



City of Colleyville Planning and Zoning Commission Agenda

City Hall
100 Main Street
Colleyville, Texas 76034
817. 503.1000
www.colleyville.com

Monday, April 9, 2018

City Council Chambers

**PRE COMMISSION MEETING
6:15 P.M.
EXECUTIVE CONFERENCE ROOM
THIRD FLOOR**

**LEGAL BRIEFING BY CITY ATTORNEY REGARDING PLANNING, ZONING,
PLATTING, AND LAND USE**

**REVIEW OF REGULAR AGENDA ITEMS AND DISCUSSION OF PREVIOUS
MEETING MINUTES**

**DISCUSSION OF ITEMS TO BE PLACED ON FUTURE AGENDAS AND
UPDATES ON DEVELOPMENT TRENDS, PROGRESS AND CITY COUNCIL
ACTIONS ON PAST AGENDA ITEMS**

**EXECUTIVE SESSION – In accordance with Texas Government Code
Chapter 551, Subchapter D, Section 551.071 – Legal – Consultation with
attorney on legal issues raised by public hearing or action items on the
agenda**

**7:00 P.M. - REGULAR MEETING
CALL TO ORDER AND ROLL
INVOCATION: COMMISSIONER ELMS
PLEDGE OF ALLEGIANCE**

- 1. CITIZEN COMMENTS/PRESENTATIONS REGARDING ITEMS NOT ON
THE AGENDA**
- 2. PUBLIC HEARING AGENDA ITEMS**
 - 2a** Consideration of a Final Plat for Lots 1, 2, and 3X, Block 1, Old Grove Addition, Phase II, located at 105 & 103 John McCain Road and 7189 Cast Iron Forest Trail, Case PC17-004

- 2b** Consideration of a Special Use Permit for a Convenience Store with Gasoline Sales on Tract 2C1, Abstract 441, in the Jesse Doss Survey, located at 2800 Heritage Avenue, Case ZC18-004
- 2c** Consideration of a zoning change from the AG Agricultural and R-40 Single Family Residential zoning districts to the R-30 Single Family Residential zoning district on Lot 2R, Block 1, of the Falcon Point Addition, located at 200 Bandit Trail, Case ZC18-005
- 2d** Consideration of a Replat for Lots 2R1 and 2R2, Block 1, of the Falcon Point Addition, located at 200 Bandit Trail, Case PC18-001
- 2e** Consideration of a zoning change from the AG Agricultural zoning district to the R-20 Single Family Residential zoning district on Tract 1R09, Abstract 1619, in the S C H Witten Survey, located at 2313 Hall Johnson Road, Case ZC18-007
- 2f** Consideration for approval of a Site Plan for athletic fields on Lot 1R, Block 1, of the Covenant Christian Academy Addition, located at 901 Cheek-Sparger Road, Case SP18-001

3. ADJOURNMENT

I hereby certify this agenda was posted on City Hall bulletin boards April 6, 2018 by 5:00 p.m.



Araceli Botello
Planning Technician

A quorum of the Colleyville City Council may be in attendance at this meeting.

Any matter on this agenda may, at the discretion of the governing body, be opened for public comment and discussion.

If you plan to attend this public meeting and have a disability that requires special accommodations, please advise the City Secretary at least 48 hours in advance at 817.503.1133, and reasonable accommodations will be made to assist you.



City of Colleyville Planning and Zoning Commission Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 2a	Agenda Date 04/09/2018	Number
Type Public Hearing Agenda Items		
Department Community Development		

Title

Consideration of a Final Plat for Lots 1, 2, and 3X, Block 1, Old Grove Addition, Phase II, located at 105 & 103 John McCain Road and 7189 Cast Iron Forest Trail, Case PC17-004

Explanation

Item Summary: Kevin Kessler, the applicant, requests approval of a Final Plat for Lots 1, 2, and 3X, Block 1, Old Grove Addition on approximately 2.20 acres, located at 105 & 103 John McCain Road and 7189 Cast Iron Forest Trail. The applicant proposes to combine and redevelop 2 lots, an old right-of-way area, and an open space lot into 2 single-family residential lots and an open space lot. The old right-of-way area will be abandoned as part of the plat.

Existing Conditions/Background: The subject property is currently zoned PUD-R Planned Unit Development – Residential district and is a combination of Lots 1 & 2, Block 1, Neidholt Addition, and old right-of-way area, and Lot 2X, Block E, Old Grove Addition. The property is generally located east of Cast Iron Forest Trail and southwest of John McCain Road as it turns north. The property is currently undeveloped. The plat up for consideration proposes to combine and redevelop the property for future residential development on 2 lots and an open space lot.

Lot Dimensions and Setbacks:

Per Ordinances O-04-1475, Lot Requirements and Setbacks, the PUD zoning regulations require the following standards:

- Minimum Lot Area: 13,000 square feet
- Average Lot Area: 16,000 square feet
- Minimum Lot Width: 90 feet
- Minimum Lot Depth: 120 feet
- Minimum Front Yard Setback: 25 feet
- Minimum Side Yard Setbacks: 10 feet
- Minimum Rear Yard Setback: 25 feet

As submitted, the proposed plat meets all of the requirements of the PUD-R zoning and the Land Development Code.

Surrounding Development: The properties to the north, south, and west are zoned

PUD-R Planned Unit Development – Residential district and primarily developed with single family homes. The property to the east is zoned R-30 Single Family Residential district and developed with a single family home. There is a large retention/detention pond adjacent to the south.

Analysis: The property is located at the northeast side of the Old Grove neighborhood. The PUD-R zoning approved in 2004 originally planned for 4 lots. The proposal has reduced the lot number to 2 lots for single-family residential development.

The proposed Final Plat also includes a small open space lot adjacent to an existing Emergency Access Easement and drive lane.

Finally, an old right-of-way area is currently unused with no improvements existing. The approval of the Final Plat will include the abandonment of the right-of-way and the area incorporated into the lot area of the proposed area of Lot 1.

Fees: Park Land Dedication fees are required in the amount of \$1,802 per residential lot. Park Land Dedication fees are due prior to filing the plat for record. Impact Fees are also required per Chapter 13 (Impact Fees) of the Land Development Code and are due prior to the issuance of a Building Permit.

Tree Preservation: Any subdivision of the subject property must comply with Chapter 5 (Tree Preservation) of the Land Development Code. Where any tree is slated for removal, no site grading, dirt disturbance or new construction may occur on the property until a Tree Removal Permit has been issued that is associated with an approved Tree Preservation Plan.

In addition to the requirements for submittal of a Tree Removal Permit and Tree Preservation Plan, future development on the site must maintain the minimum existing protected tree canopy coverage as required in Chapter 5.

Public Notification: Staff mailed notices to all property owners within 200 feet of the subject property on Friday, March 23, 2018. Notice was published in the Fort Worth Star-Telegram as required by State law and the Land Development Code on Saturday, March 24, 2018. To date, no correspondence has been received for this item.

Staff Recommendation: The proposed Final Plat meets the requirements of the Land Development Code, staff recommends approval.

Recommendation

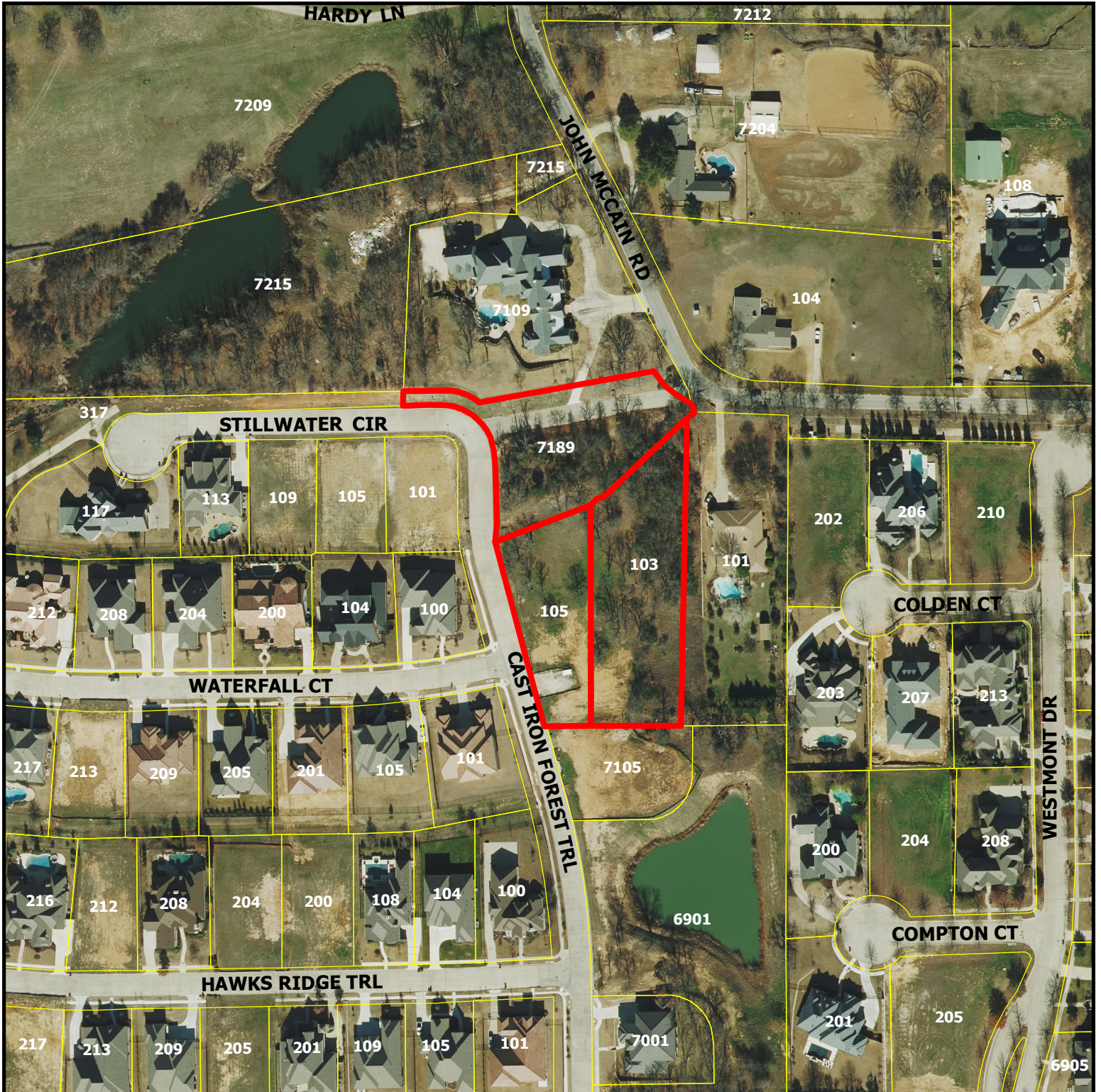
Approve

Attachments

1. Aerial Map

2. Zoning Map
3. Future Land Use Map
4. Plat Exhibit
5. O-04-1475
6. Notification Map
7. Notification List
8. Property Owner Notification Letter
9. Draft Resolution

Aerial Map

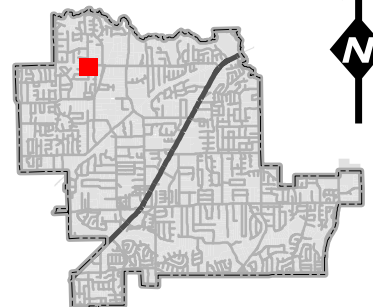


PC17-004

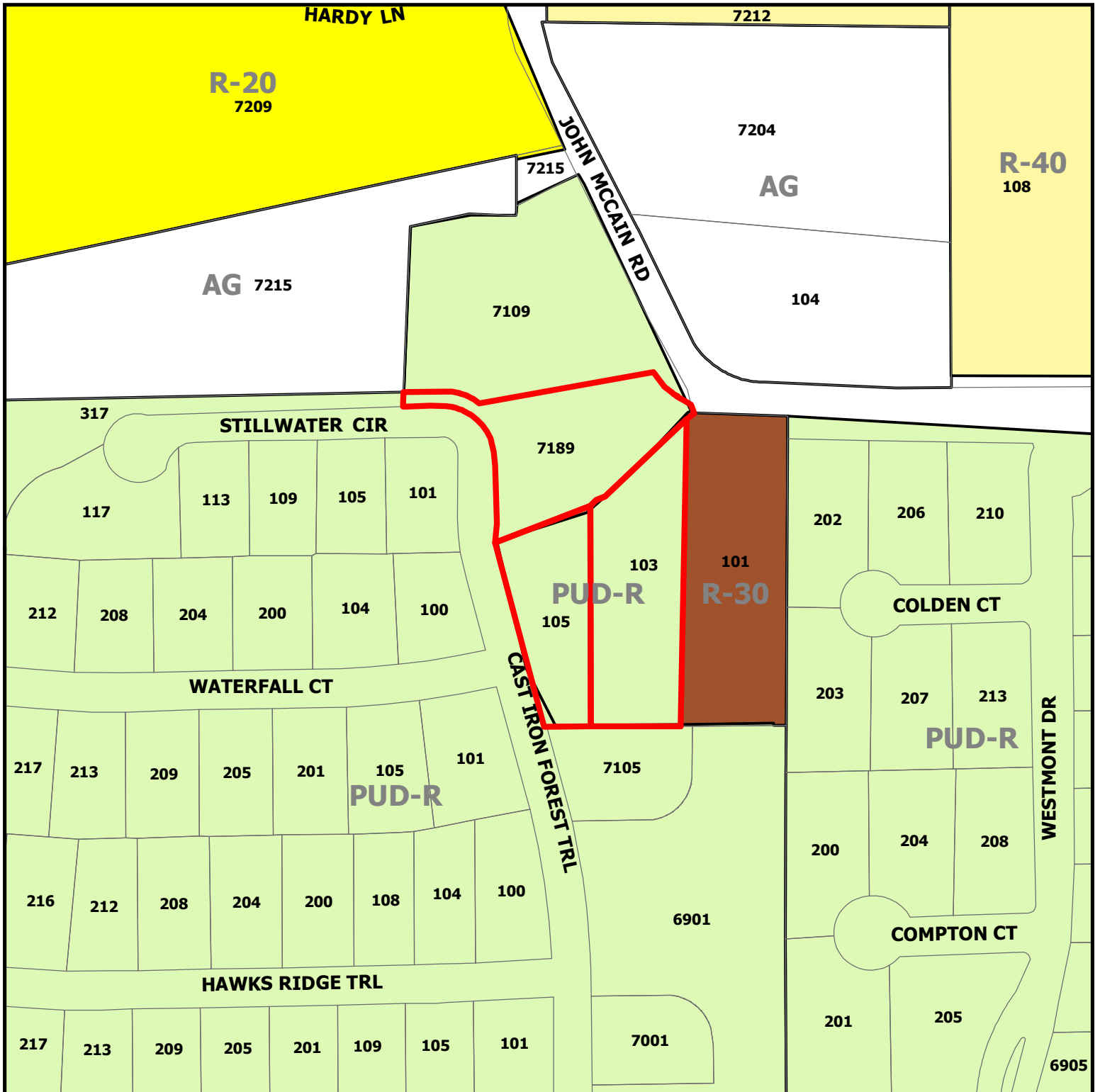
**105 & 103 John McCain Rd and
7189 Cast Iron Forest Trl**

DISCLAIMER:
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 Subject Property



Zoning Map

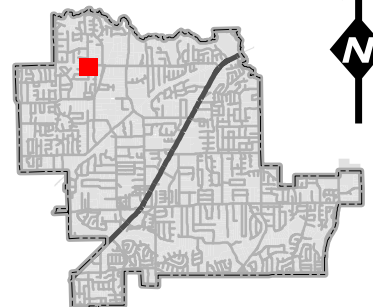


PC17-004

**105 & 103 John McCain Rd and
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 Subject Property



Future Land Use Map



PC17-004

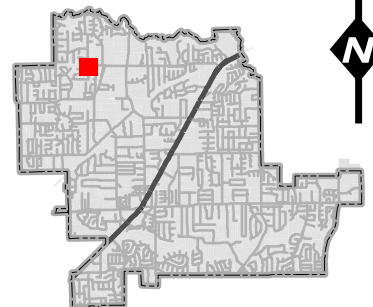
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Subject Property



ORDINANCE O-04-1475

AN ORDINANCE AMENDING CHAPTER 3, LAND USE OF THE LAND DEVELOPMENT CODE OF THE CITY OF COLLEYVILLE, TEXAS, BY AMENDING THE OFFICIAL ZONING MAP AND CHANGING THE ZONING OF LOTS 1 AND 2, BLOCK 1, NEIDHOLT ADDITION, FROM THE R30 SINGLE FAMILY RESIDENTIAL DISTRICT TO THE PUD-R PLANNED UNIT DEVELOPMENT RESIDENTIAL DISTRICT; PROVIDING FOR THE VIOLATION OF THIS ORDINANCE; PROVIDING A SAVINGS CLAUSE; AUTHORIZING PUBLICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, an application for a zoning change was filed by Old Grove Limited Partnership on July 6, 2004, under Case No. Z-04-026; and

WHEREAS, the City of Colleyville has complied with the notification requirements of the Texas Local Government Code and the Colleyville Land Development Code; and

WHEREAS, the Planning and Zoning Commission has held a public hearing and made a recommendation on the proposed zoning amendment; and

WHEREAS, the City Council has determined that the proposed zoning amendment is in the best interests of the City of Colleyville.

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

Sec. 1. THAT the Master Plan, the Land Development Code of the City of Colleyville, Texas, and the Official Zoning Map are hereby amended insofar as they relate to certain land located in Colleyville, Texas, as shown on the Zoning Map attached as Exhibit "A", and described by metes and bounds description attached as Exhibit "B", by changing the zoning of said property from the R30 Single Family Residential district to the PUD-R Planned Unit Development Residential district, as shown on the attached Exhibit "C", including any other conditions and restrictions imposed and approved by the City Council, which are incorporated herein.

Sec. 2. THAT the PUD-R shall be subject to the following conditions:

1. GENERAL

- a. The purpose of the PUD-R area is for single-family residential development.

- b. This property is subject to all the regulations contained in the Colleyville Land Development Code, except where amended by this Ordinance.

2. PERMITTED USES

- a. Single family residences, detached
- b. Open space

3. RESIDENTIAL LOT REQUIREMENTS AND SETBACKS

- a. Residential lot requirements and setbacks shall comply with the following provisions:

(1) Minimum Lot Size	13,000 square feet
(2) Minimum Lot Width	90 feet
(3) Minimum Lot Depth	120 feet
(4) Front Building Line	25 feet
(5) Side Building Line	10 feet
(6) Rear Building Line	25 feet

- b. The average lot size 16,000 square feet and shall be calculated over the combined acreage of Whittier Heights Phase I, Old Grove Phase I, Whittier Heights Phase II, and Old Grove Phase II.

4. OPEN SPACE

- a. The PUD-R area shall provide a minimum of twenty percent (20%) of the residential project area as common open space for the leisure and recreational use of the development's residents. The open space shall be calculated over the combined acreage of Whittier Heights Phase I, Old Grove Phase I, Whittier Heights Phase II, and Old Grove Phase II. The open space shall comply with the provisions contained in the Land Development Code.
- b. The common open space may be utilized for storm water detention purposes.

5. CONCEPTUAL SITE PLANS AND PLATTING

- a. The residential lot layout of the PUD-R area shall be generally consistent with the conceptual site plan attached as Exhibit "C", which shall be considered the preliminary plat. The actual street and lot arrangement may differ from that shown on Exhibit "C" to accommodate physical, topographic, drainage or other conditions.

- b. Prior to the issuance of any development permits on the subject property and as a condition to the development of the subject property, the developer shall obtain approval of a final plat of the property in accordance with the procedures and requirements of the Colleyville Land Development Code. In approving the final plat, the approving body shall exercise reasonable discretion with respect to changes from the Preliminary Plat in roadway design, lot sizes, lot shape, building line, setback lines, open space and all other aspects of the plat.
- c. The average residential density is permitted to be 1.8 dwelling units per acre over the combined acreage of Whittier Heights Phase I, Old Grove Phase I, Whittier Heights Phase II, and Old Grove Phase II.

6. STREETS AND SIDEWALKS

- a. Each homebuilder shall construct sidewalks along lot frontages. All sidewalks shall be constructed in accordance with the requirements of the Colleyville Land Development Code.

7. OTHER

- a. This development shall be subject to all impact fees as of the date of approval of the final plat.
- b. No water or sewer extensions are required to be made to adjacent property.
- c. The provisions of the Colleyville Pathways plan shall be incorporated in the project. Pathways shall be designated on the preliminary plan and final plat in a dedicated public right-of-way. Pathways shall be constructed by the developer.

- Sec. 3. THAT any person, firm, or corporation violating any of the provisions of this ordinance shall be guilty of a misdemeanor and upon conviction thereof shall be fined a sum not to exceed Two Thousand Dollars (\$2,000.00). Each and every day such violation continues shall constitute a separate offense and shall be punishable as such.
- Sec. 4. THAT the Land Development Code of the City of Colleyville, Texas, shall remain in full force and effect, except where amended by this ordinance.
- Sec. 5. THAT the City Secretary is hereby authorized and directed to cause publication of the descriptive caption and penalty clause hereof as an alternative method of publication provided by law.

Sec. 6. THAT this ordinance shall become effective immediately upon publication.

AND IT IS SO ORDERED.

The first reading and public hearing being conducted on the 17th day of August 2004.

The second reading and public hearing being conducted on the 7th day of September 2004.

ATTEST:



Cynthia Singleton, TRMC
City Secretary

CITY OF COLLEYVILLE:



Joe Hocutt
Mayor

APPROVED AS TO FORM AND LEGALITY:



Ross T. Foster
City Attorney

EXHIBIT A – ZONING MAP

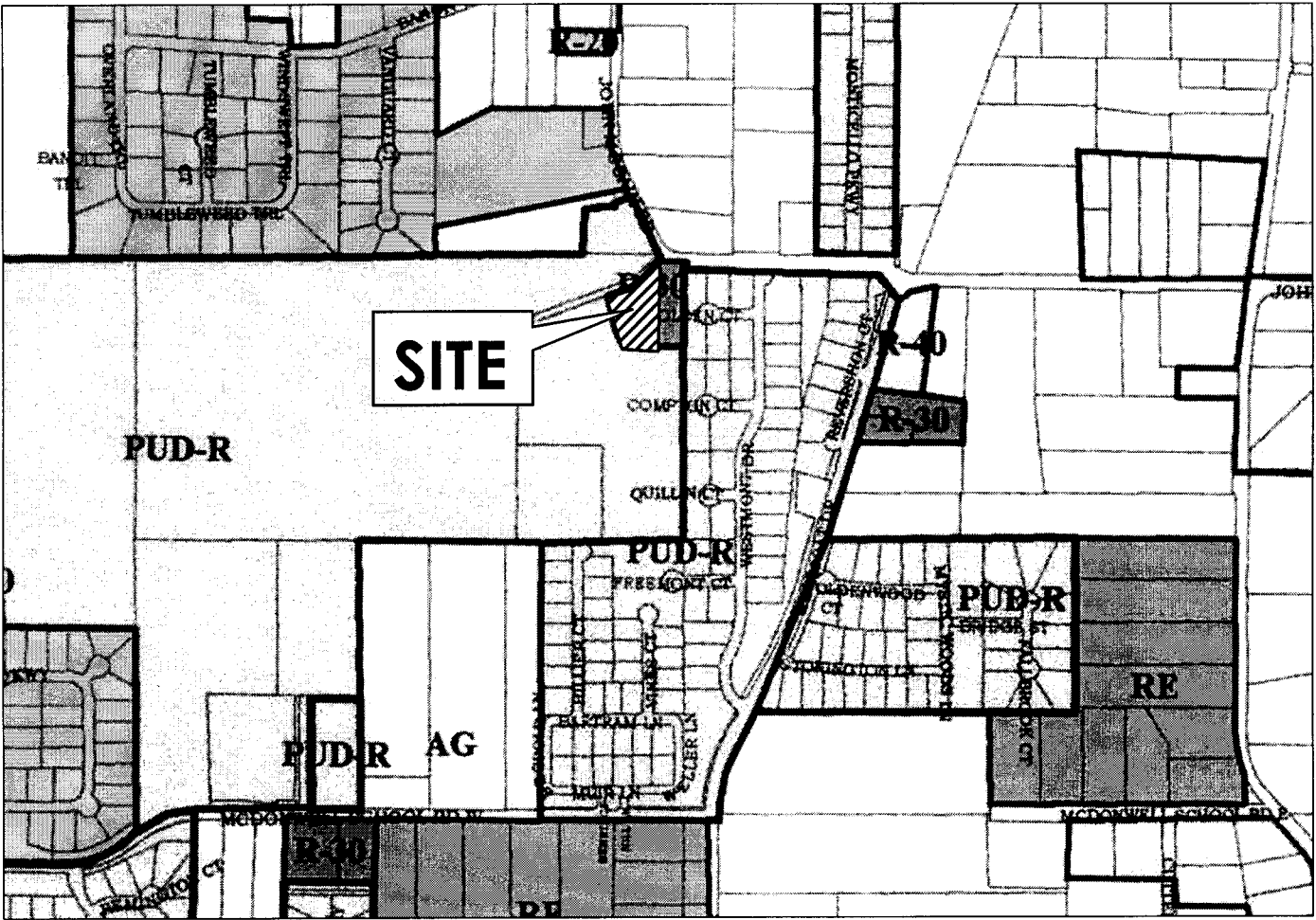


EXHIBIT B – METES AND BOUNDS DESCRIPTION

BEING a tract of land in the D.J. Beddo Survey, Abstract No. 232, situated in the City of Colleyville, Tarrant County, Texas and being all of Lot 1 and Lot 1, Block 1, of the final plat of Lots 1, 2, & 3, Block 1, Neidholt Addition, an addition to the City of Colleyville, Tarrant County, Texas as recorded in Volume 388-123, Page 64, Plat Records, Tarrant County, Texas (PRTCT), and being a portion of an unnamed right-of-way dedication as set out by aforesaid plat, and being a portion of that tract of land as described in deed to Old Grove Limited Partnership, recorded in Volume 1469, Page 37, Deed Records, Tarrant County, Texas, and being more particularly described as follows:

COMMENCING at a ½-inch rebar found at the southeast corner of Lot 3, Block 1, the said final plat of Lots 1, 2, & 3, Block 1, Neidholt Addition, being an angle point in the west line of Westmont, an addition to the City of Colleyville, Tarrant County, Texas, as recorded in Cabinet A, Slide 6060, PRTCT, being the most easterly northeast corner of said Old Grove tract;

THENCE South 89 degrees 54 minutes 50 seconds West, departing the west line of said Westmont, along the south line of said Neidholt Addition and a reentrant line of said Old Grove tract, a distance of 105.60 feet to southwest corner of said Lot 3 and the southeast corner of said Lot 2, being the POINT OF BEGINNING of the herein described tract of land;

THENCE South 89 degrees 54 minutes 50 seconds West, continuing along the south line of said Neidholt Addition and a reentrant line of said Old Grove tract, at a distance of 116.83 feet passing a 5/8 inch rebar found, said point being 0.25 feet to the south of line, at a distance of 194.00 feet passing a ½ inch rebar capped set at the southwest corner of said Neidholt Addition and a reentrant corner of said Old Grove tract, thereafter traversing said Old Grove tract, continuing a total distance of 199.18 feet to a ½ inch rebar capped set at the southwest corner of the herein described tract of land;

THENCE traversing said Old Grove tract, as follows:

North 15 degrees 12 minutes 36 seconds West, a distance of 220.16 feet to a ½ inch rebar capped set at the point of curvature of a circular curve to the right, having a radius of 250.00 feet;

Northwesterly, along said curve, having a central angle of 15 degrees 05 minutes 37 seconds, an arc distance of 65.86 feet and a chord that bears North 07 degrees 39 minutes 47 seconds West, 65.6 feet to a ½ inch rebar capped set;

North 89 degrees 53 minutes 01 seconds East, non tangent to said curve, a distance of 5.00 feet to a ½ inch rebar capped set;

North 00 degrees 06 minutes 59 seconds West, a distance of 71.04 feet to a ½ inch rebar capped set at the point of curvature of a circular curve to the left having a radius of 75.00 feet;

Northwesterly, along said curve, having a central angle of 22 degrees 32 minutes 37 seconds, an arc distance of 29.51 feet and a chord that bears North 11 degrees 23 minutes 17 seconds West, 29.32 feet to a ½ inch rebar capped set at the northwest corner of the herein described tract;

North 81 degrees 17 minutes 06 seconds East, non tangent to said curve, a distance of 267.80 feet to a ½ inch rebar found in the southwesterly line of John McCain Road (County Road No. 3036, variable width right-of-way), from which a 3/8 inch rebar found bears South 76 degrees 32 minutes 02 seconds West, 6.00 feet;

THENCE South 78 degrees 29 minutes 15 seconds East, along the southwesterly line of said John McCain Road, a distance of 2.40 feet to the northeast corner of the herein described tract;

THENCE South 00 degrees 30 minutes 30 seconds West, departing the southwesterly line of said John McCain Road, at a distance of 27.55 feet passing the northwest corner of said Lot 3 and the northeast corner of said Lot 2, continuing along the west line of said Lot 3 and the east line of said Lot 2, a total distance of 417.12 feet to the POINT OF BEGINNING and containing 97,138 square feet or 2.230 acres of land, more or less.

