will intersect Mims Rd. There will also be an intersection of Mims with streets A and I with A on the east and I on the west. The intersecting streets will all have one entering and one exiting lane.

Street A will be a collector street running from an intersection with SH 205 on the east to an intersection with Mims Rd. on the west. Streets C through H will run north-south from Street A to Mims.

EXISTING TRAFFIC VOLUMES

The existing traffic volumes on SH 205 and Mims Rd were measured by making two directional 24 hour machine counts on each roadway approximately 300 ft. from their intersection. An AM and PM peak hour turning movement count was also done at the SH 205 and Mims Rd. intersection. The details of the traffic counts are given in Appendix A.

EXISTING TRAFFIC CONDITIONS

The quality and safety of the operation of traffic is measured by quantifying the level of congestion that drivers are experiencing. The term that is used to describe traffic conditions is Level of Service (LOS). In Traffic Engineering analysis, LOS on a section of roadway is calculated by comparing the volume of traffic measured on the road to the capacity of the roadway. LOS is described by alphabetic designations. LOS ranges from A to F. The various levels are as follows:

- Volume/Capacity ratio is ≤ 0.25 is LOS "A" or "B"
- Volume/Capacity ratio is $0.25 < x, \leq 0.40$ is LOS "C"
- Volume/Capacity ratio is $0.40 < x, \leq 0.75$ is LOS "D"
- Volume/Capacity ratio is $0.75 < x, \leq 1.0$ is LOS "E"
- Volume/Capacity Ratio is > 1.0 is LOS "F"

LOS A or B are referred to as "Free" flow conditions, LOS C is "Stable" flow, LOS D is "Forced" flow, LOS E is "Capacity" flow and LOS F is "Failure" conditions.

The existing traffic volume count information was used with the HCS + software which uses the Highway Capacity Manual methodology to analyze the operation of roadway links and intersections. A two way link analysis was conducted on the existing SH 205 and Mims Rd. for both the AM and PM Peak Hour conditions. An unsignalized intersection analysis was also done for existing AM and PM peak hour conditions at the SH 205 and Mims Rd. intersection.

The results of the analyses of existing conditions are as follows:

- The roadway link analysis

Link	LOS
SH205 north of Mims Rd A.M.	C
SH205 north of Mims Rd P.M.	D
Mims Rd west of SH 205 A.M.	A
Mims Rd west of SH 205 P.M.	A

- The unsignalized intersection analysis

Intersection	Approach LOS			
	North b	South b	East b	West b
SH 205 at Mims Rd AM	A	A	C	
SH 205 at Mims Rd PM	A	A	D	

The details of the existing conditions analyses are given in Appendix B.

SITE TRAFFIC GENERATION

The amount of traffic that a development will generate can be calculated for an average day or for the peak traffic periods of a day. The number of vehicle trips generated or trip generation will be used to project the effect that the new development will have on the serving roadways. The amount of traffic generated during both the AM and PM Peak Hour will be considered.

Trip generation information is found in Trip Generation published by the Institute of Transportation Engineers. This is a standard reference to determine the trip generation characteristics of particular land use types and densities. Rates are established for specific land use types including residential, office, commercial, industrial and institutional. Trip generation rates are given for a number of development measurement units and at various times of day and days of the week. The percentage of the generated traffic that enters and leaves the site is also indicated. For residential development the dwelling unit (DU) is the measurement unit while 1,000 square feet of gross floor area is used for office, commercial, industrial and general retail uses.

As was noted above, the The Enclave will have 65 single family lots or 65 dwelling units (D.U.)s and 198 townhouse lots or 198 dwelling units (D.U.)s. The retail area will have 46,000 sq ft of office retail and 3000 sq ft of convenience store with gas pumps. The P.M. Peak Hour rate for single family residential development from Trip Generation is 1.00 trips per dwelling unit with 63% entering and 37% exiting the site. The AM Peak Hour rate is 0.75 trips per dwelling unit with 25% entering and 75% exiting. The PM Peak Hour rate for townhouse development is 0.52 trips per DU with 67% entering and 33% exiting. The AM Peak Hour rate for townhouse is 0.44 trips per DU with 17%

entering and 83% exiting. The AM Peak Hour rate for office retail is 6.84 trips per 1000 sq ft with 48% entering and 52% exiting. The PM Peak Hour rate for office retail is 5.02 trips per 1000 sq ft with 56% entering and 44% exiting. The AM Peak Hour rate for convenience store with gas pumps is 40.92 trips per 1000 sq ft with 50% entering and 50% exiting. The PM Peak Hour rate is 50.92 trips per 1000 sq ft with 50% entering and 50% exiting. A copy of the pages from Trip Generation is given in Appendix C.

The total traffic to be expected from the development during the each Peak Hour is as follows:

USE	Dev Unit	P.H.	Rate	Size	Trips	Enter	Exit
Single Family	D.U.	A.M.	.75/DU	65 DU	49	13	36
Single Family	D.U.	P.M.	1.0/DU	65 DU	65	44	25
Townhouse	D.U.	A.M.	.44/DU	198 DU	87	15	72
Townhouse	D.U.	P.M.	.52/DU	198 DU	103	68	35
Office Retail	K sq ft	A.M.	6.84/K	46 K	315	151	164
Office Retail	K sq ft	P.M.	5.02/K	46 K	231	129	102
Conven. w Pump	K sq ft	A.M.	40.92/K	3 K	123	62	61
Conven. w Pump	K sq ft	P.M.	50.92/K	3 K	153	77	76

TRAFFIC DISTRIBUTION

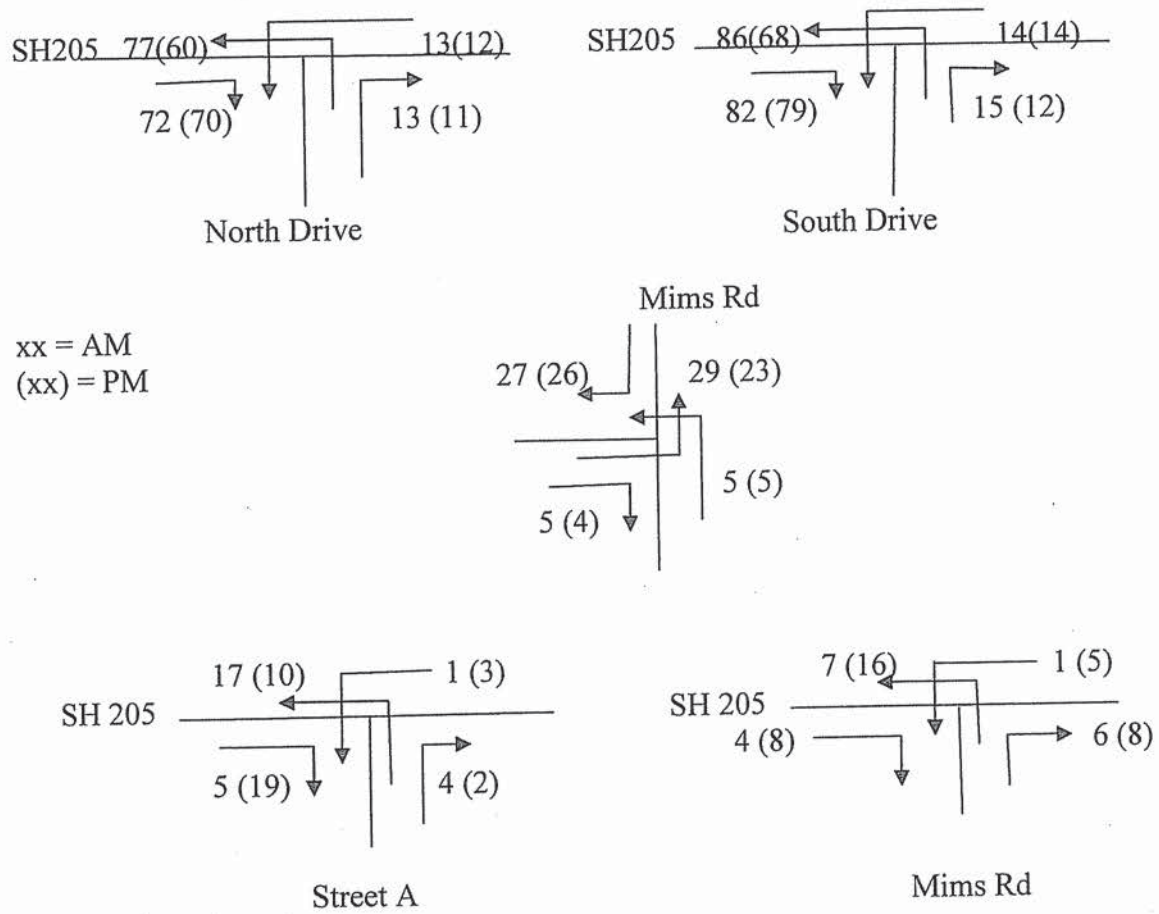
The distribution of traffic moving to and from a proposed development is based upon the type of development and the distribution of attractors around the site. In addition, the ease of access to available serving roadways will affect the driver's choice of which to use. The LOS problems being experienced for the eastbound approach to the SH205 at Mims intersection are caused by the difficulty of making an eastbound to northbound left turn onto SH205. The stop control on Mims and the relatively high volume of traffic on SH 205 create the problem. This problem will continue for the Mims intersection and also the two retail drives and the Street A intersection with SH205.

Based upon information provided by the City of Rockwall staff, 85% of the traffic created by the development will go to and from the north and 15% will go to and from the south. Since Mims Rd will be connected to Sids Rd and points north, it can be expected to be the route of choice for most of the residential development. Therefore, 20% of the residential traffic will use SH 205 through the Street A intersection and 80% will make use of Mims Rd. 80% of the traffic from each of the streets, C through G, will use their intersection with Mims Rd. All traffic on streets H and I will use their Mims intersection. Similar to the situation on SH 205, 85% of the traffic using Mims will go west and then north and 15% will go east and then south.

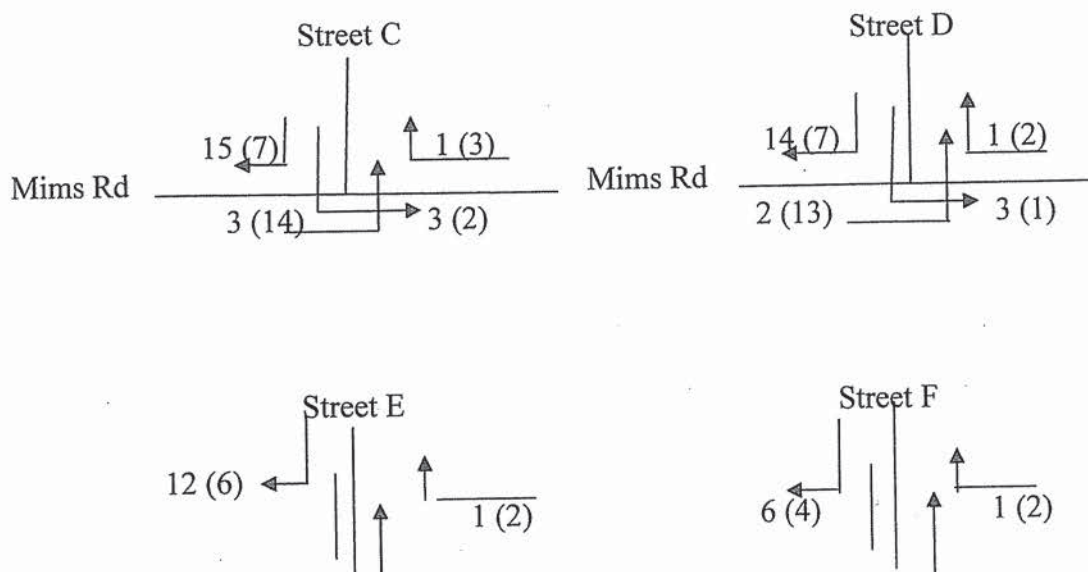
In the retail area, 40% of the traffic will enter and leave by the northern drive, 45% by the southern drive on SH 205 and 15% by the drive on Mims.

