

CITY OF ROCKWALL

ORDINANCE NO. 17-22

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS AMENDING PLANNED DEVELOPMENT DISTRICT 32 (PD-32) [ORDINANCE NO. 10-21] AND THE UNIFIED DEVELOPMENT CODE [ORDINANCE NO. 04-38] OF THE CITY OF ROCKWALL, AS HERETOFORE AMENDED, SO AS TO FURTHER AMEND ORDINANCE NO. 10-21 TO CODIFY CHANGES MADE BY ORDINANCE NO. 16-13 AND APPROVE MINOR CHANGES TO EXHIBIT 'C' FOR A ~75.87-ACRE TRACT OF LAND SITUATED WITHIN THE M. J. BARKSDALE SURVEY, ABSTRACT NO. 11; E. TEAL SURVEY, ABSTRACT NO. 207; J. SMITH SURVEY, ABSTRACT NO. 200; AND W. BLEVINS SURVEY, ABSTRACT NO. 9, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS AND MORE FULLY DESCRIBED HEREIN BY EXHIBIT 'A' OF THIS ORDINANCE; PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A PENALTY OF A 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 of Rockwall has initiated an amendment to Planned Development District 32 (PD-32) [Ordinance No. 10-21] for the purpose of codifying Ordinance No. 16-13 and approving minor changes to Exhibit 'C' of Ordinance No. 10-21 for the purpose of allowing alternative *Streetscape Elements* within a ~75.87-acre tract of land situated within the M. J. Barksdale Survey, Abstract No. 11; E. Teal Survey, Abstract No. 207; J. Smith Survey, Abstract No. 200; and W. Blevins Survey, Abstract No. 9, City of Rockwall, Rockwall County, Texas, identified as Planned Development District 32 (PD-32), and more fully described and depicted in Exhibit 'A' of this ordinance, which hereinafter shall be referred to as the *Subject Property* and incorporated by reference herein; and

WHEREAS, the Planning and Zoning Commission of the City of Rockwall and the governing body of the City of Rockwall in compliance with the laws of the State of Texas and the ordinances of the City of Rockwall have given the requisite notices by publication and otherwise, and have held public hearings and afforded a full and fair hearing to all property owners generally and to all persons interested in and situated in the affected area, and in the vicinity thereof, and the governing body in the exercise of its legislative discretion, has concluded that Planned Development District 32 (PD-32) [Ordinance No.'s 10-21 & 16-13] and 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. *Zoning Ordinance Amendments.* That the approval of this ordinance shall supersede all requirements stipulated in Ordinance No. 10-21 and Ordinance No. 16-13;

SECTION 2. *District Boundaries.* That the boundaries of Planned Development District 32 (PD-32) shall be as described and depicted in Exhibit 'A' of this ordinance.

SECTION 3. *Concept Plan.* That the *Concept Plan* for Planned Development District 32 (PD-32) shall be as depicted in Exhibit 'B' of this ordinance and divided into Exhibit 'B-1', *General Land Use Plan*, and Exhibit 'B-2', *Sub-Districts Plan*, attached hereto and incorporated by reference as Exhibits 'B-1' & 'B-2', and consist of the following Sub-Districts:

- (1) Harbor Residential Sub-District

- (2) Freeway Frontage Sub-District
- (3) Harbor Link Mixed Use Sub-District
- (4) Hillside Sub-District
- (5) Hillside Mixed Use Sub-District
- (6) Summit Office Sub-District
- (7) Horizon/Summer Lee Sub-District
- (8) Interior Sub-District
- (9) Residential Sub-District
- (10) Ridge Road Retail Sub-District

SECTION 4. *Master Plan.* That all development within Planned Development District 32 (PD-32) shall conform to the following *Master Plans*:

- (1) *Utility Master Plans for Water, Wastewater and Drainage*, as set forth in *Exhibits 'C-1', 'C-2' & 'C-3'*, which are attached hereto and incorporated herein by reference herein;
- (2) *Streetscape Plan*, as set forth in *Exhibit 'C-4'*, which is attached hereto and incorporated by reference herein, and as may be more particularly described in individual *Sub-District Plans*;
- (3) *Master Grading Plan*, as set forth in *Exhibit 'C-5'*, which is attached hereto and incorporated by reference herein, and as may be more particularly described in individual *Sub-District Plans*;
- (4) *Master Tree Planting Plan*, as set forth in *Exhibit 'C-6'*, which is attached hereto and incorporated by reference herein;

SECTION 5. *Land Use.* That use of the property in Planned Development District 32 (PD-32) shall be limited to those uses set forth by Sub-District in the *Land Use Chart* attached hereto as *Exhibit 'D'* and incorporated herein by reference. Uses listed as 'S' in *Exhibit 'D'* shall require approval of a Specific Use Permit (SUP) by the City Council, following a public hearing, and upon the report of the Planning and Zoning Commission. A *PD Site Plan* shall be required to accompany such use. Unless expressly provided to the contrary, a use granted by SUP shall be subject to all standards within the *Sub-District* in which the use is to be located.

SECTION 6. *Residential Density.* That no more than 1,161 *Urban Residential Units* shall be allowed in Planned Development District 32 (PD-32), which may include condominium and/or townhouse units, in addition to a maximum of 49 single-family zero lot line units (*i.e. patio homes*).

SECTION 7. *Sub-District Development Standards.* That all development within each *Sub-District* shall conform to the standards depicted and set forth in each *Sub-District Plan* for building placement, use of ground and upper floors, height, encroachments and parking standards, as more particularly described in *Exhibits 'E-1' through Exhibit 'E-10'* attached hereto and incorporated by reference herein.

SECTION 8. *District-Wide Development Standards.* That the following additional standards and requirements shall apply to development in Planned Development District 32 (PD-32):

- (1) *Parking Standards*, as set forth in *Exhibit 'F-1' -- which is attached hereto and incorporated by reference herein --*, shall apply;
- (2) *Retaining Wall Standards*, as set forth in *Exhibit 'F-2' -- which is attached hereto and incorporated by reference herein --*, shall apply;
- (3) All streetscape elements proposed for a development within Planned Development District 32 (PD-32) shall comply with the requirements set forth in *Exhibit 'C-4' -- which is attached here to and incorporated by reference here in --*, shall be included in a *Streetscape Plan*, and shall be approved by the Planning and Zoning Commission along with the site plan. The required *Streetscape Plan* shall include cut sheets and product specifications sheets indicating the proposed products, and a site plan indicating the location of all products.

- (4) Prior to the development of any property within Planned Development District 32 (PD-32), adequate access necessary to serve that development in conformance with the streetscape plan for the *Sub-District* or with *Exhibit 'C-4'* shall be constructed;
- (5) All development within Planned Development District 32 (PD-32) shall be subject to Architectural Review by the Architectural Review Board (ARB) as prescribed by the Unified Development Code [*Ordinance No. 04-38*];
- (6) *Pedestrian Ways* or *Mews* shall be utilized to link the *Freeway Frontage Sub-District* parking areas and block-interiors to the public street frontage. The maximum cross slope within a *Pedestrian Way* or *Mew* shall be two (2) percent;
- (7) Parking garages must meet the following standards:
 - (a) Garages must have guardrail height, precast spandrel panels with enhanced detailing on exposed facades to screen parked cars.
 - (b) A minimum of 25% of an exposed garage façade must be screened with vines on a *greenscreen* or cable type system.
 - (c) Exposed slab and cable guardrails are not permitted on exposed garage façades.
 - (d) Parking garages may contain other permitted uses above the parking level provided the maximum building height of the *Sub-District* is not exceeded.
- (8) Unless otherwise provided for by this ordinance, all development within Planned Development District 32 (PD-32) shall be subject to the procedures and standards in Article X, *Planned Development Regulations*, of the Unified Development Code [*Ordinance No. 10-21*], unless such standards or procedures are clearly in conflict with the provisions of this ordinance, in which case the provisions of this ordinance shall prevail.
- (9) Open space shall be provided in accordance with Article X, *Planned Development Regulations*, of the Unified Development Code [*Ordinance No. 10-21*] and the subdivision regulations of the City of Rockwall. The open space configuration shown on the *PD Concept Plan* or *Sub-District Plans* may be reconfigured for a proposed development that otherwise meets the intent of the *PD District* or *Sub-District* and the open space standards for the *District*.

SECTION 9. *Procedures.* That the following additional standards and requirements shall apply to development in Planned Development District 32 (PD-32):

- (1) *Development Plans.* A development plan shall be required if a proposed development within any *Sub-District* that does not meet the intent of the *PD Concept Plan* or the *Sub-District Plan*, or requires waivers not provided for in *Section 9.3.* of this ordinance. The Commission, upon the recommendation of the Director of Planning and Zoning, may deny a proposed *PD Site Plan* if it determines that a development plan is required under this section. If a development plan is required it shall be submitted and approved in accordance with Article X, *Planned Development Regulations*, of the Unified Development Code [*Ordinance No. 04-38*].
- (2) *Site Plans.* A *PD Site Plan* is mandatory for all uses permitted under *Exhibit 'D'*, and shall be submitted and approved in accordance with Article X, *Planned Development Regulations*, of the Unified Development Code [*Ordinance No. 04-38*], unless the proposed use requires approval by Specific Use Permit (SUP), in which case the *PD Site Plan* shall be decided with the application for the SUP.
- (3) *Waivers of Design Standards.* In order to provide flexibility and create high quality projects, an applicant for development within the *PD District* may request a waiver of the following *District* or *Sub-District* standards:

- (a) Building Placement;
- (b) Landscape Standards;
- (c) Parking Requirements;
- (d) Parking Garage Design Standards; and
- (e) Increased Building Height.

All other proposed changes must be processed as an amendment to this ordinance. Requests for waivers shall not be subject to review or decision by the Board of Adjustments (BOA). A waiver request may only be made in conjunction with an application for a *PD Development Plan* or *PD Site Plan*. Waivers may only be approved by the City Council following a recommendation by the Planning and Zoning Commission. In order to approve a waiver, the City Council must find that the waiver:

- (a) Meets the general intent of *PD District* or *Sub-District* that the property is located; and,
- (b) Will result in an improved project which will be an attractive contribution to the *PD District* or *Sub-District*; and
- (c) Will not prevent the implementation of the intent of this *PD District*.

The City Council may impose conditions on granting any waiver to mitigate negative impacts to neighboring properties or public streets or open space, or to implement the intent of the *District* or *Sub-District*.

SECTION 10. *Design Guidelines.* That in conjunction with the adoption of this amendatory ordinance, the City shall promulgate a set of design guidelines to be known as the *Harbor District Design Guidelines* [i.e. *Resolution No. 10-40*], which are intended to be used as a guide by the City of Rockwall, developers of individual parcels, and their consultants for use in the design, construction, and maintenance of all developments and properties within the *Harbor District*. These guidelines, which may be adopted and amended from time to time by resolution, may include but are not limited to the following development features: green initiatives, pedestrian ways and mews, site access controls, orientation of buildings, landscaping, outdoor dining, service areas, interior courtyards, pocket parks and open space, parking garages, architectural styles, landmark building locations, signage, construction activities and maintenance.

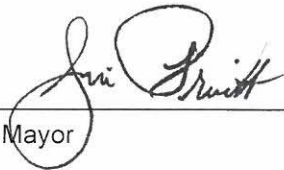
SECTION 11. *Penalty.* That any person, firm, or corporation violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and upon conviction shall be punished by a penalty of fine not to exceed the sum of two thousand dollars (\$2,000.00) for each offense and each and every day such offense shall continue shall be deemed to constitute a separate offense;

SECTION 12. *Severability.* 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 [*Ordinance No. 04-38*], 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 13. *Conflicts.* The standards in this ordinance shall control in the event of a conflict between this ordinance and any provision of the Unified Development Code [*Ordinance No. 04-38*] of 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 [*Ordinance No. 04-38*] (*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;

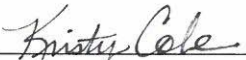
SECTION 14. *Effective Date.* That this ordinance shall take effect immediately from and after its passage and the publication of the caption of said ordinance as the law in such cases provides.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, THIS THE 1ST DAY OF MAY, 2017.



Jim Pruitt, Mayor

ATTEST:



Kristy Cole, City Secretary

APPROVED AS TO FORM:



Frank J. Garza, City Attorney



1st Reading: April 17, 2017

2nd Reading: May 1, 2017

EXHIBIT 'A':
Legal Description

BEING approximately 75.87 acres of land located in the M.J. Barksdale (Abstract 11) and E. Teal (Abstract 207) Surveys of the City of Rockwall, Rockwall County, Texas to be known as the Amended PD-32 Zoning Boundary and being more particularly described as follows:

BEGINNING at a point in intersection of Horizon Rd and the south service road of Interstate Highway 30 (GPS Coordinates N2589965.033 E7014570.874);

THENCE S45-3-43E along the centerline of Horizon Rd for a distance of 359.75 feet to a point;
THENCE S45-9-15E continuing along said centerline for a distance of 922.798 feet to a point;
THENCE S45-7-2W along the western boundary of the Eckerd Addition for a distance of 338.85 feet to a point;
THENCE S45-31-32E along the southern boundary of the Eckerd Addition for a distance of 339.158 feet to a point;
THENCE S44-34-41W along the southeastern boundary of the Isaac Brown Addition for a distance of 594.34 feet to a point;
THENCE S75-48-35E along the northern boundary of Lakeridge Estates, Lot 26 for a distance of 304.035 feet to a point;
THENCE S34-45-14W for a distance of 85.563 feet to a point;
THENCE S28-45-41W for a distance of 78.959 feet to a point;
THENCE S23-0-35W for a distance of 78.959 feet to a point;
THENCE N75-6-11W along the north boundary of the Willis-Sealock Addition for a distance of 371.56 feet to a point;
THENCE N42-41-6E for a distance of 124.594 feet to a point;
THENCE N43-28-45W along the southwestern boundary of the Isaac Brown Addition for a distance of 228.343 feet to a point;
THENCE N50-43-21W for a distance of 132.929 feet to a point;
THENCE S23-32-21W for a distance of 65.722 feet to a point;
THENCE N64-32-23W for a distance of 69.271 feet to a point;
THENCE S78-40-26W following along the northern boundary of the Lago Vista Addition for a distance of 90.8 feet to a point;
THENCE N66-47-33W continuing along said boundary for a distance of 159.22 feet to a point;
THENCE N75-45-16W for a distance of 80.21 feet to a point;
THENCE S72-39-11W for a distance of 143.44 feet to a point;
THENCE N59-46-23W for a distance of 374.78 feet to a point;
THENCE N54-11-40W for a distance of 170.03 feet to a point;
THENCE N54-11-40W a distance of 33.69 feet;
THENCE N44-49-24W a distance of 120.37 feet;
THENCE N45-30-58W a distance of 88.12 feet;
THENCE N45-30-59W a distance of 9.98 feet;
THENCE S47-07-33W a distance of 28.04 feet;
THENCE S47-07-32W a distance of 28.41 feet;
THENCE S47-07-33W a distance of 19.73 feet;
THENCE S53-29-07W a distance of 12.42 feet;
THENCE S53-28-50W a distance of 0.35 feet;
THENCE S53-29-08W a distance of 27.65 feet;
THENCE S51-37-56W a distance of 40.58 feet;
THENCE N89-03-25W a distance of 49.53 feet;
THENCE continue westerly along northern parcel line, Lot 5 of The Harbor Rockwall Addition, a distance of 135.00 feet;
THENCE S71-33-50W a distance of 5.49 feet;
THENCE N22-05-15E a distance of 32.32 feet;
THENCE N62-42-00W a distance of 30.28 feet;
THENCE N22-08-08E a distance of 27.65 feet;
THENCE N67-01-29W a distance of 102.30 feet;
THENCE S23-31-05W a distance of 102.24 feet;
THENCE N85-54-51W a distance of 12.18 feet;
THENCE S71-52-41W a distance of 25.12 feet;