Notification Map

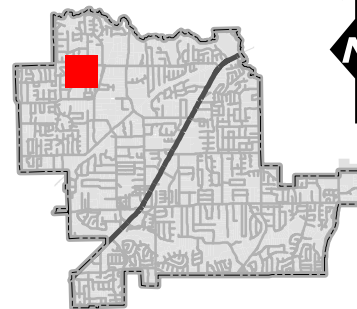


PC17-004

**105 & 103 John McCain Rd and
7189 Cast Iron Forest Trl**

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-  Subject Property
-  200ft Buffer
-  Properties within 200ft



Notification List

Owner Name	Owner Address	Owner City	Owner Zip	Situs Address
JOHNSON, MARK	203 COLDEN CT	COLLEYVILLE, TX	76034	203 COLDEN CT
BATTLES, BRANDON	101 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	101 JOHN MCCAIN RD
TOLL DALLAS TX LLC	250 GIBALTAR RD	HORSHAM, PA	19044	105 STILLWATER CIR
ALLEN, LEROY	101 STILLWATER CIR	COLLEYVILLE, TX	76034	101 STILLWATER CIR
TOLL DALLAS TX LLC	250 GIBALTAR RD	HORSHAM, PA	19044	105 JOHN MCCAIN RD
FREIG, JOSE	104 HAWKS RIDGE TRL	COLLEYVILLE, TX	76034	104 HAWKS RIDGE TR
BOLTON, JONATHON	202 COLDEN CT	COLLEYVILLE, TX	76034	202 COLDEN CT
HA, THANH THUC	100 HAWKS RIDGE TR	COLLEYVILLE, TX	76034	100 HAWKS RIDGE TR
LAW, JAMES	109 STILLWATER CIR	COLLEYVILLE, TX	76034	109 STILLWATER CIR
RAU, SUSAN	7105 CAST IRON FOREST TRL	COLLEYVILLE, TX	76034	7105 CAST IRON FOREST TR
TOLL DALLAS TX LLC	250 GIBALTAR RD	HORSHAM, PA	19044	103 JOHN MCCAIN RD
ALLEN, CARL E	200 COMPTON CT	COLLEYVILLE, TX	76034	200 COMPTON CT
KELLY, JOHN	105 WATERFALL CT	COLLEYVILLE, TX	76034	105 WATERFALL CT
CLARK, EDWARD D	104 WATERFALL CT	COLLEYVILLE, TX	76034	104 WATERFALL CT
TOLL DALLAS TX LLC	250 GIBALTAR RD	HORSHAM, PA	19044	7189 CAST IRON FOREST TR
HIGHTOWER, ROXANNE S	104 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	104 JOHN MCCAIN RD
ETTA, ANITA B	101 WATERFALL CT	COLLEYVILLE, TX	76034	101 WATERFALL CT
OLD GROVE MAINTENENCE ASSN	1800 PRESTON PARK BLVD STE 101	PLANO, TX	75093	6901 CAST IRON FOREST TR
RIACH, STEVEN E	7109 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7109 JOHN MCCAIN RD
DAWSON, WESLEY	406 PECAN DR	IRVING, TX	75061	7215 JOHN MCCAIN RD
WESTMAN, GARY A	2812 COTSWOLD CT	KELLER, TX	76248	100 WATERFALL CT
OLD GROVE MAINTENENCE ASSN	1800 PRESTON PARK BLVD STE 101	PLANO, TX	75093	317 OLD GROVE RD
OLD GROVE ADDITION	P.O. Box 1481	COLLEYVILLE, TX	76034	COURTESY NOTICE
WESTMONT ADDITION	5751 KROGER DRIVE	KELLER, TX	76244	COURTESY NOTICE
KELLER ISD	350 KELLER PARKWAY	KELLER, TX	76248	STATE REQUIRED
GRAPEVINE-COLLEYVILLE ISD	3051 IRA E. WOODS AVE	GRAPEVINE, TX	76051	STATE REQUIRED
KESSLER, KEVIN	1999 BRYAN STREET, SUITE 1200	DALLAS, TX	75201	APPLICANT



NOTICE OF PUBLIC HEARING

Zoning Case Number: PC17-004

Owner: Toll Dallas TX LLC

Applicant: Kevin Kessler

Location: 105 & 103 John McCain and 7189 Cast Iron Forest Trail

Property Description: Lots 1 and 2, Block 1, of the Neidholt Addition, Lot 2X, Block E, of the Old Grove Addition, and existing dedicated Right of Way

Present Zoning: PUD-R Planned Unit Development Residential District

Request: Consideration of a Final Plat for Lots 1, 2, and 3X, Block 1, Old Grove Addition, Phase II, located at 105 & 103 John McCain Road and 7189 Cast Iron Forest Trail. The purpose of the plat is to combine the 3 properties into 2 Single Family Residential lots and 1 open space lot.

The City of Colleyville has scheduled public hearings concerning the above referenced request on the following dates and location:

Planning and Zoning Commission Meeting: Monday, April 9, 2018 at 7:00 p.m.
City Council Meeting: Tuesday, May 1, 2018 at 7:30 p.m.
3rd floor of City Hall, 100 Main Street, Colleyville, Texas

This notice has been sent to all owners of real property within 200 feet of the request as such ownership appears on the last approved tax roll and all homeowners associations within 500 feet. Action by the Planning and Zoning Commission serves as a recommendation to the City Council and is not a final action on the request.

The application is on file for public examination in the Community Development Department at 100 Main Street, Colleyville, Texas. A brief project description can be found online on the Active Development Case map: <https://www.colleyville.com/zoning.html>. For additional information, please contact the Community Development Department at 817.503.1056. Please reference the zoning case number when requesting information.

Felix Landry
Principal Planner
flandry@colleyville.com

RESOLUTION R-18-XXXX

**A RESOLUTION APPROVING A FINAL PLAT FOR LOTS 1, 2, AND 3X,
BLOCK 1, OF THE OLD GROVE ADDITION, PHASE II**

WHEREAS, the Planning and Zoning Commission recommended approval of the Final Plat for Lots 1, 2, & 3X, Block 1, of the Old Grove Addition, Phase II on April 9, 2018.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF COLLEYVILLE, TEXAS:**

Sec. 1. THAT the Final Plat for Lots 1, 2, & 3X, Block 1, of the Old Grove Addition, Phase II on approximately 2.20 acres, attached as Exhibit "A" - Plat Exhibit, is hereby approved.

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF ____ AYES, ____ NAYS, AND ____ ABSTENTIONS ON THIS
THE 1ST DAY OF MAY 2018.

Mayor Richard Newton	_____	Mayor Pro Tem Bobby Lindamood	_____
Place 1, Tammy Nakamura	_____	Place 5, Nancy Coplen	_____
Place 3, Kathy Wheat	_____	Place 6, Mike Taylor	_____
Place 4, George Dodson	_____		

ATTEST:

CITY OF COLLEYVILLE

Christine Loven, TRMC
Assistant City Secretary

Richard Newton
Mayor

[illegible]

THIS PLAT FILED AS DOCUMENT NUMBER

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City of Colleyville Planning and Zoning Commission Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 2b	Agenda Date 04/09/2018	Number
Type Public Hearing Agenda Items		
Department Community Development		

Title

Consideration of a Special Use Permit for a Convenience Store with Gasoline Sales on Tract 2C1, Abstract 441, in the Jesse Doss Survey, located at 2800 Heritage Avenue, Case ZC18-004

Explanation

Derick Murway, the applicant, has submitted a request for a Special Use Permit (SUP) for a Convenience Store with Gasoline Sales on Tract 2C1, Abstract 441, in the Jesse Doss Survey, being approximately 1.934 acres, and zoned PUD-R Planned Unit Development – Residential. The purpose is to allow for a gas station to be developed at the northwest corner of Cheek-Sparger Road and Heritage Avenue.

Existing Conditions/Background: The subject property, at 2800 Heritage Avenue, has PUD-R zoning and is located on the northwest corner of Cheek-Sparger Road and Heritage Avenue. The subject property is an un-platted tract of land that belongs to the Creekside neighborhood and planned for commercial development.

Proposed Special Use Permit:

Request – The applicant is requesting approval of an SUP to allow for development of a convenience store with gasoline sales. The applicant is requesting to have 10 pump islands for a total of 20 fuel stations.

PUD-R Ordinance – The existing PUD-R ordinance (O-13-1899) defined the 1.9 acre commercial area and requires compliance with previously approved PUD-R zoning. Additionally, future approval of a site plan is required by the City Council to verify compliance with all applicable PUD ordinances and the City's Land Development Code (LDC). The original PUD-R ordinance (O-07-1645) allows for commercial development adjacent to Heritage Avenue but restricts the uses to either State of Texas sales tax generating businesses or professional offices, as allowed in the CN (Neighborhood Commercial), CC-1 (Village Retail), or CC-2 (Shopping Center) zoning districts.

The Schedule of Permitted Principal Uses chart in the LDC identifies that the use of 'Convenience Stores with Gasoline Sales' is permitted in the CC-1, CC-2, CC-3 (Highway Commercial), and ML (Light Manufacturing) zoning district only with approval of a Specific Use Permit. The applicant's request for approval of an SUP is the first step in the development process. If approved, the applicant will be required to submit for and receive approval of a Final Plat and a Site Plan. Both of these items will require

approval from the City Council after recommendation by the Planning & Zoning Commission.

Analysis: The requested SUP is required by the Land Development Code with City Council approval for approval of a convenience store with gasoline sales. The applicant presented the request at the Planning & Zoning Commission's Worksession meeting on March 26, 2018. Several concerns were raised regarding the dumpster location, the lighting planned for the site and the impact on adjacent residential properties, screening, and building materials to be used on the building. Additionally, staff recommends regulations requiring stone on the canopy, increased standards for landscaping, regulations for signage, and a prohibition on any outdoor vending. As stated previously, the existing PUD-R zoning ordinance requires that a detailed site plan also be approved by the City Council. However, conditions relating to any or all of these issues can be added to the resolution for future compliance. The applicant indicated that he would agree to compliance with appropriate regulations for the concerns expressed by the Commission. Approval of an SUP at this location for this user should not adversely impact surrounding uses or the character of the neighborhood.

Surrounding Development: The properties to the north and west belong to the Creekside Addition, are zoned PUD-R district, and are developing with single-family residential uses. The area to the south across Cheek-Sparger Road is in Euless and is developed with single-family residential uses. The area to the east across Heritage Avenue is also in the City of Euless and is developing with commercial uses and multi-family uses close by.

Comprehensive Plan: The City's comprehensive plan, *Destination Colleyville*, identifies the subject property as 'commercial' and is designated as a 'sales tax preferred' intersection. The 'commercial' designation is limited to this property only.

Public Notification: Staff mailed notices to all property owners within 200 feet as well as any Homeowners Associations within 500 feet of the subject property regarding this request. Grapevine-Colleyville ISD, where the subject property is located, was notified per State law. Notice was published in the *Fort Worth Star-Telegram* as required by State law and the Land Development Code. To date, five (5) correspondences has been received in opposition, all from Bedford residents.

Staff Recommendation: The proposed Special Use Permit (SUP) would authorize the development of a convenience store with gasoline sales at 2800 Heritage Avenue. Although the fuel sales are not included, the convenience store fulfills the preference for uses that generate sales tax revenue for the city. The proposed business is consistent with the nearby uses in the City of Euless and should not adversely impact surrounding uses. Staff recommends approval of the proposed SUP for a convenience store with gasoline sales.

Recommendation

Approve

Attachments

1. Aerial Map
2. Zoning Map
3. Future Land Use Map
4. Statement of Planning Objectives
5. Zoning Exhibit
6. TIA Report (10-03-2017)
7. Creekside - Ordinances (O-07-1645)
8. Creekside AM1 - Ordinances (O-13-1866)
9. Creekside AM2 - Ordinances (O-13-1899)
10. Notification Map
11. Notification List
12. Property Owner Notification Letter
13. Letters of Opposition
14. Draft Ordinance

Aerial Map

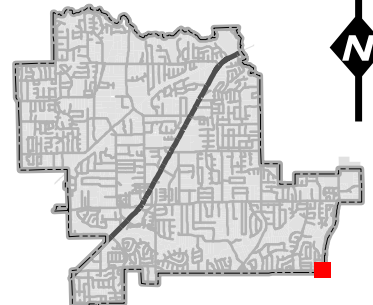


ZC18-004

2800 Heritage Ave

DISCLAIMER:
This map and information contained in it were developed exclusively for use by the City of Colleyville. Any use or reliance on this map by anyone else is at that party's risk and without liability to the City of Colleyville, its officials or employees for any discrepancies, errors, or variances which may exist.

 Subject Property



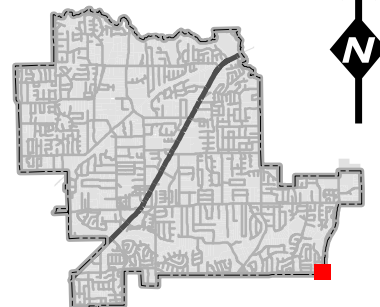
Zoning Map



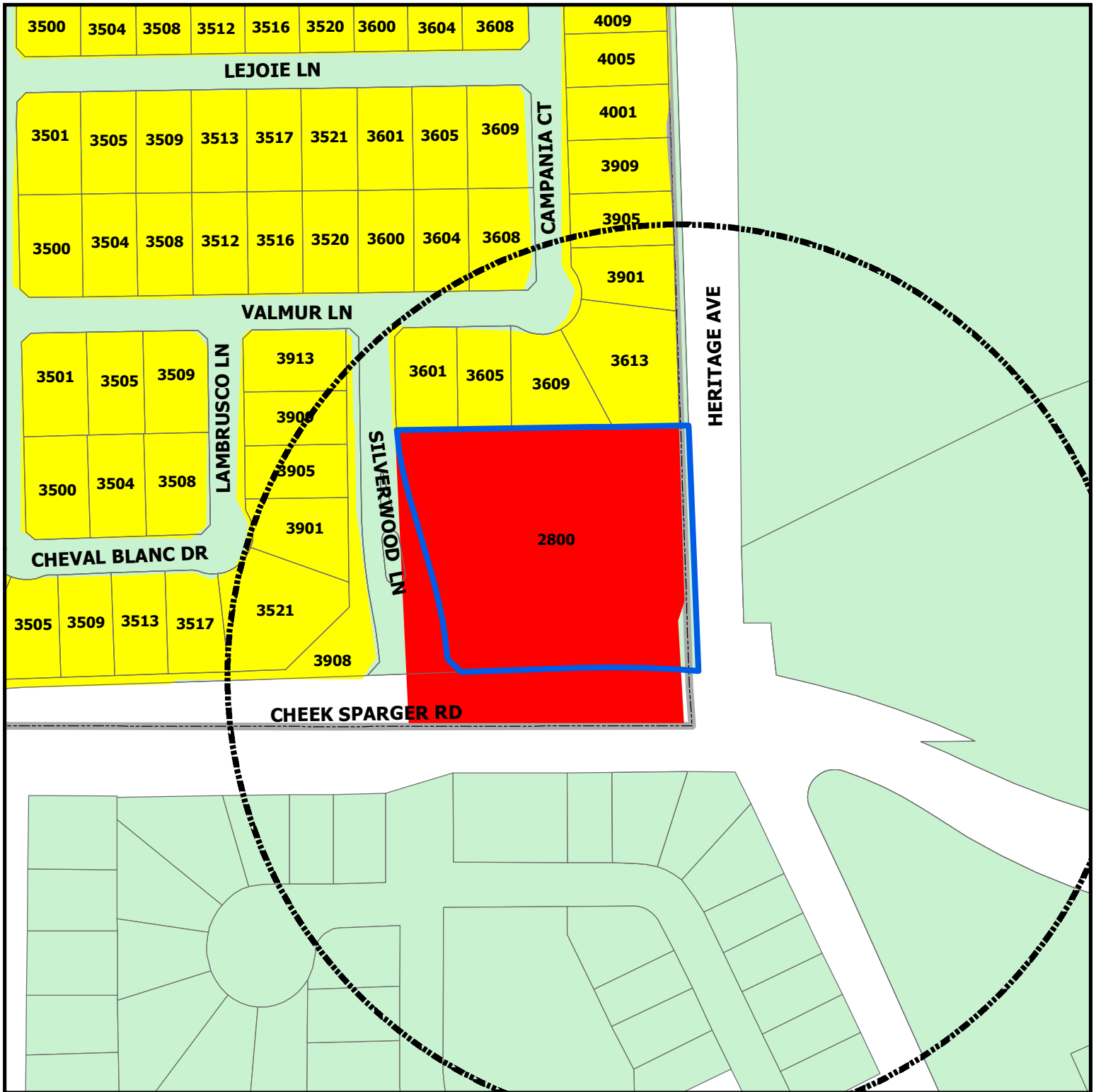
ZC18-004
2800 Heritage Ave

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 Subject Property



Future Land Use Map



ZC18-004

2800 Heritage Ave

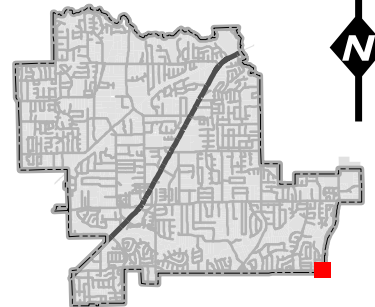
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Subject Property

Sales Tax Preferred Intersection



Statement of Planning Objectives



January 15, 2018

City of Colleyville
Community Development
100 Main Street
Colleyville, Texas 76034

Re: *Creeside Commercial South*
Colleyville, Tarrant County, Texas

This statement is to notify you of the planning objectives for the Creekside Commercial South development, a parcel of land at the intersection of Heritage Avenue and Cheek-Sparger Road. Currently, the land is zoned as part of a PUD-R, with designation as future commercial use by city ordinance O-15-1972. The site is 2.289 acres with a right-of-way dedication of 0.421 acres to facilitate future improvements to Heritage Avenue. The request for a Special Use Permit to all allow for the remaining 1.868 acres to be developed as a convenience store with gas sales. The current site plan proposes a 6,300 square foot building and ten gas pumps, with access from both Heritage Avenue and Silverwood Lane. The development will meet all design and architectural requirements for a commercial property as stated in the city's comprehensive plan, "Destination Colleyville."

Any additional questions regarding site plans or design for this development can be directed to Jason T. Pyka, P.E. at HPCivil Engineering at 972-701-9636.

Sincerely,



Derick Murway
Montage Development, LLC

151 Players Circle, Suite 200, Southlake, Texas 76092

FILE: X:\Projects\2017\17-315 TX-Countywide-Mortgage-Creoside South\AutoCAD\Marketing Site Plans & Ethics\SUP Exhibit.dwg



TRAFFIC IMPACT ANALYSIS FOR

CREEKSIDE COMMERCIAL-SOUTH

COLLEYVILLE, TEXAS

DeShazo Project No. 17088

Prepared for:

HP Civil Engineering
5939 Alpha Road, Suite 300
Dallas, TX 75240

Prepared by:

DeShazo Group, Inc.
Texas Registered Engineering Firm F-3199
400 South Houston Street, Suite 330
Dallas, Texas 75202
214.748.6740

October 3, 2017



A handwritten signature in black ink, appearing to read "J. Mark Mathis", written over the bottom right portion of the professional seal.



Traffic Impact Analysis for
Creekside Commercial-South

~ DeShazo Project No. 17088 ~

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Exhibit 1. Site Location and Study Area Map
Exhibit 2. Existing Roadway Geometry and Traffic Control
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Appendix A. Traffic Volume Exhibits
Appendix B. Detailed Traffic Volume Data
Appendix C. Site-Generated Traffic Supplement
Appendix D. Detailed Intersection Capacity Analysis Results
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EXECUTIVE SUMMARY

The services of **DeShazo Group, Inc.** (DeShazo) were retained by **HP Civil Engineering** to conduct a Traffic Impact Analysis (TIA) for the proposed *Creekside Commercial-South* development (“the Project”) located in the northwest corner of Heritage Avenue and Cheek-Sparger Road in Colleyville, Texas. The Project will consist of a 6,300-foot convenience market with a gas station. Buildout of the Project is estimated to occur by 2018. A TIA is being requested as part of the Project’s site approval process.

The purpose of this report is to summarize the traffic operational characteristics of the background conditions within a specific study area and to measure the projected incremental impact related to the Project as determined by standardized engineering analyses. The study parameters used in this TIA are based upon the requirements of the City of Colleyville.

The following findings and recommendations are based upon buildout of the subject property in accordance with the development scenario outlined in the *Project Description* section of this report.

FINDING 1: Heritage Avenue provides enough roadway capacity to accommodate the existing and future traffic volumes generated by the proposed development.

FINDING 2: Cheek-Sparger Road is currently operating at overcapacity near the Project.

RECOMMENDATION 1: Consideration should be given to widening Cheek-Sparger Road to provide adequate roadway capacity to accommodate existing and future traffic volumes.

FINDING 3: The calculated queue length for the entrance gate to the residential development on Silverwood Lane near Driveway 2 is expected to be 1 vehicle during the PM peak hour and will not block access to Driveway 2.

FINDING 4: All proposed site driveways meet the City of Colleyville’s minimum driveway spacing criteria.

FINDING 5: All proposed site driveways are expected to operate at LOS B or better during the AM and PM peak hours under Buildout and Horizon conditions.

FINDING 6: The 95th percentile queue length for the southbound approach at the intersection of Heritage Avenue and Cheek-Sparger Road under existing conditions is 10 vehicles during the PM peak hour. The queue length is expected to increase to 28 vehicles or 700 feet under Buildout conditions and it is anticipated to block access to Driveway 1 during the PM peak hour. The LOS for the southbound approach is expected to be F.

RECOMMENDATION 2: It is recommended that a traffic signal warrant analysis be conducted when the proposed development is fully built to determine if a traffic signal is warranted at this intersection. If a traffic signal is warranted, it is also recommended that a westbound right-turn lane be installed on Cheek-Sparger Road and a southbound left-turn lane be installed on Heritage Avenue. A traffic signal installation with the recommended roadway improvements is expected to improve the LOS from F to C and reduce the 95th percentile queue length from 700 feet to 135 feet.

END

[illegible]

CITY OF COLLEVILLE, TARRANT COUNTY, TEXAS

972.701.9636 • 972.701.9639 FAX
TX REGISTERED ENGINEERING FIRM F-12600
www.hpcivileng.com

HPCE #16-334

FILE: C:\Users\Shaw\Google Drive\2017 MS17-008 - Creekside Commercial - South Cotyette/03 Project Production CAD Site Plan Gas Station2.dwg
 USER: Shaw
 DATE: 06/24/2017
 TIME: 2:13pm

Technical Memorandum

To: Jason Pyka P.E. — HP Civil Engineering
From: Mark Mathis, P.E. — DeShazo Group, Inc.
Date: October 3, 2017
Re: Traffic Impact Analysis for Creekside Commercial-South in Colleyville, Texas
DeShazo Project Number 17088

INTRODUCTION

The services of **DeShazo Group, Inc.** (DeShazo) were retained by **HP Civil Engineering** to conduct a Traffic Impact Analysis (TIA) for the proposed *Creekside Commercial-South* development (“the Project”) located in the northwest corner of Heritage Avenue and Cheek-Sparger Road in Colleyville, Texas. The Project will consist of a 6,300-foot convenience market with a gas station. Buildout of the Project is estimated to occur by 2018. A TIA is being requested as part of the Project’s site approval process. A site location map is provided for reference in ***Exhibit 1***.

HP Civil Engineering is seeking a site plan approval from the City of Colleyville to facilitate development of the Project. Submittal of a TIA, prepared by a registered professional engineer experienced and skilled in the field of traffic/transportation engineering, is one of the requirements of the City’s site plan approval process. This TIA was prepared in accordance with industry and local standards by registered professional engineers employed by DeShazo. DeShazo is a licensed engineering firm based in Dallas, Texas, that provides professional services in traffic engineering, transportation planning, and related fields.

Purpose

The purpose of a TIA is to determine if any improvements to the adjacent transportation system are needed to maintain a satisfactory level of service, an acceptable level of safety, and appropriate access for a proposed development. A TIA is site specific investigation of traffic conditions in a localized area and is not a substitute for area-wide or regional transportation planning, which are responsibilities of the local and regional government agencies.

To achieve this objective, this report summarizes the traffic operational characteristics of the background conditions within a designated study area and the projected incremental impact of the Project as determined through standardized engineering analyses. Based upon the results of this analysis, DeShazo may recommend measures to mitigate traffic impacts that excessively or unduly effect safety or operational efficiency. Some mitigation may be attributable, in part or in whole, to the proposed development. It is intended that the findings and recommendations presented in this study provide information to the public and the governing agency regarding potential transportation improvements that may be warranted. But, also, this study is intended

to provide a credible basis upon which the governing agency may determine whether some actions may be required as a condition of the Project's approval.

Project Description

The Project will consist of a 6,300-foot convenience market with a gas station (20 fueling positions). The Project will be built in one phase. Buildout of the Project is estimated to occur by 2018. The Project site is currently vacant. A summary of the proposed development program is provided in **Table 1**. A preliminary site plan for the Project as prepared by **HP Civil Engineering** is attached following the *Executive Summary*.