The distribution of generated traffic to the various intersections are shown in FIGURE II

Retail area turning movements at driveways:



Residential street intersections on Mims Rd



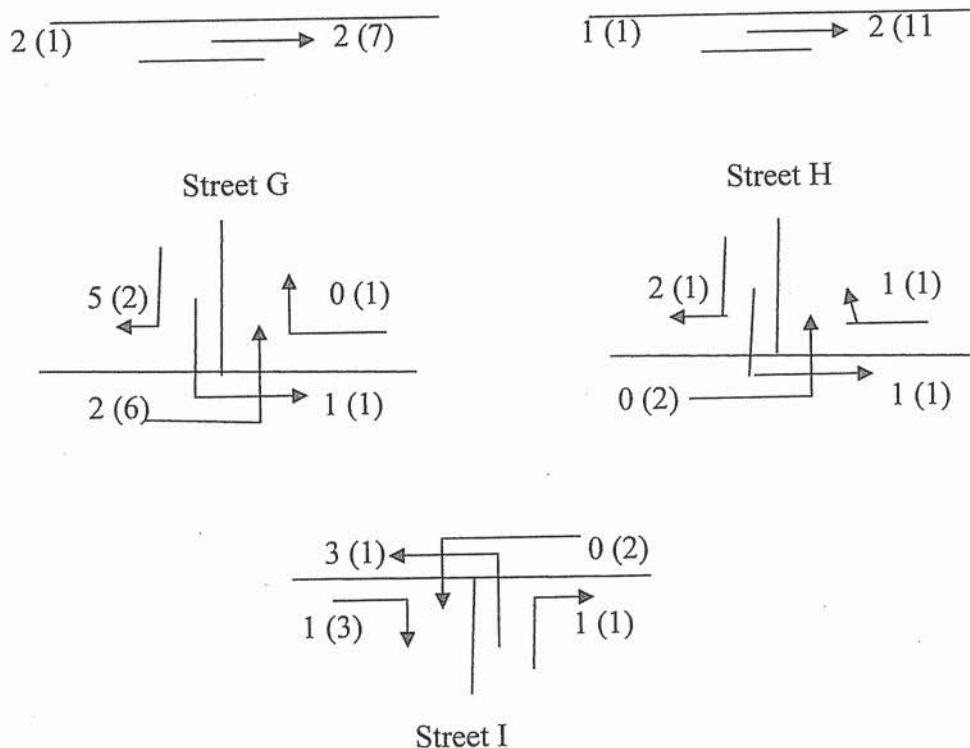


FIGURE II

FUTURE BACKGROUND TRAFFIC CONDITIONS

Analysis of future conditions created by the new development will involve the addition of the site generated traffic to the traffic existing on the roadways at the time of build-out of the development. Due to the fact that it is expected to take seven years for the development to build out, the existing traffic on the roadways will be grown by an agreed upon growth rate for the area. Discussion with the City's staff produced an expected growth rate of 4% per year. Therefore, the background traffic volumes on Mims Rd. and SH 205 in 2024 at build-out will be 28% higher than the current volumes on each section of the road. In the case of this section of SH 205 the intersection of SH 205 and John King Pkwy to the south will be realigned by TxDOT by the buildout date. The realignment will divert part of the SH 205 traffic onto John King. TxDOT staff indicates that 85% of the SH 205 traffic will continue to use the section adjacent to the Enclave development. Therefore the expected traffic increase in volume at buildout will be 85% of 1.28% or 1.08% on SH 205. The operation of the roadway sections under the 2024 volumes was analyzed. The results are as follows:

- The roadway link analysis:

Link	LOS
Mims west of SH 205 A.M.	A

Mims west of SH 205 P.M.	A
SH 205 north of Mims Rd A.M.	C
SH 205 north of Mims Rd P.M.	D

The insignalized intersection analysis:

Intersection	Approach LOS			
	North b	South b	East b	West b
SH 205 at Mims Rd AM	A	A	C	
SH 205 at Mims Rd PM	B	B	F	

The details of the 2024 background analyses are given in Appendix D.

BUILDOUT TRAFFIC CONDITIONS

Adding the traffic generated by the development to the background traffic will produce the volumes that can be expected on SH 205, Mims Rd and the intersections in 2024 when the Enclave is built out. The results of the link analyses and the unsignalized Intersection analyses under build out conditions are as follows:

- The roadway link analyses:

Link	LOS
Mims Rd west of SH205 AM	A
Mims Rd west of SH 205 PM	A
SH 205 north of Mims Rd AM	D
SH 205 north of Mims Rd PM	E

- The unsignalized intersection analyses:

Intersection	Approach LOS			
	North b	South b	East b	West b
SH 205 at Street A AM	A	A	C	
SH 205 at Street A PM	B	B	E	
SH 205 at North Drive AM	A	A	E	
SH 205 at North Drive PM	B	B	F	
SH 205 at South Drive AM	A	A	E	
SH 205 at South Drive PM	A	A	F	
SH 205 at Mims Rd AM	A	A	C	
SH 205 at Mims Rd PM	B	B	F	
Mims at Retail Drive AM		A	A	A

Mims at Retail Drive PM		A	A	A
Mims at Street C AM		A	A	A
Mims at Street C PM		A	A	A
Mims at Street D AM		A	A	A
Mims at Street D PM		A	A	A
Mims at Street E AM		A	A	A
Mims at Street E PM		A	A	A

Mims at Street F AM		A	A	A
Mims at Street F PM		A	A	A
Mims at Street G AM		A	A	A
Mims at Street G PM		A	A	A
Mims at Street H AM		A	A	A
Mims at Street H PM		A	A	A
Mims at Street I AM	A		A	A
Mims at Street I PM	A		A	A

The details of the link analyses and the unsignalized intersection analyses under build out conditions are given in Appendix E.

TXDOT ACCESS MANAGEMENT CRITERIA

The Texas Department of Transportation (TxDOT) Access Management Manual provides criteria concerning the need to provide a separate right turn lane when building a driveway or street intersection with a TxDOT roadway. The thresholds for the need for these lanes is given in Table 2-3 of the Access Management Manual. The thresholds depend upon the volume of right turning traffic and the speed of the roadway.

For a roadway with a speed of 45 MPH, the threshold for the need for a turn lane is over 50 vehicles per hour during the peak hour.

CONCLUSIONS

The analyses above indicate that a problem exists with the congestion level on SH 205 and at the intersections with it. The problems are seen to worsen with the normal growth of traffic on the roadways. The delays are especially felt by those trying to turn left onto the road. The poor level of service indicated on all of the SH205 intersections is caused by long delays for left turns onto the roadway.

The connection of Mims Rd to Sids Rd and points north provides an attractive alternate access for the residential portion of the Enclave. Mims Rd and all of its residential intersections are found to operate at "free flow" LOS A condition.

The intersection traffic movement volume information projected indicates that the right turn movements into the site at both of the retail driveways on SH 205 exceed the TxDOT threshold to require a separate right turn lane. The new turn lanes can be expected to ease the flow of southbound traffic on SH 205 and improve the operation of the driveways.

RECOMMENDATIONS

When the retail portion of the Enclave is developed separate right turn lanes should be built at the driveways from SH 205 into the site.

The construction of Mims Rd from SH 205 to Sids Rd should be completed as the first step in the development of the residential portion of the Enclave.

An effort should be pursued by the City of Rockwall and TxDOT to improve the capacity and operation of SH 205 from Sids Rd to John King Pkwy.

APPENDIX A

Traffic Counts

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 3

Site Reference: 000012201701
Site ID: 000012201701
Location: Mims-W of Goliad
Direction: WEST
Lane: 2

File: D1220004.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	0	2	7	9	12	2	1	0	0	0	0	0	0	0	33
16:00	0	0	0	9	18	9	1	0	0	0	0	0	0	0	37
17:00	0	1	1	7	15	7	2	0	0	0	0	0	0	0	33
18:00	0	1	1	4	7	6	2	0	0	0	0	0	0	0	21
19:00	0	0	1	3	5	2	0	0	0	0	0	0	0	1	12
20:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
21:00	0	0	1	2	4	0	0	0	0	0	0	0	0	0	7
22:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
24:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	4	5	0	2	0	0	0	0	0	0	0	11
07:00	1	4	1	4	14	8	0	0	1	0	0	0	0	0	33
08:00	0	0	2	3	19	8	2	0	0	0	0	0	0	0	34
09:00	1	2	2	12	20	9	2	1	0	0	0	0	0	0	49
10:00	2	3	3	10	11	10	1	0	0	0	0	0	0	0	40
11:00	0	4	3	11	12	7	0	0	0	0	0	0	0	0	37
12:00	0	3	6	7	13	11	1	0	0	0	0	0	0	0	41
13:00	0	2	1	5	10	6	2	0	0	0	0	0	0	0	26
14:00	0	0	2	9	11	7	0	0	0	0	0	0	0	0	29

DAY TOTAL	4	22	33	100	184	95	16	1	1	0	0	0	0	1	457
PERCENTS	0.9%	4.9%	7.3%	21.9%	40.2%	20.7%	3.5%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	100%

Statistical Information...