EXHIBIT 'A':
Legal Description

THENCE S33-18-38W a distance of 5.52 feet;
THENCE N84-59-27W a distance of 1.42 feet;
THENCE S70-10-05W a distance of 24.56 feet;
THENCE S35-56-32W a distance of 18.71 feet;
THENCE N43-41-21W a distance of 53.11 feet;
THENCE S70-37-33W a distance of 47.15 feet;
THENCE S76-11-06W a distance of 35.34 feet;
THENCE S51-10-10W a distance of 9.91 feet;
THENCE S51-10-15W a distance of 19.70 feet;
THENCE S76-39-04W a distance of 34.12 feet;
THENCE S68-43-23W a distance of 114.46 feet;
THENCE S63-41-36W a distance of 18.23 feet;
THENCE S55-55-46W a distance of 27.30 feet;
THENCE S59-12-14W a distance of 122.84 feet;
THENCE N2-50-21E for a distance of 126.02 feet to a point;
THENCE N24-40-2W along the western boundary of the Rockwall Harbor Phase 1 Addition for a distance of 125.683 feet to a point;
THENCE N22-55-59W continuing along said boundary for a distance of 368.32 feet to a point;
THENCE N22-55-59W for a distance of 32.765 feet to a point;
THENCE N58-47-23E following along the centerline of the south service road of Interstate Highway 30 for a distance of 190.81 feet to a point;
THENCE N58-58-59E continuing along said centerline for a distance of 212.916 feet to a point;
THENCE N61-2-53E for a distance of 271.157 feet to a point;
THENCE N62-2-17E for a distance of 412.293 feet to a point;
THENCE N61-44-10E for a distance of 183.797 feet to a point;
THENCE N64-7-43E for a distance of 151.311 feet to a point;
THENCE N68-43-57E for a distance of 118.858 feet to a point;
THENCE N72-59-9E for a distance of 118.858 feet to a point;
THENCE N76-2-6E for a distance of 279.139 feet to a point;
THENCE N81-22-36E for a distance of 181.597 feet to a point;
THENCE N76-12-48E for a distance of 97.497 feet to a point;
THENCE N70-6-13E for a distance of 97.497 feet to a point;
THENCE N63-59-38E for a distance of 97.497 feet to the **Point of Beginning**, Containing approximately **75.87** acres (3,304,897.2square feet) of land, more or less.

EXHIBIT 'A':
Location Map



EXHIBIT 'B-1':
PD Concept Plan



EXHIBIT 'B-2':
Sub-Districts Plan

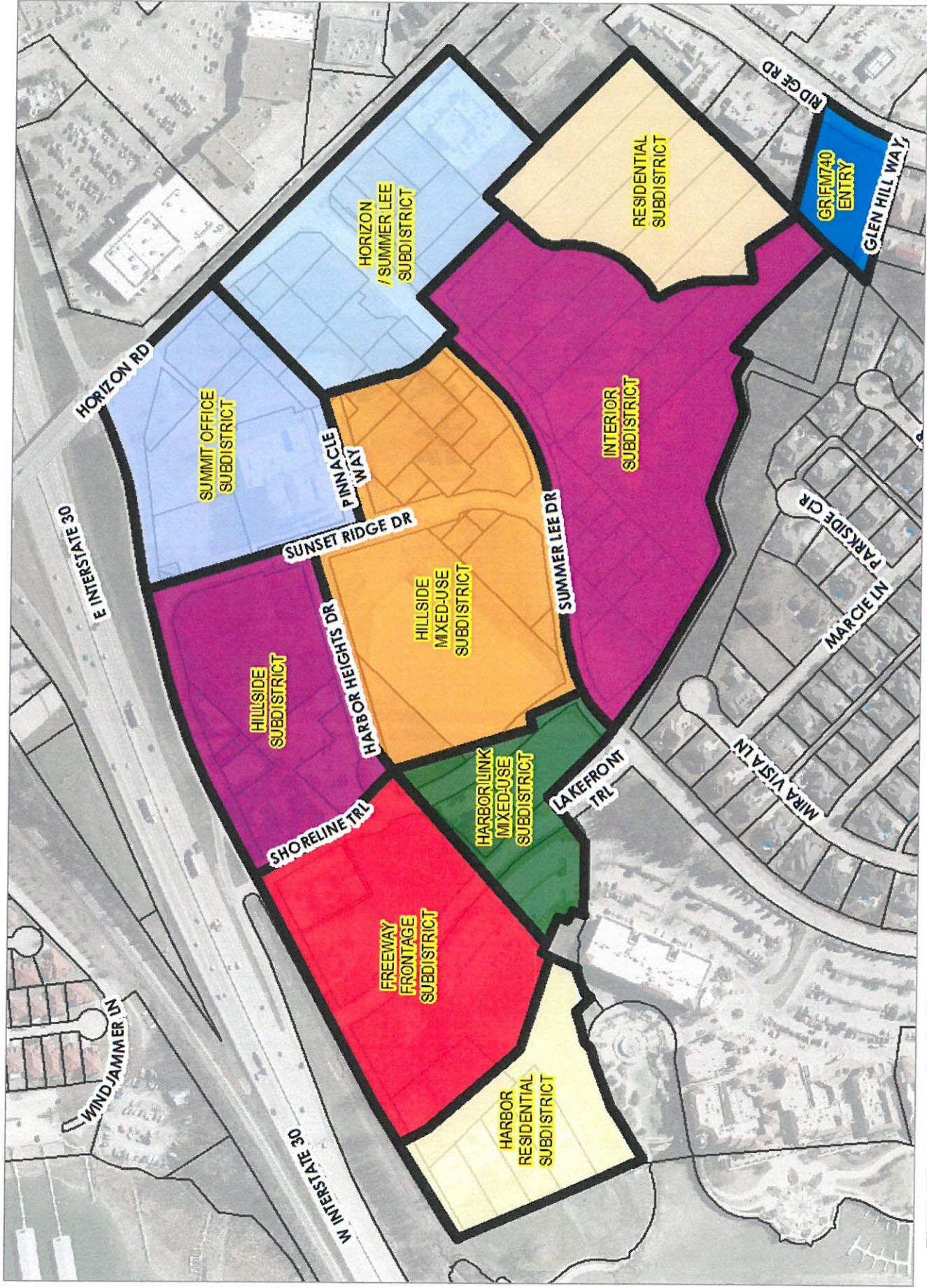


EXHIBIT 'C-1': Proposed Water Improvements Plan

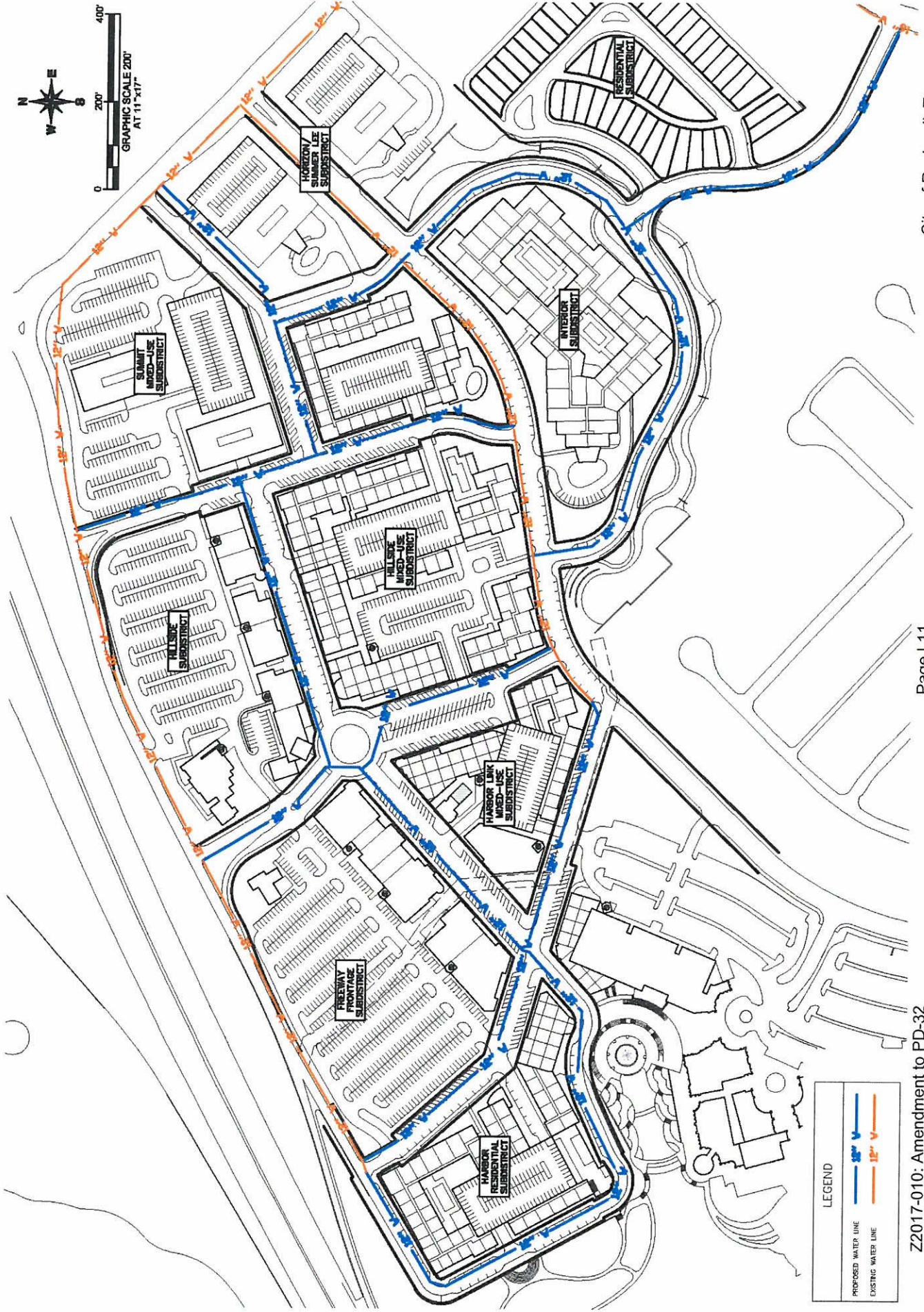


EXHIBIT 'C-2': Proposed Wastewater Improvements Plan

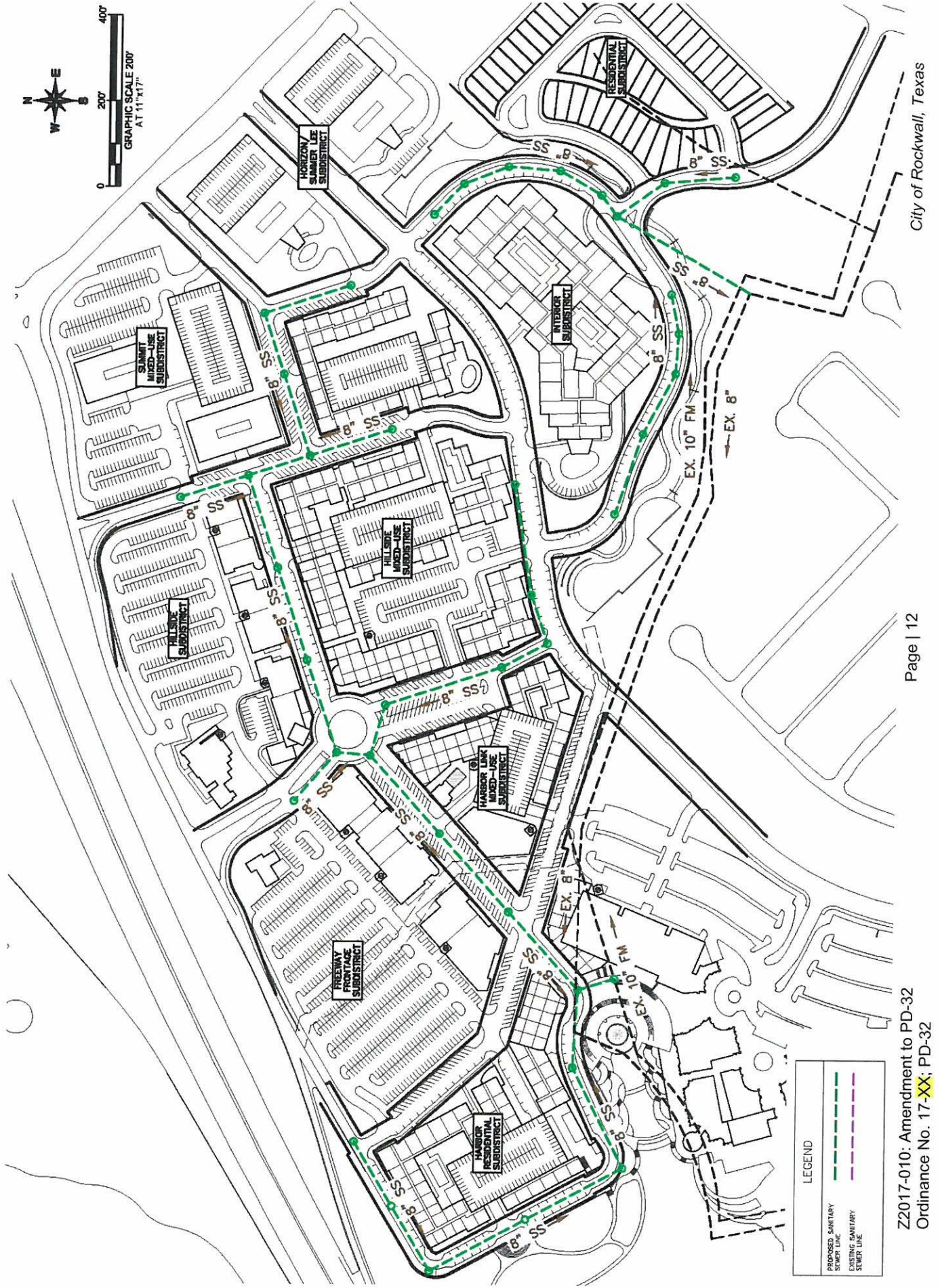
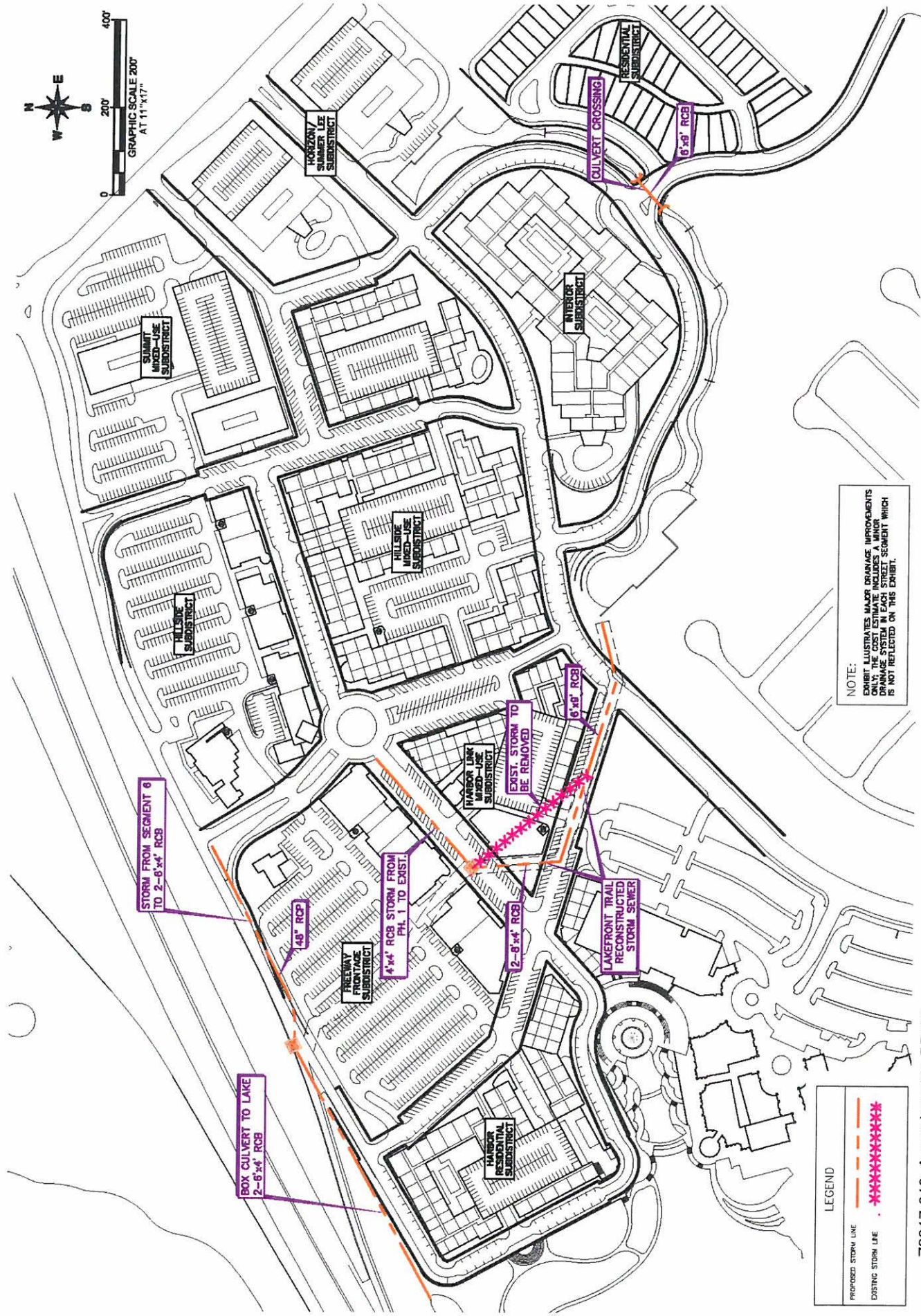