Table 1. Development Program Summary

Phase (Year)	Land Use Code	Description	Quantity (Fueling Positions)
2018	945	Convenience Market with Gas Station	20

NOTE: The development program provided above is based upon the most current and complete information available at the time of this study publication.

A site plan approval is being requested as part of the Project's approval process.

Study Parameters

The study parameters used in this TIA are based upon the requirements of the City of Colleyville and are consistent with the standard industry practices used in similar studies.

This TIA analyzed the day-to-day traffic operations at time periods that were considered representative of the overall most critical conditions on the public roadway system with some effect from the proposed Project. Based upon the prevailing background traffic conditions and the trip generation characteristics of the proposed development, the following periods were analyzed:

- Typical weekday AM and PM peak hours of adjacent street traffic
 - at existing conditions ("Existing" scenario)
 - at site buildout year without site-generated traffic ("Background" scenario)
 - at site buildout year with site-generated traffic ("Buildout" scenario)
 - at 5-Year Horizon with site-generated traffic ("Horizon" scenario)

The following technical assumptions were also made in this analysis:

- Background traffic for this analysis includes site-generated traffic volumes from the Glade Parks development on the northeast corner of the intersection of Heritage Avenue and Cheek-Sparger Road. The Glade Parks development information was obtained from a traffic impact analysis report written by Kimley-Horn on December 2014.

Study Area

The study area for a TIA is typically defined to allow an assessment of the most relevant traffic impacts to the local area. The extent of the study area is discretionary but is generally commensurate with the scale of the proposed development. Special localized factors may also

be considered. The specific locations included in the study area of this TIA are listed below and depicted in **Exhibit 1**.

Intersections:

- Cheek-Sparger Road at Heritage Avenue/Woodpark Avenue: *STOP-controlled on Heritage Avenue/Woodpark Lane*
- Cheek-Sparger Road at Silverwood Lane: *STOP-controlled on Silverwood Lane*
- Major site driveways: *STOP-controlled on driveway*

Roadway Links:

- (A) Cheek-Sparger Road between Silverwood Lane and Heritage Avenue
 - ❑ Existing operation and cross-section: *two lanes with continuous left-turn lane, two-way operation*
 - ❑ City of Colleyville Master Thoroughfare Plan Designation: *M4D/M2U/M4U*
 - ❑ Posted Speed Limit: 30 mph
- (B) Heritage Avenue between Cheek-Sparger Road and Driveway 1
 - ❑ Existing operation and cross-section: *two lanes, two-way operation, undivided*
 - ❑ City of Colleyville Master Thoroughfare Plan Designation: *M4D/M2U/M4U*
 - ❑ Posted Speed Limit: 30 mph

TRAFFIC IMPACT ANALYSIS

Submittal of a Traffic Impact Analysis to the City of Colleyville is required as part of the development application process for the Project. The study is provided to the Staff for technical review. Approval of any recommendations made in this study are also subject to approval of the City of Colleyville.

Approach

The TIA presented in this report analyzed the operational conditions for the peak hours and study area as defined above using standardized analytical methodologies where applicable. Current (or recent) traffic volume data were collected on a typical day throughout the study area to represent existing traffic conditions. Where applicable, growth factors were applied to the existing volumes to project future background traffic at the site buildout year conditions. Then, traffic generated by the proposed development was projected using the standard three-step approach: Trip Generation, Trip Distribution, and Traffic Assignment. By adding the site-generated traffic to the background traffic, the resulting site-plus-background traffic impact to operational conditions may be assessed from which approach mitigation measures may be recommended, if needed.

Background Traffic Volume Data

Existing Volumes

Current traffic volumes were collected during the analysis periods at the study area intersections on Tuesday, August 8, 2017. Traffic volumes are graphically summarized in **Appendix A**; detailed data sheets are provided in **Appendix B**.

Projected Background Traffic Volumes

Background traffic growth is defined as the normal growth of traffic that is not directly related to the subject development of this study. A review of historical traffic volume data can provide an indication of the local traffic growth patterns. **Table 2** provides a comparison of recent traffic volumes with prior traffic volumes in the vicinity of the subject site, from which DeShazo calculated an annual growth rate.

Table 2. Historical Daily Traffic Volume Growth Trend

Location	AADT ^A		Annual Growth Rate
	Year	Volume	
Heritage Avenue south of Rothschild Boulevard	2016	1,560	2.6%
	2015	1,520	
Data Source: A = TxDOT AADT Counts Database	Average Growth:		2.5%

Based upon the historical traffic volumes in the vicinity of the Project and the resulting annual growth rate, DeShazo applied an annual growth rate of two and half percent (2.5%) for this study to determine the background traffic growth.

By applying the assumed growth rate(s) described previously, future background traffic volumes at the Project buildout year were calculated for the study area intersections. These volumes are graphically summarized in **Appendix A**.

Site-Related Traffic

Trip Generation

Trip generation is calculated in terms of “trip ends” – a trip end is a one-way vehicular trip entering or exiting a site driveway (i.e., a single vehicle entering and exiting a site represents two trip ends). Trip generation for this Project was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation* manual (9th Edition). ITE *Trip Generation* is a compilation of actual, vehicular traffic volume generation data and statistics by land use as collected over several decades by creditable sources across the country. Using the ITE equations and rates is an accepted methodology to calculate the projected site-generated traffic volumes for many land uses.

The base trip generation data from ITE generally reflect average conditions for a standalone use on a typical day. However, in some cases, the Engineer may judge that other factors may be of sufficient significance to warrant adjusting the base ITE calculations in order to more accurately reflect Project-specific conditions. For this analysis pass-by trips were of sufficient significance.

A “pass-by trip” is a site-generated trip end that originates from the traffic volume that is otherwise passing by the site on the adjacent street. Hence, pass-by trips are reflected in the overall site driveway volumes but are not added to (i.e., already included in) the local roadway volume. Pass-by rates are published by ITE.

Table 3 provides a summary of the calculated net increase in trip ends generated by the project. Supplemental information used in the trip generation calculations is provided in **Appendix C**.

Table 3. Projected Trip Generation Summary

ITE Code	ITE Land Use	Quantity		Weekday Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
945	Gas/Market	20	Fuel Pos.	3,256	203	102	101	270	135	135
		Pass-by Trips		-	126	63	63	152	76	76
	Totals:			3,256	203	102	101	270	135	135

Trip Distribution and Assignment

The distribution and assignment of site-generated trip ends to the surrounding roadway system is determined by proportionally estimating the orientation of travel via various travel routes. This is a subjective exercise based upon professional judgment considering such factors as directional characteristics of existing local traffic; trip attributes (e.g., trip purpose, trip length, travel time, etc.), roadway features (e.g., capacity, operational conditions, character of environment), regional demographics, etc.

Traffic for the proposed redevelopment was distributed and assigned to the study area roadway network based upon consideration of the factors listed above. Detailed trip distribution and traffic assignment calculations and results are summarized in **Appendix C**.

Site-Generated Traffic Volumes

Site-generated traffic is calculated by multiplying the trip generation value (from **Table 3**) by the corresponding traffic assignments (from **Appendix C**). The resulting cumulative peak period site-generated traffic volumes at buildout of the Project are graphically summarized in **Appendix A**.

Traffic Operational Analysis — Roadway Intersections

Description

The level of performance of civil infrastructure can often be measured through an analysis of volume and capacity that considers various physical and operational characteristics of the system. For vehicular traffic an operational analysis of roadway intersection capacity is the most detailed type of analysis. An industry-standardized methodology for this type of analysis was developed by the Transportation Research Board and is presented in the Highway Capacity Manual (HCM). HCM uses the term “Level of Service” (or, LOS) to qualitatively describe the efficiency using a letter grade of A through F. Generally, LOS can be described as follows:

LOS A = free, unobstructed flow

LOS B = reasonably free flow

LOS C = stable flow

LOS D = approaching unstable flow

LOS E = unstable flow, operating at design capacity

LOS F = operating over design capacity

Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. In most urban settings, LOS C, or better, is desirable, although LOS D is considered to be acceptable. Nevertheless, periods of LOS E or F conditions are not uncommon for brief periods of time at major transportation facilities. In some cases measures to add more capacity, either

through operational changes and/or physical improvements, can be identified to increase efficiency and sometimes raise Level of Service.

For traffic-signal-controlled (“signalized”) intersections and STOP-controlled (“unsignalized”) intersections, LOS is determined based upon the calculated average seconds of delay per vehicle. For signalized intersections the average delay per vehicle can be effectively calculated for the entire intersection; however, for unsignalized intersections the average delay per vehicle is calculated only by approach or by individual traffic maneuvers that must stop or yield right-of-way. For unsignalized intersections of a minor street or driveway and a major roadway, the analysis methodology often breaks down and yields low Levels of Service (often, LOS *F*) than cannot be mitigated unless a traffic signal is installed. However, for a traffic signal to be installed, the responsible agency that governs the right-of-way must issue their approval subject to very specific warrant criteria being met *and* several other operational considerations being satisfied. Neither Level-of-Service nor delay is considered a criterion for traffic signal installation.

The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the latest edition of the *Highway Capacity Manual*.

LOS	Signalized Intersection (Average Delay per Vehicle)	Unsignalized Intersection (Average Delay per Vehicle)
A	≤ 10	≤ 10
B	$>10 - \leq 20$	$>10 - \leq 15$
C	$>20 - \leq 35$	$>15 - \leq 25$
D	$>35 - \leq 55$	$>25 - \leq 35$
E	$>55 - \leq 80$	$>35 - \leq 50$
F	>80	>50

Analysis Traffic Volumes

Determination of the traffic impact associated with the Project is measured by comparing the incremental change in operational conditions during peak periods with and without site-related traffic. **Appendix A** provides exhibits summarizing the following:

- Existing traffic volumes during study peak hours
- Projected Background traffic volumes at the Site Buildout Year during study peak hours
- Projected Site-Generated traffic volumes during study peak hours
- Projected Background-plus-Site-Generated traffic volumes at the Site Buildout Year during study peak hours
- Projected Horizon traffic volumes, including Site-Generated traffic during study peak hours

A summary of the existing intersection/roadway geometry and traffic control devices is shown in **Exhibit 2**.

Summary of Results

Intersection capacity analyses presented in this study were performed using the *Synchro* software package. **Table 4** provides a summary of the peak period intersection operational conditions under the analysis conditions presented previously. Detailed software output is provided in **Appendix D**.

Table 4. Peak Hour Intersection Capacity Analysis Results Summary

Unsignalized Intersections	Traffic Movement	Conditions							
		Existing		2018 Background		2018 Buildout		Buildout + 5 Year Horizon	
		AM	PM	AM	PM	AM	PM	AM	PM
<u>Cheek-Sparger Road at</u>									
Heritage Ave/Woodpark Ln	EBL	A (7.8)	B (11.9)	A (8.1)	B (13.6)	A (8.2)	B (14.0)	A (8.3)	C (15.9)
	WBL	A (0.0)	A (8.3)	A (0.0)	A (8.6)	A (0.0)	A (8.7)	A (0.0)	A (8.9)
	NBLT	A (0.0)	F (54.3)	A (0.0)	F (92.9)	A (0.0)	F (102.4)	A (0.0)	F (>100)
	SBLTR	C (22.3)	F (>100)	F (54.8)	F (>100)	F (95.8)	F (>100)	F (>100)	F (>100)
With Traffic Signal		--	--	--	--	C (24.1)	C (34.6)	C (30.9)	D (52.7)
<u>Silverwood Lane at</u>									
Silverwood Lane	EBL	A (7.6)	B (11.8)	A (7.8)	B (12.9)	A (7.9)	B (13.3)	A (8.0)	C (15.1)
	WBL	B (10.8)	A (8.5)	B (11.3)	A (8.9)	B (11.3)	A (8.9)	B (12.1)	A (9.1)
	NBLT	D (34.4)	F (78.7)	E (45.2)	F (>100)	F (53.9)	F (>100)	F (74.7)	F (>100)
	NBR	C (21.2)	B (11.5)	C (24.1)	B (12.9)	C (23.4)	B (12.7)	D (29.1)	B (13.5)
	SBL	A (0.0)	F (77.1)	A (0.0)	F (>100)	F (90.5)	F (>100)	F (>100)	F (>100)
	SBTR	A (9.3)	C (23.5)	A (9.8)	D (27.4)	B (10.1)	D (32.0)	B (10.2)	F (51.2)
<u>Heritage Avenue at</u>									
Driveway 1/Glade Parks Dr	EBLTR	--	--	--	--	A (9.2)	B (10.7)	A (9.3)	B (10.9)
	WBLR	--	--	A (9.6)	B (10.9)	--	--	--	--
	WBLTR	--	--	--	--	B (10.2)	B (12.5)	B (10.3)	B (12.9)
	NBL	--	--	--	--	A (7.4)	A (7.8)	A (7.4)	A (7.8)
	SBL	--	--	A (7.5)	A (7.6)	A (7.5)	A (7.5)	A (7.5)	A (7.6)
<u>Silverwood Lane at</u>									
Driveway 2	WBLR	--	--	--	--	A (9.0)	A (9.2)	A (8.9)	A (9.3)

KEY:

A, B, C, D, E, F = Level-of-Service for each intersection approach

NB, SB, EB, WB = North-, South-, East-, Westbound approach

L, T, R = Left, Through, Right Approach turning movement

AM = AM Peak Hour of Adjacent Street

PM = PM Peak Hour of Adjacent Street

NOTE: Signalized intersection operational parameters and operational results were obtained directly from the optimized software output.

Specific recommendations and findings are listed in the Summary of Findings and Recommendations section of this report.

Traffic Operational Analysis — Roadway Links

Description

A roadway link is a segment of roadway between two intersections. Roadway link capacity analysis is a comparison of actual or forecasted traffic volumes to the theoretical roadway capacity. The capacity of the roadway link is predominantly a function of the roadway's cross-section (i.e., number of lanes, lane widths, type of center divider, etc.). However, other factors may also apply, such as the character of environment and the functional classification of the roadway. Generally, roadway link capacity is less critical than intersection capacity; however, it can provide a gauge of the utilization of given roadway.

A specific industry standard for roadway link capacity does not exist, but the typical concept is derived from a base saturation flow rate (i.e., the maximum theoretical rate of continuous flow under ideal, unobstructed conditions -- in the traffic engineering industry, this value is generally considered to range between 1,900-2,100 vehicles per lane per hour). A series of adjustment

factors are then applied to the saturation flow rate to reflect the characteristics of a given location.

The North Central Texas Council of Governments (NCTCOG) – the metropolitan planning agency for the Dallas-Fort Worth region – has derived internal “hourly service volume” guidelines used for transportation modelling purposes. The NCTCOG values were based upon the principals presented in the *Highway Capacity Manual* with “regional calibration” factors applied. Though these per-lane capacities, or “Service Volumes” (summarized in the table below), are intended for modelling purposes, they do provide a reasonable gage of theoretical capacity.

Area Type	Hourly Service Volumes by Roadway Function					
	Principal Arterial		Minor Arterial & Frontage Road		Collector & Local Street	
	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way
CBD	725	650	725	650	475	425
Urban/Commercial	850	775	825	750	525	475
Suburban Residential	925	875	900	825	575	525
Rural	1,025	925	975	875	600	550

To determine the utilization of a roadway, the volume-to-capacity ratio can be calculated – a v/c ratio of less than 1.0 indicates that the roadway is operating under capacity. NCTCOG’s Level of Service denominations are as follows:

Volume-to-Capacity Ratio (V/C)	LOS
≤ 45%	A/B
> 45% ≤ 65%	C
> 65% ≤ 80%	D
> 80% ≤ 100%	E
> 100%	F

Summary of Results

For roadways adjacent to or in the vicinity of the subject site, the volume/capacity ratio was calculated for existing and site buildout conditions. A summary of the link capacity analysis is provided in **Table 5**. See specific recommendations in the *Recommendations* section of this report.

Table 5. Roadway Link Capacity Analysis Results Summary

Roadway	Conditions	Hourly Volume	Functional Classification	Capacity	V/C	LOS
Cheek Sparger Road between Silverwood Lane and Heritage Avenue	Existing PM	1768	Minor Arterial (3 Lanes - Undivided Two Way)	1,650	1.07	F
	2018 Background PM	2043	Minor Arterial (3 Lanes - Undivided Two Way)	1,650	1.24	F
	2018 Buildout PM	2102	Minor Arterial (3 Lanes - Undivided Two Way)	1,650	1.27	F
	2023 Horizon Plus Site PM	2340	Minor Arterial (3 Lanes - Undivided Two Way)	1,650	1.42	F
Heritage Avenue between Driveway 1 and Cheek Sparger Road	Existing PM	209	Local Street (2 Lanes - Undivided Two Way)	1,050	0.20	A/B
	2018 Background PM	366	Local Street (2 Lanes - Undivided Two Way)	1,050	0.35	A/B
	2018 Buildout	474	Local Street (2 Lanes - Undivided Two Way)	1,050	0.45	A/B
	2023 Horizon Plus Site PM	502	Local Street (2 Lanes - Undivided Two Way)	1,050	0.48	C

The hourly volume represent the worst peak hour of the day during 24 hour period.

The link capacity analysis for Cheek Sparger Road near the Project indicates that it is currently operating overcapacity under existing conditions during the AM and PM peak hours. Consideration should be given to widening Cheek-Sparger road in order to increase roadway capacity to accommodate existing and future traffic volumes. Heritage Avenue near Driveway 1 is currently operating at acceptable roadway capacity and will continue to operate well under capacity with the projected traffic volumes during the AM and PM peak hours.

SITE ACCESS REVIEW

Gate Capacity and Control Equipment

The Project site plan indicates that there is an existing entrance gate with one entry lane for the residential development north of Driveway 1 on Silverwood Lane. **Table 6** lists the traffic volumes generated by the residential development for the AM and PM peak hours. The number of single-family detached dwelling units was estimated to be 126 and assumed to use the entrance gate on Silverwood Lane.

Table 6. Residential Development Trip Generation Summary

ITE Code	ITE Land Use	Quantity	Weekday Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
210	Single-Family Detached	126 DU	1,299	98	25	73	129	81	48
	Totals:		1,299	98	25	73	129	81	48

Table 7 provides a summary of the peak ingress gate capacity analysis. Based upon the review of street-view images on Google Maps of the entrance gate, a proximity card reader appears to be installed. The proximity card reader installed at the gate is will provide more than adequate capacity during the peak hours. The calculated queue length for inbound traffic is not expected to exceed 1 vehicle and will not block access to site Driveway 1 on Silverwood Lane during the peak hours.

Table 7. Gate and Control Equipment Analysis

¹ Service Rate (μ) vph		Inbound Vehicles Expected (veh)		Traffic Intensity, λ $\lambda = V / \mu$		Queue Length (veh)	
AM	PM	AM	PM	AM	PM	AM	PM
511	511	25	81	0.05	0.16	1	1

¹Service rate for a proximity card reader from Parking Structures, 2nd Edition by Anthony P. Chrest, et al.

Driveway Spacing

Chapter 14 of the City of Colleyville Engineering Design Standards (**Appendix E**) provides guidelines for new driveways along minor arterials. For commercial driveways the minimum driveway spacing required by the City of Colleyville is 180 feet from an intersection on an arterial road. The minimum spacing between driveways is 250 feet. The spacing between a commercial driveway and an adjacent intersection is measured from the point of intersection to the point of intersection. The driveway spacing between driveways is measured from centerline to centerline.

A summary of the driveway spacing provided for each of the proposed site driveway is presented in **Table 8**.

Table 8. Driveway Spacing Summary

Driveway Spacing Between	Required (ft)	Available (ft) (Approx.)	Minimum Spacing Met?
Driveway 1 and Cheek-Sparger Road	180	264	Yes
Driveway 2 and Heritage Avenue	180	300	Yes
Driveway 2 and Bowden Hill Lane	250	760	Yes

Based on the review of the location for each proposed driveway, all site driveways meet the City of Colleyville's minimum driveway spacing distance criteria.

Intersection Sight Distance

Sight Distance is the metric used to describe the ability of a motorist to physically see, via a direct line of sight, objects and/or other vehicles to a degree sufficient to allow safe and efficient use a roadway in the intended manner. Standardized intersection sight distance criteria are outlined in the current edition of the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (a.k.a., the "Green Book"). An assessment of the proposed site driveways on Cheek-Sparger Road and Heritage Avenue shows unobstructed sight distance beyond the minimum required visibility. Consideration of *clear sight triangles* is recommended in the design phase of the proposed driveway.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following findings and recommendations are based upon buildout of the subject property in accordance with the hypothetical development scenario outlined in the *Project Description*

section of this report. It should be noted that the merit of any recommended mitigation measures may warrant re-evaluation should the site develop to a lower intensity.

FINDING 1: Heritage Avenue provides enough roadway capacity to accommodate the existing and future traffic volumes generated by the proposed development.

FINDING 2: Cheek-Sparger Road is currently operating at overcapacity near the Project.

RECOMMENDATION 1: Consideration should be given to widening Cheek-Sparger Road to provide enough roadway capacity to accommodate existing and future traffic volumes.

FINDING 3: The calculated queue length for the entrance gate to the residential development on Silverwood Lane near Driveway 2 is expected to be 1 vehicle during the PM peak hour and will not block access to Driveway 2.

FINDING 4: All proposed site driveways meet the City of Colleyville's minimum driveway spacing criteria.

FINDING 5: All proposed site driveways are expected to operate at LOS B or better during the AM and PM peak hours under Buildout and Horizon conditions.

FINDING 6: The 95th percentile queue length for the southbound approach at the intersection of Heritage Avenue and Cheek-Sparger Road under existing conditions is 10 vehicles during the PM peak hour. The queue length is expected to increase to 28 vehicles or 700 feet under Buildout conditions and it is anticipated to block access to Driveway 1 during the PM peak hour. The LOS for the southbound approach is expected to be F.

RECOMMENDATION 2: It is recommended that a traffic signal warrant analysis be conducted when the proposed development is fully built to determine if a traffic signal is warranted at this intersection. If a traffic signal is warranted, it is also recommended that a westbound right-turn lane be installed on Cheek-Sparger Road and a southbound left-turn lane be installed on Heritage Avenue. A traffic signal installation with the recommended roadway improvements is expected to improve the LOS from F to C and reduce the 95th percentile queue length from 700 feet to 135 feet during the PM peak hour.

Proportionality of Site-Generated Traffic at Intersection of Heritage Ave/Cheek-Sparger Rd

Table 9 provides a comparison of the site-generated turning traffic from the proposed Creekside Commercial-South development and the Glade Parks South development to the existing turning traffic at the intersection of Heritage Avenue and Cheek-Sparger Road. The table shows the percentage of site-generated traffic that contributes to southbound left-turn movement on Heritage Avenue and the westbound right-turn movement on Cheek-Sparger Road. This table could be used as a discussion point with the staff from the City of Colleyville and the City of Euless on possible cost sharing for the recommended deceleration lanes at the intersection of Heritage Avenue and Cheek-Sparger Road.

Table 9. Proportionality of Site-Generated Traffic

Intersection	Improvement -- additon of auxillary lane	2018 Background Traffic		Creekside South Site-Generated Traffic	Glade Parks Site-Generated Traffic	Total Traffic By Movement & Peak Period	Glade Parks Share	Creekside South Share
Cheek-Sparger Rd at Heritage Ave	Westbound Right- Turn Lane	AM	13	41	26	80	33%	51%
		PM	17	54	43	114	38%	47%
	Southbound Left- Turn Lane	AM	8	40	17	65	26%	62%
		PM	36	54	24	114	21%	47%