15th Percentile Speed
20.5 Mph

85th Percentile Speed
32.4 Mph

Median Speed
26.9 Mph

Average Speed
26.3 Mph

10 MPH Pace Speed
20MPH to 30MPH
284 vehicles in pace
Representing 62.1% of the total vehicles

Vehicles > 65 MPH
1
.21%

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 1

Site Reference: 000012201701
Site ID: 000012201701
Location: Mims-W of Goliad
Direction: EAST
Lane: 1

File: D1220004.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	0	3	1	10	13	4	4	1	0	0	0	0	0	0	36
16:00	0	1	4	14	14	7	3	0	0	0	0	0	0	0	43
17:00	1	2	5	13	25	12	9	1	0	0	0	0	0	0	68
18:00	0	1	5	8	15	3	8	0	0	0	0	0	0	0	40
19:00	0	1	2	3	8	8	2	0	0	0	0	0	0	0	24
20:00	0	0	0	5	6	4	1	1	0	0	0	0	0	0	17
21:00	0	0	1	1	4	5	2	0	0	0	0	0	0	0	13
22:00	0	0	1	3	1	3	3	0	0	0	0	0	0	0	11
23:00	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
24:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	2	1	0	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	3	3	2	3	3	3	0	0	0	0	0	0	0	17
08:00	0	3	0	2	4	1	1	0	0	0	0	0	0	0	11
09:00	0	2	2	5	6	4	2	0	0	0	0	0	0	0	21
10:00	2	0	2	14	6	6	1	2	0	0	0	0	0	0	33
11:00	1	2	2	5	11	5	1	0	0	0	0	0	0	0	27
12:00	1	5	3	16	13	8	1	0	2	0	0	0	0	0	49
13:00	0	0	1	10	12	9	1	0	0	0	0	0	0	0	33
14:00	0	0	1	10	8	7	1	2	0	0	0	0	0	0	29
<hr/>															
DAY TOTAL	5	24	35	128	154	90	44	7	2	0	0	0	0	0	489
PERCENTS	1.1%	5.0%	7.2%	26.2%	31.4%	18.4%	8.9%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
20.4 Mph

85th Percentile Speed
33.9 Mph

Median Speed
26.7 Mph

Average Speed
26.6 Mph

10 MPH Pace Speed
20MPH to 30MPH
282 vehicles in pace
Representing 57.6% of the total vehicles

Vehicles > 65 MPH
0
0%

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 1

Site Reference: 000012201704
Site ID: 000012201704
Location: Goliad-N of Mims
Direction: NORTH
Lane: 1

File: D1220003.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	7	1	2	0	1	9	25	83	147	114	29	5	3	8	434
16:00	0	0	0	0	3	10	19	70	190	165	70	16	0	14	557
17:00	4	0	0	1	0	11	36	109	172	201	61	20	3	18	636
18:00	6	1	0	1	1	9	56	163	250	119	22	3	5	10	646
19:00	3	0	1	1	1	6	50	141	184	96	21	3	1	16	524
20:00	0	0	0	0	1	7	15	60	101	87	27	4	3	10	315
21:00	0	0	0	0	0	4	13	33	92	89	31	3	0	2	267
22:00	0	0	0	0	1	4	5	23	44	41	18	2	0	0	138
23:00	0	0	0	0	0	1	6	22	16	31	19	9	1	3	108
24:00	0	0	0	0	0	2	4	8	12	19	9	2	0	0	56
01:00	0	0	0	0	0	0	1	2	7	5	4	1	0	0	20
02:00	0	0	0	0	0	0	0	4	11	4	6	0	0	0	25
03:00	0	0	0	0	0	0	3	6	3	8	7	2	0	0	29
04:00	0	0	0	0	0	1	2	11	8	10	8	5	1	0	46
05:00	0	0	0	0	0	1	4	7	7	57	47	13	0	1	137
06:00	0	0	0	0	0	3	8	17	57	163	110	24	2	2	386
07:00	0	0	0	0	1	11	14	79	168	267	57	9	1	9	616
08:00	2	0	0	0	1	7	33	35	180	277	130	17	0	9	691
09:00	0	0	0	0	0	2	15	73	182	241	116	17	2	10	658
10:00	0	0	0	0	0	7	41	126	263	238	63	7	4	6	755
11:00	4	0	0	2	4	22	32	107	269	255	62	10	0	8	775
12:00	0	0	0	0	2	19	59	154	298	204	33	5	2	16	792
13:00	2	0	0	0	0	0	35	131	218	134	34	2	0	5	561
14:00	0	0	0	0	2	11	61	153	244	140	51	3	2	2	669
<hr/>															
DAY TOTAL	28	2	3	5	18	147	537	1617	3123	2965	1035	182	30	149	9841
PERCENTS	0.3%	0.1%	0.1%	0.1%	0.2%	1.5%	5.4%	16.4%	31.7%	30.1%	10.5%	1.8%	0.3%	1.5%	100%

Statistical Information...

15th Percentile Speed
42.3 Mph

85th Percentile Speed
54.9 Mph

Median Speed
49.1 Mph

Average Speed
48.5 Mph

10 MPH Pace Speed
45MPH to 55MPH
6088 vehicles in pace
Representing 61.8% of the total vehicles

Vehicles > 65 MPH
179
1.8%

Accurate Counts
Traffic Data Services
SPEED SUMMARY
WED 12/20/2017

Page: 3

Site Reference: 000012201704
Site ID: 000012201704
Location: Goliad-N of Mims
Direction: SOUTH
Lane: 2

File: D1220003.prn
City: Rockwall
County: Rockwall

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
15:00	4	0	0	7	5	68	123	184	171	140	64	17	1	16	800
16:00	1	1	0	0	1	29	135	204	188	179	75	16	4	14	847
17:00	5	1	0	2	6	62	159	217	208	129	63	14	2	15	883
18:00	3	0	0	1	2	78	178	207	158	135	33	11	2	15	823
19:00	5	0	0	3	16	49	116	222	176	140	44	13	2	7	793
20:00	0	0	0	0	0	7	41	125	170	164	64	19	0	3	593
21:00	0	0	0	0	0	0	22	108	164	159	44	14	1	4	516
22:00	0	0	0	0	1	2	12	41	100	126	58	16	2	3	361
23:00	0	0	0	0	0	2	12	31	42	79	45	12	5	3	231
24:00	0	0	0	0	0	1	2	9	19	28	29	6	1	0	95
01:00	0	0	0	0	0	2	3	3	17	24	8	2	3	2	64
02:00	0	0	0	0	0	1	2	1	4	8	4	3	1	1	25
03:00	0	0	0	0	0	0	2	1	6	9	7	3	0	2	30
04:00	0	0	0	0	0	0	4	3	1	5	8	2	0	0	23
05:00	0	0	0	0	0	0	1	2	6	13	13	3	2	0	40
06:00	0	0	0	0	0	1	3	9	24	25	30	15	3	2	112
07:00	0	0	0	0	0	1	2	46	75	77	48	10	4	2	265
08:00	5	0	0	0	0	3	2	30	94	125	74	24	3	4	364
09:00	4	0	0	0	0	9	21	42	114	118	80	22	1	6	417
10:00	3	3	0	2	5	2	29	53	115	109	69	13	1	9	413
11:00	3	0	2	0	0	19	52	88	129	129	53	15	0	14	504
12:00	6	0	0	0	3	14	44	130	182	119	58	12	2	18	588
13:00	0	0	0	0	0	24	47	119	147	113	52	8	2	9	521
14:00	0	0	0	0	3	39	94	173	187	136	72	9	2	7	722

DAY TOTAL	39	5	2	15	42	413	1106	2048	2497	2289	1095	279	44	156	10030
PERCENTS	0.4%	0.1%	0.1%	0.2%	0.5%	4.2%	11.0%	20.4%	24.8%	22.8%	10.9%	2.7%	0.4%	1.5%	100%

Statistical Information...

15th Percentile Speed
39.5 Mph

85th Percentile Speed
55.3 Mph

Median Speed
47.7 Mph

Average Speed
47.0 Mph

10 MPH Pace Speed
45MPH to 55MPH
4786 vehicles in pace
Representing 47.7% of the total vehicles

Vehicles > 65 MPH
200
1.9%

Location: GOLIAD @ MIMS
Weather: COOL
Printed By: PI
Vehicle Type:

File Name : Goliad @ Mims
Site Code : 00000000
Start Date : 12/20/2017
Page No : 1

Groups Printed- Unshifted

	GOLIAD Southbound					MIMS Westbound					GOLIAD Northbound					MIMS Eastbound					
Start Time	Left	Thru	Righ t	Peds	App. Total	Left	Thru	Righ t	Peds	App. Total	Left	Thru	Righ t	Peds	App. Total	Left	Thru	Righ t	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	90	11	0	101	0	0	0	0	0	5	186	0	0	191	3	0	0	0	3	295
07:15	0	98	4	0	102	0	0	0	0	0	9	177	0	0	186	1	0	1	0	2	290
07:30	0	116	5	0	121	0	0	0	0	0	1	188	0	0	189	2	0	0	0	2	312
07:45	0	86	10	0	96	0	0	0	0	0	7	197	0	0	204	3	0	3	0	6	306
Total	0	390	30	0	420	0	0	0	0	0	22	748	0	0	770	9	0	4	0	13	1203
08:00	0	86	13	0	99	0	0	0	0	0	3	168	0	0	171	1	0	0	0	1	271
08:15	0	86	3	0	89	0	0	0	0	0	1	163	0	0	164	3	0	4	0	7	260
08:30	0	78	4	0	82	0	0	0	0	0	3	174	0	0	177	0	0	3	0	3	262
08:45	0	79	10	0	89	0	0	0	0	0	2	188	0	0	190	10	0	1	0	11	290
Total	0	329	30	0	359	0	0	0	0	0	9	693	0	0	702	14	0	8	0	22	1083
16:00	0	217	5	0	222	0	0	0	0	0	1	156	0	0	157	7	0	5	0	12	391
16:15	0	189	8	0	197	0	0	0	0	0	2	136	0	0	138	8	0	4	0	12	347
16:30	0	222	7	0	229	0	0	0	0	0	0	162	0	0	162	3	0	6	0	9	400
16:45	0	210	7	0	217	0	0	0	0	0	3	150	0	0	153	5	0	6	0	11	381
Total	0	838	27	0	865	0	0	0	0	0	6	604	0	0	610	23	0	21	0	44	1519
17:00	0	236	5	0	241	0	0	0	0	0	3	159	0	0	162	10	0	8	0	18	421
17:15	0	206	3	0	209	0	0	0	0	0	2	182	0	0	184	9	0	1	0	10	403
17:30	0	189	2	0	191	0	0	0	0	0	3	138	0	0	141	3	0	4	0	7	339
17:45	0	207	3	0	210	0	0	0	0	0	0	175	0	0	175	4	0	3	0	7	392
Total	0	838	13	0	851	0	0	0	0	0	8	654	0	0	662	26	0	16	0	42	1555
Grand Total	0	2395	100	0	2495	0	0	0	0	0	45	2699	0	0	2744	72	0	49	0	121	5360
Apprch %	0.0	96.0	4.0	0.0		0.0	0.0	0.0	0.0		1.6	98.4	0.0	0.0		59.5	0.0	40.5	0.0		
Total %	0.0	44.7	1.9	0.0	46.5	0.0	0.0	0.0	0.0	0.0	0.8	50.4	0.0	0.0	51.2	1.3	0.0	0.9	0.0	2.3	

	GOLIAD Southbound					MIMS Westbound					GOLIAD Northbound					MIMS Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 11:45 - Peak 1 of 1																					
Intersection	07:00																				
Volume	0	390	30	0	420	0	0	0	0	0	22	748	0	0	770	9	0	4	0	13	1203
Percent	0.0	92.9	7.1	0.0		0.0	0.0	0.0	0.0		2.9	97.1	0.0	0.0		69.2	0.0	30.8	0.0		
07:30																					
Volume	0	116	5	0	121	0	0	0	0	0	1	188	0	0	189	2	0	0	0	2	312
Peak Factor																					0.964
High Int.	07:30					6:45:00 AM					07:45					07:45					
Volume	0	116	5	0	121	0	0	0	0	0	7	197	0	0	204	3	0	3	0	6	
Peak Factor	0.868															0.944					0.542
Peak Hour From 12:00 to 17:45 - Peak 1 of 1																					
Intersection	16:30																				
Volume	0	874	22	0	896	0	0	0	0	0	8	653	0	0	661	27	0	21	0	48	1605
Percent	0.0	97.5	2.5	0.0		0.0	0.0	0.0	0.0		1.2	98.8	0.0	0.0		56.3	0.0	43.8	0.0		
17:00																					
Volume	0	236	5	0	241	0	0	0	0	0	3	159	0	0	162	10	0	8	0	18	421
Peak Factor																					0.953
High Int.	17:00										17:15					17:00					
Volume	0	236	5	0	241	0	0	0	0	0	2	182	0	0	184	10	0	8	0	18	
Peak Factor	0.929															0.898					0.667