EXHIBIT 'C-3': Proposed Drainage Improvements Plan



NOTE:
EXHIBIT ILLUSTRATES MAJOR DRAINAGE IMPROVEMENTS ONLY. THE COST ESTIMATE INCLUDES A MAJOR DRAINAGE SYSTEM IN EACH STREET SEGMENT WHICH IS NOT REFLECTED ON THIS EXHIBIT.

LEGEND	
PROPOSED STORM LINE	—
EXISTING STORM LINE	*****

EXHIBIT 'C-4':
Streetscape Plan

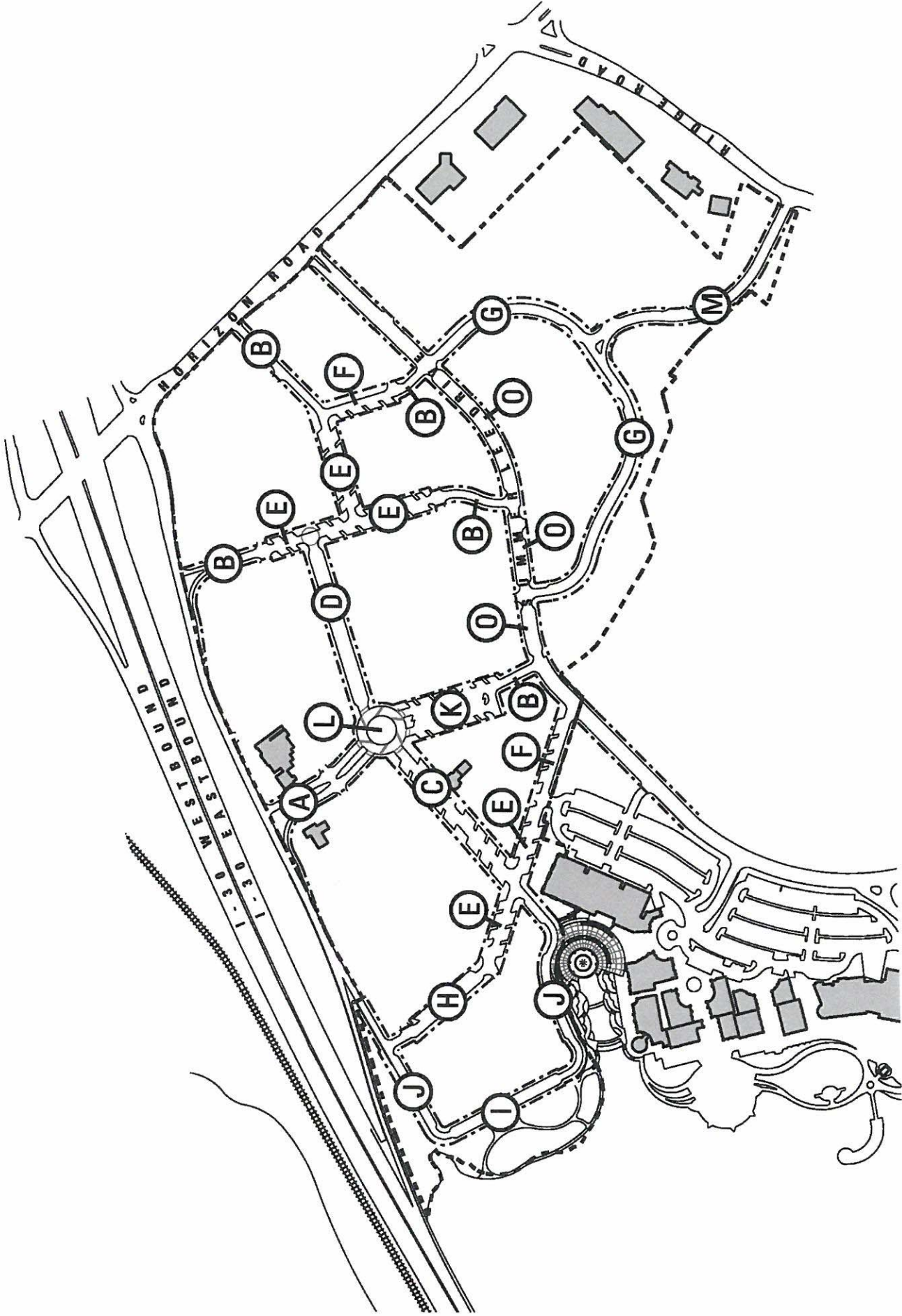


EXHIBIT 'C-4':
Streetscape Plan

STREET TYPE 'A'

Street Type 'A' serves as a primary entry into the Harbor District from the eastbound IH-30 off ramp. The street type consists of two (2) 22-foot wide one-way streets divided by a 20-foot landscape median within a variable width right-of-way. A mix of canopy and ornamental trees are provided in natural groupings within the right-of-way. Sidewalks may be provided at 60-foot OC. Longitudinal slopes on this street type range from one (1) percent to ten (10) percent. At street intersections and key pedestrian crossing areas slopes are limited to two (2) percent for accessibility.

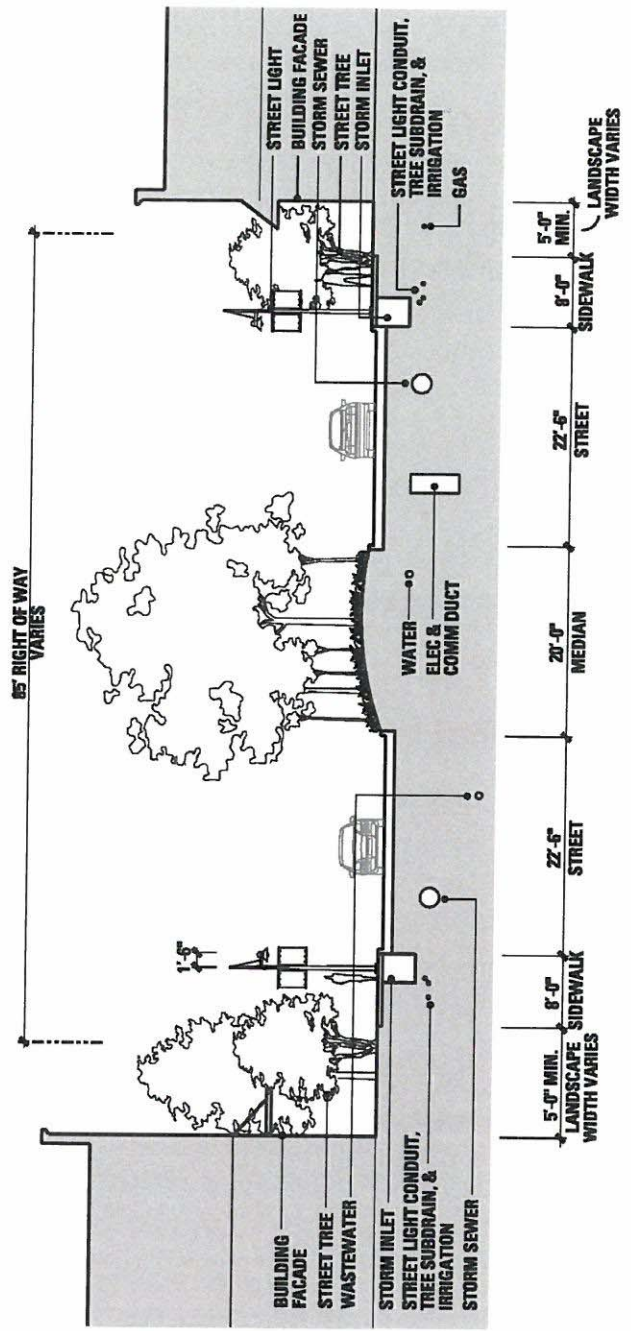
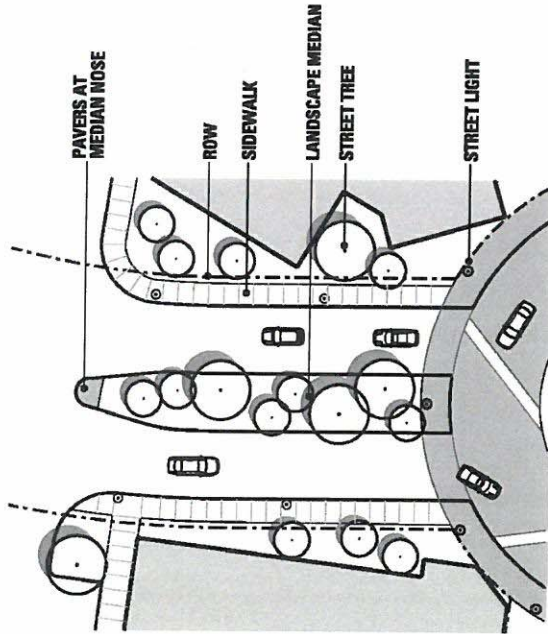


EXHIBIT 'C-4':
Streetscape Plan

STREET TYPE 'B'

Street Type 'B' consists of a 24-foot wide street within a 48-foot right-of-way. An eight (8) foot wide sidewalk may be provided on portions of the street. Street trees may be provided in either five (5) foot x ten (10) foot leave outs spaced at 30-foot OC or in natural groupings within the right of way. Pedestrian scale street lights are provided at 60-foot OC. Longitudinal slopes on this street type range from one (1) percent to ten (10) percent. At street intersections and key pedestrian crossing areas slopes are limited to two (2) percent for accessibility.