END OF MEMO

Exhibits



SITE LOCATION MAP

TIA for Creekside Commercial - South in Colleyville, Texas

PROJECT#:17088

DATE: AUGUST 2017

EXHIBIT

1

Exhibit 2. Existing Roadway Lane Geometry and Traffic Control

^North
Not To Scale

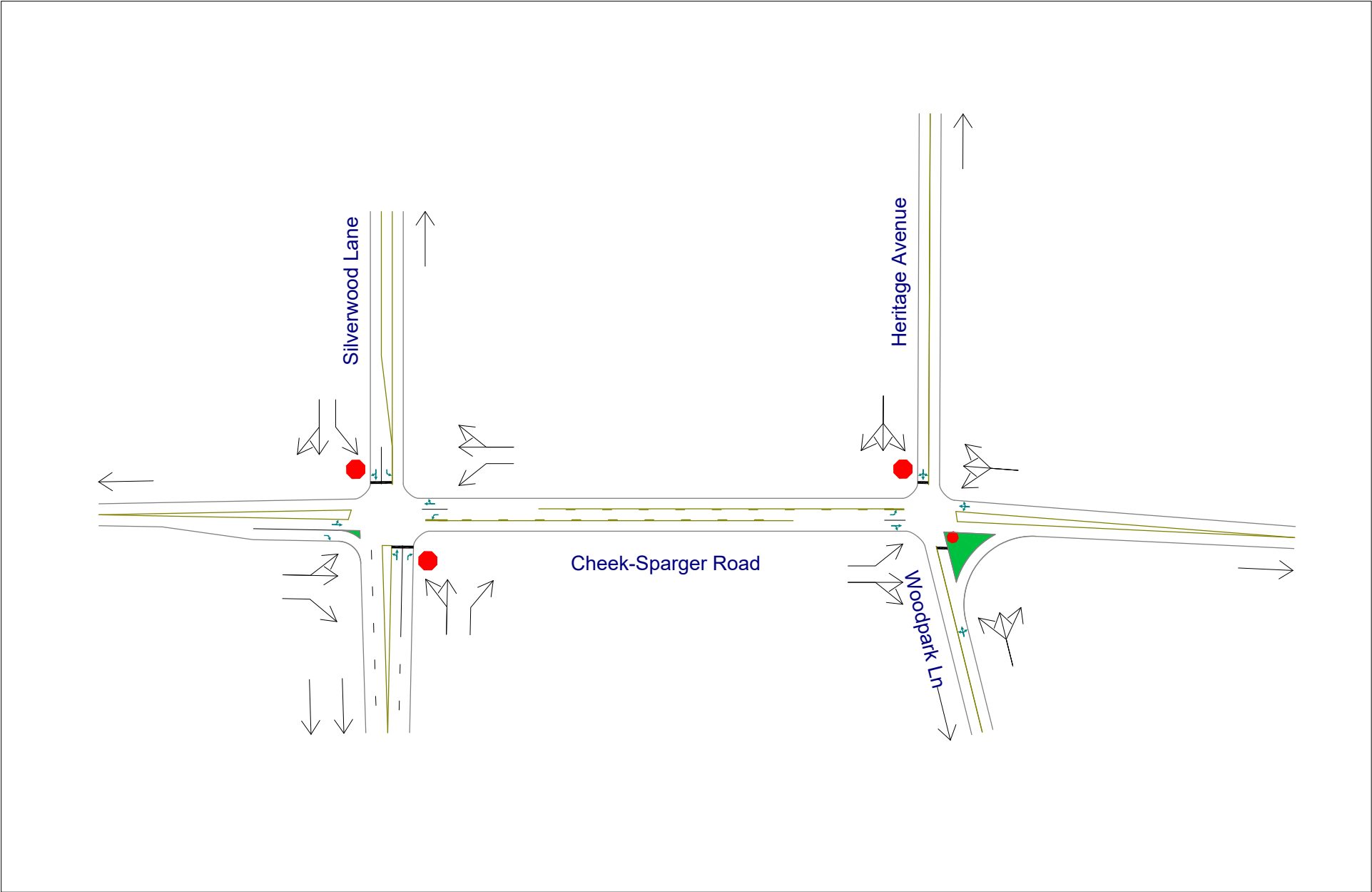
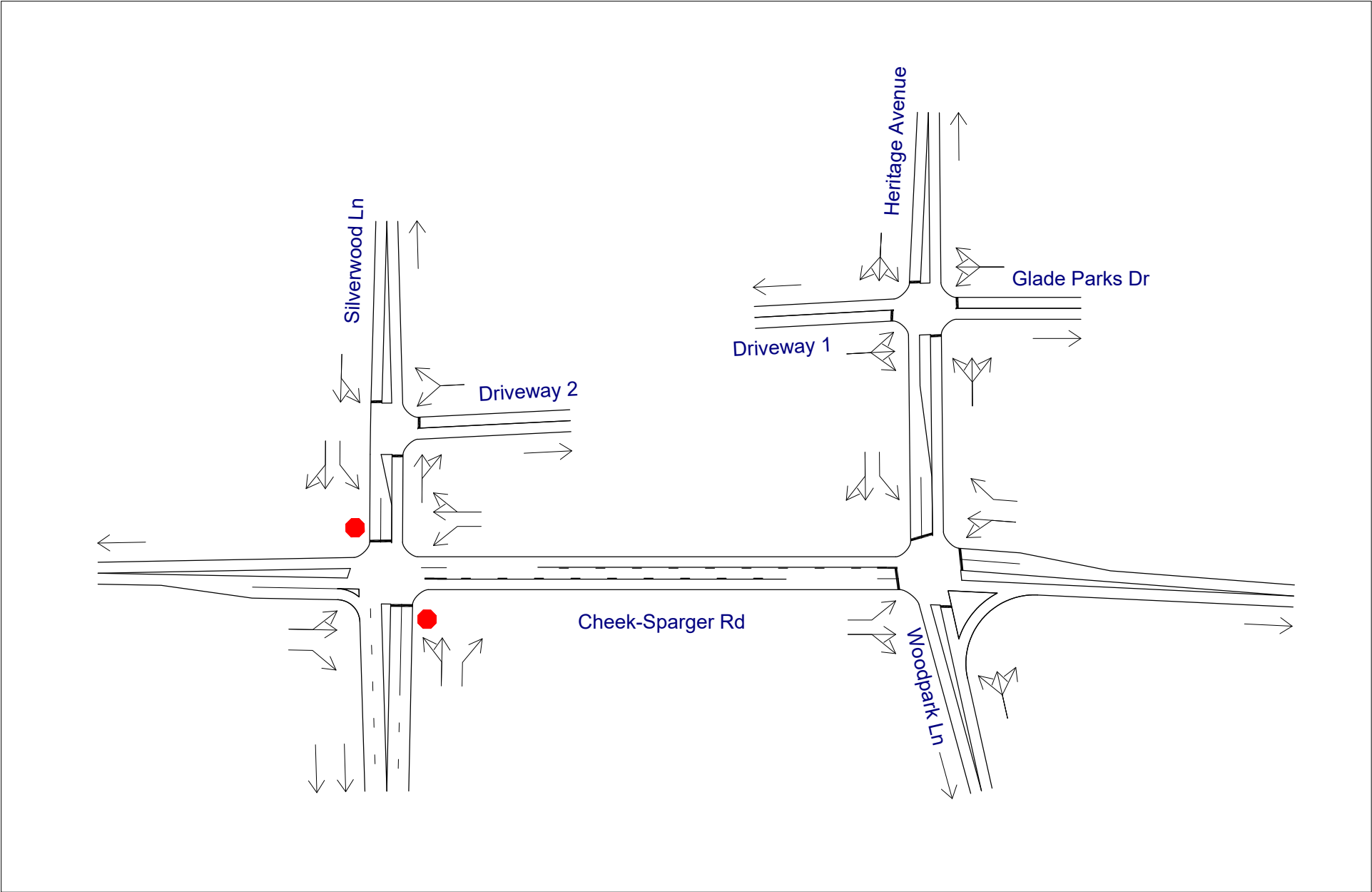


Exhibit 3. Buildout Roadway Lane Geometry and Traffic Control

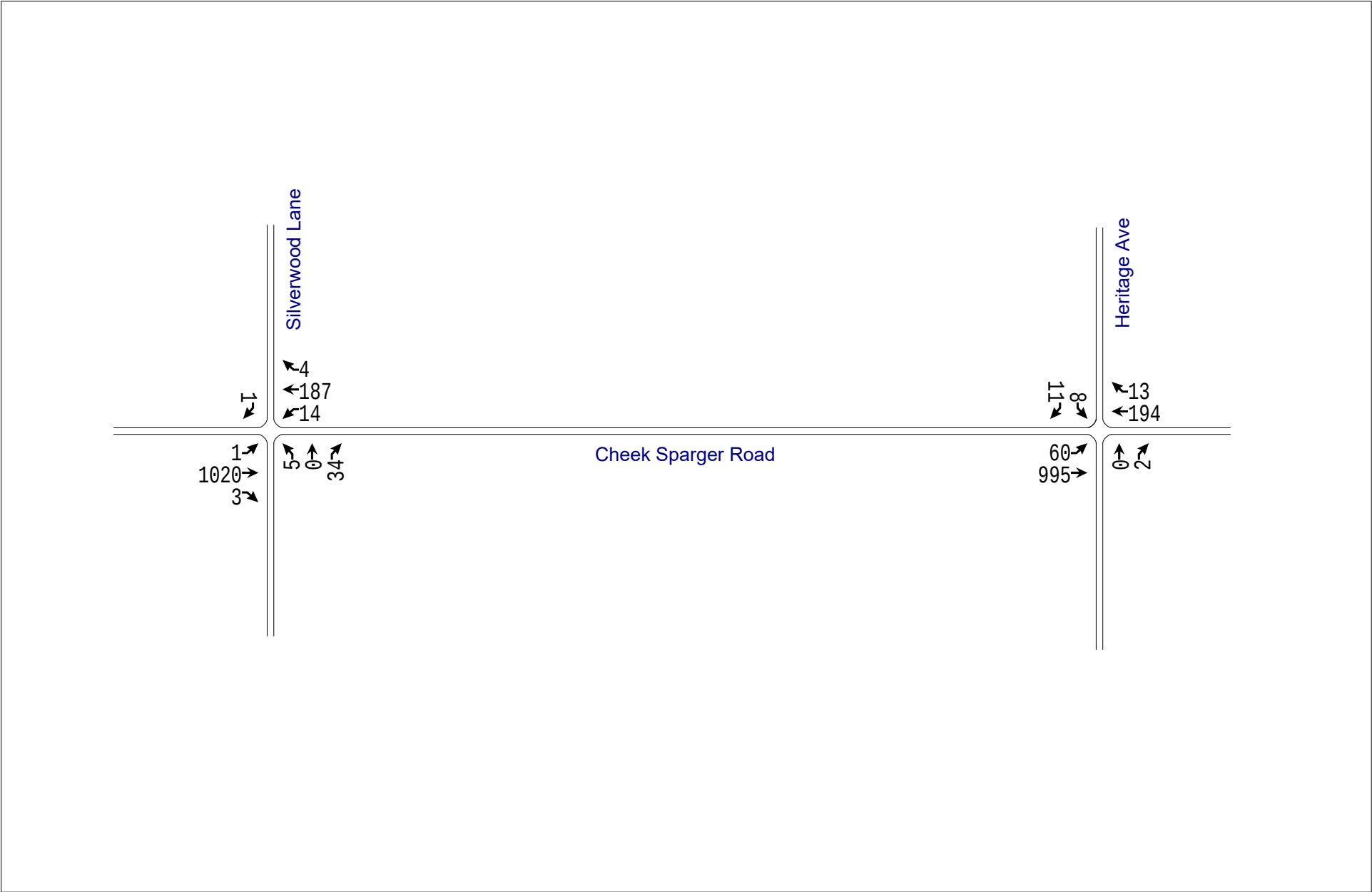
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Appendix A. Traffic Volume Exhibits

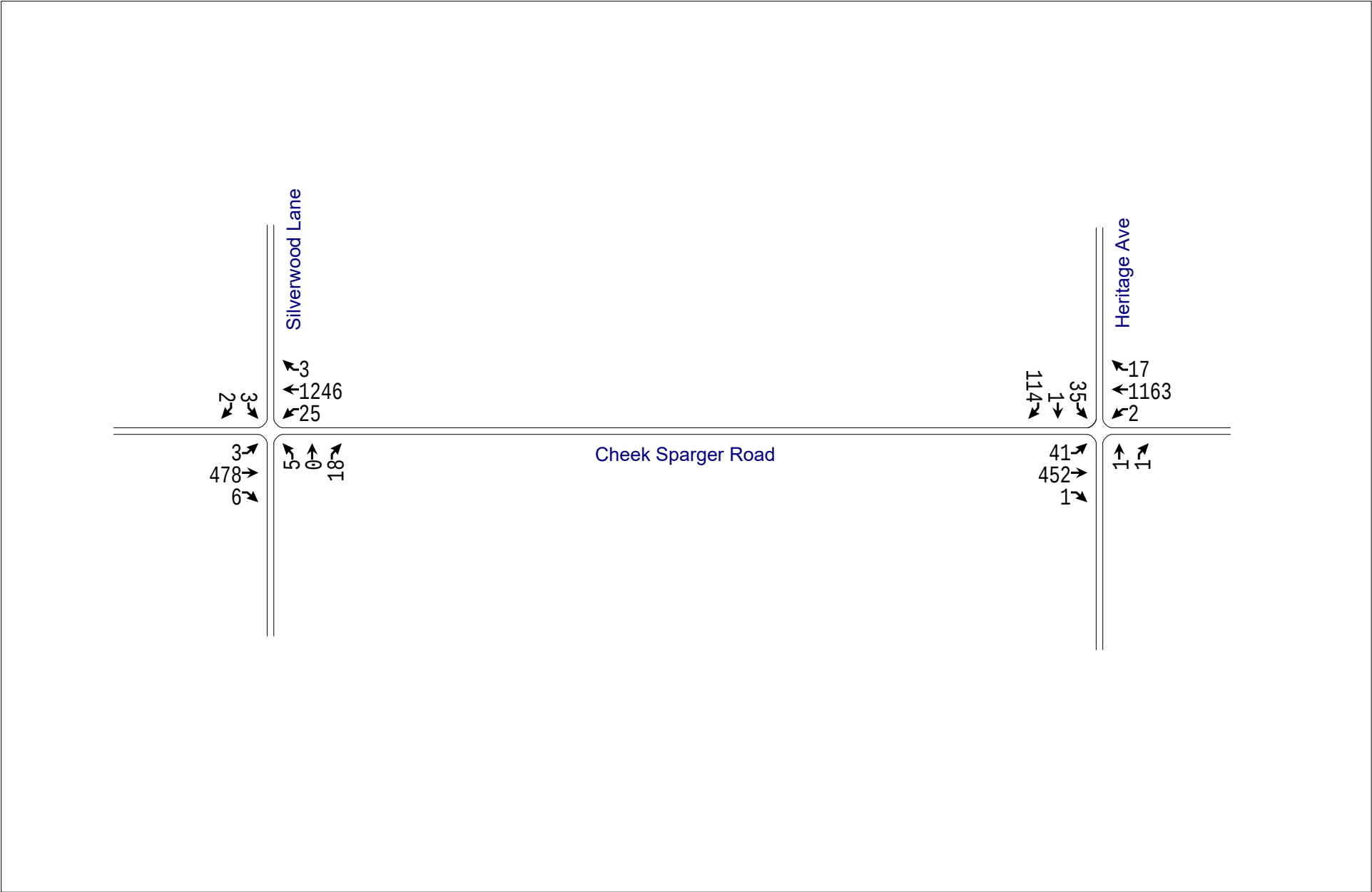
A1. Existing AM Peak Hour Traffic Volumes

^North
Not To Scale



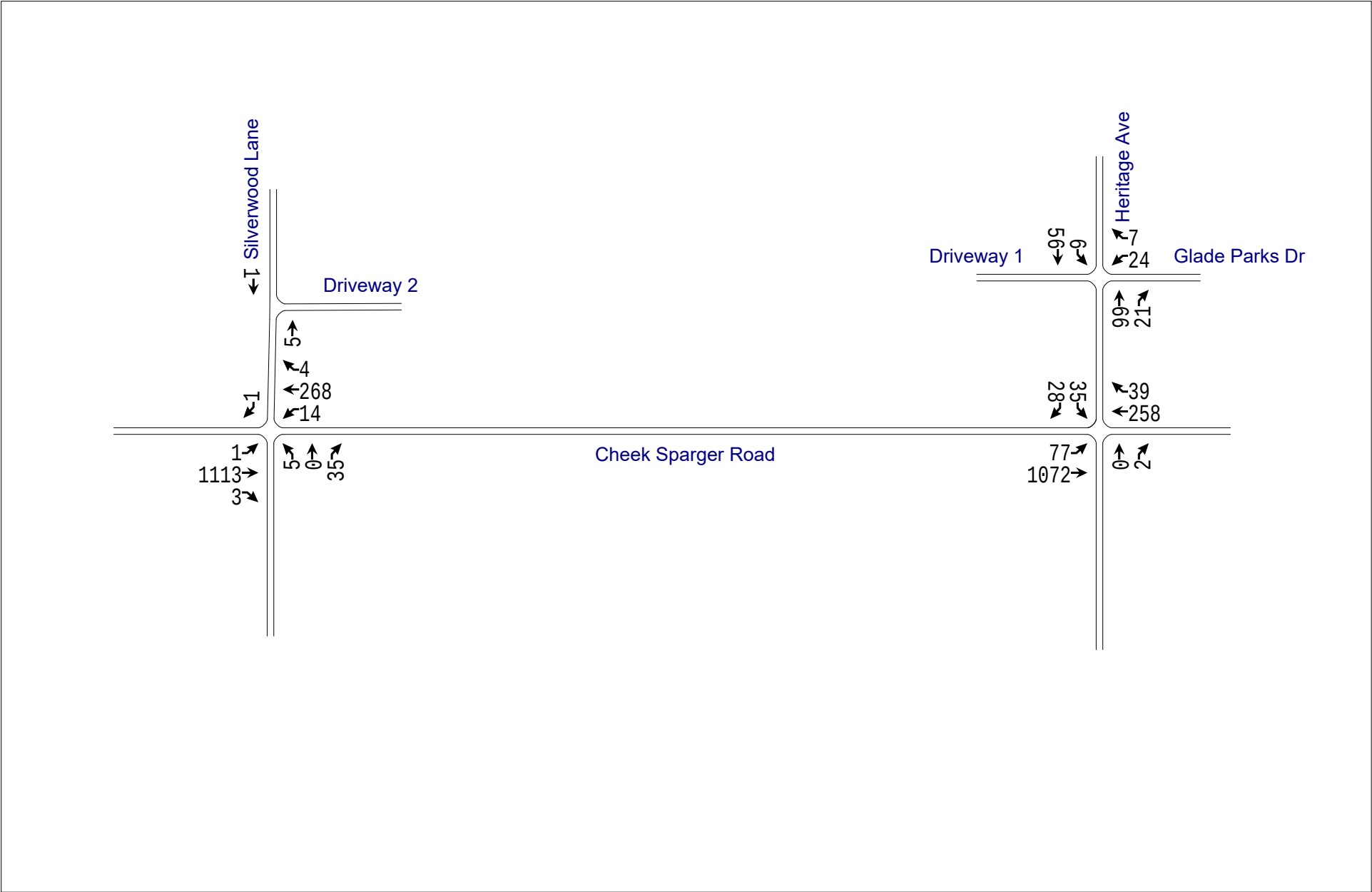
A2. Existing PM Peak Hour Traffic Volumes

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Not To Scale



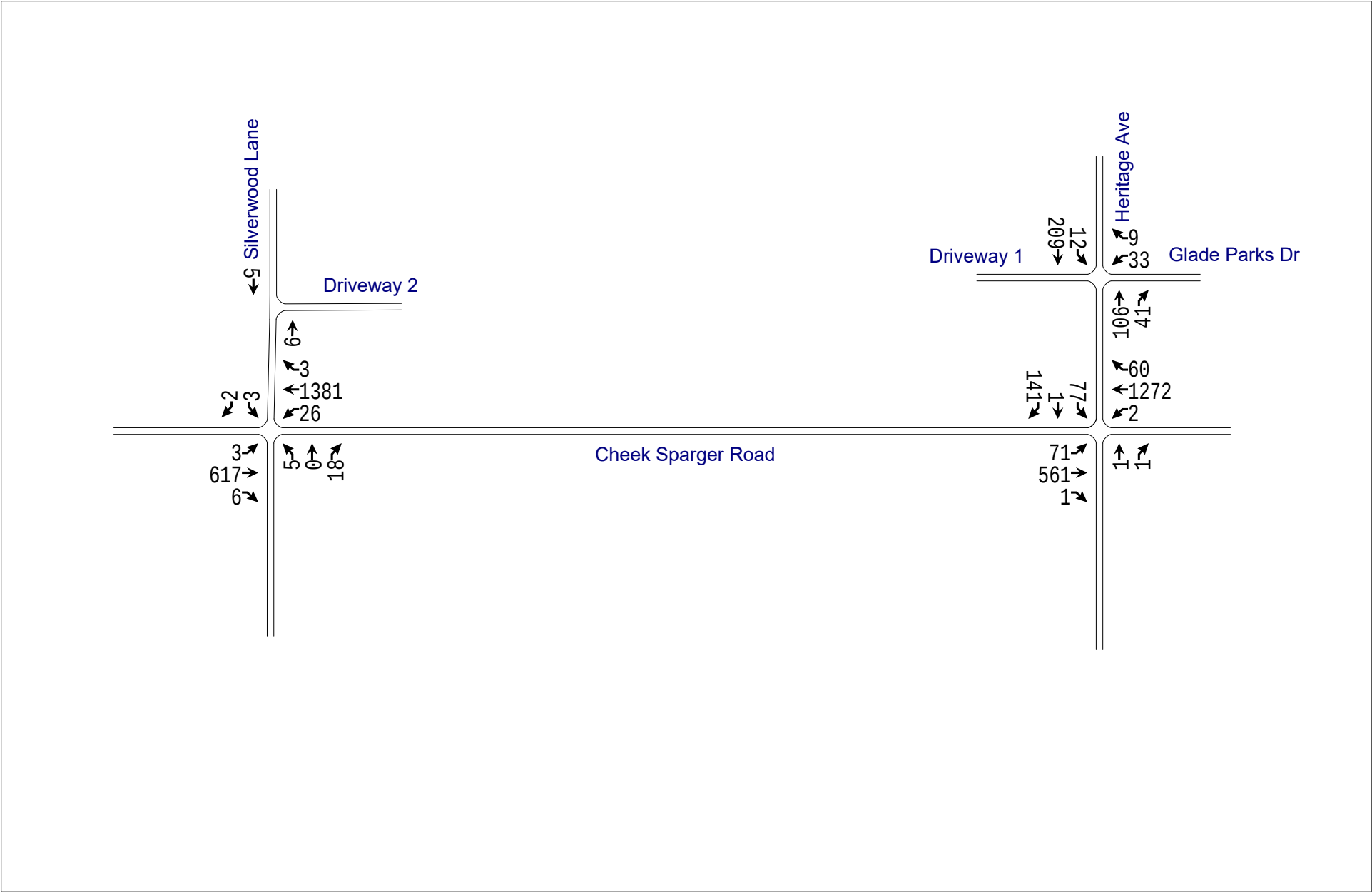
A3. 2018 Background AM Peak Hour Traffic Volumes

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Not To Scale



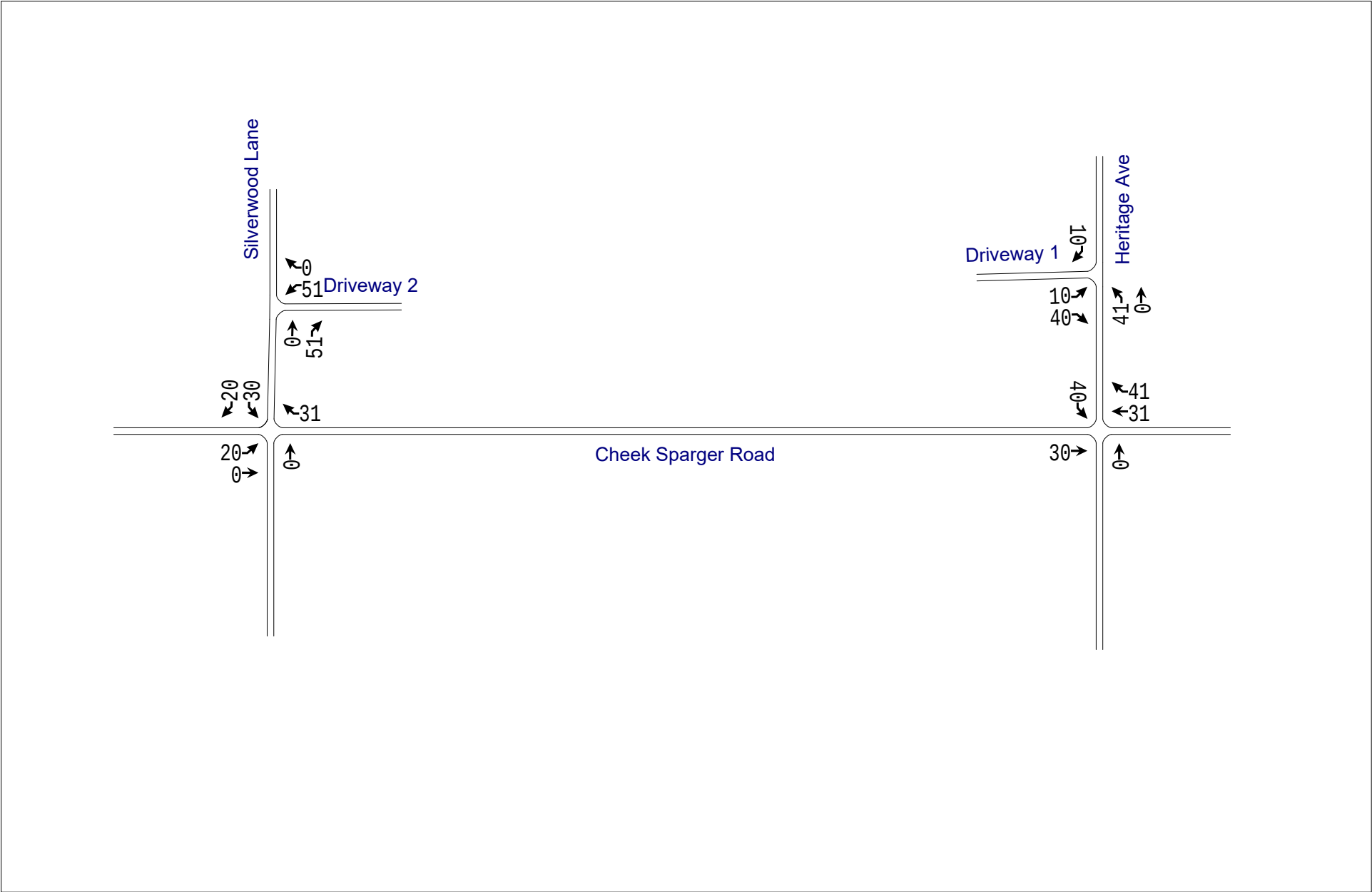
A4. 2018 Background PM Peak Hour Traffic Volumes

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Not To Scale



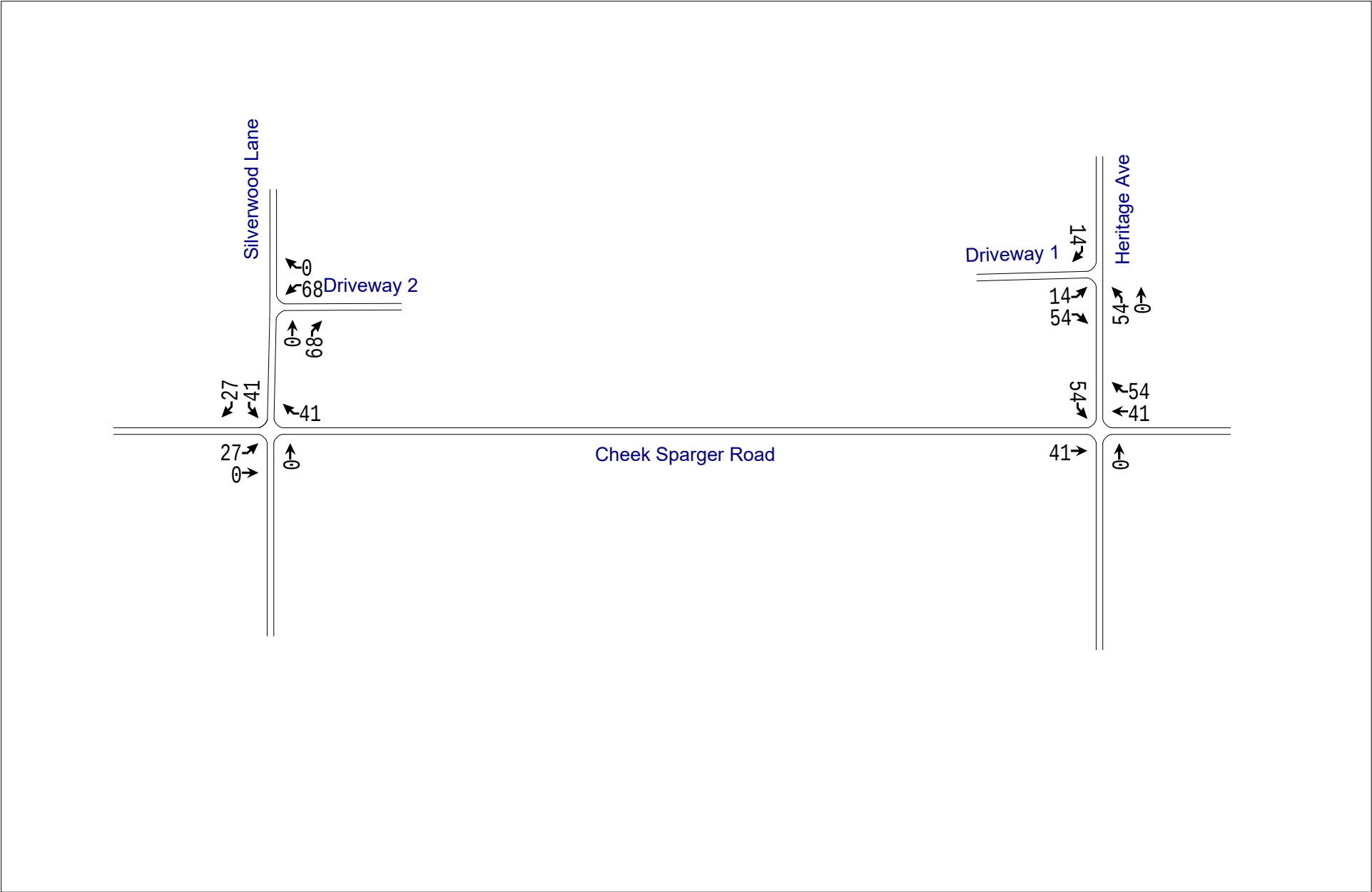
A5. Site Generated AM Peak Hour Traffic Volumes