APPENDIX B

Current Traffic Conditions

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2017
Description The Enclave Mims Existing AM

Input Data

Highway class	Class 2					
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88		
Lane width	12.0	ft	% Trucks and buses	14	%	
Segment length	0.0	mi	% Recreational vehicles	4	%	
Terrain type	Level		% No-passing zones	0	%	
Grade: Length		mi	Access points/mi	8	/mi	
Up/down		%				

Two-way hourly volume, V	73	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	91	pc/h
Highest directional split proportion (note-2)	55	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	42.3	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	84	pc/h
Highest directional split proportion (note-2)	50	
Base percent time-spent-following, BPTSF	7.1	%
Adj. for directional distribution and no-passing zones, fd/np	2.2	
Percent time-spent-following, PTSF	9.4	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2017
Description The Enclave Mims Existing PM

Input Data

Highway class	Class 2					
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88		
Lane width	12.0	ft	% Trucks and buses	14	%	
Segment length	0.0	mi	% Recreational vehicles	4	%	
Terrain type	Level		% No-passing zones	0	%	
Grade: Length		mi	Access points/mi	8	/mi	
Up/down		%				

Two-way hourly volume, V 101 veh/h
Directional split 60 / 40 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	126	pc/h
Highest directional split proportion (note-2)	76	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	42.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	116	pc/h
Highest directional split proportion (note-2)	70	
Base percent time-spent-following, BPTSF	9.7	%
Adj. for directional distribution and no-passing zones, fd/np	2.1	
Percent time-spent-following, PTSF	11.8	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2017
Description The Enclave Existing AM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	1075	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	1239	pc/h
Highest directional split proportion (note-2)	743	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	33.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1222	pc/h
Highest directional split proportion (note-2)	733	
Base percent time-spent-following, BPTSF	65.8	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	65.8	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.39	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2017
Description The Enclave Existing PM

Input Data

Highway class	Class 2					
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88		
Lane width	12.0	ft	% Trucks and buses	14	%	
Segment length	0.0	mi	% Recreational vehicles	4	%	
Terrain type	Level		% No-passing zones	0	%	
Grade: Length		mi	Access points/mi	8	/mi	
Up/down		%				

Two-way hourly volume, V	1519	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	1750	pc/h
Highest directional split proportion (note-2)	1050	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	29.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1726	pc/h
Highest directional split proportion (note-2)	1036	
Base percent time-spent-following, BPTSF	78.1	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	78.1	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.55	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: PM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2017
 Project ID: Thew Enclave SH 205 at Mims Ex PM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	8	653			874	22
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	8	653			874	22
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?					No	
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach Movement	Westbound				Eastbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				27		21
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				27		21
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				1	1	
Configuration				L	R	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	NB	SB	Westbound			Eastbound	
	1	4	7	8	9	10 L	11 R
v (vph)	8					27	21
C(m) (vph)	766					127	352
v/c	0.01					0.21	0.06
95% queue length	0.03					0.76	0.19
Control Delay	9.7					40.8	15.9
LOS	A					E	C
Approach Delay							29.9
Approach LOS							D

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: AM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2017
 Project ID: Thew Enclave SH 205 at Mims Ex AM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	22	748			390	30
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	22	748			390	30
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?					No	
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach Movement	Westbound				Eastbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				9		4
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				9		4
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				1	1	
Configuration				L	R	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	NB	SB	Westbound			Eastbound	
	1	4	7	8	9	10 L	11 R
v (vph)	22					9	4
C(m) (vph)	1150					208	663
v/c	0.02					0.04	0.01
95% queue length	0.06					0.13	0.02
Control Delay	8.2					23.1	10.5
LOS	A					C	B
Approach Delay							19.2
Approach LOS							C

APPENDIX C

Trip Generation Sheet

Single-Family Detached Housing (210)

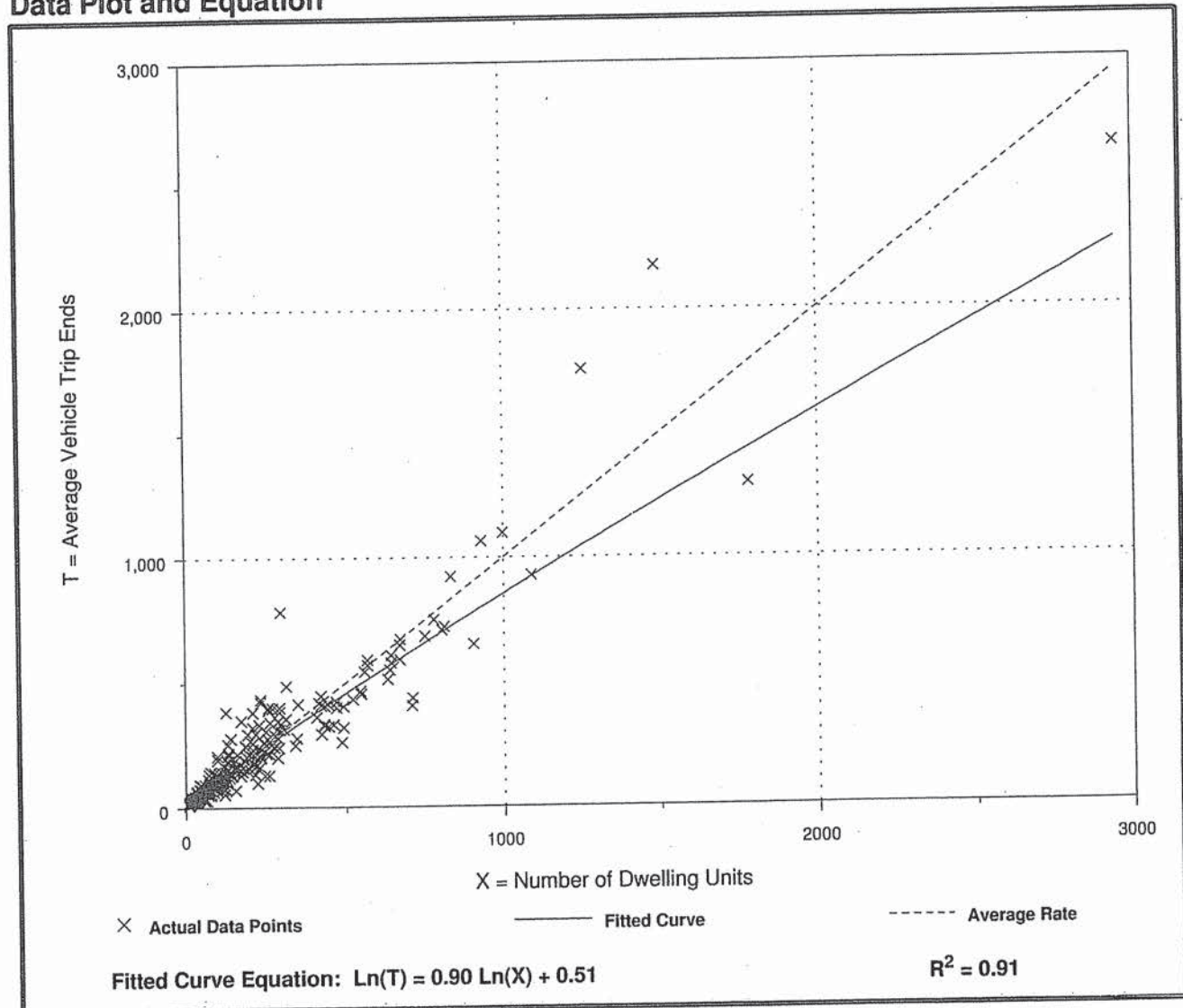
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 321
 Avg. Number of Dwelling Units: 207
 Directional Distribution: 63% entering, 37% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.00	0.42 - 2.98	1.05

Data Plot and Equation



Single-Family Detached Housing (210)

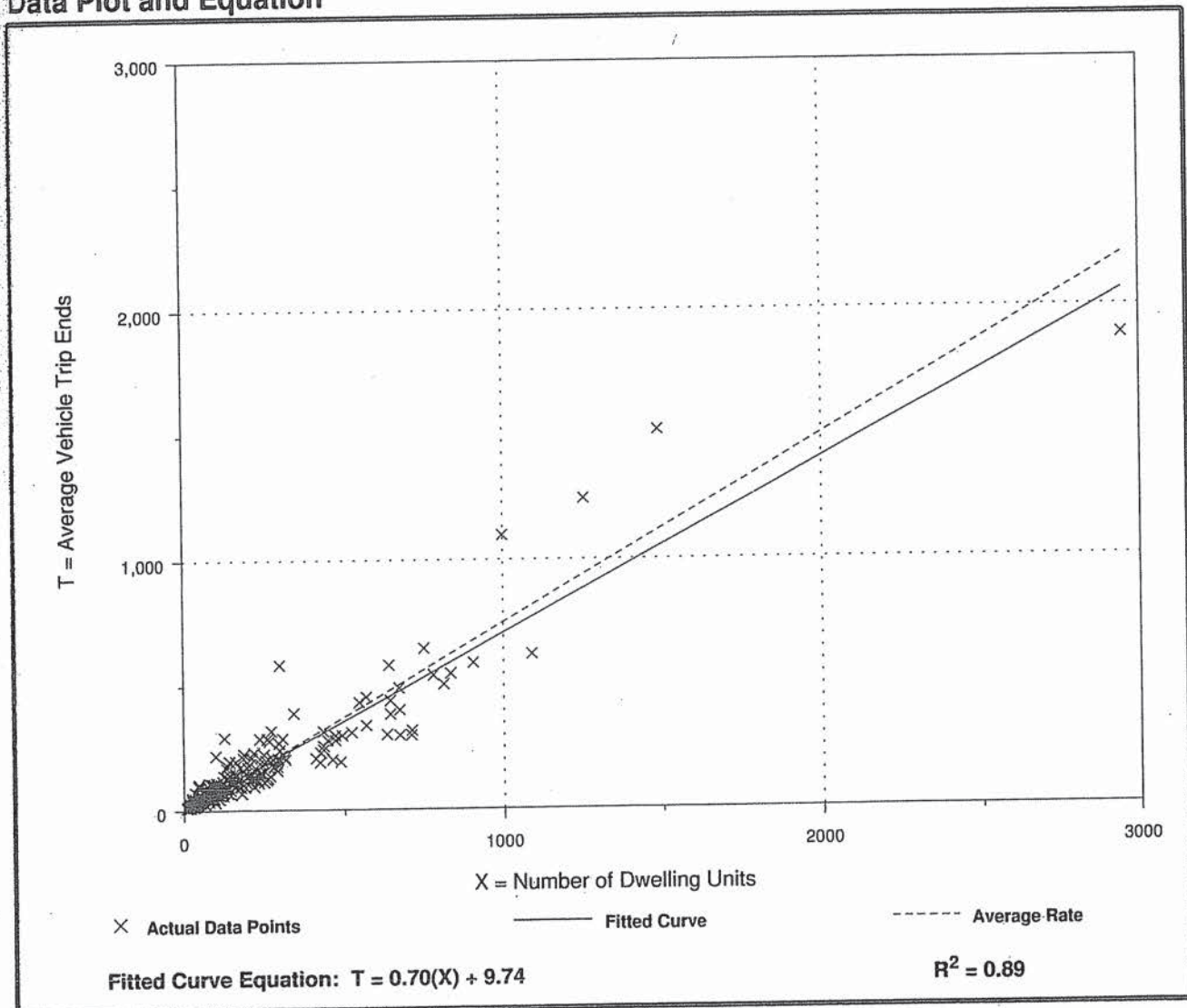
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 292
 Avg. Number of Dwelling Units: 194
 Directional Distribution: 25% entering, 75% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.33 - 2.27	0.90