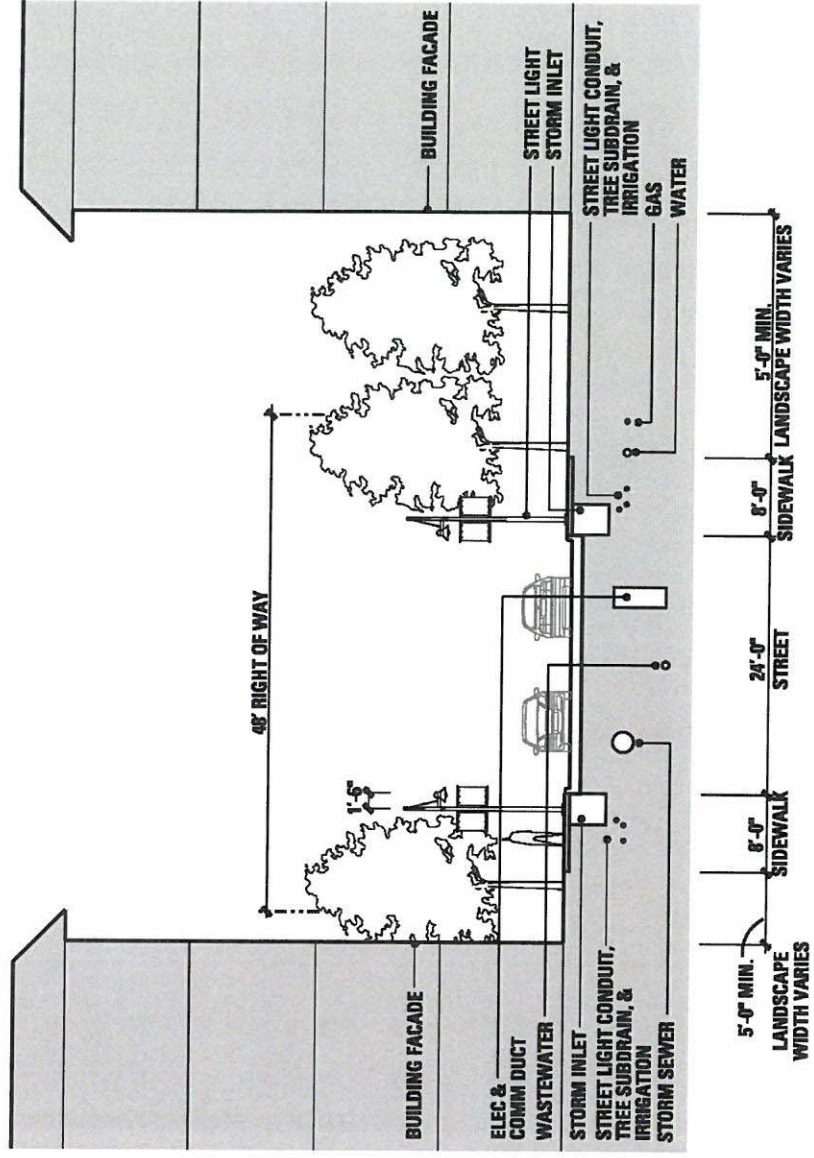
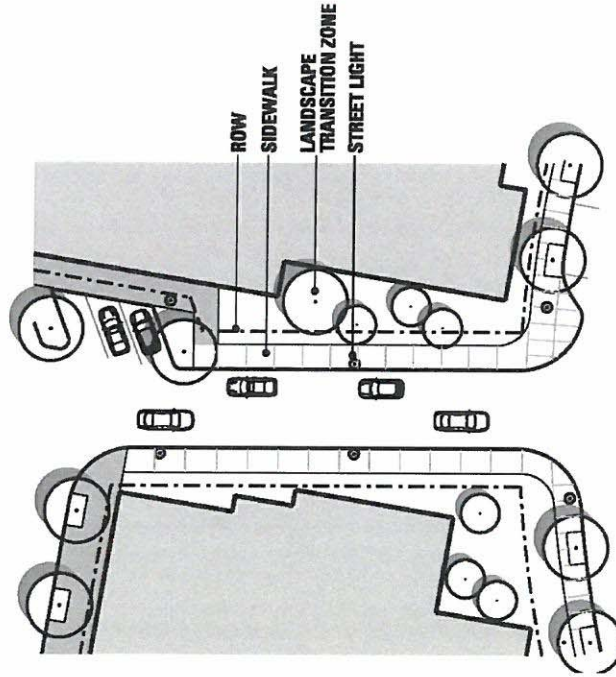
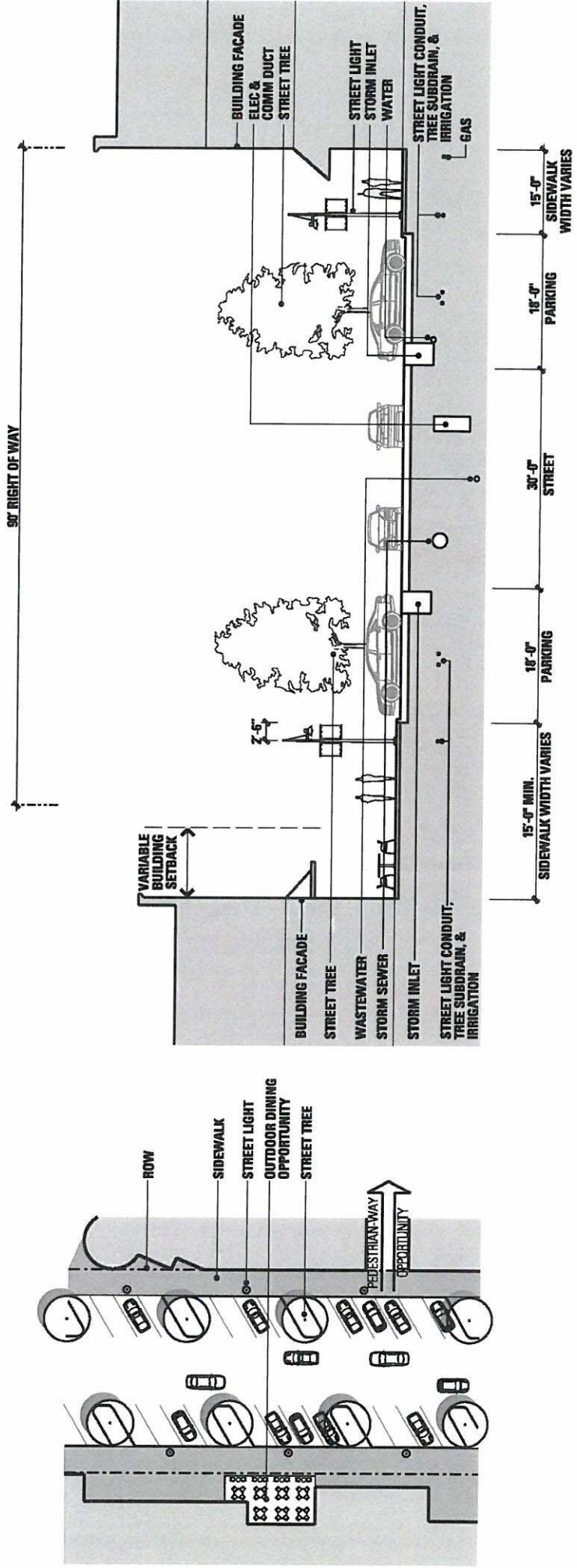


EXHIBIT 'C-4':
Streetscape Plan

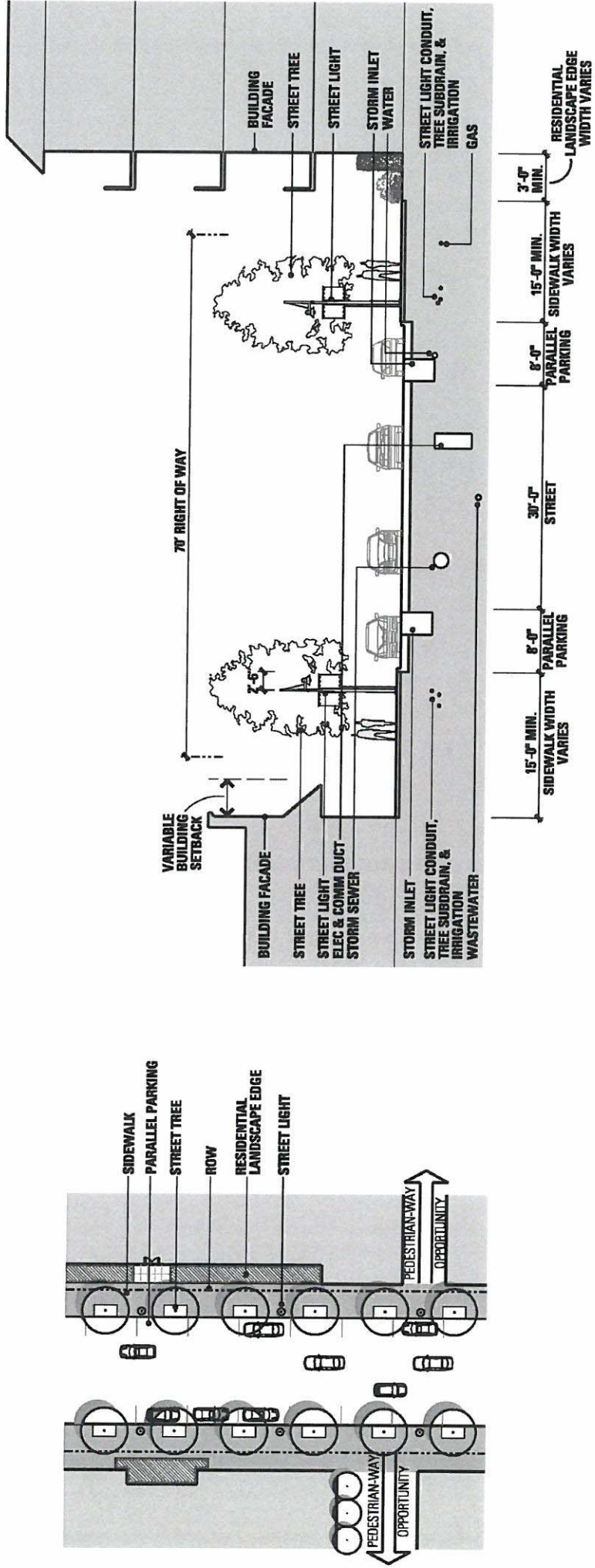
STREET TYPE 'C'

Street Type 'C' serves as a primary connector to the existing Harbor development and is a primary street frontage for retail and mixed-use development within adjacent districts. This street type consists of angled head-in parking on both sides of a 30-foot wide street within a 90-foot right-of-way. An 11½-foot wide sidewalk is provided on both sides of the street with street trees located in parking islands at approximately 52-foot OC. The OC and pedestrian scale light fixtures spaced at 52-foot OC. The pedestrian paving material is concrete pavers. Longitudinal slopes on this street type are between one (1) percent and five (5) percent. At street intersections and key pedestrian crossing areas slopes are limited to two (2) percent for accessibility.



STREET TYPE 'D'

Street Type 'D' serves as a primary connector to the existing Harbor development and is a primary street frontage for retail, residential, and mixed-use development within adjacent *Sub-Districts*. This street type consists of parallel parking on both sides of a 30-foot wide street within a 70-foot right-of-way. An 11½-foot wide sidewalk is provided on both sides of the street with street trees in five (5) foot x ten (10) foot leave outs spaced at 30-foot OC and pedestrian scale street light fixtures spaced at 60-foot OC. The pedestrian paving material is concrete pavers. Longitudinal slopes on this street type are generally ten (10) percent. At street intersections and key pedestrian crossing areas slopes are limited to two (2) percent for accessibility.



STREET TYPE 'E'

Street type 'E' serves as a primary street frontage for retail, residential, and mixed-use development within adjacent districts. This street type consists of angled head-in parking on both sides of a 24-foot wide street within a 76-foot right-of-way. A 7½-foot wide sidewalk is provided on both sides of the street with street trees located in parking islands at approximately 52-foot OC and pedestrian scale light fixtures spaced at 52-foot OC. Pedestrian paving materials may be a mix of concrete pavers and concrete. Longitudinal slopes on this street type are limited to five (5) percent maximum. At street intersections and key pedestrian crossing areas slopes are limited to two (2) percent for accessibility.

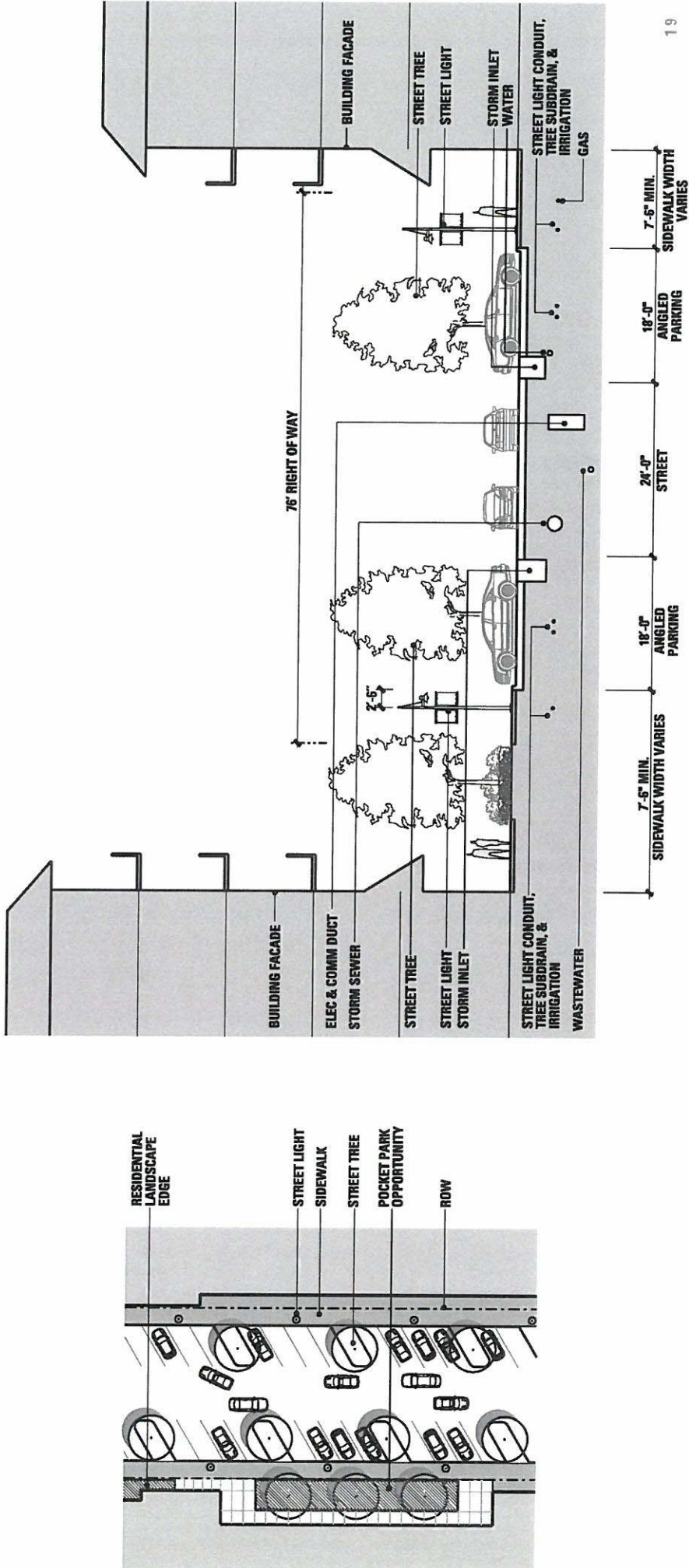


EXHIBIT 'C-4':
Streetscape Plan

STREET TYPE 'F'

Street type 'F' serves as a primary street frontage for mixed-use development within adjacent districts. This street type consists of angled head-in parking on one side of a 24-foot wide street within a 70-foot right-of-way. A 4½-foot wide sidewalk is provided on one side of the street with street trees located in parking islands at approximately 52-foot OC. Pedestrian and pedestrian scale light fixtures spaced at 52-foot OC. Pedestrian paving materials may be a mix of concrete pavers and concrete. Longitudinal slopes on this street type are limited to five (5) percent maximum. At street intersections and key pedestrian crossing areas slopes are limited to two (2) percent for accessibility.