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Not To Scale



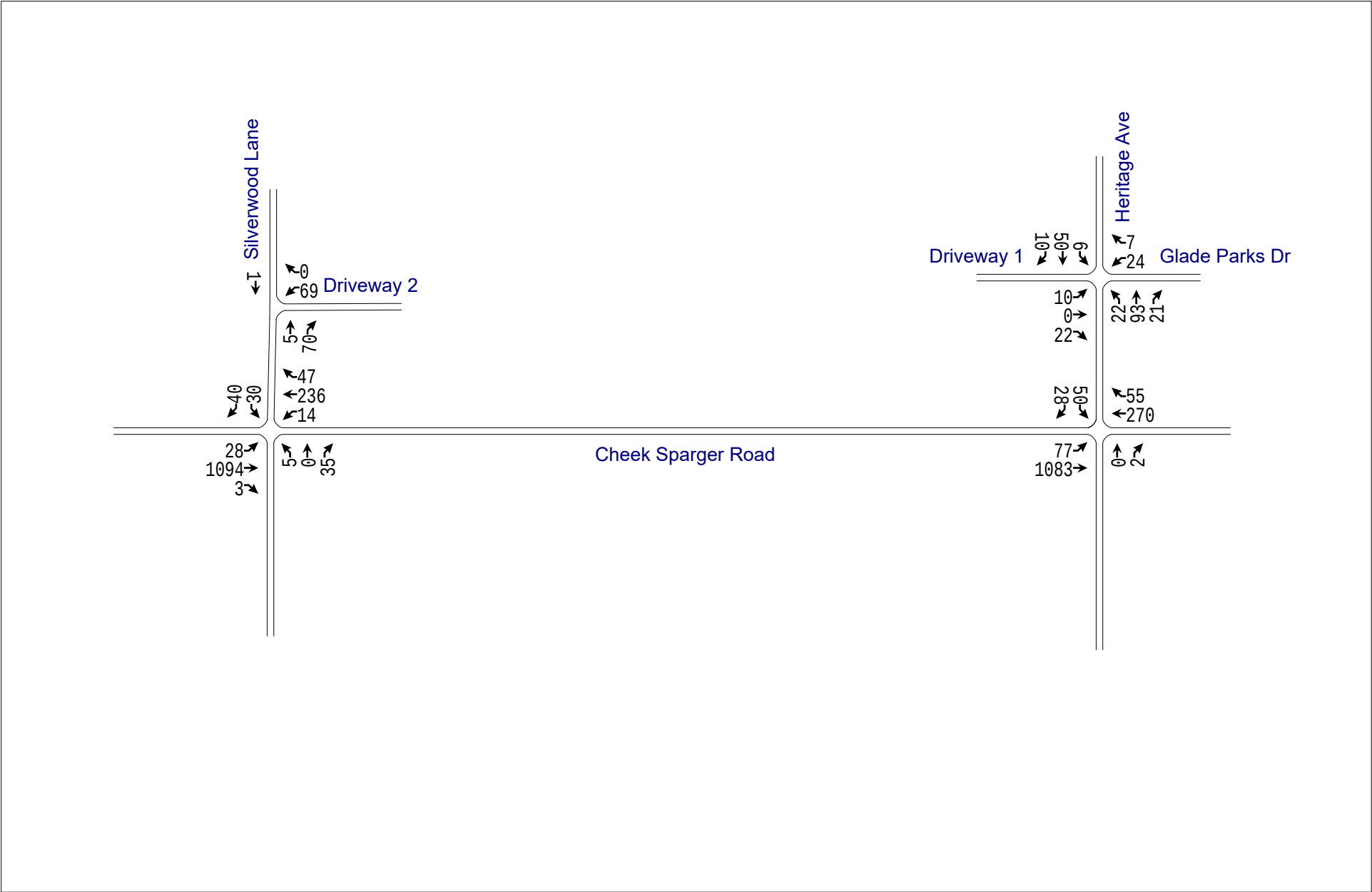
A6. Site Generated PM Peak Hour Traffic Volumes

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Not To Scale



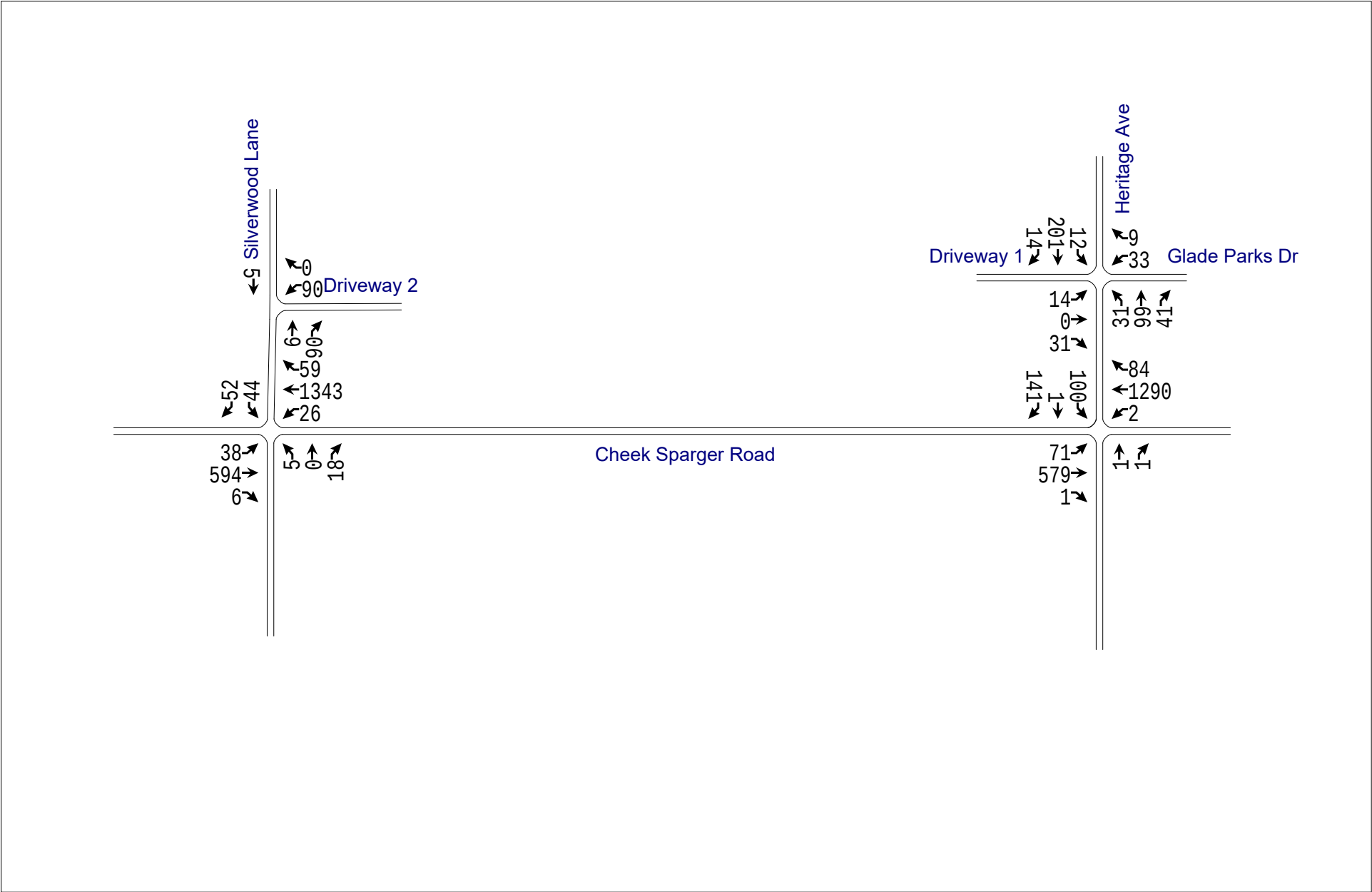
A7. 2018 Background AM Peak Hour Traffic Volumes

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Not To Scale



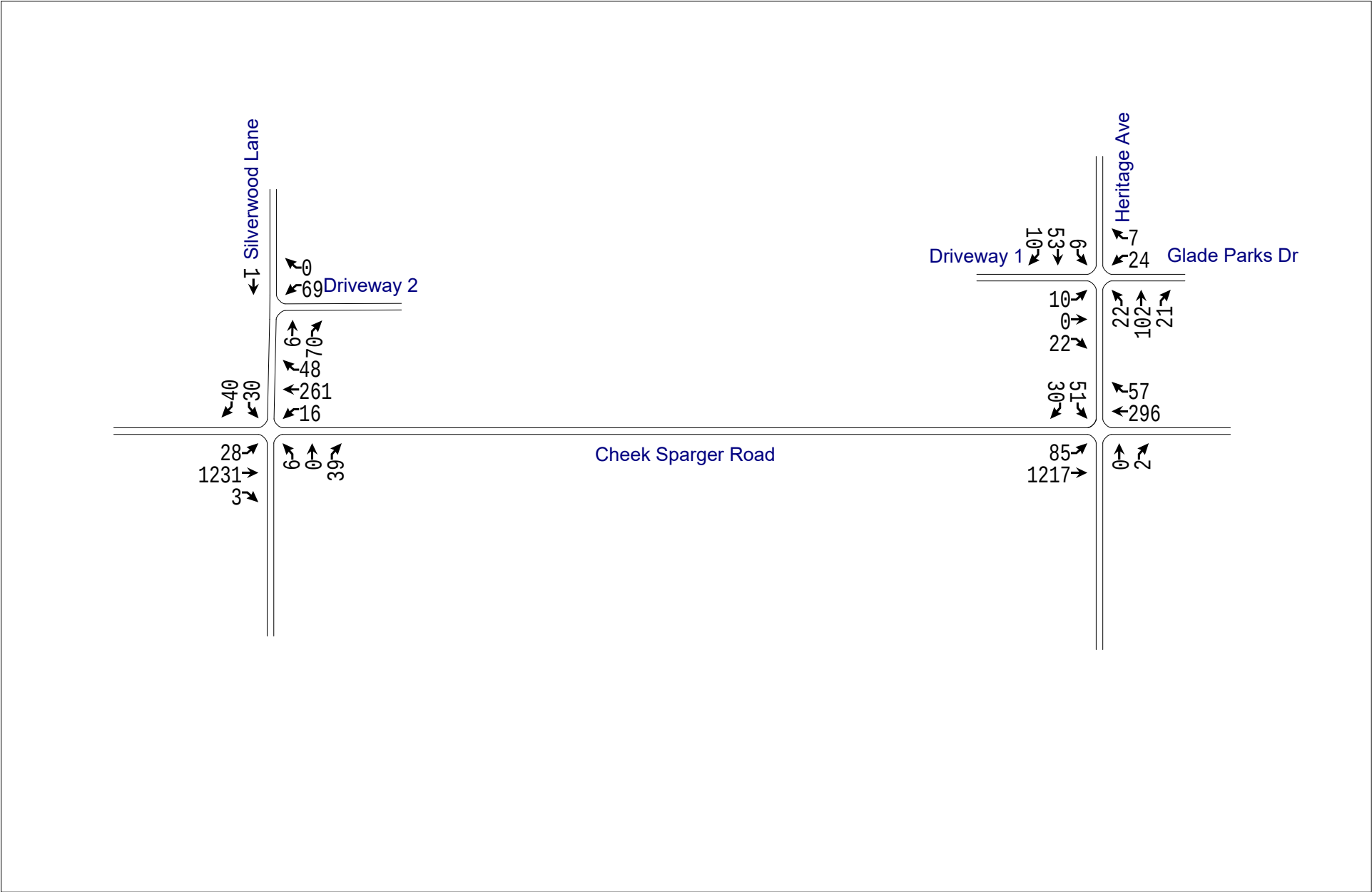
A8. 2018 Background Plus Site PM Peak Hour Traffic Volumes

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Not To Scale



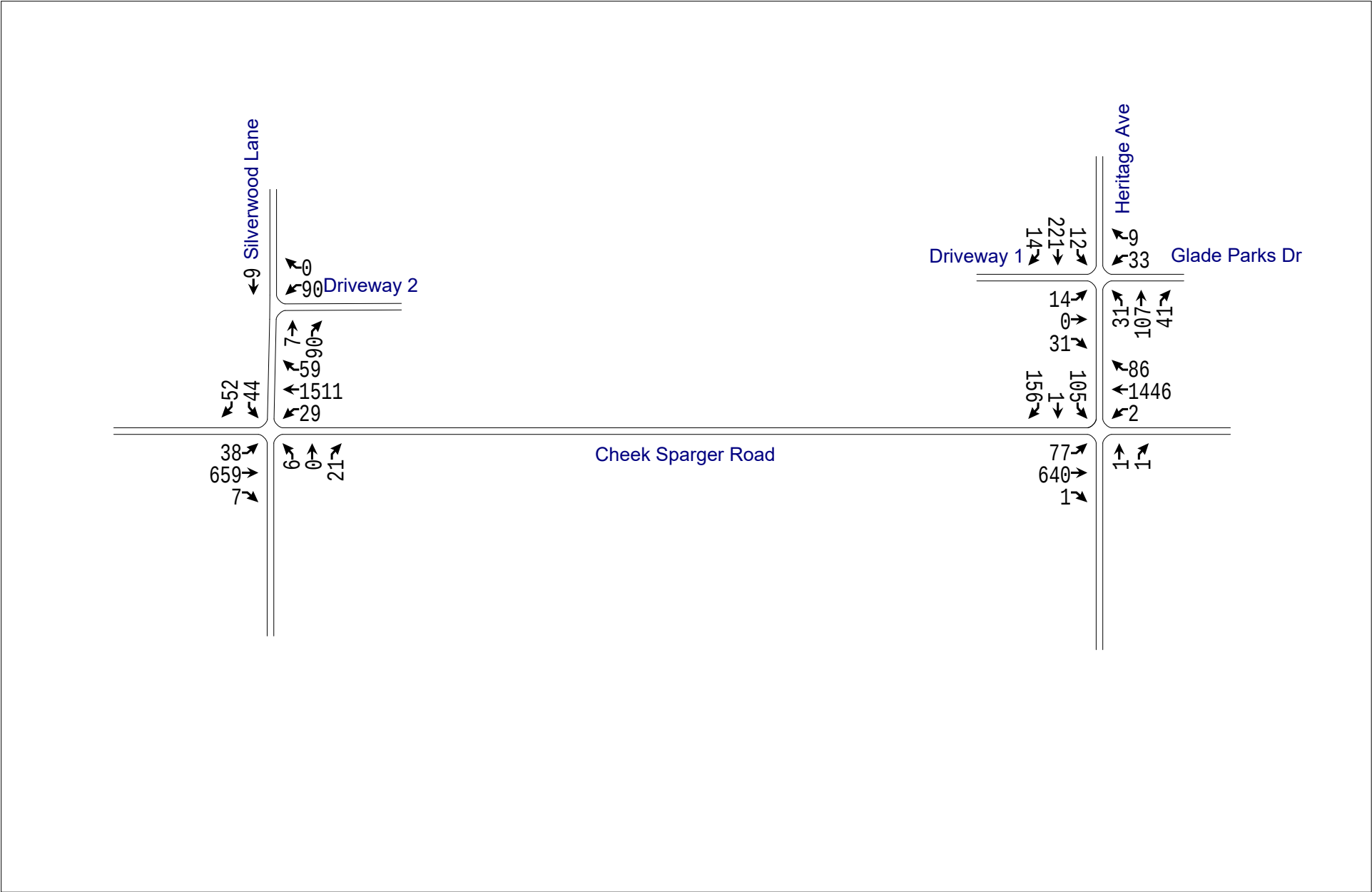
A9. 2023 Horizon Plus Site AM Peak Hour Traffic Volumes

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Not To Scale



A10. 2023 Horizon Plus Site PM Peak Hour Traffic Volumes

^North
Not To Scale

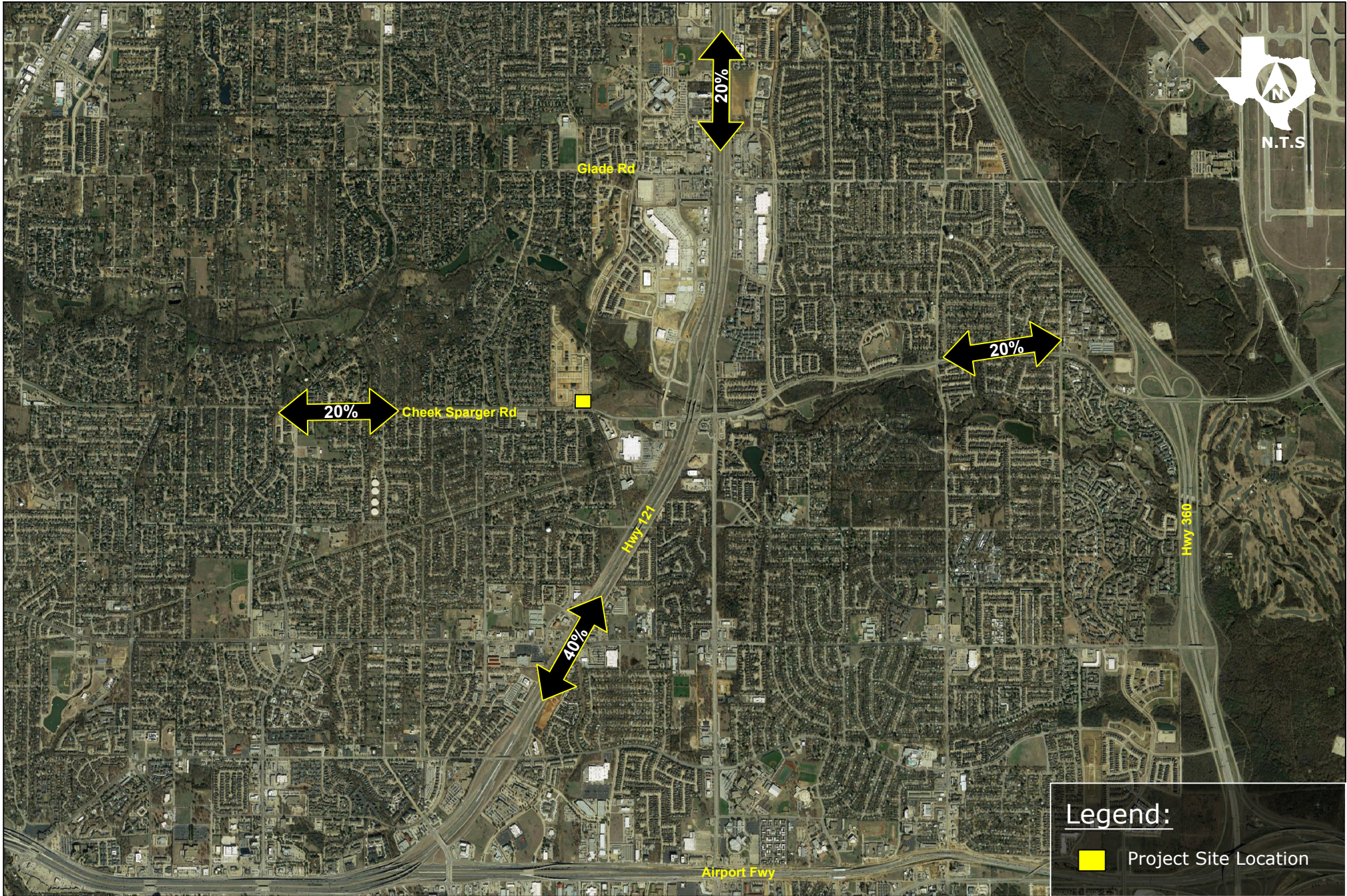


Appendix B. Detailed Traffic Volume Data

Intersection Traffic Movements													DeShazo Group, Inc.				
Location: Cheek Sparger Road at Heritage Avenue City/State: Colleyville, Texas Day/Date: Wednesday, August 9, 2017 Project-ID #: 17088 Data Source: CJ-Hensch													Data Collector(s): Camera Weather Conditions: Mild/Normal Conditions Traffic Control: Unsignalized Description: Minor-Street STOP Controlled				
Time of Count		Northbound on Woodpark Lane				Southbound on Heritage Ave				Eastbound on Cheek-Sparger Road				Westbound on Cheek-Sparger Road			
Begin	End	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
7:00 AM	7:15 AM	0	0	0	0	0	0	0	1	0	6	231	0	0	0	35	2
7:15 AM	7:30 AM	0	0	0	0	0	4	0	0	0	17	252	0	0	0	37	2
7:30 AM	7:45 AM	0	0	0	0	0	0	0	4	0	12	263	0	0	0	42	3
7:45 AM	8:00 AM	0	0	0	1	0	3	0	5	0	18	250	0	0	0	58	6
8:00 AM	8:15 AM	0	0	0	1	0	1	0	2	0	13	230	0	0	0	57	2
8:15 AM	8:30 AM	0	0	0	1	0	3	0	3	0	8	211	0	0	0	56	4
8:30 AM	8:45 AM	0	0	0	0	0	3	0	3	0	7	202	1	0	0	65	3
8:45 AM	9:00 AM	0	0	0	2	0	5	0	3	0	14	187	0	0	0	60	2
Intersection PHV:		0	0	0	2	0	8	0	11	0	60	995	0	0	0	194	13
PHF:		0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.55	0.00	0.83	0.95	0.00	0.00	0.00	0.84	0.54
Intersection Peak Hour: 7:15 AM - 8:15 AM													Intersection PHF: 0.94				
Study Area PHV:		0	0	0	2	0	8	0	11	0	60	995	0	0	0	194	13
PHF:		0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.55	0.00	0.83	0.95	0.00	0.00	0.00	0.84	0.54
Study Peak Hour: 7:15 AM - 8:15 AM													Study Area PHF: 0.94				
4:30 PM	4:45 PM	0	0	0	0	0	9	0	21	0	11	111	0	0	1	300	3
4:45 PM	5:00 PM	0	0	0	0	0	7	0	23	0	10	105	0	0	0	250	4
5:00 PM	5:15 PM	0	0	0	0	0	10	0	32	0	11	100	0	0	0	300	4
5:15 PM	5:30 PM	0	0	0	0	0	11	0	28	0	10	121	0	0	0	302	2
5:30 PM	5:45 PM	0	0	1	1	0	9	1	28	0	13	114	0	0	0	272	6
5:45 PM	6:00 PM	0	0	0	0	0	5	0	26	0	7	117	1	0	2	289	5
6:00 PM	6:15 PM	0	0	0	0	0	13	0	29	0	4	89	0	0	0	277	3
6:15 PM	6:30 PM	0	0	0	0	0	9	0	27	0	6	100	1	0	0	244	4
Intersection PHV:		0	0	1	1	0	35	1	114	0	41	452	1	0	2	1,163	17
PHF:		0.00	0.00	0.25	0.25	0.00	0.80	0.25	0.89	0.00	0.79	0.93	0.25	0.00	0.25	0.96	0.71
Intersection Peak Hour: 5:00 PM - 6:00 PM													Intersection PHF: 0.96				
Study Area PHV:		0	0	1	1	0	35	1	114	0	41	452	1	0	2	1,163	17
PHF:		0.00	0.00	0.25	0.25	0.00	0.80	0.25	0.89	0.00	0.79	0.93	0.25	0.00	0.25	0.96	0.71
Study Peak Hour: 5:00 PM - 6:00 PM													Study Area PHF: 0.96				
Observations:																	

Intersection Traffic Movements																<i>DeShazo Group, Inc.</i>			
Location: Cheek-Sparger Road at Silverwood Lane City/State: Colleyville, Texas Day/Date: Wednesday, August 9, 2017 Project-ID #: 17088 Data Source: CJ-Hensch																Data Collector(s): Camera Weather Conditions: Mild/Normal Conditions Traffic Control: Unsignalized Description: Minor-Street STOP Controlled			
Time of Count		Northbound on Silverwood Lane				Southbound on Driveway				Eastbound on Creek Sparger Road				Westbound on Creek Sparger Road					
Begin	End	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
7:00 AM	7:15 AM	0	1	0	6	0	0	0	0	0	0	234	1	0	1	34	0		
7:15 AM	7:30 AM	0	1	0	5	0	0	0	0	0	0	260	1	0	5	32	0		
7:30 AM	7:45 AM	0	1	0	9	0	0	0	0	0	1	265	0	0	1	44	1		
7:45 AM	8:00 AM	0	1	0	10	0	0	0	0	0	0	264	1	0	2	59	3		
8:00 AM	8:15 AM	0	2	0	10	0	0	0	1	0	0	231	1	0	6	52	0		
8:15 AM	8:30 AM	0	1	0	4	0	0	0	1	0	0	214	1	0	4	55	0		
8:30 AM	8:45 AM	0	0	0	9	0	0	0	0	0	2	206	0	0	1	65	0		
8:45 AM	9:00 AM	0	0	0	9	0	1	0	0	0	0	189	2	0	1	61	2		
Intersection PHV:		0	5	0	34	0	0	0	1	0	1	1,020	3	0	14	187	4		
PHF:		0.00	0.63	0.00	0.85	0.00	0.00	0.00	0.25	0.00	0.25	0.96	0.75	0.00	0.58	0.79	0.33		
Intersection Peak Hour: 7:15 AM - 8:15 AM																Intersection PHF: 0.93			
Study Area PHV:		0	5	0	34	0	0	0	1	0	1	1,020	3	0	14	187	4		
PHF:		0.00	0.63	0.00	0.85	0.00	0.00	0.00	0.25	0.00	0.25	0.96	0.75	0.00	0.58	0.79	0.33		
Study Peak Hour: 7:15 AM - 8:15 AM																Study Area PHF: 0.93			
4:30 PM	4:45 PM	0	1	0	3	0	1	0	0	0	1	120	0	0	1	309	1		
4:45 PM	5:00 PM	0	1	0	2	0	0	0	1	0	1	109	3	0	10	265	0		
5:00 PM	5:15 PM	0	2	0	5	0	0	0	1	0	0	106	3	0	8	312	2		
5:15 PM	5:30 PM	0	1	0	3	0	1	0	1	0	0	129	2	0	8	323	0		
5:30 PM	5:45 PM	0	2	0	5	0	0	0	0	0	1	123	1	0	6	295	1		
5:45 PM	6:00 PM	0	0	0	5	0	2	0	0	0	2	120	0	0	3	316	0		
6:00 PM	6:15 PM	0	1	0	1	0	1	0	1	0	0	91	1	0	2	306	0		
6:15 PM	6:30 PM	0	0	0	3	0	0	0	0	0	0	101	3	0	3	273	0		
Intersection PHV:		0	5	0	18	0	3	0	2	0	3	478	6	0	25	1,246	3		
PHF:		0.00	0.63	0.00	0.90	0.00	0.38	0.00	0.50	0.00	0.38	0.93	0.50	0.00	0.78	0.96	0.38		
Intersection Peak Hour: 5:00 PM - 6:00 PM																Intersection PHF: 0.96			
Study Area PHV:		0	5	0	18	0	3	0	2	0	3	478	6	0	25	1,246	3		
PHF:		0.00	0.63	0.00	0.90	0.00	0.38	0.00	0.50	0.00	0.38	0.93	0.50	0.00	0.78	0.96	0.38		
Study Peak Hour: 5:00 PM - 6:00 PM																Study Area PHF: 0.96			
Observations:																			