Data Plot and Equation



Residential Condominium/Townhouse (230)

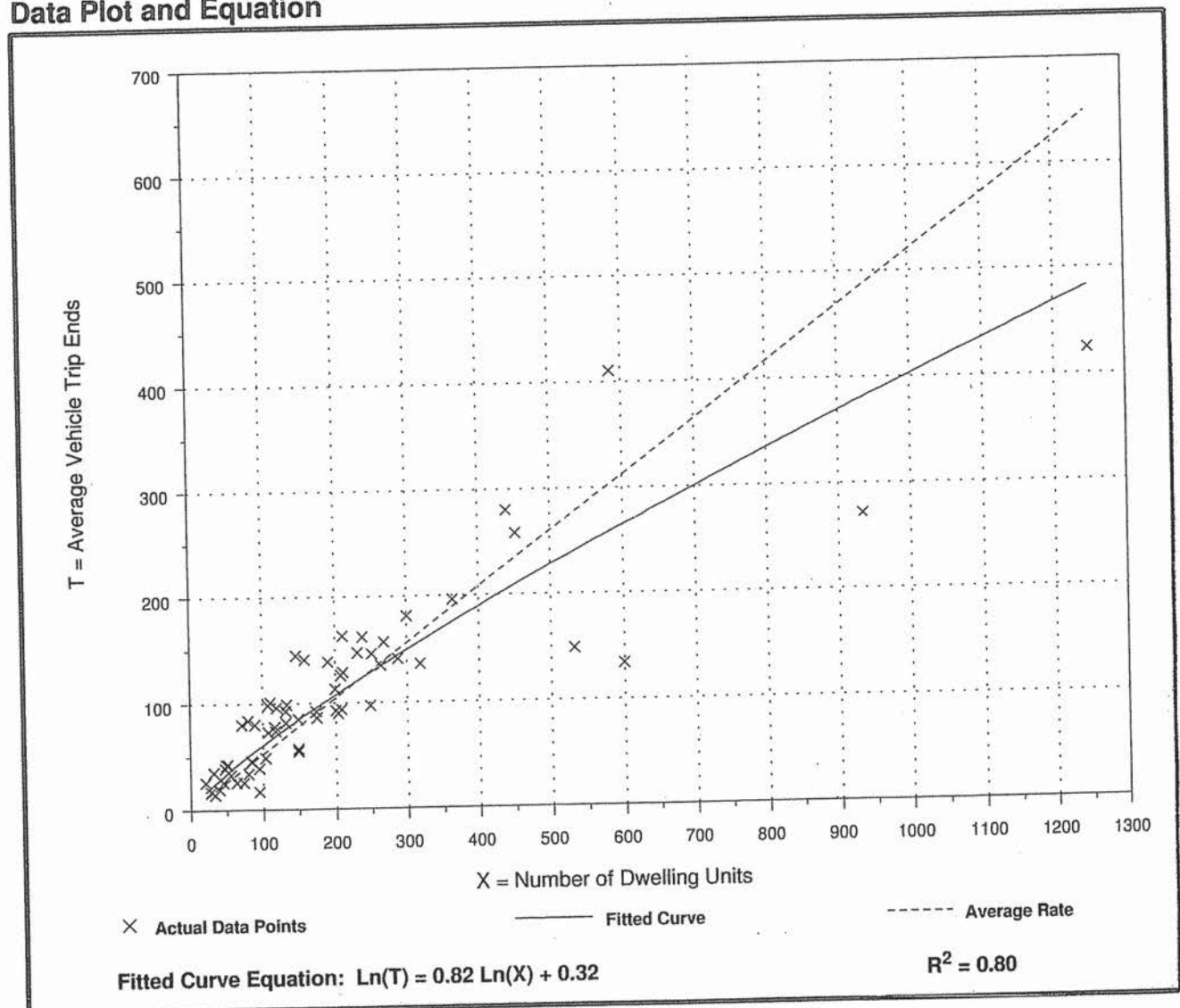
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 62
Avg. Number of Dwelling Units: 205
Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

Data Plot and Equation



Residential Condominium/Townhouse (230)

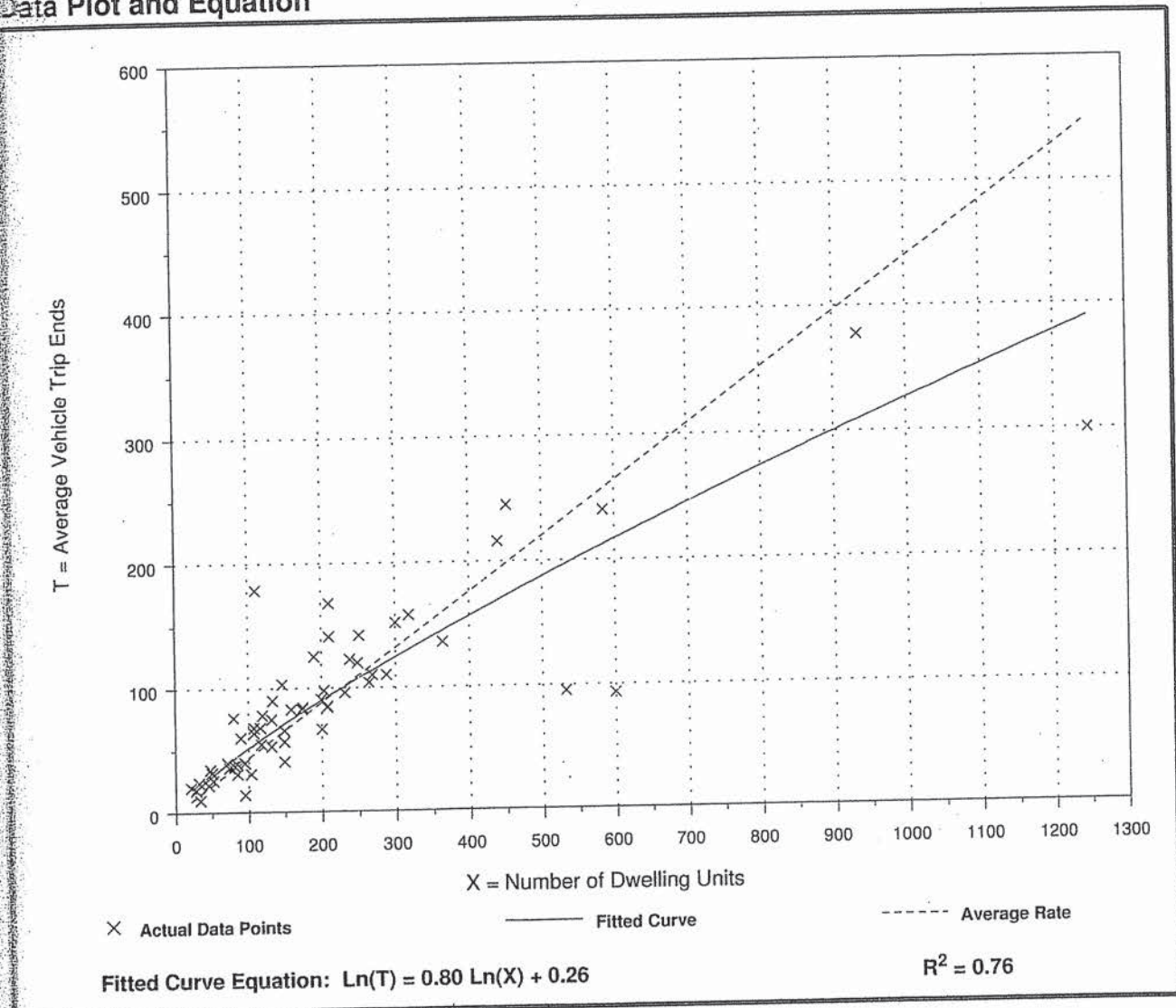
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
Avg. Number of Dwelling Units: 213
Directional Distribution: 17% entering, 83% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

Data Plot and Equation



Specialty Retail Center (826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
P.M. Peak Hour of Generator

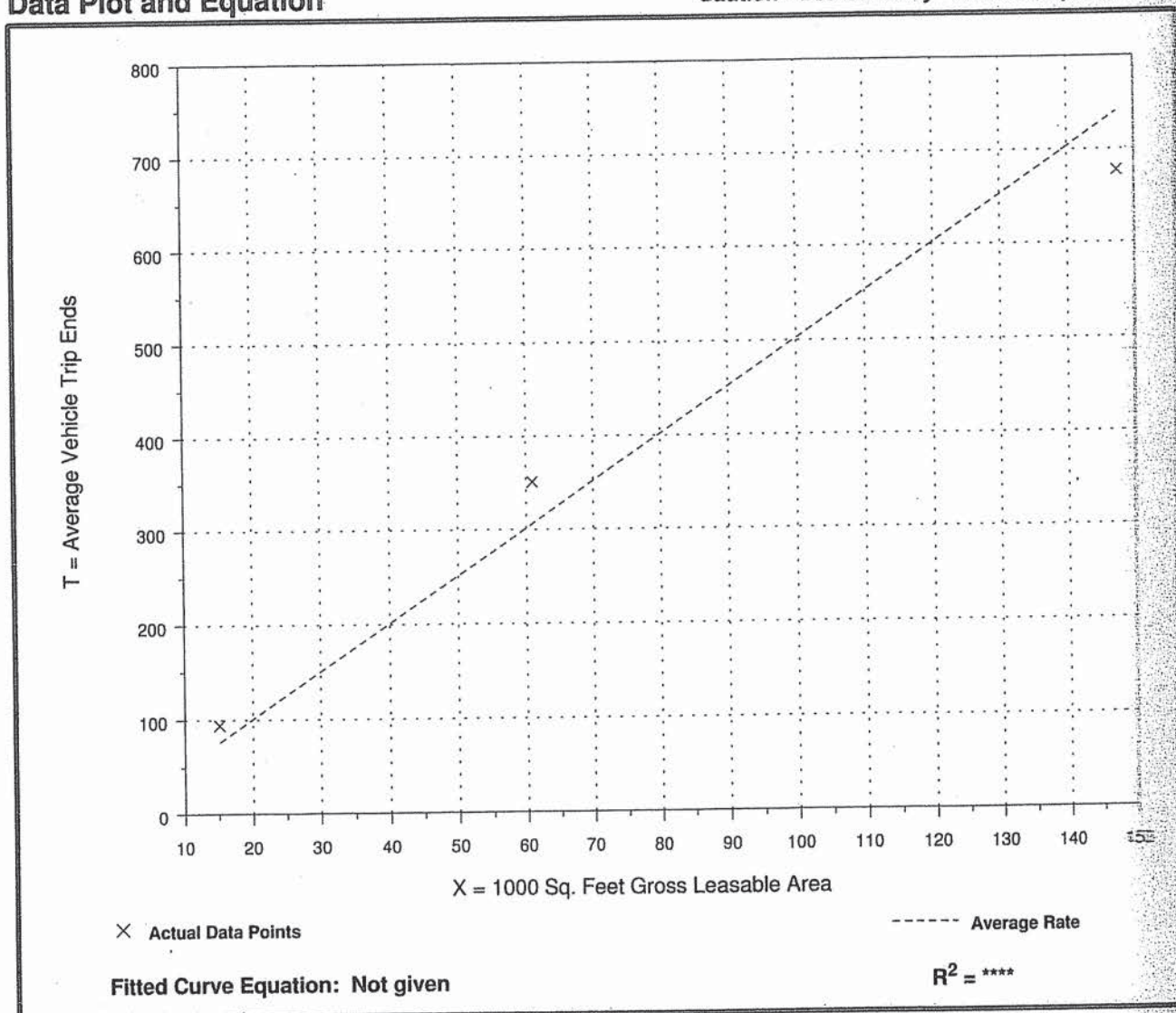
Number of Studies: 3
Average 1000 Sq. Feet GLA: 75
Directional Distribution: 56% entering, 44% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
5.02	4.59 - 6.18	2.31