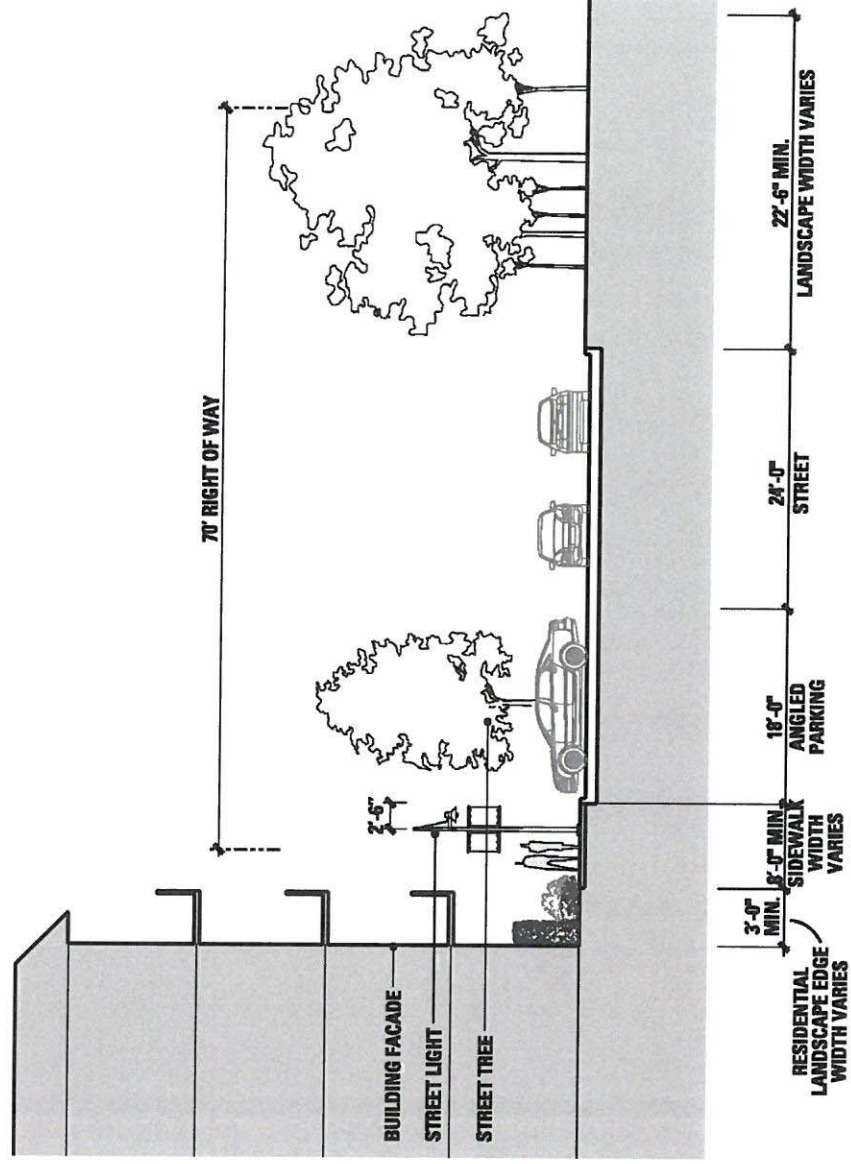
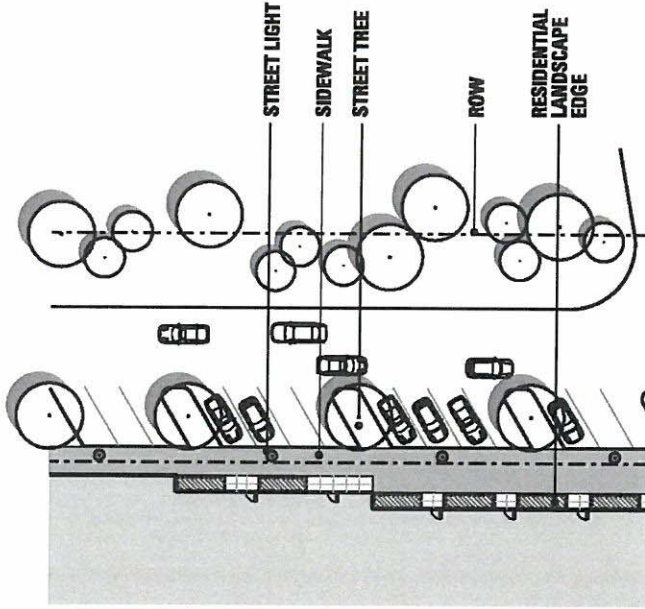
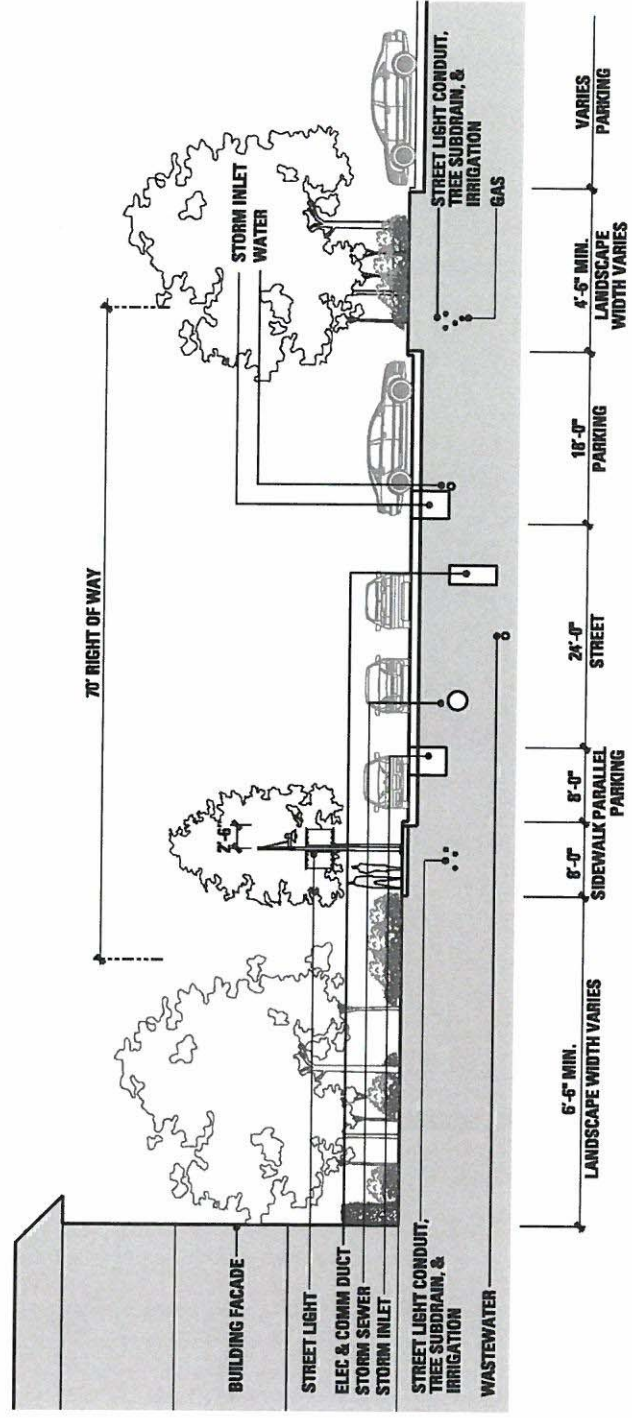
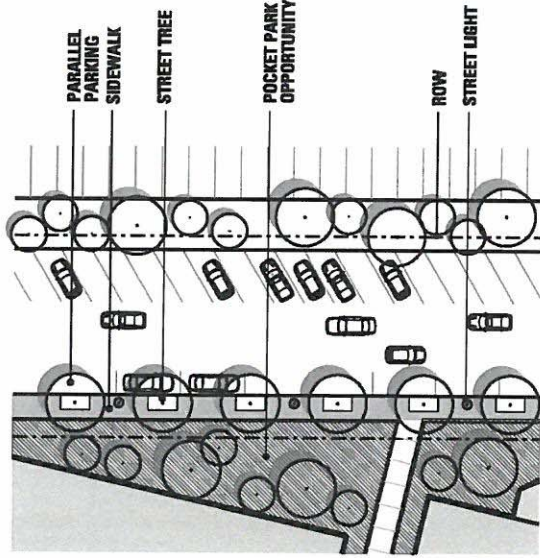


EXHIBIT 'C-4':
Streetscape Plan

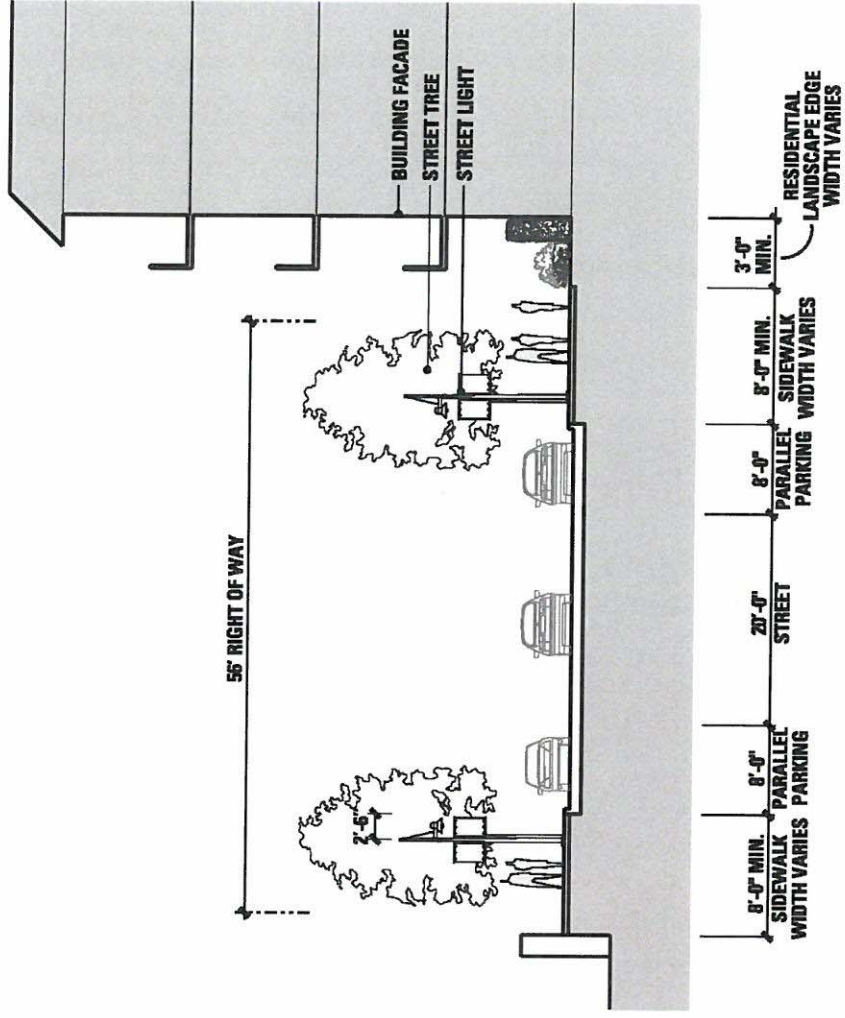
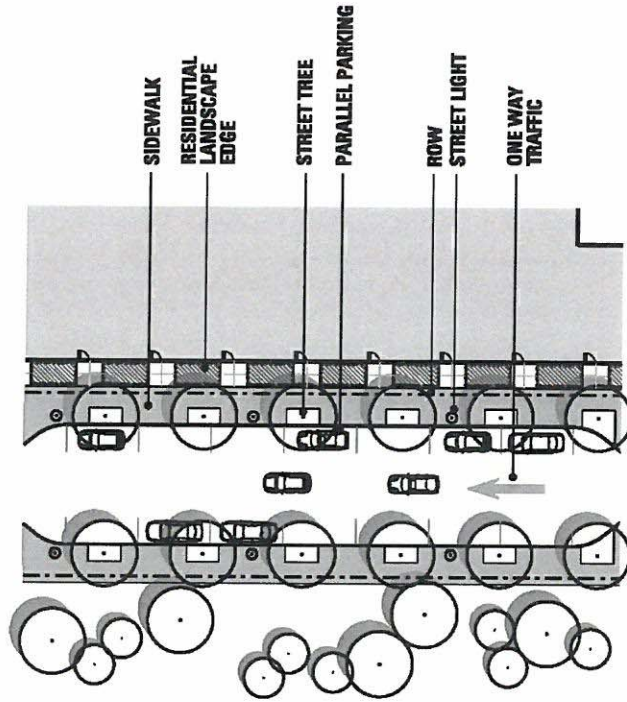
STREET TYPE 'H'

Street Type 'H' serves as a transition between the Harbor Residential Sub-District and the Freeway Frontage Sub-District. This street type consists of a 24-foot wide street within a 70-foot right-of-way. Parallel parking serves the Harbor Residential side with an eight (8) foot wide concrete sidewalk and street trees in five (5) foot x ten (10) foot leave outs spaced at 30-foot OC and pedestrian scale street lights spaced at 60-foot OC. Angled head-in parking serves the Freeway Frontage Sub-District side with canopy and understory trees provided in natural groupings.



STREET TYPE 'I'

Street Type 'I' serves as the primary frontage for the Harbor Residential Sub-District. This street type consists of parallel parking provided on both sides of a 20' wide one-way street within a 56-foot right-of-way. A 9½-foot wide sidewalk with street trees in five (5) foot x ten (10) foot leave outs spaced at 30-foot OC, and pedestrian scale street lights spaced at 60-foot OC is provided on both sides of the street. Pedestrian paving materials may be a mix of concrete pavers and concrete. Longitudinal slopes on this street type are limited to five (5) percent maximum. At street intersections and key pedestrian crossing areas slopes are limited to two (2) percent for accessibility.



STREET TYPE 'J'

Street Type 'J' serves as the primary frontage for the Harbor Residential Sub-District. This street type consists of parallel parking provided on one side of a 20-foot wide one-way street within a 56-foot right-of-way. An eight (8) foot wide sidewalk with street trees in five (5) foot x ten (10) foot leave outs spaced at 30-foot OC and pedestrian scale street lights spaced at 60-foot OC is provided on both sides of the street. Pedestrian paving materials may be a mix of concrete pavers and concrete. Longitudinal slopes on this street type are limited to five (5) foot maximum. At street intersections and key pedestrian crossing areas slopes are limited to two (2) percent for accessibility.