Appendix C. Site-Generated Traffic Supplement



GLOBAL TRAFFIC DISTRIBUTION

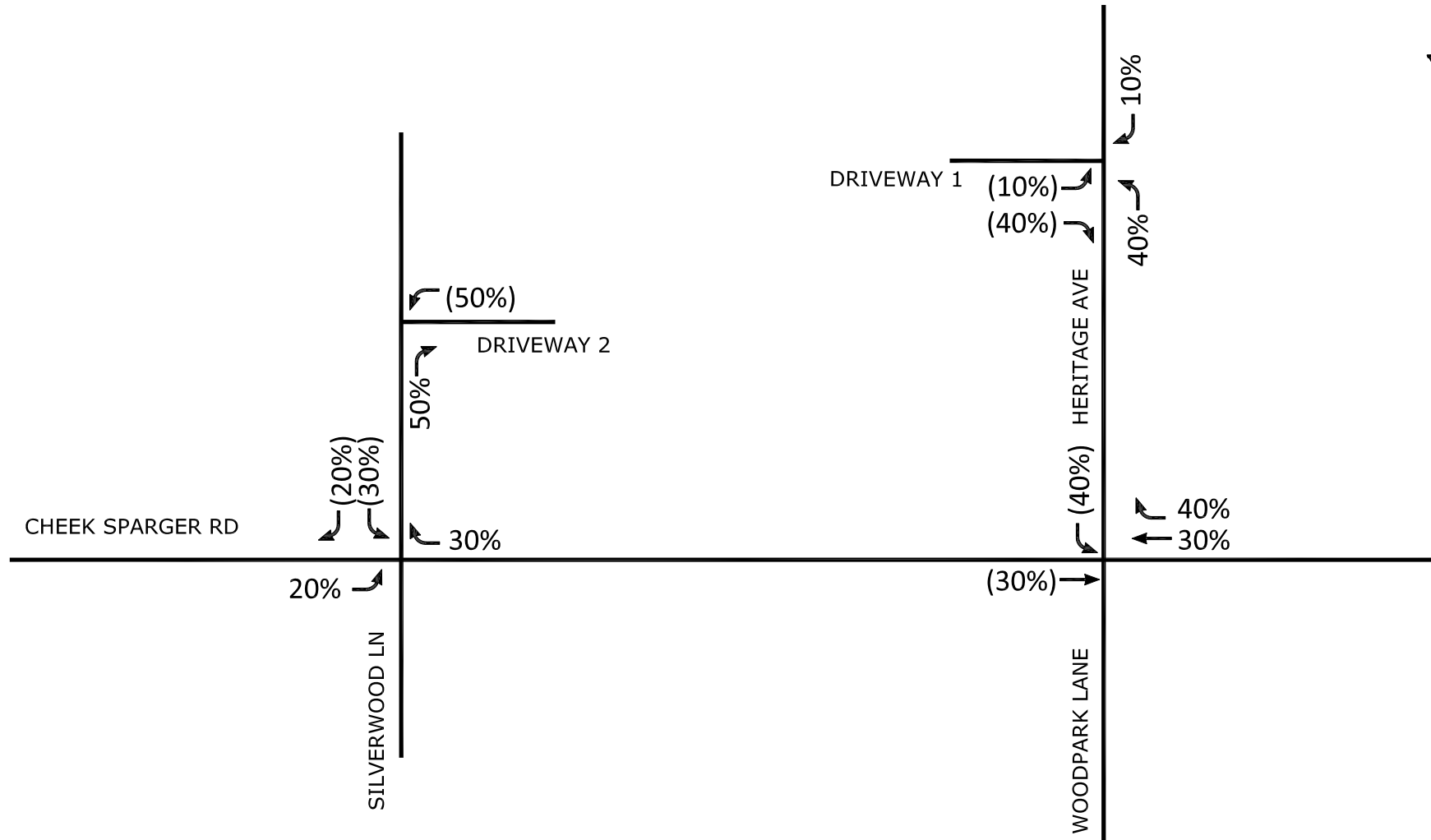
TIA for CREEKSIDE COMMERCIAL SOUTH IN COLLEYVILLE, TX

PROJECT#: 17088

DATE: AUGUST 2017

EXHIBIT

C1



Legend :

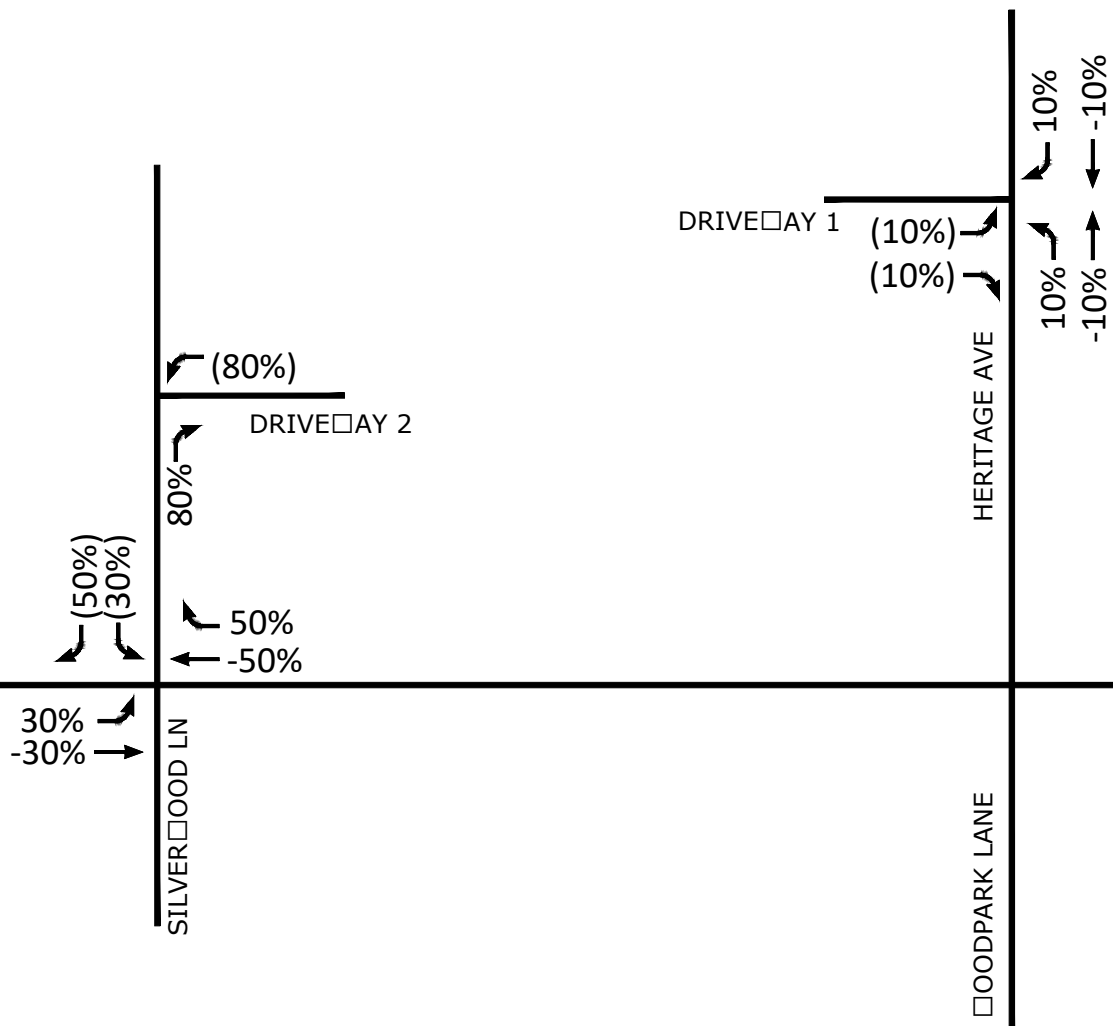
XX - Inbound Traffic Assignment
(XX) - Outbound Traffic Assignment

TRAFFIC ASSIGNMENT

TIA for CreekSide Commercial South in Colleyville, TX

PROJECT #: 17088

DATE: AUGUST 2017



Appendix D. Detailed Intersection Capacity Analysis Results

1: Silverwood Ln & Cheek-Sparger Rd
TIA for Creekside Commercial-South

Existing
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	1	1020	3	14	187	4	5	0	34	0	0	1
Future Vol, veh/h	1	1020	3	14	187	4	5	0	34	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	170	30	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1097	3	15	201	4	5	0	37	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	-	1097	0	0	1333	1334	1097	1332	1332	203
Stage 1	-	-	-	-	-	-	1099	1099	-	233	233	-
Stage 2	-	-	-	-	-	-	234	235	-	1099	1099	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1366	-	0	636	-	-	131	154	259	131	154	838
Stage 1	-	-	0	-	-	-	258	288	-	770	712	-
Stage 2	-	-	0	-	-	-	769	710	-	258	288	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1366	-	-	636	-	-	128	150	259	110	150	838
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	150	-	110	150	-
Stage 1	-	-	-	-	-	-	257	287	-	768	695	-
Stage 2	-	-	-	-	-	-	750	693	-	221	287	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			22.9			9.3		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	128	259	1366	-	636	-	-	-	-	838
HCM Lane V/C Ratio	0.042	0.141	0.001	-	0.024	-	-	-	-	0.001
HCM Control Delay (s)	34.4	21.2	7.6	0	10.8	-	-	0	9.3	
HCM Lane LOS	D	C	A	A	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	0.5	0	-	0.1	-	-	-	0	

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Synchro 9 Report
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2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

Existing
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	60	995	0	0	194	13	0	0	2	8	0	11
Future Vol, veh/h	60	995	0	0	194	13	0	0	2	8	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	30	-	-	-	-	-	-	-	60	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	1059	0	0	206	14	0	0	2	9	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	1059	0	0	1405	1406	-	1399	1399	213
Stage 1	-	-	-	-	-	-	1186	1186	-	213	213	-
Stage 2	-	-	-	-	-	-	219	220	-	1186	1186	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	658	-	-	117	139	0	118	141	827
Stage 1	-	-	-	-	-	-	230	262	0	789	726	-
Stage 2	-	-	-	-	-	-	783	721	0	230	262	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1349	-	-	658	-	-	111	132	-	114	134	827
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	132	-	114	134	-
Stage 1	-	-	-	-	-	-	219	250	-	752	726	-
Stage 2	-	-	-	-	-	-	772	721	-	219	250	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			0			22.3		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1349	-	-	658	-	-	228
HCM Lane V/C Ratio	-	-	0.047	-	-	-	-	-	0.089
HCM Control Delay (s)	0	0	7.8	-	-	0	-	-	22.3
HCM Lane LOS	A	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1	-	-	0	-	-	0.3

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Synchro 9 Report
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1: Silverwood Ln & Cheek-Sparger Rd
TIA for Creekside Commercial-South

Existing
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	3	478	6	25	1246	3	5	0	18	3	0	2
Future Vol, veh/h	3	478	6	25	1246	3	5	0	18	3	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	170	30	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	498	6	26	1298	3	5	0	19	3	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1301	0	-	498	0	0	1857	1857	498	1856	1856	1299
Stage 1	-	-	-	-	-	-	504	504	-	1352	1352	-
Stage 2	-	-	-	-	-	-	1353	1353	-	504	504	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	532	-	0	1066	-	-	56	74	572	56	74	197
Stage 1	-	-	0	-	-	-	550	541	-	185	218	-
Stage 2	-	-	0	-	-	-	185	218	-	550	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	532	-	-	1066	-	-	54	72	572	53	72	197
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	72	-	53	72	-
Stage 1	-	-	-	-	-	-	546	537	-	184	213	-
Stage 2	-	-	-	-	-	-	179	213	-	528	537	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			26.1			55.7		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	54	572	532	-	1066	-	-	53	197
HCM Lane V/C Ratio	0.096	0.033	0.006	-	0.024	-	-	0.059	0.011
HCM Control Delay (s)	78.7	11.5	11.8	0	8.5	-	-	77.1	23.5
HCM Lane LOS	F	B	B	A	A	-	-	F	C
HCM 95th %tile Q(veh)	0.3	0.1	0	-	0.1	-	-	0.2	0

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Synchro 9 Report
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2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

Existing
Timing Plan: PM

Intersection												
Int Delay, s/veh	16.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	41	452	1	2	1163	17	0	1	1	35	1	114
Future Vol, veh/h	41	452	1	2	1163	17	0	1	1	35	1	114
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	30	-	-	-	-	-	-	-	60	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	471	1	2	1211	18	0	1	1	36	1	119

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1229	0	0	472	0	0	1841	1790	-	1781	1781	1220
Stage 1	-	-	-	-	-	-	557	557	-	1224	1224	-
Stage 2	-	-	-	-	-	-	1284	1233	-	557	557	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	567	-	-	1090	-	-	58	81	0	64	82	220
Stage 1	-	-	-	-	-	-	515	512	0	219	252	-
Stage 2	-	-	-	-	-	-	202	249	0	515	512	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	567	-	-	1090	-	-	25	74	-	59	75	220
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	74	-	59	75	-
Stage 1	-	-	-	-	-	-	476	473	-	202	250	-
Stage 2	-	-	-	-	-	-	92	248	-	475	473	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0			54.3			197.3		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	74	-	567	-	-	1090	-	-	133
HCM Lane V/C Ratio	0.014	-	0.075	-	-	0.002	-	-	1.175
HCM Control Delay (s)	54.3	0	11.9	-	-	8.3	0	-	197.3
HCM Lane LOS	F	A	B	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0	-	0.2	-	-	0	-	-	9.2

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Synchro 9 Report
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1: Silverwood Ln & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Background
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	1	1113	3	14	268	4	5	0	35	0	0	1
Future Vol, veh/h	1	1113	3	14	268	4	5	0	35	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	170	30	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1197	3	15	288	4	5	0	38	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	292	0	-	1197	0	0	1520	1522	1197	1519	1519	290
Stage 1	-	-	-	-	-	-	1199	1199	-	320	320	-
Stage 2	-	-	-	-	-	-	321	323	-	1199	1199	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1270	-	0	583	-	-	97	118	226	97	119	749
Stage 1	-	-	0	-	-	-	226	259	-	692	652	-
Stage 2	-	-	0	-	-	-	691	650	-	226	259	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1270	-	-	583	-	-	95	115	226	79	116	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	115	-	79	116	-
Stage 1	-	-	-	-	-	-	226	258	-	691	635	-
Stage 2	-	-	-	-	-	-	672	633	-	188	258	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.6			26.7			9.8		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	95	226	1270	-	583	-	-	-	749
HCM Lane V/C Ratio	0.057	0.167	0.001	-	0.026	-	-	-	0.001
HCM Control Delay (s)	45.2	24.1	7.8	0	11.3	-	-	0	9.8
HCM Lane LOS	E	C	A	A	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.6	0	-	0.1	-	-	-	0

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Synchro 9 Report
Page 1

2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Background
Timing Plan: AM

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	77	1072	0	0	258	39	0	0	2	35	0	28
Future Vol, veh/h	77	1072	0	0	258	39	0	0	2	35	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	30	-	-	-	-	-	-	-	60	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	1140	0	0	274	41	0	0	2	37	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	316	0	0	1140	0	0	1614	1620	-	1599	1599	295
Stage 1	-	-	-	-	-	-	1304	1304	-	295	295	-
Stage 2	-	-	-	-	-	-	310	316	-	1304	1304	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1244	-	-	613	-	-	84	103	0	86	106	744
Stage 1	-	-	-	-	-	-	197	230	0	713	669	-
Stage 2	-	-	-	-	-	-	700	655	0	197	230	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1244	-	-	613	-	-	77	96	-	82	99	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	96	-	82	99	-
Stage 1	-	-	-	-	-	-	184	215	-	666	669	-
Stage 2	-	-	-	-	-	-	672	655	-	184	215	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0			0			54.8		
HCM LOS							A			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1244	-	-	613	-	-	136
HCM Lane V/C Ratio	-	-	0.066	-	-	-	-	-	0.493
HCM Control Delay (s)	0	0	8.1	-	-	0	-	-	54.8
HCM Lane LOS	A	A	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	-	-	0.2	-	-	0	-	-	2.3

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Synchro 9 Report
Page 2

3: Heritage Ave & Glade Parks Dr
TIA for Creekside Commercial-South

2018 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	7	99	21	6	56
Future Vol, veh/h	24	7	99	21	6	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	8	108	23	7	61
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	193	119	0	0	130	0
Stage 1	119	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	796	933	-	-	1455	-
Stage 1	906	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	792	933	-	-	1455	-
Mov Cap-2 Maneuver	792	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	9.6		0		0.7	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	- 820	1455	-		
HCM Lane V/C Ratio	-	- 0.041	0.004	-		
HCM Control Delay (s)	-	- 9.6	7.5	0		
HCM Lane LOS	-	- A	A	A		
HCM 95th %tile Q(veh)	-	- 0.1	0	-		

1: Silverwood Ln & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Background
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	3	617	6	26	1381	3	5	0	18	3	0	2
Future Vol, veh/h	3	617	6	26	1381	3	5	0	18	3	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	170	30	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	643	6	27	1439	3	5	0	19	3	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1442	0	-	643	0	0	2144	2145	643	2143	2143	1440
Stage 1	-	-	-	-	-	-	649	649	-	1494	1494	-
Stage 2	-	-	-	-	-	-	1495	1496	-	649	649	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	470	-	0	942	-	-	35	49	473	35	49	163
Stage 1	-	-	0	-	-	-	458	466	-	153	186	-
Stage 2	-	-	0	-	-	-	153	186	-	458	466	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	470	-	-	942	-	-	34	47	473	33	47	163
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	47	-	33	47	-
Stage 1	-	-	-	-	-	-	453	461	-	151	181	-
Stage 2	-	-	-	-	-	-	147	181	-	435	461	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			38.2			86.1		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	34	473	470	-	942	-	-	33	163
HCM Lane V/C Ratio	0.153	0.04	0.007	-	0.029	-	-	0.095	0.013
HCM Control Delay (s)	129.2	12.9	12.7	0	8.9	-	-	125.2	27.4
HCM Lane LOS	F	B	B	A	A	-	-	F	D
HCM 95th %tile Q(veh)	0.5	0.1	0	-	0.1	-	-	0.3	0

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Synchro 9 Report
Page 1

2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Background
Timing Plan: PM

Intersection												
Int Delay, s/veh	114.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	71	561	1	2	1272	60	0	1	1	77	1	141
Future Vol, veh/h	71	561	1	2	1272	60	0	1	1	77	1	141
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	30	-	-	-	-	-	-	-	60	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	584	1	2	1325	63	0	1	1	80	1	147

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1388	0	0	585	0	0	2167	2125	-	2093	2093	1356
Stage 1	-	-	-	-	-	-	733	733	-	1360	1360	-
Stage 2	-	-	-	-	-	-	1434	1392	-	733	733	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	493	-	-	990	-	-	34	50	0	~38	52	183
Stage 1	-	-	-	-	-	-	412	426	0	183	216	-
Stage 2	-	-	-	-	-	-	166	209	0	412	426	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	493	-	-	990	-	-	6	42	-	~33	44	183
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	42	-	~33	44	-
Stage 1	-	-	-	-	-	-	350	362	-	156	214	-
Stage 2	-	-	-	-	-	-	32	207	-	349	362	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			92.9			\$ 1142.4		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	42	-	493	-	-	990	-	-	70
HCM Lane V/C Ratio	0.025	-	0.15	-	-	0.002	-	-	3.259
HCM Control Delay (s)	92.9	0	13.6	-	-	8.6	0		\$ 1142.4
HCM Lane LOS	F	A	B	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	0	-	-	23.4

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

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Synchro 9 Report
Page 2

3: Heritage Ave & Glade Parks Dr
TIA for Creekside Commercial-South

2018 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	9	106	41	12	209
Future Vol, veh/h	33	9	106	41	12	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	10	115	45	13	227

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	391	138	0
Stage 1	138	-	-
Stage 2	253	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	613	910	-
Stage 1	889	-	-
Stage 2	789	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	607	910	-
Mov Cap-2 Maneuver	607	-	-
Stage 1	889	-	-
Stage 2	781	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	654	1419
HCM Lane V/C Ratio	-	-	0.07	0.009
HCM Control Delay (s)	-	-	10.9	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

1: Silverwood Ln & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Buildout
Timing Plan: AM

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗	↘	↗	↘			↗	↘	↗	↘	
Traffic Vol, veh/h	28	1094	3	14	236	47	5	0	35	30	0	40
Future Vol, veh/h	28	1094	3	14	236	47	5	0	35	30	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	170	30	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	1176	3	15	254	51	5	0	38	32	0	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	304	0	-	1176	0	0	1568	1571	1176	1546	1546	279
Stage 1	-	-	-	-	-	-	1237	1237	-	309	309	-
Stage 2	-	-	-	-	-	-	331	334	-	1237	1237	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1257	-	0	594	-	-	90	110	233	93	114	760
Stage 1	-	-	0	-	-	-	215	248	-	701	660	-
Stage 2	-	-	0	-	-	-	682	643	-	215	248	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1257	-	-	594	-	-	79	100	233	72	103	760
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	100	-	72	103	-
Stage 1	-	-	-	-	-	-	200	231	-	653	643	-
Stage 2	-	-	-	-	-	-	627	627	-	168	231	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			27.2			44.5		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	79	233	1257	-	594	-	-	72	760
HCM Lane V/C Ratio	0.068	0.162	0.024	-	0.025	-	-	0.448	0.057
HCM Control Delay (s)	53.9	23.4	7.9	0	11.2	-	-	90.5	10
HCM Lane LOS	F	C	A	A	B	-	-	F	B
HCM 95th %tile Q(veh)	0.2	0.6	0.1	-	0.1	-	-	1.8	0.2

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Synchro 9 Report
Page 1

2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Buildout
Timing Plan: AM

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘			↗	↘	↗	↘	
Traffic Vol, veh/h	77	1083	0	0	270	55	0	0	2	50	0	28
Future Vol, veh/h	77	1083	0	0	270	55	0	0	2	50	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	30	-	-	-	-	-	-	-	60	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	1152	0	0	287	59	0	0	2	53	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	1152	0	0	1647	1662	-	1632	1632	316
Stage 1	-	-	-	-	-	-	1316	1316	-	316	316	-
Stage 2	-	-	-	-	-	-	331	346	-	1316	1316	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1213	-	-	606	-	-	79	97	0	81	101	724
Stage 1	-	-	-	-	-	-	194	227	0	695	655	-
Stage 2	-	-	-	-	-	-	682	635	0	194	227	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1213	-	-	606	-	-	72	90	-	77	94	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	90	-	77	94	-
Stage 1	-	-	-	-	-	-	181	212	-	648	655	-
Stage 2	-	-	-	-	-	-	654	635	-	181	212	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0			0			95.8		
HCM LOS							A			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1213	-	-	606	-	-	113
HCM Lane V/C Ratio	-	-	0.068	-	-	-	-	-	0.734
HCM Control Delay (s)	0	0	8.2	-	-	0	-	-	95.8
HCM Lane LOS	A	A	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	-	-	0.2	-	-	0	-	-	4

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Synchro 9 Report
Page 2

3: Heritage Ave & Driveway 1/Glade Parks Dr
TIA for Creekside Commercial-South

2018 Buildout
Timing Plan: AM

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	0	22	24	0	7	22	93	21	6	50	10
Future Vol, veh/h	10	0	22	24	0	7	22	93	21	6	50	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	24	26	0	8	24	101	23	7	54	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	237	245	60	245	238	113	65	0	0	124	0	0
Stage 1	73	73	-	160	160	-	-	-	-	-	-	-
Stage 2	164	172	-	85	78	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	717	657	1005	709	663	940	1537	-	-	1463	-	-
Stage 1	937	834	-	842	766	-	-	-	-	-	-	-
Stage 2	838	756	-	923	830	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	699	643	1005	681	648	940	1537	-	-	1463	-	-
Mov Cap-2 Maneuver	699	643	-	681	648	-	-	-	-	-	-	-
Stage 1	921	830	-	828	753	-	-	-	-	-	-	-
Stage 2	817	743	-	897	826	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.2			10.2			1.2			0.7		
HCM LOS	A			B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1537	-	-	884	726	1463	-	-
HCM Lane V/C Ratio	0.016	-	-	0.039	0.046	0.004	-	-
HCM Control Delay (s)	7.4	0	-	9.2	10.2	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

MS

Synchro 9 Report
Page 3

4: Silverwood Ln & Driveway 2
TIA for Creekside Commercial-South

2018 Buildout
Timing Plan: AM

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	69	0	5	70	0	1
Future Vol, veh/h	69	0	5	70	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	0	5	76	0	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	44	43	0	0	82	0
Stage 1	43	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	967	1027	-	-	1515	-
Stage 1	979	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	967	1027	-	-	1515	-
Mov Cap-2 Maneuver	967	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB		NB		SB	
HCM Control Delay, s	9		0		0	
HCM LOS	A					

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	967	1515	-
HCM Lane V/C Ratio	-	-	0.078	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Synchro 9 Report
Page 4

2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Buildout (Signalized)
Timing Plan: AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱			↰	↱			↰	↱		
Traffic Volume (vph)	77	1083	0	0	270	55	0	0	2	50	0	28
Future Volume (vph)	77	1083	0	0	270	55	0	0	2	50	0	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	82	1152	0	0	287	59	0	0	2	53	0	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1152	0	0	287	59	0	0	2	53	30	0
Turn Type	pm+pt	NA			NA	Perm			Perm	pm+pt	NA	
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5	22.5	19.0	19.0	19.0	9.5	22.5	
Total Split (s)	13.0	71.0		58.0	58.0	58.0	19.0	19.0	19.0	10.0	29.0	
Total Split (%)	13.0%	71.0%		58.0%	58.0%	58.0%	19.0%	19.0%	19.0%	10.0%	29.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max		None	None	None	Max	Max	Max	None	Max	
Act Effct Green (s)	66.5	66.5		56.9	56.9	56.9			16.5	24.5	24.5	
Actuated g/C Ratio	0.66	0.66		0.57	0.57	0.57			0.16	0.24	0.24	
v/c Ratio	0.12	0.93		0.27	0.06	0.06			0.01	0.17	0.04	
Control Delay	6.4	29.7		12.6	0.2	0.2			0.0	31.1	0.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0			0.0	0.0	0.0	
Total Delay	6.4	29.7		12.6	0.2	0.2			0.0	31.1	0.1	
LOS	A	C		B	A	A			A	C	A	
Approach Delay		28.2			10.5						19.9	
Approach LOS		C			B						B	
Queue Length 50th (ft)	16	578			92	0			0	26	0	
Queue Length 95th (ft)	32	#959			147	2			0	58	0	
Internal Link Dist (ft)		295			281			217			239	
Turn Bay Length (ft)	30					100			60	100		
Base Capacity (vph)	690	1238			1060	950			395	307	857	
Starvation Cap Reductn	0	0			0	0			0	0	0	
Spillback Cap Reductn	0	0			0	0			0	0	0	
Storage Cap Reductn	0	0			0	0			0	0	0	
Reduced v/c Ratio	0.12	0.93			0.27	0.06			0.01	0.17	0.04	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93