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Specialty Retail Center (826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
A.M. Peak Hour of Generator

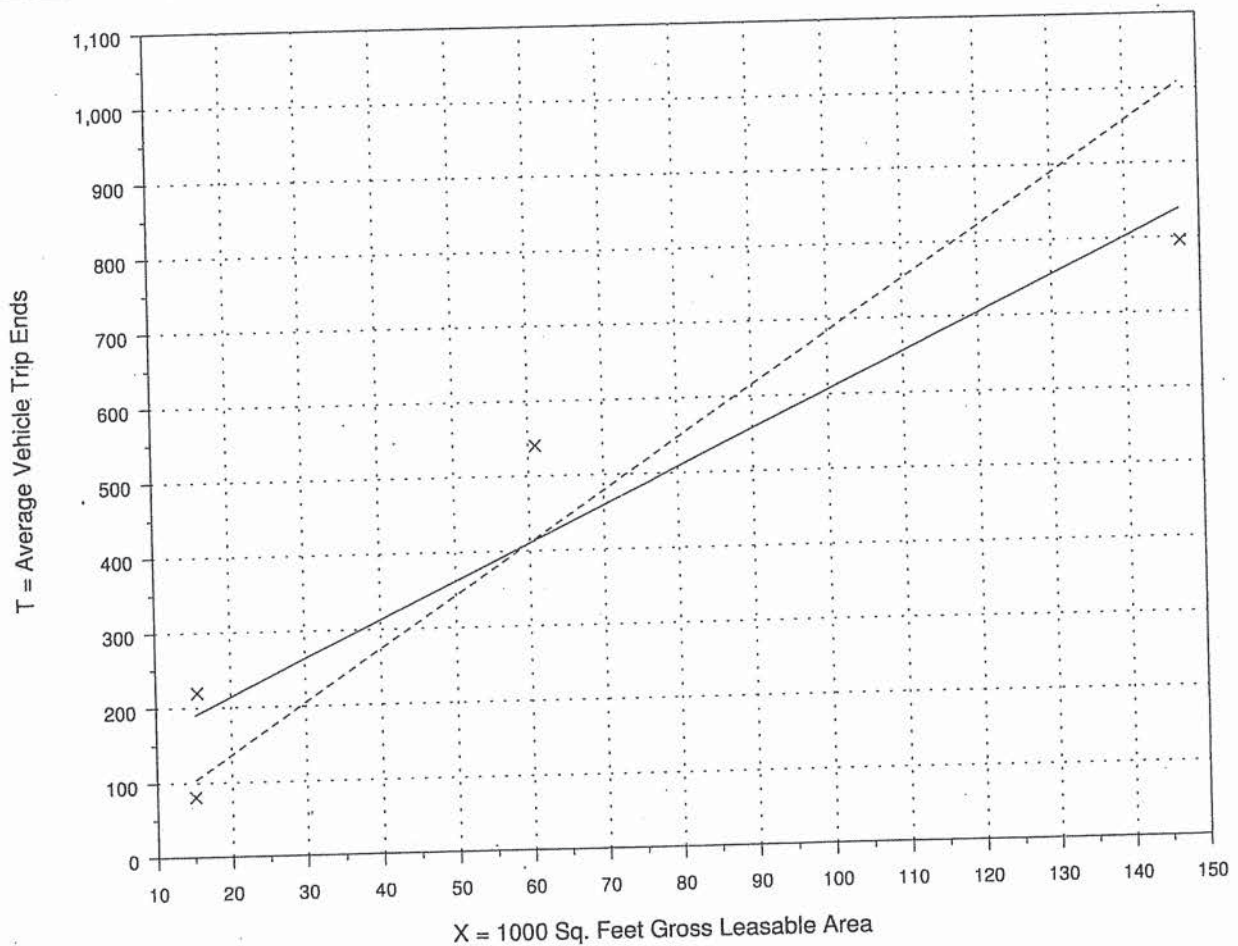
Number of Studies: 4
Average 1000 Sq. Feet GLA: 60
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
6.84	5.33 - 14.08	3.55

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



× Actual Data Points

— Fitted Curve

----- Average Rate

Fitted Curve Equation: $T = 4.91(X) + 115.59$

$R^2 = 0.90$

Convenience Market with Gasoline Pumps (853)

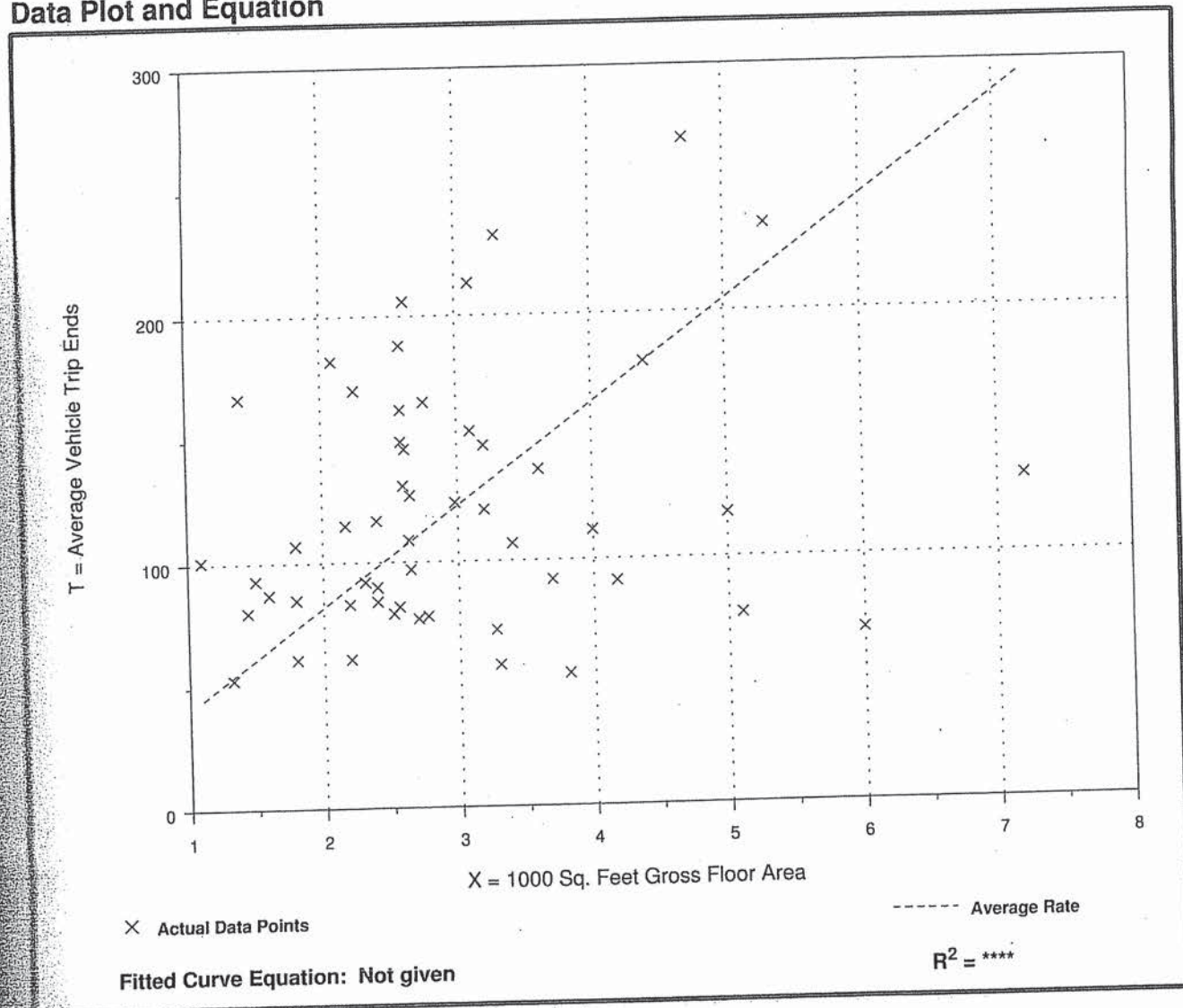
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 53
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
40.92	11.67 - 119.29	20.75

Data Plot and Equation



Convenience Market with Gasoline Pumps (853)

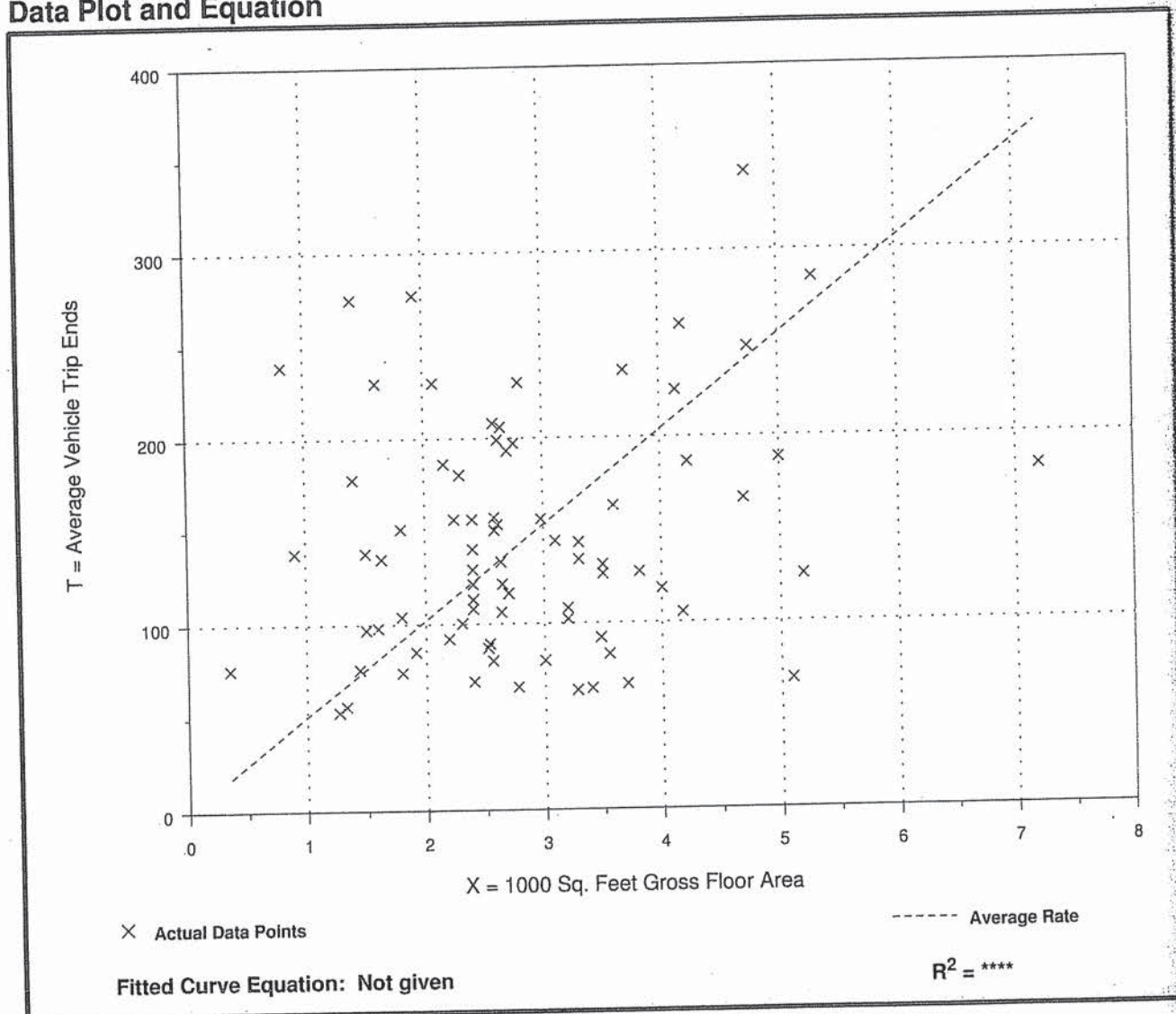
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 78
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
50.92	13.53 - 292.89	32.15