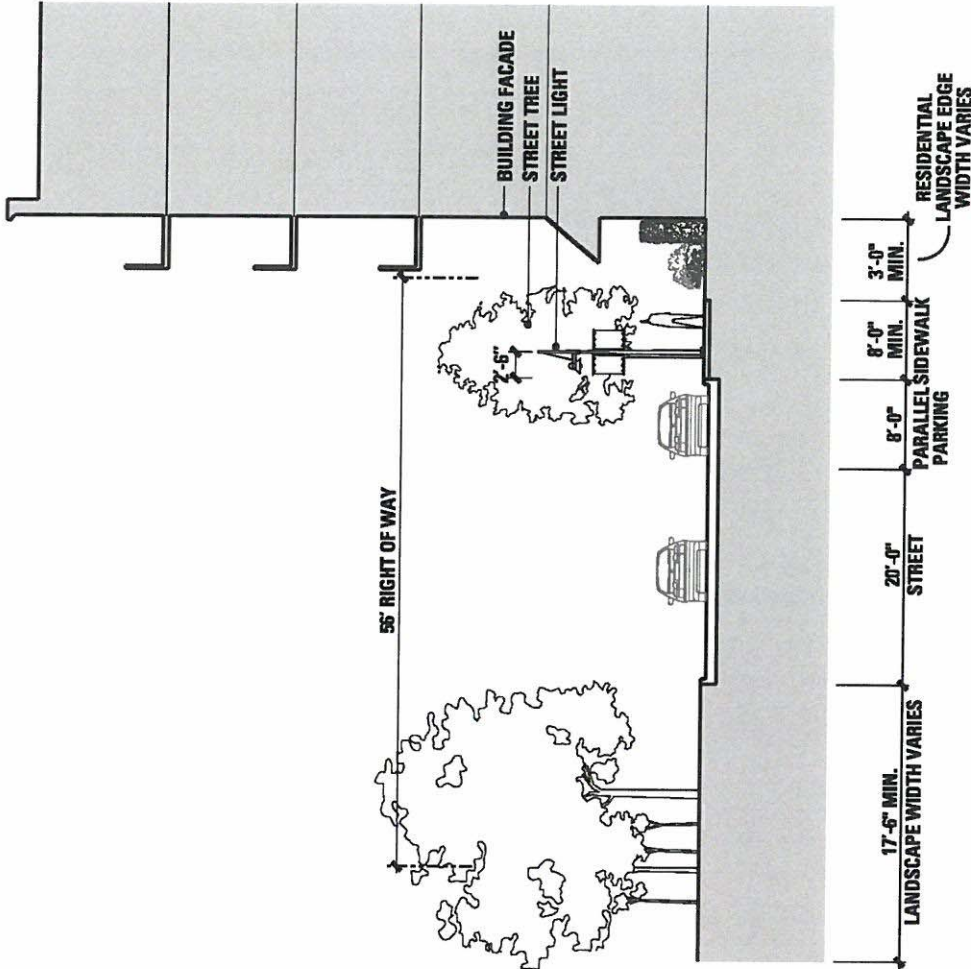
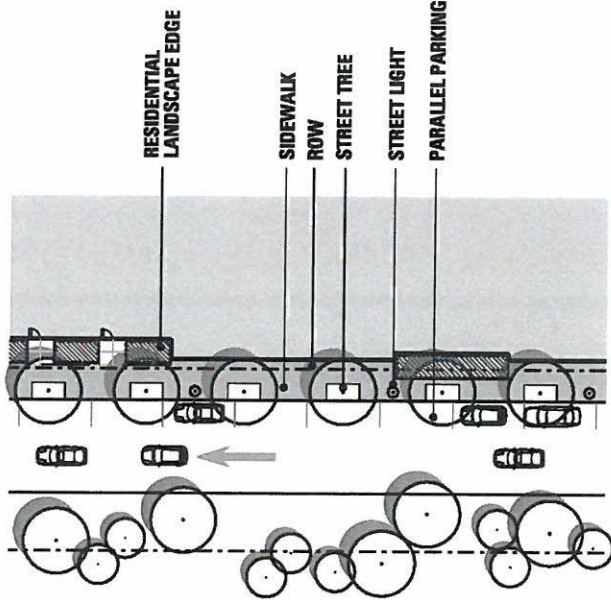
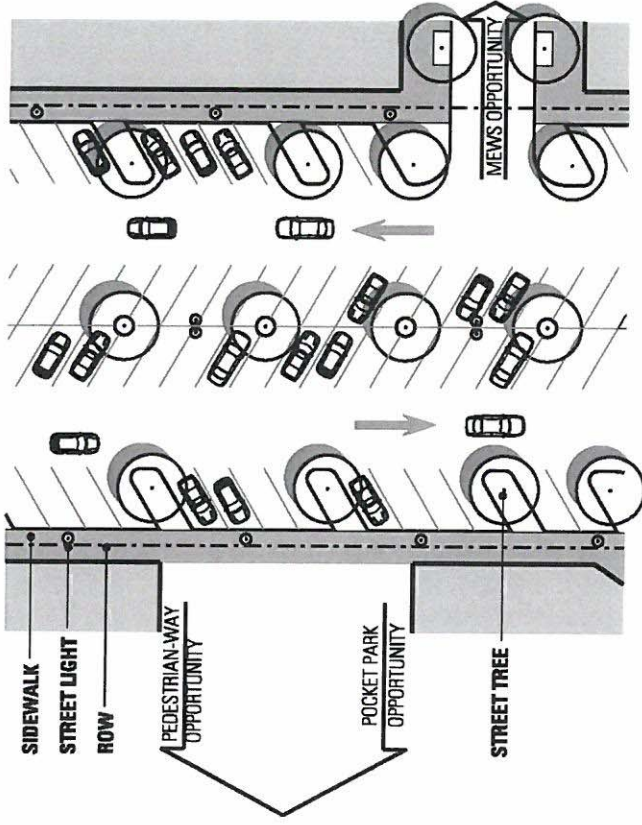
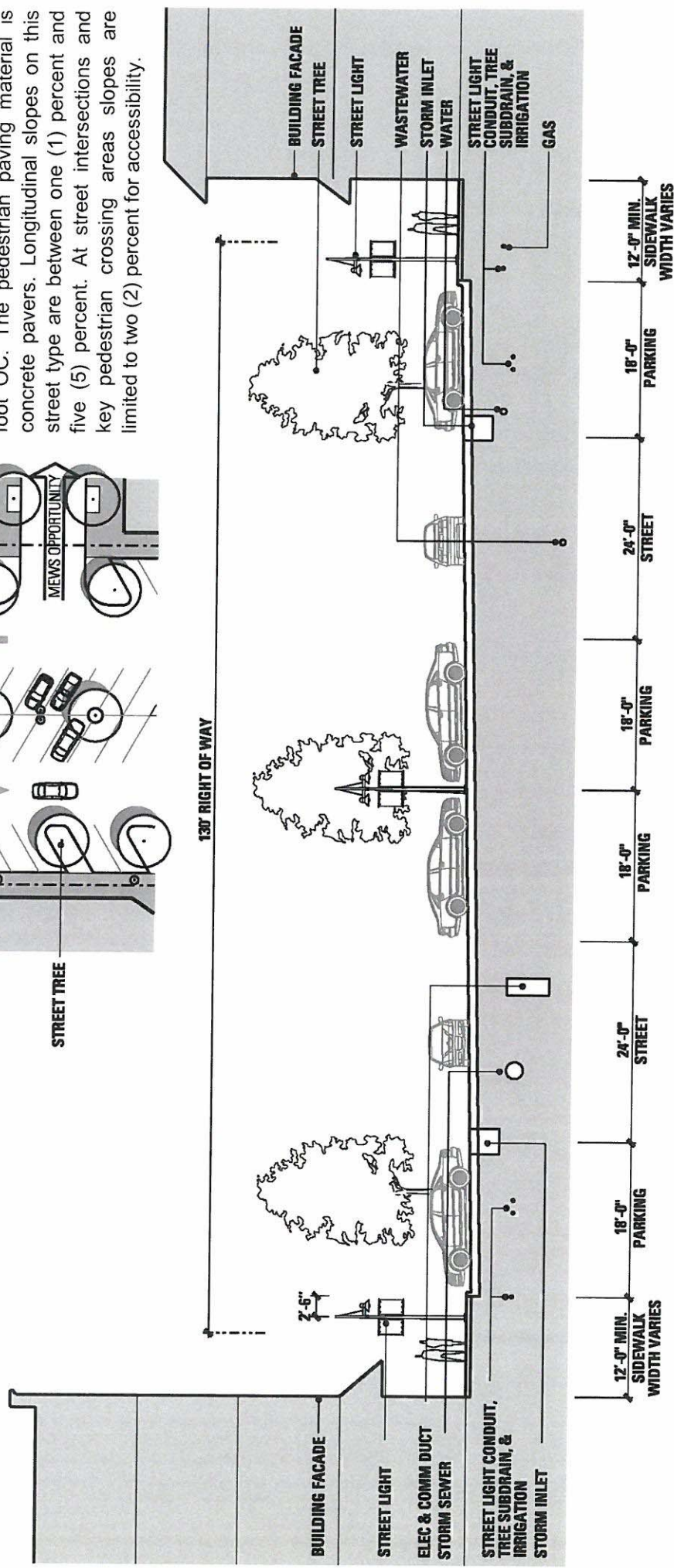


EXHIBIT 'C-4':
Streetscape Plan



STREET TYPE 'K'
Street Type 'K' serves as a surface parking area linking the retail and mixed-uses of the Harbor Link Sub-District and the Hillside Mixed-Use Sub-District. This street type consists of a loop of two 24-foot wide one-way streets with angled head-in parking on both sides within a 130-foot right of way. A 4½-foot wide sidewalk is provided on both sides of the street with street trees located in parking islands at approximately 52-foot OC and pedestrian scale light fixtures spaced at 52-foot OC. The pedestrian paving material is concrete pavers. Longitudinal slopes on this street type are between one (1) percent and five (5) percent. At street intersections and key pedestrian crossing areas slopes are limited to two (2) percent for accessibility.



STREET TYPE 'L'

Street Type 'L' is a traffic circle that serves as a central point of the district. This circle is a midpoint in the link to the existing Harbor development. This street type consists of a 30-foot wide one-way lane around a central landscaped island within a 170-foot diameter right-of-way. A 9½-foot wide sidewalk is provided around the entire circle with pedestrian scale street lights spaced at approximately 40-foot OC. The vehicular paving material is concrete pavers accented with concrete bands. The pedestrian paving material is concrete pavers. Slopes across the traffic circle are between four (4) percent and five (5) percent. At street intersections and key pedestrian crossing areas slopes are limited to two (2) percent for accessibility.

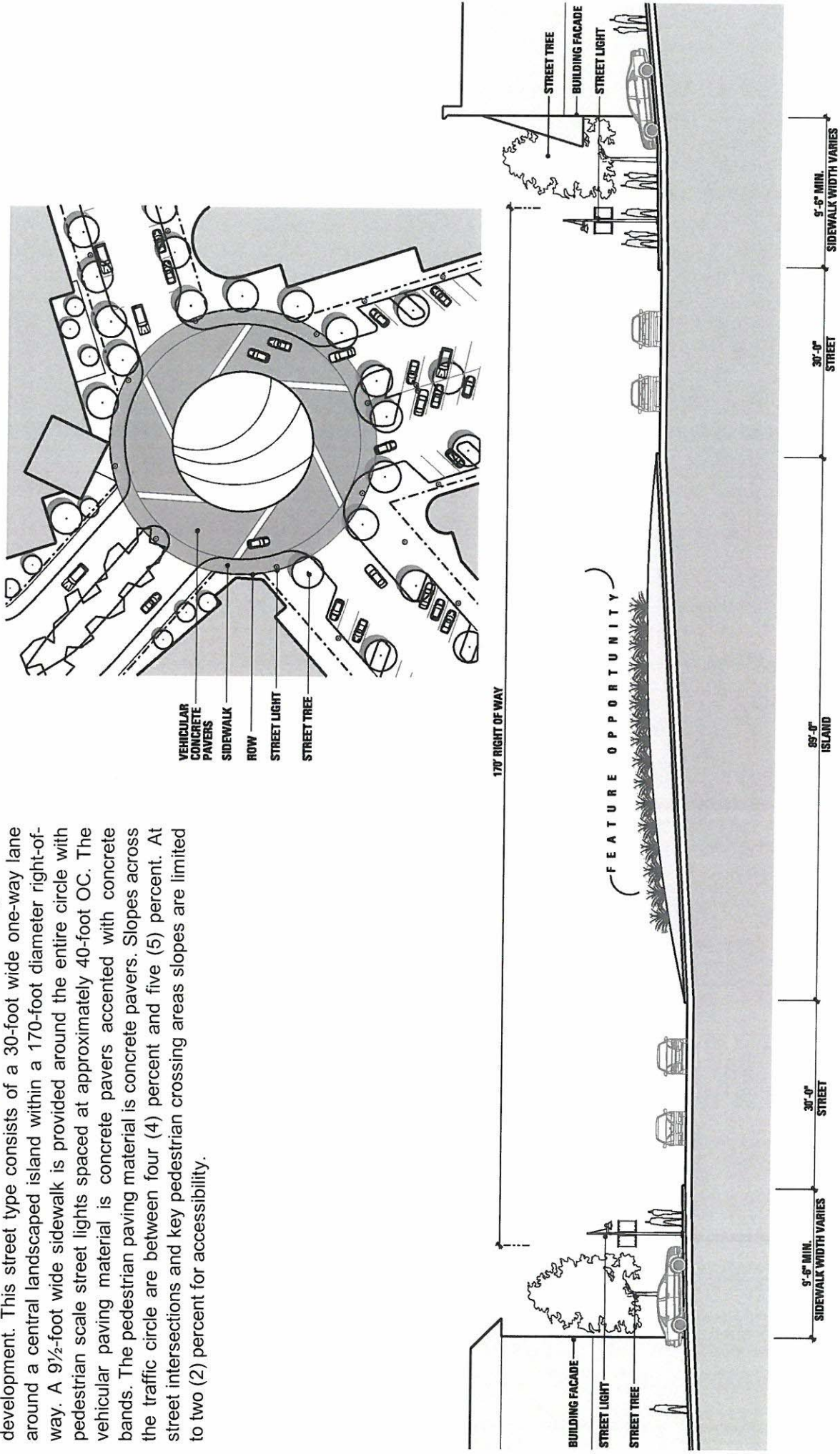
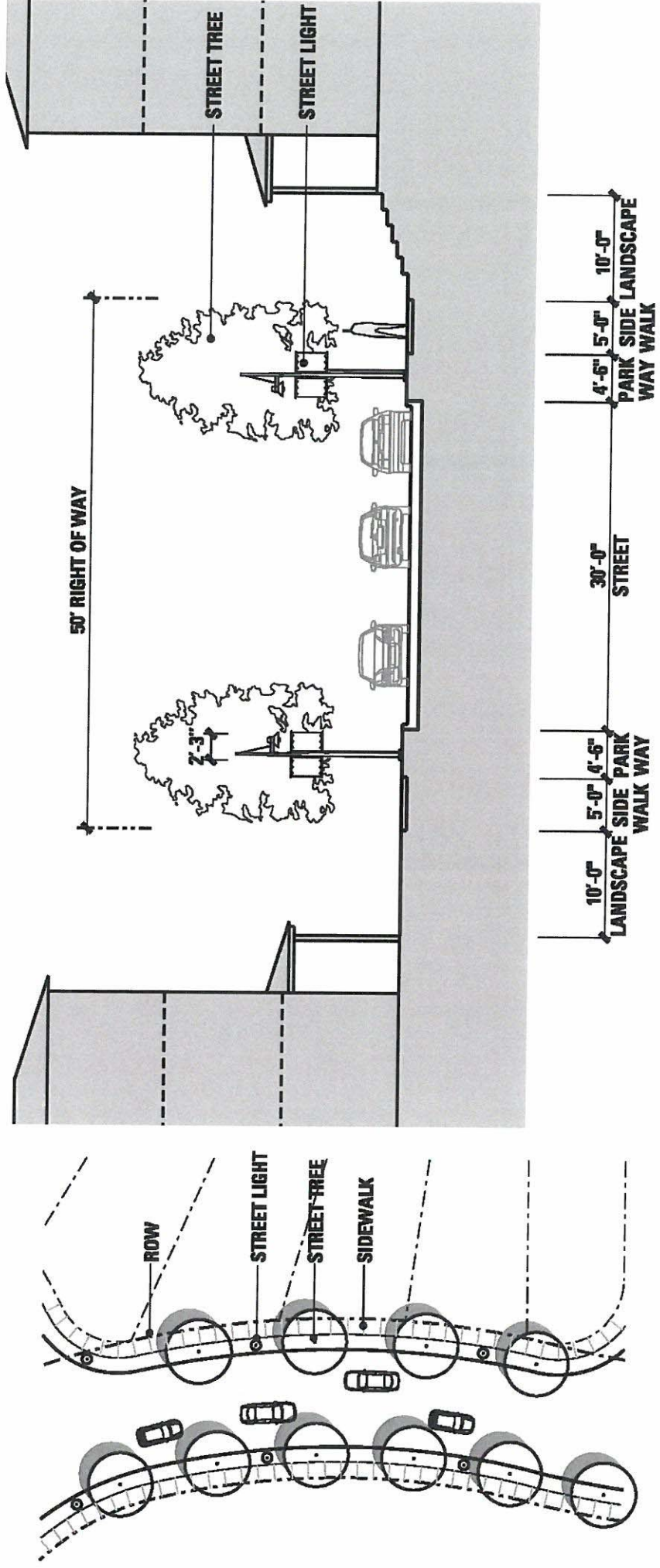