MS

Synchro 9 Report
Page 1

2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Buildout (Signalized)
Timing Plan: AM

Intersection Signal Delay: 24.1

Intersection LOS: C

Intersection Capacity Utilization 76.6%

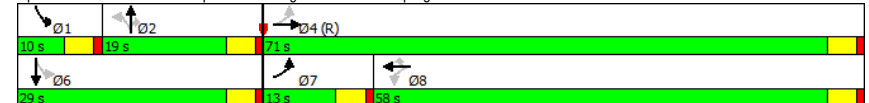
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd



MS

Synchro 9 Report
Page 2

1: Silverwood Ln & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Buildout
Timing Plan: PM

Intersection												
Int Delay, s/veh	14.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	38	594	6	26	1343	59	5	0	18	44	0	52
Future Vol, veh/h	38	594	6	26	1343	59	5	0	18	44	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	170	30	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	619	6	27	1399	61	5	0	19	46	0	54

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1460	0	-	619	0	0	2209	2213	619	2182	2182	1430
Stage 1	-	-	-	-	-	-	698	698	-	1484	1484	-
Stage 2	-	-	-	-	-	-	1511	1515	-	698	698	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	463	-	0	961	-	-	32	44	489	~ 33	46	165
Stage 1	-	-	0	-	-	-	431	442	-	156	188	-
Stage 2	-	-	0	-	-	-	150	182	-	431	442	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	463	-	-	961	-	-	19	37	489	~ 28	39	165
Mov Cap-2 Maneuver	-	-	-	-	-	-	19	37	-	~ 28	39	-
Stage 1	-	-	-	-	-	-	374	384	-	135	183	-
Stage 2	-	-	-	-	-	-	98	177	-	360	384	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.2			65.4			\$ 302.6		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	19	489	463	-	961	-	-	28	165
HCM Lane V/C Ratio	0.274	0.038	0.085	-	0.028	-	-	1.637	0.328
HCM Control Delay (s)	254.9	12.7	13.5	0	8.9	-	-	\$ 616.3	37.1
HCM Lane LOS	F	B	B	A	A	-	-	F	E
HCM 95th %tile Q(veh)	0.8	0.1	0.3	-	0.1	-	-	5.4	1.3

Notes									
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon						

MS

Synchro 9 Report
Page 1

2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Buildout
Timing Plan: PM

Intersection												
Int Delay, s/veh	176.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	71	579	1	2	1290	84	0	1	1	100	1	141
Future Vol, veh/h	71	579	1	2	1290	84	0	1	1	100	1	141
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	30	-	-	-	-	-	-	-	60	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	603	1	2	1344	88	0	1	1	104	1	147

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1431	0	0	604	0	0	2218	2187	-	2144	2144	1388
Stage 1	-	-	-	-	-	-	752	752	-	1392	1392	-
Stage 2	-	-	-	-	-	-	1466	1435	-	752	752	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	475	-	-	974	-	-	31	46	0	~ 35	49	175
Stage 1	-	-	-	-	-	-	402	418	0	176	209	-
Stage 2	-	-	-	-	-	-	159	199	0	402	418	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	475	-	-	974	-	-	4	38	-	~ 30	41	175
Mov Cap-2 Maneuver	-	-	-	-	-	-	4	38	-	~ 30	41	-
Stage 1	-	-	-	-	-	-	339	353	-	149	207	-
Stage 2	-	-	-	-	-	-	25	197	-	338	353	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			102.4			\$ 1649.6		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	38	-	475	-	-	974	-	-	58
HCM Lane V/C Ratio	0.027	-	0.156	-	-	0.002	-	-	4.346
HCM Control Delay (s)	102.4	0	14	-	-	8.7	0		\$ 1649.6
HCM Lane LOS	F	A	B	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	0	-	-	27.7

Notes									
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon						

MS

Synchro 9 Report
Page 2

3: Heritage Ave & Driveway 1/Glade Parks Dr
TIA for Creekside Commercial-South

2018 Buildout
Timing Plan: PM

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	14	0	31	33	0	9	31	99	41	12	201	14
Future Vol, veh/h	14	0	31	33	0	9	31	99	41	12	201	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	34	36	0	10	34	108	45	13	218	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	454	472	226	466	457	130	234	0	0	152	0	0
Stage 1	252	252	-	197	197	-	-	-	-	-	-	-
Stage 2	202	220	-	269	260	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	516	490	813	507	500	920	1333	-	-	1429	-	-
Stage 1	752	698	-	805	738	-	-	-	-	-	-	-
Stage 2	800	721	-	737	693	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	496	472	813	472	481	920	1333	-	-	1429	-	-
Mov Cap-2 Maneuver	496	472	-	472	481	-	-	-	-	-	-	-
Stage 1	731	691	-	782	717	-	-	-	-	-	-	-
Stage 2	769	701	-	699	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	12.5	1.4	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	678	527	1429	-	-
HCM Lane V/C Ratio	0.025	-	-	0.072	0.087	0.009	-	-
HCM Control Delay (s)	7.8	0	-	10.7	12.5	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0	-	-

MS

Synchro 9 Report
Page 3

4: Silverwood Ln & Driveway 2
TIA for Creekside Commercial-South

2018 Buildout
Timing Plan: PM

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	90	0	6	90	0	5
Future Vol, veh/h	90	0	6	90	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	0	7	98	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	60	55	0	0	104	0
Stage 1	55	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	947	1012	-	-	1488	-
Stage 1	968	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	947	1012	-	-	1488	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	947	1488	-
HCM Lane V/C Ratio	-	-	0.103	-	-
HCM Control Delay (s)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Synchro 9 Report
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2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Buildout (Signalized)
Timing Plan: PM

2018 Buildout (Signalized)
Timing Plan: PM

														
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	71	579	1	2	1290	84	0	1	1	100	1	141		
Future Volume (vph)	71	579	1	2	1290	84	0	1	1	100	1	141		
Peak Hour Factor	0.96	0.96	0.96	0.96	1.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Adj. Flow (vph)	74	603	1	2	1290	88	0	1	1	104	1	147		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	74	604	0	0	1292	88	0	1	1	104	148	0		
Turn Type	pm+pt	NA		Perm	NA	Perm		NA	Perm	pm+pt	NA			
Protected Phases	7	4			8			2		1	6			
Permitted Phases	4			8		8	2		2	6				
Detector Phase	7	4		8	8	8	2	2	2	1	6			
Switch Phase														
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5		22.5	22.5	22.5	15.0	15.0	15.0	9.5	22.5			
Total Split (s)	14.0	103.0		89.0	89.0	89.0	15.0	15.0	15.0	12.0	27.0			
Total Split (%)	10.8%	79.2%		68.5%	68.5%	68.5%	11.5%	11.5%	11.5%	9.2%	20.8%			
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5	4.5	4.5	4.5			
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	Max	Max	Max	None	Max			
Act Effct Green (s)	98.5	98.5			88.7	88.7		10.5	10.5	22.5	22.5			
Actuated g/C Ratio	0.76	0.76			0.68	0.68		0.08	0.08	0.17	0.17			
v/c Ratio	0.48	0.43			1.02	0.08		0.01	0.00	0.48	0.37			
Control Delay	24.6	6.7			51.5	1.8		55.0	0.0	55.6	10.2			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0			
Total Delay	24.6	6.7			51.5	1.8		55.0	0.0	55.6	10.2			
LOS	C	A			D	A		D	A	E	B			
Approach Delay		8.7			48.3			27.5			28.9			
Approach LOS		A			D			C			C			
Queue Length 50th (ft)	14	159			~1168	0		1	0	78	1			
Queue Length 95th (ft)	61	215			#1466	18		7	0	135	60			
Internal Link Dist (ft)		295			281			217			239			
Turn Bay Length (ft)	30					100			60	100				
Base Capacity (vph)	184	1411			1271	1108		150	208	216	395			
Starvation Cap Reductn	0	0			0	0		0	0	0	0			
Spillback Cap Reductn	0	0			0	0		0	0	0	0			
Storage Cap Reductn	0	0			0	0		0	0	0	0			
Reduced v/c Ratio	0.40	0.43			1.02	0.08		0.01	0.00	0.48	0.37			

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02

2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2018 Buildout (Signalized)
Timing Plan: PM

2018 Buildout (Signalized)
Timing Plan: PM

Intersection Signal Delay: 34.6

Intersection LOS: C

Intersection Capacity Utilization 89.2%

ICU Level of Service E

Analysis Period (min) 15

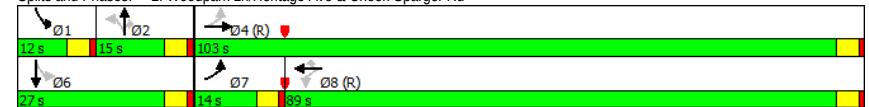
- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd



1: Silverwood Ln & Cheek-Sparger Rd
TIA for Creekside Commercial-South

Buildout @ 5-Year Horizon (2023)
Timing Plan: AM

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗	↘	↗	↘			↗	↘	↗	↘	
Traffic Vol, veh/h	28	1231	3	16	261	48	6	0	39	30	0	40
Future Vol, veh/h	28	1231	3	16	261	48	6	0	39	30	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	170	30	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	1324	3	17	281	52	6	0	42	32	0	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	332	0	-	1324	0	0	1746	1751	1324	1725	1725	306
Stage 1	-	-	-	-	-	-	1384	1384	-	341	341	-
Stage 2	-	-	-	-	-	-	362	367	-	1384	1384	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1227	-	0	522	-	-	68	86	191	70	89	734
Stage 1	-	-	0	-	-	-	178	211	-	674	639	-
Stage 2	-	-	0	-	-	-	657	622	-	178	211	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1227	-	-	522	-	-	58	76	191	50	78	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	76	-	50	78	-
Stage 1	-	-	-	-	-	-	162	192	-	612	618	-
Stage 2	-	-	-	-	-	-	598	602	-	126	192	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.6			35.2			75.4		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	58	191	1227	-	522	-	-	50	734
HCM Lane V/C Ratio	0.111	0.22	0.025	-	0.033	-	-	0.645	0.059
HCM Control Delay (s)	74.7	29.1	8	0	12.1	-	-	162.3	10.2
HCM Lane LOS	F	D	A	A	B	-	-	F	B
HCM 95th %tile Q(veh)	0.4	0.8	0.1	-	0.1	-	-	2.5	0.2

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Synchro 9 Report
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2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

Buildout @ 5-Year Horizon (2023)
Timing Plan: AM

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘			↗	↘	↗	↘	
Traffic Vol, veh/h	85	1217	0	0	296	57	0	0	2	51	0	30
Future Vol, veh/h	85	1217	0	0	296	57	0	0	2	51	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	30	-	-	-	-	-	-	-	60	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	90	1295	0	0	315	61	0	0	2	54	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	376	0	0	1295	0	0	1837	1852	-	1821	1821	345
Stage 1	-	-	-	-	-	-	1476	1476	-	345	345	-
Stage 2	-	-	-	-	-	-	361	376	-	1476	1476	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1182	-	-	535	-	-	58	74	0	60	77	698
Stage 1	-	-	-	-	-	-	157	190	0	671	636	-
Stage 2	-	-	-	-	-	-	657	616	0	157	190	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1182	-	-	535	-	-	52	68	-	57	71	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	68	-	57	71	-
Stage 1	-	-	-	-	-	-	145	176	-	620	636	-
Stage 2	-	-	-	-	-	-	627	616	-	145	176	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0			0			184.7		
HCM LOS							A			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1182	-	-	535	-	-	86
HCM Lane V/C Ratio	-	-	0.077	-	-	-	-	-	1.002
HCM Control Delay (s)	0	0	8.3	-	-	0	-	-	184.7
HCM Lane LOS	A	A	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	-	-	0.2	-	-	0	-	-	5.7

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Synchro 9 Report
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3: Heritage Ave & Driveway 1/Glade Parks Dr
TIA for Creekside Commercial-South

Buildout @ 5-Year Horizon (2023)
Timing Plan: AM

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	0	22	24	0	7	22	102	21	6	53	10
Future Vol, veh/h	10	0	22	24	0	7	22	102	21	6	53	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	24	26	0	8	24	111	23	7	58	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	250	258	63	258	252	122	68	0	0	134	0	0
Stage 1	76	76	-	170	170	-	-	-	-	-	-	-
Stage 2	174	182	-	88	82	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	703	646	1002	695	651	929	1533	-	-	1451	-	-
Stage 1	933	832	-	832	758	-	-	-	-	-	-	-
Stage 2	828	749	-	920	827	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	686	632	1002	667	637	929	1533	-	-	1451	-	-
Mov Cap-2 Maneuver	686	632	-	667	637	-	-	-	-	-	-	-
Stage 1	917	828	-	818	745	-	-	-	-	-	-	-
Stage 2	807	736	-	894	823	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.3			10.3			1.1			0.7		
HCM LOS	A			B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1533	-	-	876	712	1451	-	-
HCM Lane V/C Ratio	0.016	-	-	0.04	0.047	0.004	-	-
HCM Control Delay (s)	7.4	0	-	9.3	10.3	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

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Synchro 9 Report
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4: Silverwood Ln & Driveway 2
TIA for Creekside Commercial-South

Buildout @ 5-Year Horizon (2023)
Timing Plan: AM

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	69	0	6	70	0	1
Future Vol, veh/h	69	0	6	70	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	0	7	76	0	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	46	45	0	0	83	0
Stage 1	45	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	964	1025	-	-	1514	-
Stage 1	977	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	964	1025	-	-	1514	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB		NB		SB	
HCM Control Delay, s	9		0		0	
HCM LOS	A					

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	964	1514	-
HCM Lane V/C Ratio	-	-	0.078	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Synchro 9 Report
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2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2023 Buildout + 5 Year Horizon (Signalized)
Timing Plan: AM

	↖	→	↗	↖	←	↖	↖	↖	↖	↖	↖	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖		↖	↖			↖	↖	↖	↖	↖
Traffic Volume (vph)	85	1217	0	0	296	57	0	0	2	51	0	30
Future Volume (vph)	85	1217	0	0	296	57	0	0	2	51	0	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	90	1295	0	0	315	61	0	0	2	54	0	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1295	0	0	376	0	0	0	2	54	32	0
Turn Type	pm+pt	NA		Perm	NA			Perm	pm+pt	NA		
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		19.0	19.0	19.0	9.5	22.5	
Total Split (s)	14.0	82.0		68.0	68.0		15.0	15.0	15.0	13.0	28.0	
Total Split (%)	12.7%	74.5%		61.8%	61.8%		13.6%	13.6%	13.6%	11.8%	25.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max		None	None		Max	Max	Max	None	Max	
Act Effct Green (s)	77.5	77.5			67.8				13.5	23.5	23.5	
Actuated g/C Ratio	0.70	0.70			0.62				0.12	0.21	0.21	
v/c Ratio	0.14	0.99			0.33				0.01	0.20	0.04	
Control Delay	5.6	38.9			11.4				0.0	37.2	0.1	
Queue Delay	0.0	0.0			0.0				0.0	0.0	0.0	
Total Delay	5.6	38.9			11.4				0.0	37.2	0.1	
LOS	A	D			B				A	D	A	
Approach Delay		36.8			11.4						23.4	
Approach LOS		D			B						C	
Queue Length 50th (ft)	17	783			120				0	31	0	
Queue Length 95th (ft)	33	#1200			185				0	66	0	
Internal Link Dist (ft)		295			281			217			239	
Turn Bay Length (ft)	30								60	100		
Base Capacity (vph)	670	1312			1126				333	281	820	
Starvation Cap Reductn	0	0			0				0	0	0	
Spillback Cap Reductn	0	0			0				0	0	0	
Storage Cap Reductn	0	0			0				0	0	0	
Reduced v/c Ratio	0.13	0.99			0.33				0.01	0.19	0.04	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99

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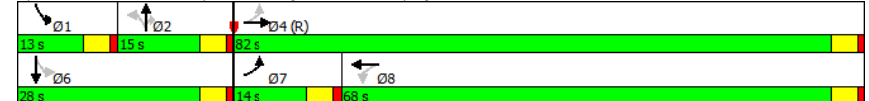
Synchro 9 Report
Page 1

2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2023 Buildout + 5 Year Horizon (Signalized)
Timing Plan: AM

Intersection Signal Delay: 30.9
Intersection LOS: C
Intersection Capacity Utilization 83.6%
ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd



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Synchro 9 Report
Page 2

1: Silverwood Ln & Cheek-Sparger Rd
TIA for Creekside Commercial-South

Buildout @ 5-Year Horizon (2023)
Timing Plan: PM

Intersection												
Int Delay, s/veh	23.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	38	659	7	29	1511	59	6	0	21	44	0	52
Future Vol, veh/h	38	659	7	29	1511	59	6	0	21	44	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	170	30	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	686	7	30	1574	61	6	0	22	46	0	54

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1635	0	-	686	0	0	2458	2462	686	2431	2431	1605
Stage 1	-	-	-	-	-	-	766	766	-	1665	1665	-
Stage 2	-	-	-	-	-	-	1692	1696	-	766	766	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	396	-	0	908	-	-	21	30	447	~ 22	32	130
Stage 1	-	-	0	-	-	-	395	412	-	122	154	-
Stage 2	-	-	0	-	-	-	118	148	-	395	412	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	396	-	-	908	-	-	10	24	447	~ 18	26	130
Mov Cap-2 Maneuver	-	-	-	-	-	-	10	24	-	~ 18	26	-
Stage 1	-	-	-	-	-	-	331	345	-	102	149	-
Stage 2	-	-	-	-	-	-	67	143	-	314	345	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.2			146			\$ 552.4		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	10	447	396	-	908	-	-	18	130	
HCM Lane V/C Ratio	0.625	0.049	0.1	-	0.033	-	-	2.546	0.417	
HCM Control Delay (s)	\$ 609.8	13.5	15.1	0	9.1	-	-	\$ 1144.7	51.2	
HCM Lane LOS	F	B	C	A	A	-	-	F	F	
HCM 95th %tile Q(veh)	1.3	0.2	0.3	-	0.1	-	-	6.2	1.8	

Notes										
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon							

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Synchro 9 Report
Page 1

2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

Buildout @ 5-Year Horizon (2023)
Timing Plan: PM

Intersection												
Int Delay, s/veh	302.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	77	640	1	2	1446	86	0	1	1	105	1	156
Future Vol, veh/h	77	640	1	2	1446	86	0	1	1	105	1	156
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	30	-	-	-	-	-	-	-	60	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	667	1	2	1506	90	0	1	1	109	1	163

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1596	0	0	668	0	0	2465	2428	-	2383	2383	1551
Stage 1	-	-	-	-	-	-	828	828	-	1555	1555	-
Stage 2	-	-	-	-	-	-	1637	1600	-	828	828	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	410	-	-	922	-	-	21	32	0	~ 24	34	~ 140
Stage 1	-	-	-	-	-	-	365	386	0	142	174	-
Stage 2	-	-	-	-	-	-	127	165	0	365	386	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	410	-	-	922	-	-	-	25	-	~ 19	27	~ 140
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	25	-	~ 19	27	-
Stage 1	-	-	-	-	-	-	294	311	-	114	170	-
Stage 2	-	-	-	-	-	-	-	162	-	293	311	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0						\$ 2900.1		
HCM LOS							-			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	410	-	-	922	-	-	39
HCM Lane V/C Ratio	-	-	0.196	-	-	0.002	-	-	6.998
HCM Control Delay (s)	-	0	15.9	-	-	8.9	0		\$ 2900.1
HCM Lane LOS	-	A	C	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.7	-	-	0	-	-	32.4

Notes										
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon							

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Synchro 9 Report
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3: Heritage Ave & Driveway 1/Glade Parks Dr
TIA for Creekside Commercial-South

Buildout @ 5-Year Horizon (2023)
Timing Plan: PM

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	14	0	31	33	0	9	31	107	41	12	221	14
Future Vol, veh/h	14	0	31	33	0	9	31	107	41	12	221	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	34	36	0	10	34	116	45	13	240	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	485	502	248	497	488	139	255	0	0	161	0	0
Stage 1	274	274	-	206	206	-	-	-	-	-	-	-
Stage 2	211	228	-	291	282	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	492	471	791	483	480	909	1310	-	-	1418	-	-
Stage 1	732	683	-	796	731	-	-	-	-	-	-	-
Stage 2	791	715	-	717	678	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	472	452	791	448	461	909	1310	-	-	1418	-	-
Mov Cap-2 Maneuver	472	452	-	448	461	-	-	-	-	-	-	-
Stage 1	711	675	-	773	710	-	-	-	-	-	-	-
Stage 2	760	694	-	679	671	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.9			12.9			1.4			0.4		
HCM LOS	B			B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1310	-	-	654	503	1418	-	-
HCM Lane V/C Ratio	0.026	-	-	0.075	0.091	0.009	-	-
HCM Control Delay (s)	7.8	0	-	10.9	12.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0	-	-

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Synchro 9 Report
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4: Silverwood Ln & Driveway 2
TIA for Creekside Commercial-South

Buildout @ 5-Year Horizon (2023)
Timing Plan: PM

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	90	0	7	90	0	6
Future Vol, veh/h	90	0	7	90	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	0	8	98	0	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	64	57	0	0	105	0
Stage 1	57	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	942	1009	-	-	1486	-
Stage 1	966	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	942	1009	-	-	1486	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	WB		NB		SB	
HCM Control Delay, s	9.3		0		0	
HCM LOS	A					

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	942	1486	-
HCM Lane V/C Ratio	-	-	0.104	-	-
HCM Control Delay (s)	-	-	9.3	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Synchro 9 Report
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2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2023 Buildout + 5 Year Horizon (Signalized)
Timing Plan: PM

	↖	→	↗	↖	←	↖	↖	↖	↖	↖	↖	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	77	640	1	2	1446	86	0	1	1	105	1	156
Future Volume (vph)	77	640	1	2	1446	86	0	1	1	105	1	156
Peak Hour Factor	0.96	1.00	0.96	0.96	1.00	1.00	0.96	0.96	0.96	1.00	0.96	0.96
Adj. Flow (vph)	80	640	1	2	1446	86	0	1	1	105	1	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	641	0	0	1448	86	0	1	1	105	164	0
Turn Type	pm+pt	NA		Perm	NA	Perm		NA	Perm	pm+pt	NA	
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5	22.5	13.0	13.0	13.0	9.5	22.5	
Total Split (s)	10.0	106.0		96.0	96.0	96.0	13.0	13.0	13.0	11.0	24.0	
Total Split (%)	7.7%	81.5%		73.8%	73.8%	73.8%	10.0%	10.0%	10.0%	8.5%	18.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag			Lead	Lead	Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None		C-Max	C-Max	C-Max	Max	Max	Max	None	Max	
Act Effct Green (s)	101.5	101.5			91.5	91.5		8.5	8.5	19.5	19.5	
Actuated g/C Ratio	0.78	0.78		0.70	0.70	0.70		0.07	0.07	0.15	0.15	
v/c Ratio	0.61	0.44		1.10	0.08		0.01	0.01	0.58	0.47		
Control Delay	49.0	5.9		79.7	1.3		57.0	0.0	64.2	18.7		
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		
Total Delay	49.0	5.9		79.7	1.3		57.0	0.0	64.2	18.7		
LOS	D	A		E	A		E	A	E	B		
Approach Delay		10.6			75.3			28.5		36.4		
Approach LOS		B			E			C		D		
Queue Length 50th (ft)	17	153			~1387	0		1	0	81	27	
Queue Length 95th (ft)	#79	207			#1652	14		7	0	141	97	
Internal Link Dist (ft)		295			281			217		239		
Turn Bay Length (ft)	30				100			60	100			
Base Capacity (vph)	132	1454			1311	1140		121	185	180	346	
Starvation Cap Reductn	0	0			0	0		0	0	0	0	
Spillback Cap Reductn	0	0			0	0		0	0	0	0	
Storage Cap Reductn	0	0			0	0		0	0	0	0	
Reduced v/c Ratio	0.61	0.44		1.10	0.08		0.01	0.01	0.58	0.47		

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10

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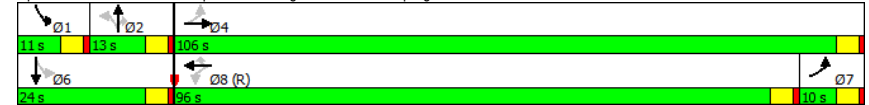
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Page 1

2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd
TIA for Creekside Commercial-South

2023 Buildout + 5 Year Horizon (Signalized)
Timing Plan: PM

Intersection Signal Delay: 52.7
Intersection Capacity Utilization 97.7%
Intersection LOS: D
ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Woodpark Ln/Heritage Ave & Cheek-Sparger Rd



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Synchro 9 Report
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Appendix E. Queue Analysis Excerpt

TABLE 3-3. Parking Control Service Rates

	Service Rate μ (vph)	
	Easy Approach	Sharp Turn
Entrance and/or exit		
Clear aisle, no control	800	379
Coded-card reader	400	257
Proximity card reader (2–6 in. distant)	511	300
Coin/token	140	116
Fixed fee to cashier	270	164
Fixed fee—no gate	424	270
Entrance		
Ticket spitter—automatic	522	303
Ticket spitter—push-button	480	257
Ticket spitter—machine-read	400	232
Exit		
Variable fee to cashier	144	120
Validated ticket	300	212
Machine-read ticket	180	144
Machine-read with license plate check		
Front plate—manual	110	NA
Rear plate—camera	80	NA
Pay-on-foot		
Central cashier	200	NA
Automated pay station	212	NA
Exit ticket	400	257

NA = Not applicable.

Source: Klatt, Smith, and Hamouda, 1987.⁸

$\mu = 1/\bar{s}$. If a cashier can process two vehicles per minute, $\bar{s} = 30$ seconds and $\mu = 120$ vph.

Sharp turns in the approach to equipment lanes have a significant impact on μ^8 (see Table 3-3). It should be noted that the service rates of equipment also vary from one manufacturer to another depending on the mechanical and/or electrical technology employed. Certainly if the manufacturer is known at the time of the design, the actual service rates should be obtained and used. However, when several manufacturers are possible bidders, it is neither practical nor advisable to calculate the required number of lanes for each manufacturer. If service rate is that critical, it would be more desirable to specify that the equipment must achieve the desired service rate. In any event, the determination of an accurate design hour volume will be far more critical and valuable

to the analysis than fine-tuning the service rates according to likely manufacturer.

3.4.2 Queuing Analysis

The proper design of access points requires additional information. For example, vehicles may back into the street if there is not enough space between an entrance gate and the street, even though there are enough lanes to process the peak flows comfortably in an hour. Problems may also occur if the queue of vehicles waiting for one lane blocks vehicles trying to get to another lane; in such a case the second lane is not effective. Designing sufficient lanes only to meet peak-hour factors may result in an unacceptable level of service in the field, especially in larger facilities. Therefore, additional traffic engineering theory must be employed to ensure good design. Traffic engineers have developed queuing theory using standard statistical procedures to model flow patterns over the course of an hour.