Data Plot and Equation



APPENDIX D

2024 Background Analysis

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave Mims 2024 AM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	93	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	116	pc/h
Highest directional split proportion (note-2)	70	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	42.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	107	pc/h
Highest directional split proportion (note-2)	64	
Base percent time-spent-following, BPTSF	9.0	%
Adj. for directional distribution and no-passing zones, fd/np	2.1	
Percent time-spent-following, PTSF	11.1	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave Mims 2024 PM

Input Data

Highway class	Class 2					
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88		
Lane width	12.0	ft	% Trucks and buses	14	%	
Segment length	0.0	mi	% Recreational vehicles	4	%	
Terrain type	Level		% No-passing zones	0	%	
Grade: Length		mi	Access points/mi	8	/mi	
Up/down		%				

Two-way hourly volume, V 129 veh/h
Directional split 60 / 40 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	161	pc/h
Highest directional split proportion (note-2)	97	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	41.8	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	149	pc/h
Highest directional split proportion (note-2)	89	
Base percent time-spent-following, BPTSF	12.3	%
Adj. for directional distribution and no-passing zones, fd/np	1.9	
Percent time-spent-following, PTSF	14.2	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
 Agency/Co. TxDOT
 Date Performed 12/28/2017
 Analysis Time Period AM Peak Hour
 Highway Goliad Rd. (SH205)
 From/To John King Pkwy to Sids Rd.
 Jurisdiction Rockwall
 Analysis Year 2024
 Description The Enclave 2024 AM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	1161	veh/h			
Directional split	60 / 40	%			

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	1338	pc/h
Highest directional split proportion (note-2)	803	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	32.6	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1319	pc/h
Highest directional split proportion (note-2)	791	
Base percent time-spent-following, BPTSF	68.6	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	68.6	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.42	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave 2024 PM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	1640	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	1890	pc/h
Highest directional split proportion (note-2)	1134	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	28.3	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1864	pc/h
Highest directional split proportion (note-2)	1118	
Base percent time-spent-following, BPTSF	80.6	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	80.6	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.59	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: AM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Thew Enclave SH 205 at Mims 2024 AM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		24	808			421	32
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		24	808			421	32
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?						No	
Lanes		1	1			1	1
Configuration		L	T			T	R
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					12		5
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					12		5
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes					1	1	
Configuration					L	R	

		Delay, Queue Length, and Level of Service						
Approach Movement	Lane Config	NB	SB	Westbound			Eastbound	
		1	4	7	8	9	10 L	11 R
v (vph)		24					12	5
C(m) (vph)		1118					181	637
v/c		0.02					0.07	0.01
95% queue length		0.07					0.21	0.02
Control Delay		8.3					26.3	10.7
LOS		A					D	B
Approach Delay								21.7
Approach LOS								C

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: PM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Thew Enclave SH 205 at Mims Ex PM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		9	705			1119	24
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		9	705			1119	24
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?						No	
Lanes		1	1			1	1
Configuration		L	T			T	R
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					35		27
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					35		27
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes					1	1	
Configuration					L	R	

		Delay, Queue Length, and Level of Service						
Approach Movement	Lane Config	NB	SB	Westbound			Eastbound	
		1	4	7	8	9	10 L	11 R
v (vph)		9					35	27
C(m) (vph)		619					83	254
v/c		0.01					0.42	0.11
95% queue length		0.04					1.70	0.35
Control Delay		10.9					76.9	20.9
LOS		B					F	C
Approach Delay								52.5
Approach LOS								F

APPENDIX E

Buildout Analysis

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave Mims 2024 Buildout AM

Input Data

Highway class	Class 2					
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88		
Lane width	12.0	ft	% Trucks and buses	14	%	
Segment length	0.0	mi	% Recreational vehicles	4	%	
Terrain type	Level		% No-passing zones	0	%	
Grade: Length		mi	Access points/mi	8	/mi	
Up/down		%				

Two-way hourly volume, V 202 veh/h
Directional split 60 / 40 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	252	pc/h
Highest directional split proportion (note-2)	151	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	41.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	233	pc/h
Highest directional split proportion (note-2)	140	
Base percent time-spent-following, BPTSF	18.5	%
Adj. for directional distribution and no-passing zones, fd/np	1.4	
Percent time-spent-following, PTSF	19.9	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.08	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. Rockwall TX
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Mims Rd
From/To SH 205 to Sids Rd
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave Mims 2024 Buildout PM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	264	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.7	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.911	
Two-way flow rate, (note-1) vp	329	pc/h
Highest directional split proportion (note-2)	197	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	40.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.986	
Two-way flow rate, (note-1) vp	304	pc/h
Highest directional split proportion (note-2)	182	
Base percent time-spent-following, BPTSF	23.4	%
Adj. for directional distribution and no-passing zones, fd/np	1.0	
Percent time-spent-following, PTSF	24.5	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period AM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave 2024 buildout AM

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	0.0	mi	% Recreational vehicles	4	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	1626	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	1874	pc/h
Highest directional split proportion (note-2)	1124	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	28.5	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1848	pc/h
Highest directional split proportion (note-2)	1109	
Base percent time-spent-following, BPTSF	80.3	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	80.3	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.59	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst Tom Walton
Agency/Co. TxDOT
Date Performed 12/28/2017
Analysis Time Period PM Peak Hour
Highway Goliad Rd. (SH205)
From/To John King Pkwy to Sids Rd.
Jurisdiction Rockwall
Analysis Year 2024
Description The Enclave 2024 Buildout PM

Input Data

Highway class	Class 2					
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88		
Lane width	12.0	ft	% Trucks and buses	14	%	
Segment length	0.0	mi	% Recreational vehicles	4	%	
Terrain type	Level		% No-passing zones	0	%	
Grade: Length		mi	Access points/mi	8	/mi	
Up/down		%				

Two-way hourly volume, V	2057	veh/h
Directional split	60 / 40	%

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate, (note-1) vp	2370	pc/h
Highest directional split proportion (note-2)	1422	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	43.0	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	24.6	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	2338	pc/h
Highest directional split proportion (note-2)	1403	
Base percent time-spent-following, BPTSF	87.2	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	87.2	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.74	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
Agency/Co.: Rockwall
Date Performed: 12/28/2017
Analysis Time Period: PM Peak Hour
Intersection: SH 205 at Street A
Jurisdiction: TxDOT
Units: U. S. Customary
Analysis Year: 2024
Project ID: Thew Enclave SH 205 at Street A 2024 Buildout PM
East/West Street: Street A
North/South Street: SH 205
Intersection Orientation: NS
Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		3	705			1119	19
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		3	705			1119	19
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							No
Lanes		1	1			1	1
Configuration		L	T			T	R
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R		10 L	11 T	12 R
Volume						10		2
Peak Hour Factor, PHF						1.00		1.00
Hourly Flow Rate, HFR						10		2
Percent Heavy Vehicles						0		0
Percent Grade (%)			0				0	
Flared Approach:	Exists?/Storage				/			/
Lanes						1 L		1 R
Configuration								

Delay, Queue Length, and Level of Service

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HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: SH 205 at North Retail Drive
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: SH 205 at North Drive Buildout PM
 East/West Street: North Drive
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		12	705			1119	70
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		12	705			1119	70
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	
Minor Street:	Approach Movement	Westbound				Eastbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					60		11
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					60		11
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes					1 L	1 R	
Configuration							

	Delay, Queue Length, and Level of Service									
Approach	NB	SB	Westbound				Eastbound			
Movement	1	4		7	8	9		10	11	12
Lane Config	LT							L		R
v (vph)	12							60		11
C(m) (vph)	594							77		242
v/c	0.02							0.78		0.05
95% queue length	0.06							3.80		0.14
Control Delay	11.2							139.4		20.6
LOS	B							F		C
Approach Delay									121.0	
Approach LOS									F	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: SH 205 at North Retail Drive
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: SH 205 at North Drive Buildout AM
 East/West Street: North Drive
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		13	808			421	72
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		13	808			421	72
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	
Minor Street:	Approach Movement	Westbound				Eastbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					77		13
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					77		13
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes					1 L	1 R	
Configuration							

	Delay, Queue Length, and Level of Service							
	NB	SB	Westbound			Eastbound		
Approach	1	4	7	8	9	10	11	12
Movement	1					L		R
Lane Config	LT							
<hr/>								
v (vph)	13					77		13
C(m) (vph)	1081					180		608
v/c	0.01					0.43		0.02
95% queue length	0.04					1.95		0.07
Control Delay	8.4					39.2		11.1
LOS	A					E		B
Approach Delay							35.1	
Approach LOS							E	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: SH 205 at South Retail Drive
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: SH 205 at South Drive Buildout AM
 East/West Street: South Drive
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		14	808			421	82
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		14	808			421	82
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					86		15
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					86		15
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		
Lanes					1	1	
Configuration					L	R	

		Delay, Queue Length, and Level of Service					
Approach Movement	Lane Config	NB	SB	Westbound			Eastbound
		1	4	7	8	9	10 11 12 L R
v (vph)		14					86 15
C(m) (vph)		1072					178 604
v/c		0.01					0.48 0.02
95% queue length		0.04					2.33 0.08
Control Delay		8.4					42.8 11.1
LOS		A					E B
Approach Delay							38.1
Approach LOS							E

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: SH 205 at South Retail Drive
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: SH 205 at South Drive Buildout PM
 East/West Street: South Drive
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	14	705			1119	79
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	14	705			1119	79
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Westbound				Eastbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				68		12
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				68		12
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				1 L	1 R	
Configuration						