EXHIBIT 'C-4':
Streetscape Plan

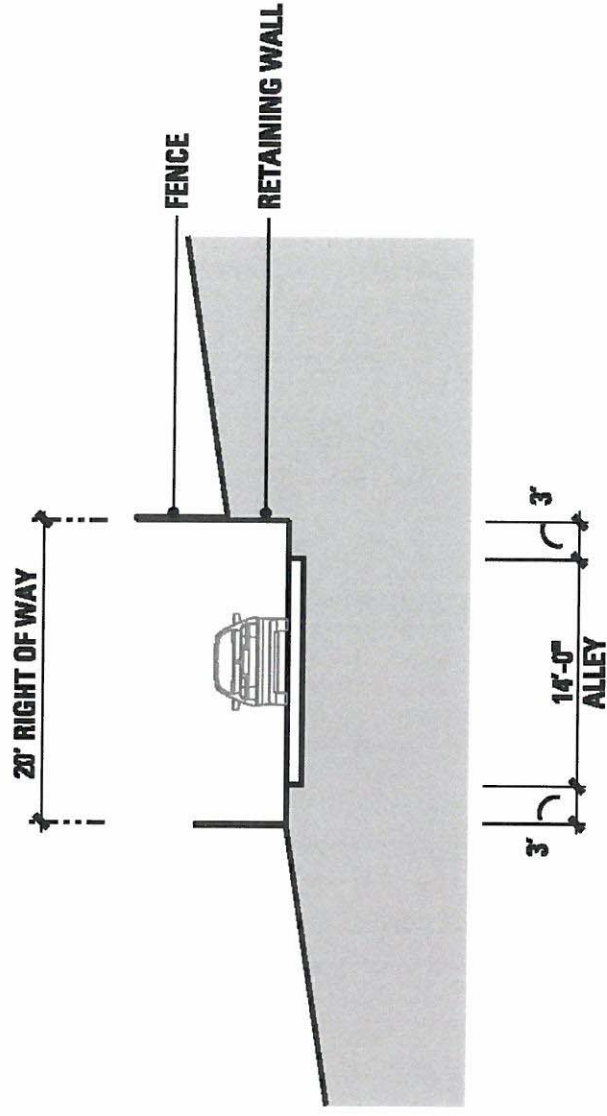
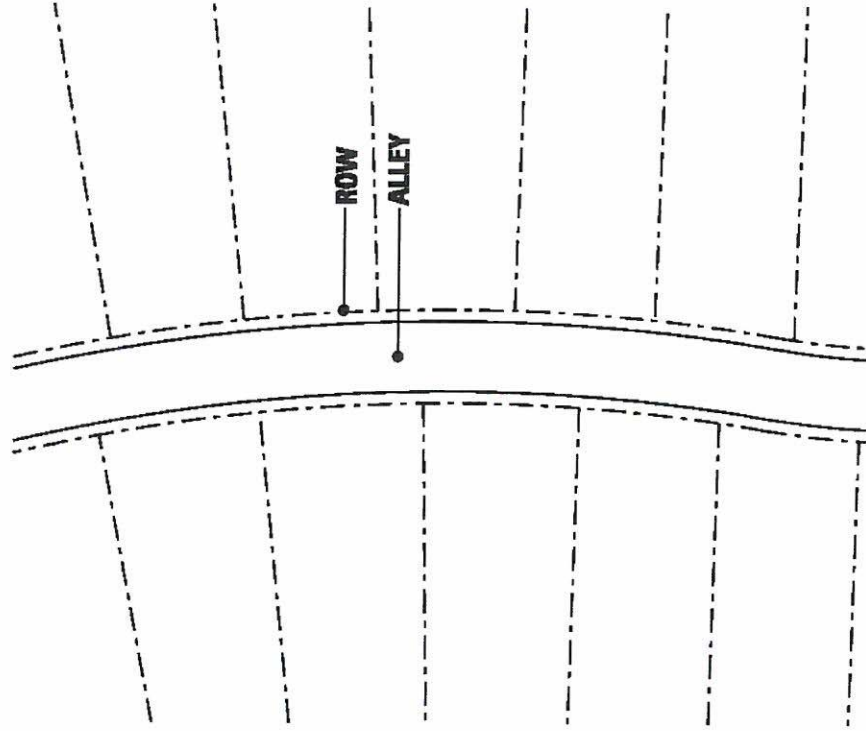
STREET TYPE 'M'

Street Type 'M' serves as the primary single-family residential neighborhood street. This street type consists of a 30-foot wide street within a 50-foot right-of-way. On street parking is permitted on this street type. Street trees are spaced at 30-foot OC within a 4½-foot wide parkway with pedestrian scale street lights spaced at 60-foot OC. A five (5) foot wide concrete sidewalk is provided on both sides of the street. This street type may include features such as eyebrows or landscape islands and medians.



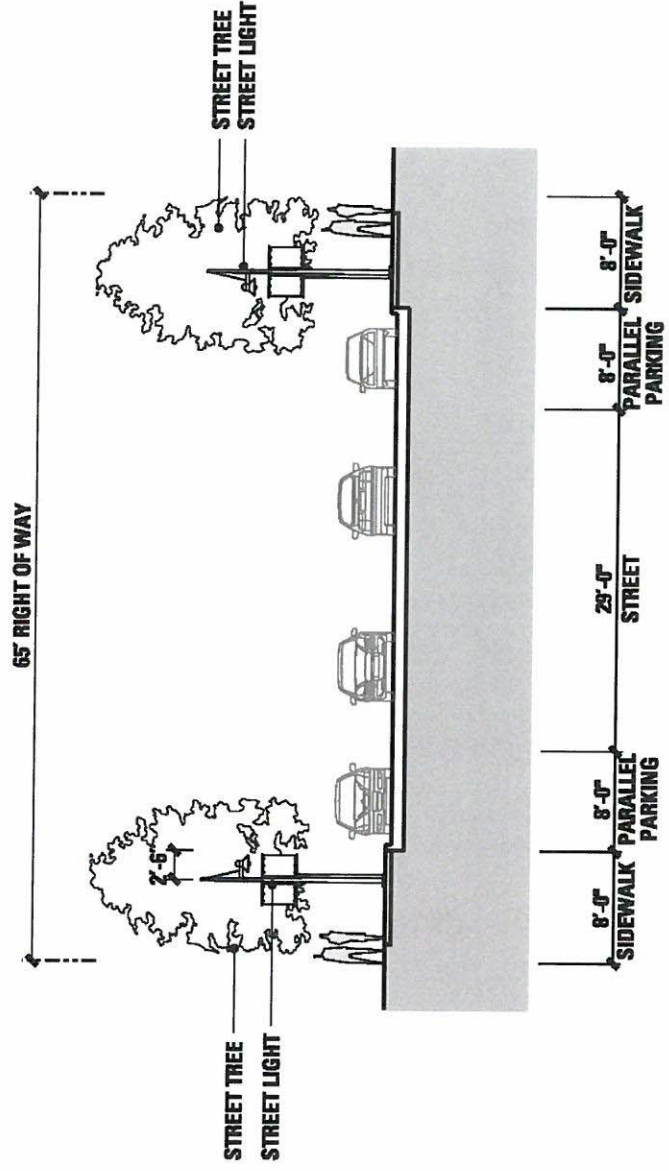
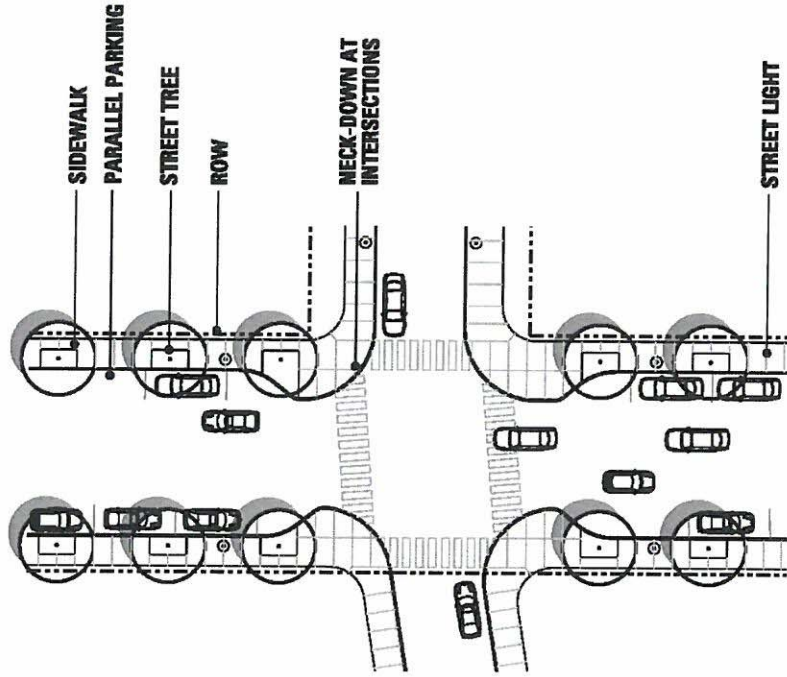
STREET TYPE 'N'

Street Type 'N' serves as an alley within the single-family residential neighborhood. This street type consists of a 15-foot wide alley within a 20-foot right-of-way. No street trees, light fixtures, or sidewalks are provided in this street type.



STREET TYPE 'O' (I.E. SUMMER LEE DRIVE)

Street Type 'O' consists of streetscape improvements and parallel parking dedication on both sides of an existing 29-foot wide street within the existing 65-foot Summer Lee Drive right-of-way. An eight (8) foot wide sidewalk is provided on both sides of the street with street trees in five (5) foot x ten (10) foot leave outs spaced at 30-foot OC and pedestrian scale street light fixtures spaced at 60-foot OC. Neck downs are provided at intersections to provide a clearly defined pedestrian space. The pedestrian paving material is concrete sidewalk. Longitudinal slopes on this street type are range from 1½% to seven (7) percent. At street intersections, pedestrian walkway slopes are limited to two (2) percent for accessibility.



STREETSCAPE ELEMENTS

PEDESTRIAN PAVING MATERIALS

CONCRETE PAVING

All concrete pedestrian walkways shall be an upgraded pedestrian concrete paving with integral color matching Scofield Chromix C-24 Charcoal or C-15 Coachella Sand), light sandblast finish, and sawcut control joints.

CONCRETE PAVERS

Concrete pavers shall be similar to Holland 98 Parkway Provencal, Antique Terra Cotta colored, and six (6) cm thickness. Pavers shall be placed in a running bond pattern perpendicular to the street curb.

VEHICULAR PAVING MATERIALS

CONCRETE PAVING

The standard vehicular paving material shall be concrete in accordance with City of Rockwall standards.

CONCRETE PAVERS

Upgraded vehicular paving shall be concrete pavers. Concrete pavers shall be similar to Holland 98 Parkway Provencal, Antique Terra Cotta colored, eight (8) cm thickness. Pavers shall be placed in a herringbone bond pattern.



STREET FURNISHINGS

BENCH

Benches shall be similar to Landscape Forms: Scarborough backed horizontal strap bench, powdercoat color RAL #7003 Moss Grey.

TRASH RECEPTACLE

Trash receptacles shall be similar to Landscape Forms: Scarborough side opening with vertical straps, powdercoat color RAL #7003 Moss.



BIKE RACK

Bike racks shall be similar to Forms + Surfaces: Trio Bike Rack, powdercoat color RAL #7003 Moss Grey.



BOLLARD

Bollards shall be similar to Hess - Paris 1100 Type 'A' fixed bollard, powdercoat color RAL #7003 Moss Grey.



SEAT WALL

Cast-in-place concrete seat wall with architectural finish.

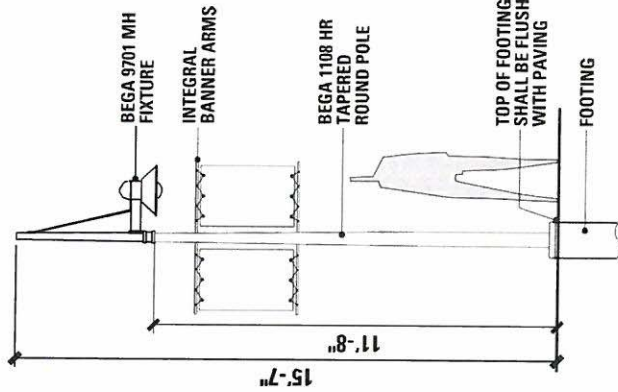


STREETSCAPE ELEMENTS

LIGHTING

PEDESTRIAN SCALE STREET LIGHT

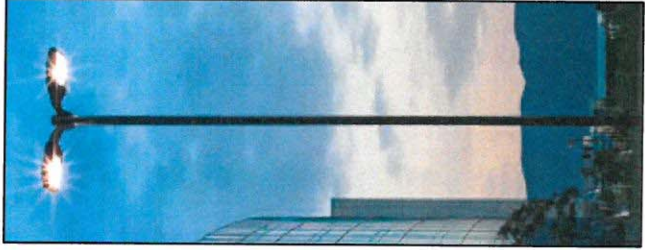
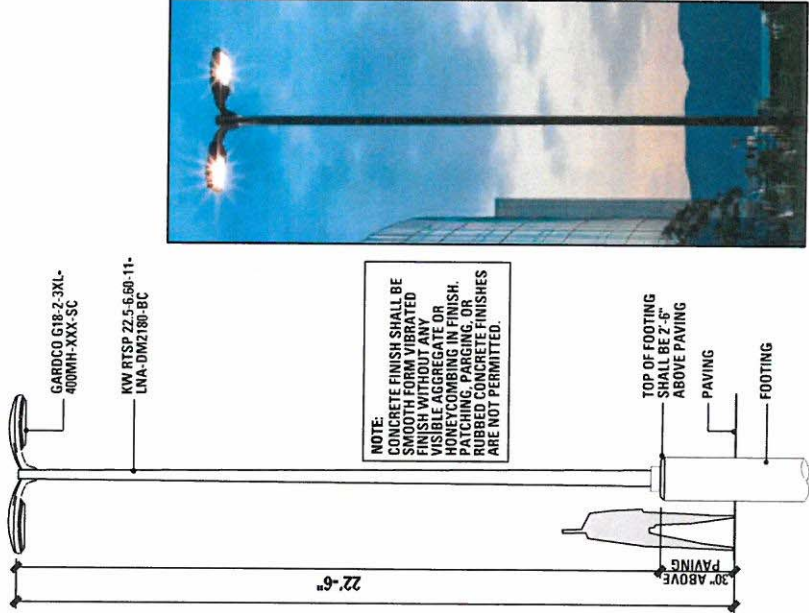
Pedestrian scale street lights shall be similar to the Bega 9701 MH 100W Metal Halide fixture on Bega 1108 HR 11'-8" tapered round pole with integral banner arms, powder coat color RAL #7003 Moss Grey.



PARKING LOT LIGHT FIXTURE

Parking lot light fixtures shall be similar to the Gardco G18-2-3XL-400MH-XXX-SC on KW RTSP 22.5-6.60-11-LNA-DM2180-BC powder coat color RAL #7003 Moss Grey

Parking lots shall be illuminated to an average sustained level of 1.5 - 2 Foot Candles.



TREE UP-LIGHT

All street trees within the right of way shall be upright with B-K HP2-PAR2020-TR-59-SAP-11-xxx-AH/CPC or a similar light fixture.



STREETSCAPE ELEMENTS

LANDSCAPE

TREE LEAVE-OUTS

Paving leave-outs for street trees shall be five (5) feet by ten (10) feet adjacent to the back of the street curb. All street trees in tree leave-outs or in head-in parking islands shall have tree sub-drainage tied to the storm drain system. In addition to the street tree, all leave outs shall contain one of the following:

Option A: A mix of shrub, perennial, ornamental grass, and groundcover planting. Plant materials shall provide a mix of height, color, texture, and evergreen structure.

Option B: Mexican Beach Stone pebbles.

A consistent treatment must be provided for a continuous block length.



DECORATIVE POTS

Use decorative pots to accent the streetscape environment. Decorative pots must be compatible with the surrounding architectural styles. Decorative pots must be an appropriate pedestrian scale. All decorative pots shall be irrigated and have drainage tied to the storm drain system.

Recommended decorative pots:

- ☒ Stonewear Zena series, SB 32 Finish
- ☒ Stonewear Grecian series, SB 32 Finish
- ☒ Rectangular Metal Planters



GRADING

The maximum cross slope on all pedestrian walkways shall be two (2) percent. The maximum longitudinal slope on all pedestrian walkways shall be five (5) percent, except where the longitudinal slope of the street exceeds five (5) percent.

EXHIBIT 'C-5':
Master Grading Plan

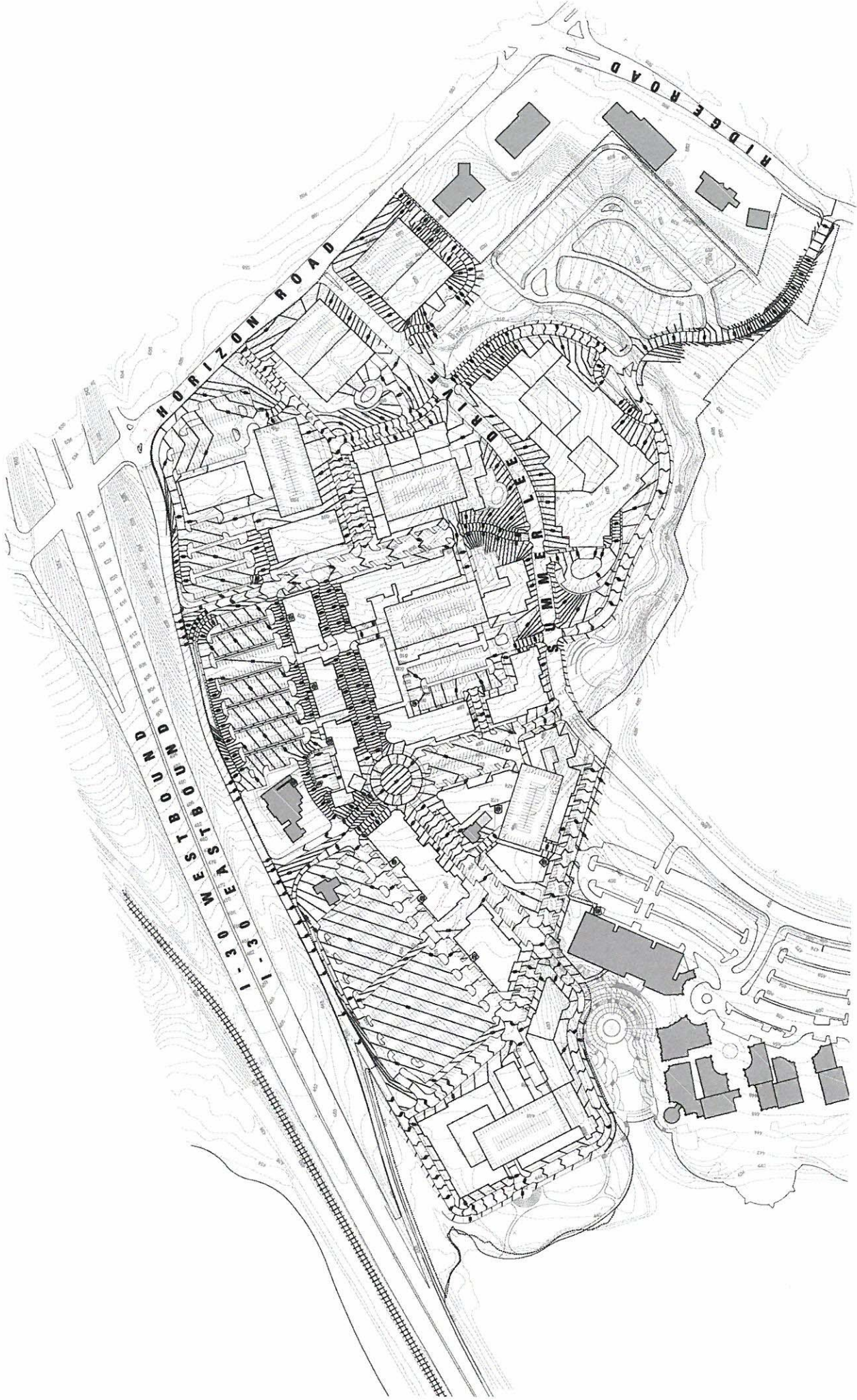


EXHIBIT 'C-6': Master Tree Planting Plan

A Master Tree Planting plan has been established for the Harbor District to ensure unifying street tree planting within the right of way and unifying tree planting within private development parcels. The following species of trees must be planted as the dominant street or parking lot tree according to the master tree planting plan. Additional landscaping and accent trees may also be used within each Sub-District. All street trees in tree leave-outs or in head-in parking islands, shall have tree sub-drainage tied to the storm drain system.

Street trees within the right of way shall be the following sizes:

- (1) Street trees in tree wells at 30-foot OC shall be four (4) inch caliper, 100 gallon
- (2) Street trees in parking islands at 52-foot OC shall be eight (8) inches caliper

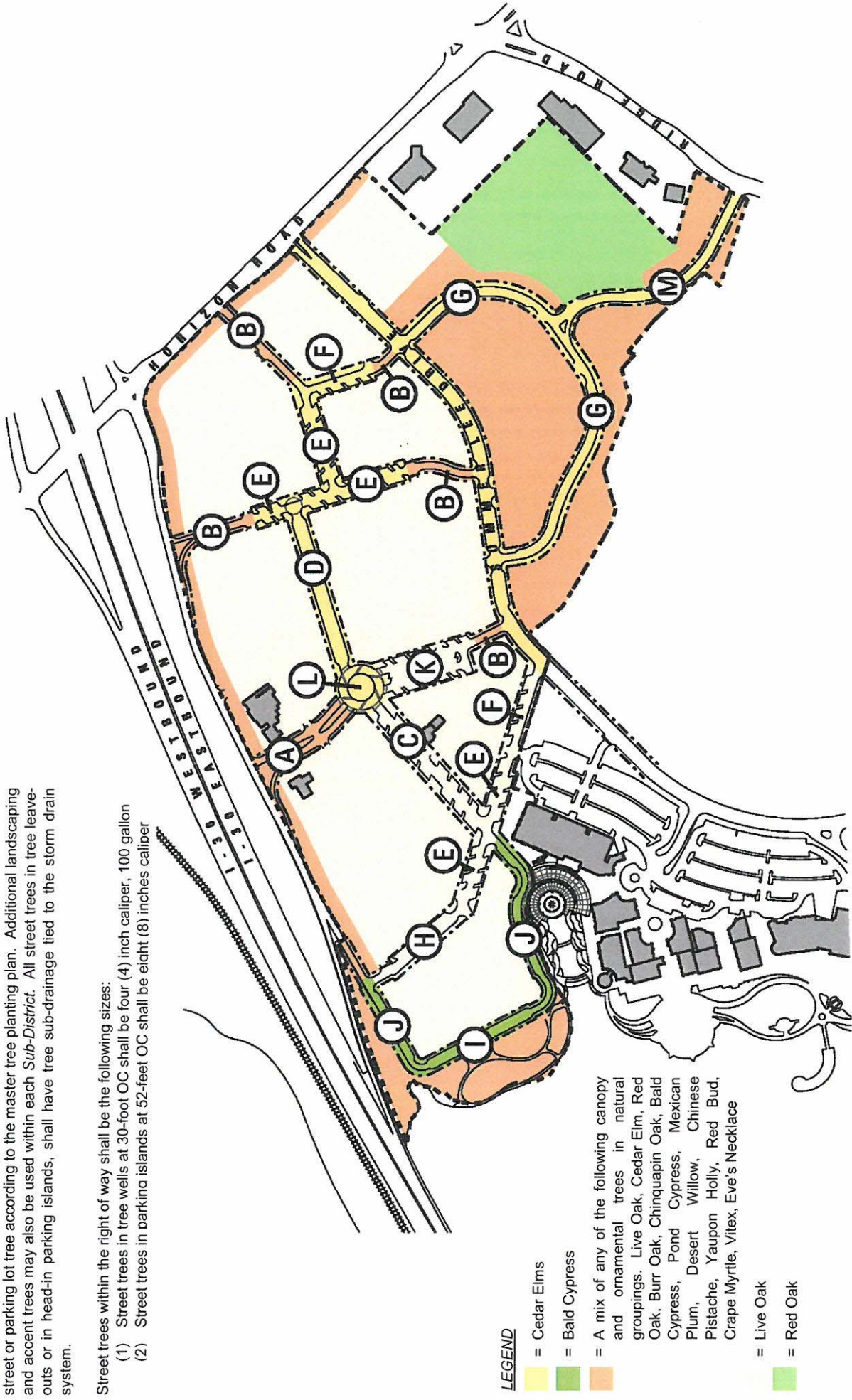


EXHIBIT 'D':
Sub-District Land Use Chart

Residential Land Uses	Harbor Residential	Freeway Frontage	Harbor Link Mixed-Use	Hillside	Hillside Mixed-Use	Summit Office	Horizon/Summer Lee	Interior	Residential	Ridge Road Retail
Accessory Building ¹									P	
Home Occupation ¹	P	P	P	P	P	P	P	P	P	P
Hotel	S	S	S	S	S	S	S	S	S	S
Hotel (Full Service)	S	S	S	S	S	S	S	S	S	S
Hotel (Residence)	S	S	S	S	S	S	S	S	S	S
Motel	S	S	S	S	S	S	S	S	S	S
Single-Family, Zero-Lot-Line									P	
Townhouse	P	P	P	P	P	S	S	P	S	S
Urban Residential (Condominium Units Only) ¹	P	P	P	P	P	S	S	P	S	S

Office Land Uses	Harbor Residential	Freeway Frontage	Harbor Link Mixed-Use	Hillside	Hillside Mixed-Use	Summit Office	Horizon/Summer Lee	Interior	Residential	Ridge Road Retail
Animal Clinic for Small Animals (No Outdoor Pens) ¹	S	S	S	S	S	S	S	S	S	S
Church/House of Worship ¹	P	P	P	P	P	P	P	P	S	P
Day Care (7 or More Children) ¹	P	P	P	P	P	P	P	P	S	P
Financial Institution (Without Drive-Through)	P	P	P	P	P	P	P	P	S	P
Financial Institution (With Drive-Through)										P
Government Facility	P	P	P	P	P	P	P	P	S	P
Library, Art Gallery or Museum (Public)	P	P	P	P	P	P	P	P	S	P
Office (General)	P	P	P	P	P	P	P	P	S	P
Office Building (Less Than 5,000 SF)	P	P	P	P	P	P	P	P	S	P
Office Building (More Than 5,000 SF)	P	P	P	P	P	P	P	P	S	P
Post Office (Local Service)	P	P	P	P	P	P	P	P	S	P
Research/Technology/Light Assembly	S	S	S	S	S	S	S	S	S	S
Trade School	S	S	S	S	S	S	S	S	S	S

EXHIBIT 'D':
Sub-District Land Use Chart

Retail & Restaurant Land Uses	Harbor Residential	Freeway Frontage	Harbor Link Mixed-Use	Hillside	Hillside Mixed-Use	Summit Office	Horizon/Summer Lee	Interior	Residential	Ridge Road Retail
Antique/Collectable Sales	P	P	P	P	P	P	P	S	S	P
Automobile Rental	S	S	S	S	S	S	S	S	S	S
Banquet Facility	P	P	P	P	P	P	P	S	S	P
Business School	P	P	P	P	P	P	P	S	S	P
Catering Service	P	P	P	P	P	P	P	S	S	P
Commercial Amusement/Recreation (Indoor) ¹	S	S	S	S	S	S	S	S	S	S
Community or Recreation Club, Public or Private (Accessory)	P	P	P	P	P	P	P	S	S	P
Copy Center	P	P	P	P	P	P	P	S	S	P
Display (Incidental) ¹	P	P	P	P	P	P	P	S	S	P
Electrical, Watch, Clock, Jewelry and/or Similar Repair	P	P	P	P	P	P	P	S	S	P
Garden Supply/Plant Nursery	S	S	S	S	S	S	S	S	S	S
General Personal Service	P	P	P	P	P	P	P	S	S	P
Hair Salon/Manicurist	P	P	P	P	P	P	P	S	S	P
Health Club	P	P	P	P	P	P	P	S	S	P
Laundry (Drop-Off/Pickup)	P	P	P	P	P	P	P	S	S	P
Locksmith	P	P	P	P	P	P	P	S	S	P
Message Therapist	P	P	P	P	P	P	P	S	S	P
Museum or Art Gallery (Private)	P	P	P	P	P	P	P	S	S	P
Night Club, Discotheque or Dance Hall	S	S	S	S	S	S	S	S	S	S
Pet Shop	P	P	P	P	P	P	P	S	S	P
Private Club ¹	P	P	P	P	P	P	P	S	S	P
Private Club for a Lodge or Fraternal Organization	P	P	P	P	P	P	P	S	S	P
Restaurant (Less Than 2,000 SF, Without Drive-Through or Drive-In)	P	P	P	P	P	P	P	S	S	P
Restaurant (2,000 SF or More, Without Drive-Through or Drive-In)	P	P	P	P	P	P	P	S	S	P

EXHIBIT 'D':
Sub-District Land Use Chart

Retail & Restaurant Land Uses	Harbor Residential	Freeway Frontage	Harbor Link Mixed-Use	Hillside	Hillside Mixed-Use	Summit Office	Horizon/Summer Lee	Interior	Residential	Ridge Road Retail
Restaurant With Accessory Private Club or Brew Pub ¹	P	P	P	P	P	P	P	S	S	P
Retail Store With Gasoline Product Sales (Limited to Area 3 ONLY -- As Shown in Exhibit A)						P				
Shoe and Boot Repair and Sales	P	P	P	P	P	P	P	S	S	P
Studio: Art, Photography and/or Music	P	P	P	P	P	P	P	S	S	P
Tailor, Clothing or Apparel Shop	P	P	P	P	P	P	P	S	S	P
Theater	S	P	S	P	S	P	S	S	S	S
Wholesale Showroom Facility	S	S	S	S	S	S	S	S	S	S

P: Permitted By-Right; A: Accessory Use; S: Specific Use Permit (SUP); ¹: Permitted w/ Conditions (See Article IV, Permissible Uses, of the Unified Development Code, as amended, For Each Conditional Use)

Note: All listed uses above shall be further regulated and/or limited within the specific Sub-District standards contained in Ordinance No. 10-21; Exhibit 'C-2' through Exhibit 'C11', with the exception of the Other Uses category which shall be permitted by right or allowed with a Specific Use Permit (SUP) as outlined, regardless of Sub-District.

Other Uses

The following Uses Shall be Permitted By-Right in all Sub-Districts:

Antenna (Accessory)
Antenna (Amateur Radio)
Antenna (Dish)
Asphalt or Concrete Batch Plant (Temporary)
Fund Raising Event by Non-Profit (Indoor/Outdoor -- Temporary)
Garage (Accessory Use)
Municipally Owned and/or Controlled Facilities (Utilities and Uses)
Parking (Commercial)
Parking Lot (Non-Commercial)
Public Park or Playground
Radio Broadcasting
Real Estate Sales Office (On-Site -- Temporary)
Recording Studio
Satellite Dish
Swimming Pool (Private -- Accessory Use)
Temporary On-Site Construction Office

The Following Uses Shall be Permitted By SUP in all Sub-Districts:

Antenna (Commercial)
Antenna (Commercial -- Free-Standing)
Antenna (Commercial -- Mounted)
Helipad
Private Streets
Tennis Courts (Not Accessory to a Public or Private Club)
Transit Passenger Facility
TV Broadcasting & Other Communication Service
Utilities Holding a Franchise Agreement from the City of Rockwall
Utility Installation (Other Than Listed)
Utility/Transmission Lines
Wireless Communication Tower