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	NB	SB	Westbound			Eastbound	
	1 LT	4 	7 	8 	9 	10 L	11 R
v (vph)	14					68	12
C(m) (vph)	590					76	241
v/c	0.02					0.89	0.05
95% queue length	0.07					4.57	0.16
Control Delay	11.2					168.8	20.7
LOS	B					F	C
Approach Delay							146.6
Approach LOS							F

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: AM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Thew Enclave SH 205 at Mims 2024 BO AM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		25	808			421	36
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		25	808			421	36
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?						No	
Lanes		1	1			1	1
Configuration		L	T			T	R
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					19		11
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					19		11
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes					1		1
Configuration					L		R

		Delay, Queue Length, and Level of Service					
Approach Movement		NB	SB	Westbound			Eastbound
		1	4	7	8	9	10 11 12
Lane Config		L					L R
v (vph)		25					19 11
C(m) (vph)		1114					181 637
v/c		0.02					0.10 0.02
95% queue length		0.07					0.35 0.05
Control Delay		8.3					27.2 10.8
LOS		A					D B
Approach Delay							21.2
Approach LOS							C

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 12/28/2017
 Analysis Time Period: PM Peak Hour
 Intersection: SH 205 at Mims Rd.
 Jurisdiction: TxDOT
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Thew Enclave SH 205 at Mims 2024 BO PM
 East/West Street: Mims Rd
 North/South Street: SH 205
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		14	705			1119	32
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		14	705			1119	32
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							No
Lanes		1	1			1	1
Configuration		L	T			T	R
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Westbound				Eastbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					51		35
Peak Hour Factor, PHF					1.00		1.00
Hourly Flow Rate, HFR					51		35
Percent Heavy Vehicles					0		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes					1	1	
Configuration					L	R	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	NB	SB	Westbound			Eastbound	
	1	4	7	8	9	10 L	11 R
v (vph)	14					51	35
C(m) (vph)	614					80	254
v/c	0.02					0.64	0.14
95% queue length	0.07					2.92	0.47
Control Delay	11.0					108.3	21.4
LOS	B					F	C
Approach Delay							72.9
Approach LOS							F

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Retail Drive
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Retail Drive Buildout AM
 East/West Street: Mims Rd
 North/South Street: Retail Drive
 Intersection Orientation: EW Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		5	42			51	27
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		5	42			51	27
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					29	0	5
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					29	0	5
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

		Delay, Queue Length, and Level of Service					
Approach Movement	Lane Config	EB	WB	Northbound			Southbound
		1	4	7	8	9	10 11 12 LTR
v (vph)		5					34
C(m) (vph)		1533					898
v/c		0.00					0.04
95% queue length		0.01					0.12
Control Delay		7.4					9.2
LOS		A					A
Approach Delay							9.2
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Retail Drive
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Retail Drive Buildout PM
 East/West Street: Mims Rd
 North/South Street: Retail Drive
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		5	42			87	26
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		5	42			87	26
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					23	0	4
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					23	0	4
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

	Delay, Queue Length, and Level of Service									
Approach	EB	WB	Northbound				Southbound			
Movement	1	4		7	8	9		10	11	12
Lane Config	LT								LTR	
<hr/>										
v (vph)	5								27	
C(m) (vph)	1489								857	
v/c	0.00								0.03	
95% queue length	0.01								0.10	
Control Delay	7.4								9.3	
LOS	A								A	
Approach Delay									9.3	
Approach LOS									A	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street C
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street C Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street C
 Intersection Orientation: EW

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		3	42			51	1
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		3	42			51	1
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					3	0	15
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					3	0	15
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

		Delay, Queue Length, and Level of Service					
Approach Movement	Lane Config	EB	WB	Northbound			Southbound
		1	4	7	8	9	10 11 12 LTR
v (vph)		3					18
C(m) (vph)		1567					999
v/c		0.00					0.02
95% queue length		0.01					0.06
Control Delay		7.3					8.7
LOS		A					A
Approach Delay							8.7
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street C
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street C Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street C
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		14	42			87	3
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		14	42			87	3
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					2	0	7
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					2	0	7
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

	Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound				Southbound	
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
								9
v (vph)	14						939	
C(m) (vph)	1518						0.01	
v/c	0.01						0.03	
95% queue length	0.03						8.9	
Control Delay	7.4						A	
LOS	A						8.9	
Approach Delay							A	
Approach LOS								

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street D
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street D Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street D
 Intersection Orientation: EW

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		2	42			51	1
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		2	42			51	1
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT			TR		
Upstream Signal?		No			No		
Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					3	0	14
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					3	0	14
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

		Delay, Queue Length, and Level of Service					
Approach Movement	Lane Config	Northbound			Southbound		
		EB 1 LT	WB 4 	7 8 9 	10 	11 LTR	12
v (vph)		2				17	
C(m) (vph)		1567				998	
v/c		0.00				0.02	
95% queue length		0.00				0.05	
Control Delay		7.3				8.7	
LOS		A				A	
Approach Delay						8.7	
Approach LOS						A	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street D
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street D Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street D
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	13	42			87	2
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	13	42			87	2
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes		0 1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				1	0	7
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				1	0	7
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12
	LT						LTR
v (vph)	13						8
C(m) (vph)	1519						955
v/c	0.01						0.01
95% queue length	0.03						0.03
Control Delay	7.4						8.8
LOS	A						A
Approach Delay							8.8
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street E
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street E Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street E
 Intersection Orientation: EW

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		2	42			51	1
Peak-Hour Factor, PHF		1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR		2	42			51	1
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					2	0	12
Peak Hour Factor, PHF					1.00	1.00	1.00
Hourly Flow Rate, HFR					2	0	12
Percent Heavy Vehicles					0	0	0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	1	0
Configuration						LTR	

		Delay, Queue Length, and Level of Service						
Approach Movement	Lane Config	EB	WB	Northbound			Southbound	
		1	4	7	8	9	10	11 12
		LT						LTR
v (vph)		2						14
C(m) (vph)		1567						1003
v/c		0.00						0.01
95% queue length		0.00						0.04
Control Delay		7.3						8.6
LOS		A						A
Approach Delay								8.6
Approach LOS								A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street E
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street E Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street E
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	1	42			87	2
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	1	42			87	2
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes		0 1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				7	0	6
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				7	0	6
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
Lanes					0 1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12 LTR
v (vph)	1						13
C(m) (vph)	1519						914
v/c	0.00						0.01
95% queue length	0.00						0.04
Control Delay	7.4						9.0
LOS	A						A
Approach Delay							9.0
Approach LOS							A

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TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street F
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street F Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street F
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	1	42			51	1
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	1	42			51	1
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes		0 1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				2	0	
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				2	0	4
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service							
Approach Movement	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12
Lane Config	LT						LTR
v (vph)	1						6
C(m) (vph)	1567						980
v/c	0.00						0.01
95% queue length	0.00						0.02
Control Delay	7.3						8.7
LOS	A						A
Approach Delay							8.7
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street F
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street F Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street F
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	1	42			87	2
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	1	42			87	2
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				11	0	4
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				11	0	4
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12
	LT						LTR
v (vph)	1						15
C(m) (vph)	1519						893
v/c	0.00						0.02
95% queue length	0.00						0.05
Control Delay	7.4						9.1
LOS	A						A
Approach Delay							9.1
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street G
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street G Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street G
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	2	42			51	0
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	2	42			51	0
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				1	0	5
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				1	0	5
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 LT	4 	7 	8 	9 	10 	11 LTR	12
v (vph)	2						6	
C(m) (vph)	1568						1001	
v/c	0.00						0.01	
95% queue length	0.00						0.02	
Control Delay	7.3						8.6	
LOS	A						A	
Approach Delay							8.6	
Approach LOS							A	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street G
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street G Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street G
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	6	42			87	1
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	6	42			87	1
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				1	0	2
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				1	0	2
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service							
Approach Movement Lane Config	EB	WB	Northbound			Southbound	
	1	4	7	8	9	10	11 12
	LT						LTR
v (vph)	6						3
C(m) (vph)	1520						931
v/c	0.00						0.00
95% queue length	0.01						0.01
Control Delay	7.4						8.9
LOS	A						A
Approach Delay							8.9
Approach LOS							A

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street H
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street H Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street H
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	0	42			51	1
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	0	42			51	1
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes		0 1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				1	0	2
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				1	0	2
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound				Southbound	
	1	4	7	8	9	10	11 LTR	12
v (vph)	0						3	
C(m) (vph)	1567						981	
v/c	0.00						0.00	
95% queue length	0.00						0.01	
Control Delay	7.3						8.7	
LOS	A						A	
Approach Delay							8.7	
Approach LOS							A	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street H
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street H Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street H
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	2	42			87	1
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	2	42			87	1
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				1	0	1
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				1	0	1
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	0	No
Lanes					1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound				Southbound	
	1 LT	4	7	8	9	10	11 LTR	12
v (vph)	2						2	
C(m) (vph)	1520						916	
v/c	0.00						0.00	
95% queue length	0.00						0.01	
Control Delay	7.4						8.9	
LOS	A						A	
Approach Delay							8.9	
Approach LOS							A	

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: AM Peak Hour
 Intersection: Mims at Street I
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street I Buildout AM
 East/West Street: Mims Rd
 North/South Street: Street I
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume		42	1	0	51	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR		42	1	0	51	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0		0	1
Configuration			TR		LT	
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	3	0	1			
Peak Hour Factor, PHF	1.00	1.00	1.00			
Hourly Flow Rate, HFR	3	0	1			
Percent Heavy Vehicles	0	0	0		0	
Percent Grade (%)		0				
Flared Approach: Exists?/Storage			No	/		/
Lanes	0	1	0			
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound				Southbound	
	1	4 LT	7	8 LTR	9	10	11	12
v (vph)		0		4				
C(m) (vph)		1579		940				
v/c		0.00		0.00				
95% queue length		0.00		0.01				
Control Delay		7.3		8.8				
LOS		A		A				
Approach Delay				8.8				
Approach LOS				A				

HCS+: Unsignalized Intersections Release 5.3

TWO-WAY STOP CONTROL SUMMARY

Analyst: Tom Walton
 Agency/Co.: Rockwall
 Date Performed: 1/2/2018
 Analysis Time Period: PM Peak Hour
 Intersection: Mims at Street I
 Jurisdiction: Rockwall
 Units: U. S. Customary
 Analysis Year: 2024
 Project ID: Enclave Mims at Street I Buildout PM
 East/West Street: Mims Rd
 North/South Street: Street I
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume			42	3	2	87	
Peak-Hour Factor, PHF			1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR			42	3	2	87	
Percent Heavy Vehicles			--	--	0	--	--
Median Type/Storage		Undivided				/	
RT Channelized?							
Lanes			1	0		0	1
Configuration				TR		LT	
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		1	0	1			
Peak Hour Factor, PHF		1.00	1.00	1.00			
Hourly Flow Rate, HFR		1	0	1			
Percent Heavy Vehicles		0	0	0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0	1	0			
Configuration			LTR				

	Delay, Queue Length, and Level of Service									
Approach	EB	WB	Northbound				Southbound			
Movement	1	4		7	8	9		10	11	12
Lane Config		LT			LTR					
<hr/>										
v (vph)		2			2					
C(m) (vph)		1576			939					
v/c		0.00			0.00					
95% queue length		0.00			0.01					
Control Delay		7.3			8.8					
LOS		A			A					
Approach Delay					8.8					
Approach LOS					A					