Queuing equations are available for two types of conditions: single-channel and multichannel. Single-channel equations are intended for use where one lane is provided at the access point. The multichannel equations are used when the driver has a choice of two or more similarly equipped lanes at an exit or entry area.

A simple graphical approach avoids the need to use the actual equations. Note that the vehicle at the equipment is in the *service position* and is not counted in the queue.

In traffic engineering, it is generally accepted to design for an 80% to 90% probability. There is relatively small variation in *reservoir size* within this zone. Substantially larger reservoir space and/or more lanes would be required to be adequate for essentially all conditions, as depicted by a 99% curve. Therefore, most systems should be designed for q_{90} . Even if the queue does exceed that indicated by the 90% probability curve, it will probably be quite rare and short-lived.

Ninety percent probability does not imply that this queue will be exceeded 10% of the minutes in the peak hour. A better translation is as follows: If one went out and observed many different lanes, each with this flow intensity for a full hour but with random patterns within the hour, and recorded the queue once each minute, 90% of the recordings would be less than q_{90} .

The average queue, $\bar{q}$ is used to determine the average wait, $\bar{w} = \bar{q} * \bar{s}$. Because the average time per transaction, $\bar{s} = 1/\mu$, $\bar{w} = \bar{q}/\mu$, can also be used. If the service rate, μ , is in vph, $\bar{w}$ will be of the order of magnitude of 10^{-3} or smaller; conversion to minutes or seconds will

make $\bar{w}$ more readily understood. Use of $\bar{q}$ for determining the levels of service will be discussed later.

The traffic intensity, λ , is V/μ . Thus, when a $V = 300$ vehicles is expected to arrive at a card reader with a $\mu = 400$ vph, $\lambda = 0.75$. When a mixture of users, such as one volume of monthly parkers (V_m) and another of transient parkers (V_t) is expected at a lane, the service rate must be a weighted average of μ_m and μ_t as follows:

$$\mu_{wa} = \frac{V_m + V_t}{V_m/\mu_m + V_t/\mu_t}$$

The designer thus calculates λ , goes to the queuing curves, moves vertically up to the line, and then traces horizontally across to determine the queue, q . Because the queuing equation models the approach of vehicles to the lane, a peak-hour factor is not used in the queuing analysis.

The queues for various combinations of service rates and number of channels have been calculated and plotted with the design queue, q_{90} , in Figure 3-9, and the average queue, q , in Figure 3-10. Both q and λ in the graphs are per lane. For example if a $V = 600$ cars is expected at two lanes, each with a $\mu = 400$ vph, $\lambda = 600/(400 * 2) = 0.75$. q_{90} at each lane is just under four vehicles and q is one vehicle per lane.

It can be seen that using the single-channel equation instead of the multichannel equation becomes more conservative (that is, overestimating the queue) as the number of lanes n increases and also as intensity increases. For example, at $\lambda = 0.6$ and $n = 2$, q_{90} with the multichannel equation is two vehicles less (3 versus 1) than with the single-channel equation. At $\lambda = 0.9$ and $n = 2$, the multichannel design queue is more than 10 vehicles less than the single-channel design queue.

The multichannel equation is, of course, only applicable when multiple lanes are located side by side. If two exit lanes are provided with one at each end of a facility, each lane should be designed using the single-channel equations.

3.4.3 Level-of-Service Classification

A question often raised is what queue is acceptable to patrons. The level-of-service (LOS) approach is a useful concept in this case. At a traffic signal, the LOS is related to the average delay encountered in the design or peak hour. This concept is easily applied to delay at a parking gate. The acceptable average delay of each LOS at exit/entry lanes is slightly longer than that at traffic signals.⁶ This modification is based on the fact that delay at entry/exit lanes is a single occurrence

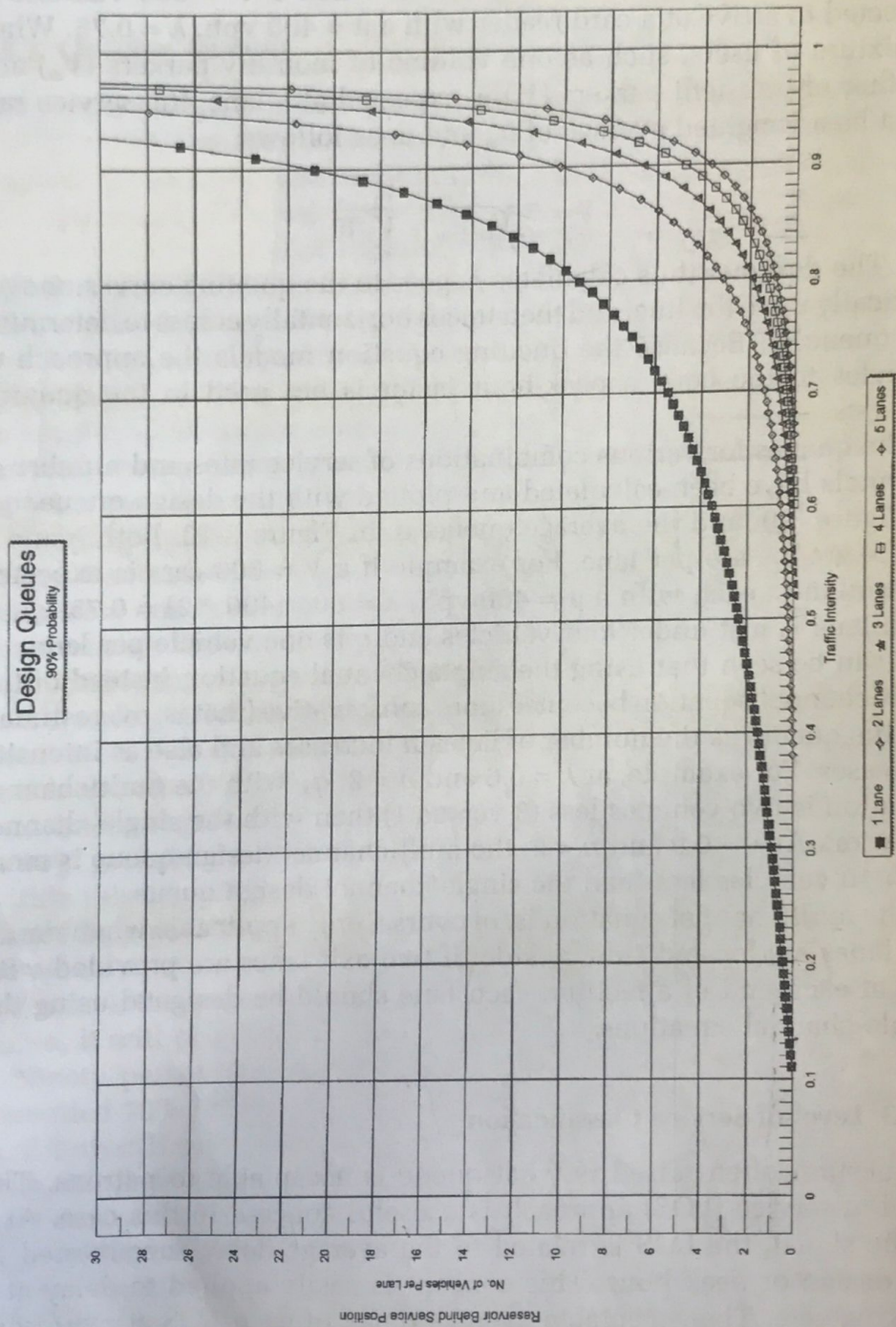
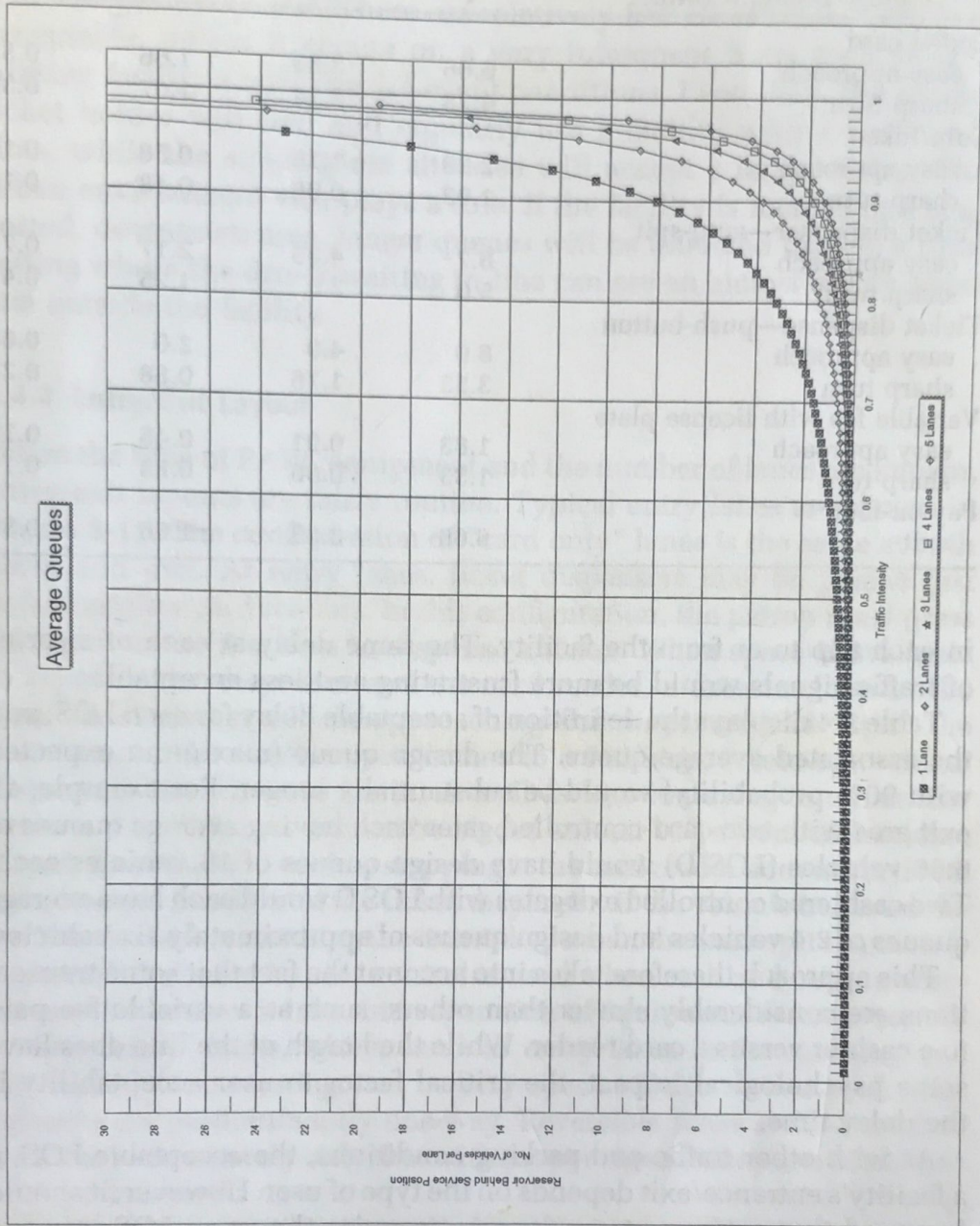


Figure 3-9. Design queue curves.



ORDINANCE O-07-1645

AN ORDINANCE AMENDING THE ZONING ORDINANCE OF THE CITY OF COLLEYVILLE, TEXAS, BY AMENDING THE OFFICIAL ZONING MAP AND CHANGING THE ZONING OF APPROXIMATELY 108.5 ACRES OUT OF THE ELIZABETH COX SURVEY, ABSTRACT 352, THE JOHN H. HAVENS SURVEY, ABSTRACT 685, THE JESSE DOSS SURVEY, ABSTRACT 441, AND THE S.C.H. WITTEN SURVEY, ABSTRACT 1734, FROM THE AG-AGRICULTURAL ZONING DISTRICT TO PUDR-PLANNED UNIT DEVELOPMENT RESIDENTIAL ZONING DISTRICT; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR INJUNCTIVE RELIEF; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of Colleyville has received an application for a rezoning under Case No. Z-07-008; and

WHEREAS, the City of Colleyville deems it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the City to enact a new zoning ordinance; and

WHEREAS, the City Council has appointed a Planning and Zoning Commission to recommend the boundaries of the various original zoning districts and appropriate regulations be enforced therein and to recommend a new zoning ordinance; and

WHEREAS, the Planning and Zoning Commission has divided the City into districts and has prepared regulations pertaining to such districts in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health, general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements; and

WHEREAS, the Planning and Zoning Commission, has given reasonable consideration to, among other things, the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City; and

WHEREAS, the Planning and Zoning Commission of the City of Colleyville and the City of Colleyville City Council, in compliance with the Charter of the City of Colleyville, and State Law with reference to changes to zoning classifications under the Zoning Ordinance Regulations and Zoning Map, having given the requisite notices by publication and otherwise, and after

holding due hearings and affording a full and fair hearing to all the property owners generally, and to the persons interested and situated in the affected area and in the vicinity thereof, the governing body of the City of Colleyville is of the opinion that said change in zoning should be made.

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

- Sec. 1. THAT all the foregoing premises and findings are found to be true and correct and are incorporated into the body of this ordinance by reference as if copied in their entirety.
- Sec. 2. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by changing the zoning on 108.5 acres out of the Elizabeth Cox Survey, Abstract 352, the John H. Havens Survey, Abstract 685, the Jesse Doss Survey, Abstract 441, and the S.C.H. Witten Survey, Abstract 1734 from the AG-Agricultural zoning district to PUDR-Planned Unit Development Residential zoning district, as depicted on Exhibit "A" labeled Location and Zoning Map and as described on Exhibit "B" labeled Legal Description.
- Sec. 3. THAT the Official Zoning Map of the City of Colleyville be amended to incorporate the zoning change approved herein.
- Sec. 4. THAT the above described tract of land shall be subject to the following conditions:

1. GENERAL

- a. The purpose of this PUDR is for a single-family residential development of detached dwelling units, constructed at a gross maximum density of 2.4 dwelling units per acre. There shall be no more than 269 single-family residential lots.
- b. Commercial lots shall be permitted along the frontage of Heritage Avenue.
- c. This property is subject to all the regulations contained in the Colleyville Land Development Code, except where specifically amended by this Ordinance.

2. CONCEPTUAL PLAN, SITE PLAN, AND PLATTING

- a. The development shall be generally consistent with this Ordinance and the Conceptual Site Plan, labeled as Exhibit "C", which shall not be

considered a plat. The developer shall submit and receive approval from the City for any amendment to the Site Plan in accordance with the phasing of the development of any portion of this PUDR. A detailed Site Plan submission shall, at a minimum, meet the requirements of Section 3.23 J.K.6. of the Land Development Code, be consistent with this Ordinance, and may also be required to show additional conditions provided in Section 3.23 M.b. of the Land Development Code. Further, such detailed site plan(s) shall be considered as a legislative approval, subject to the sole discretion of the City Council upon the recommendation of the Planning and Zoning Commission.

- b. The developer shall submit and receive approval from the City, a Preliminary and Final Plat in accordance with the requirements of the Land Development Code prior to development of this PUDR.

3. PERMITTED USES

- a. Single-family residences, detached.
- b. All commercial properties shall allow only uses permitted in the following zoning districts that are; (1) either State of Texas sales tax generating businesses, or (2) professional offices: CN-Neighborhood Commercial zoning district, the CC1-Village Retail zoning district and the CC2-Shopping Center zoning district.

4. RESIDENTIAL LOT REQUIREMENTS AND SETBACKS

Residential lot requirements and setbacks shall comply with the following provisions. Planning Area "A" refers to lots adjacent to western property line.

Planning Area "A"

- | | |
|----------------------------|--|
| a. Minimum Lot Size | 9,000 square feet |
| b. Minimum Lot Width | 70 feet |
| c. Minimum Lot Depth | 120 feet |
| d. Front Building Line | 20 feet; or 15 feet for a front swing garage |
| e. Side Building Line | 5 feet |
| f. Rear Building Line | 30 feet |
| g. Maximum Building Height | 40 feet |
| h. Maximum Lot Coverage | 65% |

Planning Area "B"

a. Average Lot Size	5,500 square feet
b. Minimum Lot Size	5,000 square feet
c. Minimum Lot Width	50 feet
d. Minimum Lot Depth	105 feet
e. Front Building Line	20 feet; or 15 feet for a front swing garage
f. Side Building Line	0, 1 or 9 feet with a 10 foot minimum between buildings
g. Rear Building Line	10 feet
h. Maximum Building Height	40 feet
i. Maximum Lot Coverage	65%

5. OPEN SPACE AND LANDSCAPE BUFFER

- a. A 10 foot wide landscape buffer shall be designated along the entire western property line. No structures may be constructed within the landscape buffer. The landscape buffer shall be incorporated in the rear lots of Planning Area "A". Such landscape buffer shall is not an open space lot. Chapter 5 of the Land Development Code applies to this landscape buffer in particular and the development as a whole. In addition, the Section 5.9 Tree Replacement Requirements shall apply to any replacement tree greater than three (3) inches in diameter which is substantially damaged or which dies within two (2) years of final inspection.
- b. Open space lots shall be maintained by the Homeowners Association.
- c. The following amenities are permitted in the open space lots: picnic tables, benches, playground equipment, concrete and crushed granite walking paths, a gazebo, an arbor, other garden type built elements including a fireplace, fountains, lights and a dock and pier. These amenities shall be owned and maintained by a homeowners association.

6. PRIVATE SIDEWALKS AND STREETS

- a. A ten (10) foot wide concrete trail approximately 1.2 miles long shall be constructed on-site along with all other public improvements as part of this development between Glade Road and Cheek Sparger Road and prior to the time of Final Plat. The City Manager or his designee may approve a reduced trail width of eight (8) feet if necessary based upon topographic, landscape, or other issues. Such trail shall be included as part of any Site Plan submittal, and shall be consistent with the City's then existing Master Trail Plan.

7. SCREENING

- a. An eight (8) foot masonry wall shall be built between any commercial and residential lots.
- b. An eight (8) foot masonry wall shall be built along the perimeter of the subdivision along Heritage Avenue, Glade Road and Cheek Sparger Road. The design for such wall shall be stamped and sealed by a licensed engineer. The standards and detail for such wall shall be included as part of the detailed Site Plan.
- c. Perimeter fencing along Heritage Avenue shall only be required immediately adjacent to lots, and not be required along where floodplain or open space is adjacent to Heritage Avenue.

8. OTHER

- a. Ingress and Egress from Winewood Place shall be restricted to access by emergency vehicles only.
- b. The number of lots allowed with frontage on a cul-de-sac street shall adhere to the requirements of the Land Development Code.
- c. The portion of the development located south of Little Bear Creek shall have a minimum of two (2) points of public vehicular ingress and egress from Cheek Sparger Road and/or Heritage Avenue.
- d. There shall be no direct access onto Glade Road from this development.
- e. There shall be no single family uses allowed adjacent to Heritage Avenue where there are, as of the passage of this ordinance, existing commercial uses directly across Heritage Avenue within the City of Eules.
- f. Retaining walls that are adjacent to residential lots shall be constructed with a stone facade.

Sec. 5. THAT the above described tract of land shall be used only in the manner and for the purposes provided by the Comprehensive Zoning Ordinance of the City of Colleyville as heretofore amended, and as specifically amended herein.

Sec. 6. THAT any person, firm or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the City of Colleyville, and upon conviction shall be punishable by a fine not to exceed the sum of Two Thousand Dollars (\$2,000.00) for each offense.

Sec. 7. THAT if any section, paragraph, subdivision, clause, phrase or provision of

this ordinance shall be judged invalid or unconstitutional, the same shall not affect the validity of this ordinance as a whole or any portion thereof other than that portion so decided to be invalid or unconstitutional.

Sec. 8. THAT in addition to and accumulative of all other penalties, the City shall have the right to seek injunctive relief for any and all violations of this ordinance.

Sec. 9. THAT it has been found that there has been a change in conditions in the above described property, it is now necessary that it be given the above zoning classification in order to permit its proper development and in order to protect the public interest, comfort and general welfare, and requires that this ordinance shall take effect immediately from and after its passage.

AND IT IS SO ORDERED.

The first reading and public hearing being conducted on the 16th day of October 2007.

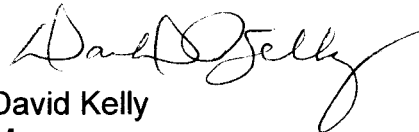
The second reading and public hearing being conducted on the 6th day of November 2007.

ATTEST:



Cynthia Singleton, TRMC, CMC
City Secretary

CITY OF COLLEYVILLE



David Kelly
Mayor

APPROVED AS TO FORM AND LEGALITY:



Matthew C. G. Boyle
City Attorney

Exhibit "A" Location and Zoning Map

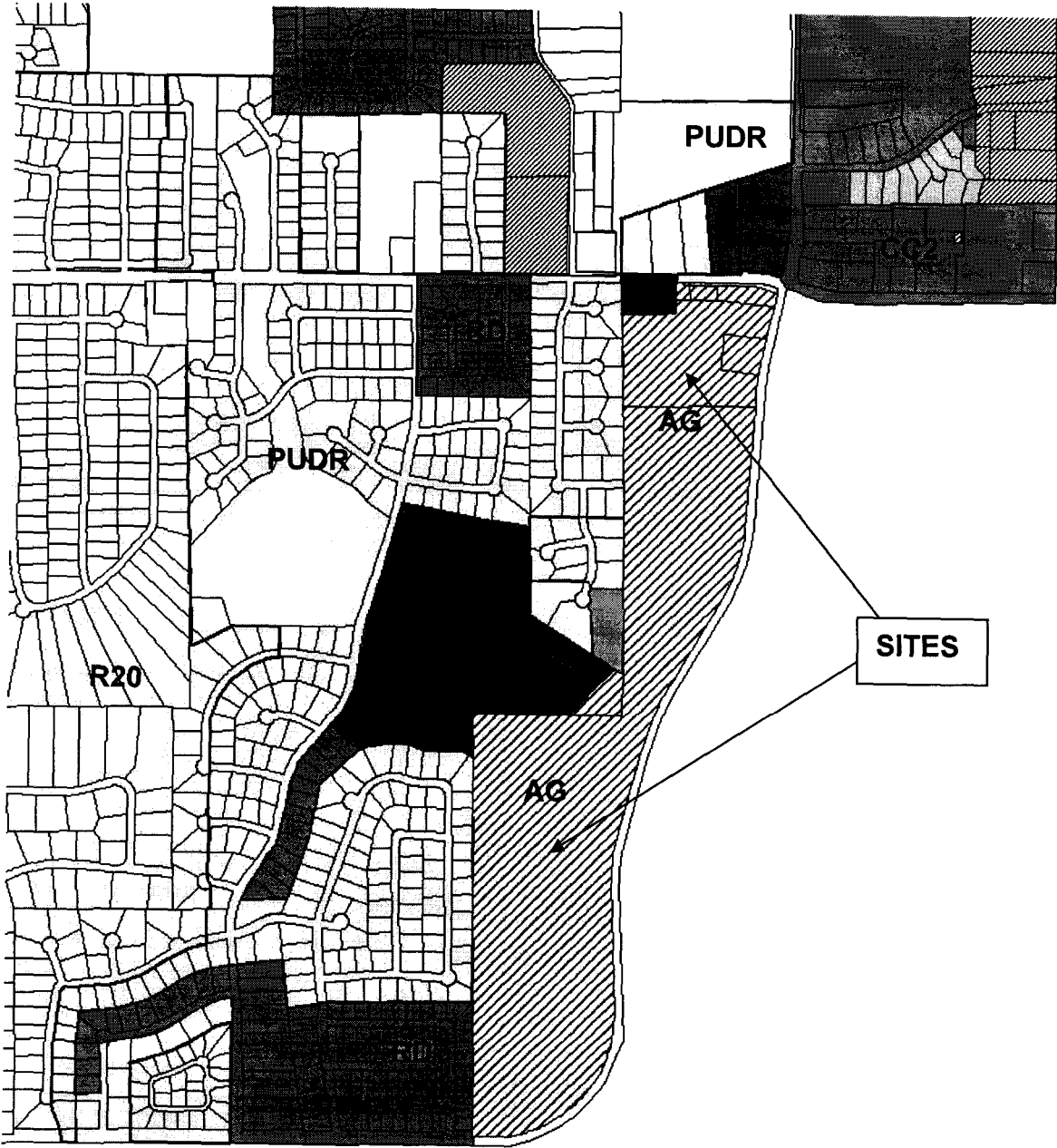


Exhibit "B" Legal Description

**CREEKSIDE AT COLLEYVILLE (PUD-R)
108.5 ACRE ZONING TRACT**

BEING A 108.5 ACRE TRACT OF LAND SITUATED IN THE ELIZABETH COX SURVEY, ABSTRACT NO. 352, THE JOHN H. HAVENS SURVEY, ABSTRACT NO. 685, THE JESSE DOSS SURVEY, ABSTRACT NO. 441 AND THE S.C.H. WITTEN SURVEY, ABSTRACT NO. 1734, CITY OF COLLEYVILLE, TARRANT COUNTY, TEXAS. SAID 108.5 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A POINT NEAR THE INTERSECTION OF THE CENTERLINE OF GLADE ROAD AND THE INTERSECTION OF;

THENCE S 09°46'23" W, OVER AND ACROSS SAID GLADE ROAD AND HERITAGE AVENUE, A DISTANCE OF 99.73 FEET TO A POINT FOR CORNER IN THE EAST RIGHT-OF-WAY (R.O.W.) LINE OF SAID HERITAGE AVENUE;

THENCE ALONG THE EAST LINE OF SAID HERITAGE AVENUE THE FOLLOWING COURSES AND DISTANCES;

S 12°21'40" W, A DISTANCE OF 447.71 FEET TO A POINT FOR CORNER;

S 05°25'11" W, A DISTANCE OF 195.30 FEET TO A POINT FOR CORNER;

S 04°21'00" W, A DISTANCE OF 720.00 FEET TO A POINT FOR CORNER;

ALONG A CURVE TO THE RIGHT HAVING A DELTA ANGLE OF 27°31'41", A RADIUS OF 1121.05 FEET, AN ARC LENGTH OF 538.62 FEET, A CHORD BEARING OF S 17°31'00" W, AND A CHORD LENGTH OF 533.45 FEET TO A POINT FOR CORNER;

S 30°41'03" W, A DISTANCE OF 515.89 FEET TO A POINT FOR CORNER;

ALONG A CURVE TO THE LEFT HAVING A DELTA ANGLE OF 15°51'46", A RADIUS OF 2840.34 FEET, AN ARC LENGTH OF 786.37 FEET, A CHORD BEARING OF S 22°45'00" W, AND A CHORD LENGTH OF 783.86 FEET TO A POINT FOR CORNER;

S 14°48'57" W, A DISTANCE OF 308.22 FEET TO A POINT FOR CORNER;

ALONG A CURVE TO THE LEFT HAVING A DELTA ANGLE OF 16°05'15", A RADIUS OF 1407.20 FEET, AN ARC LENGTH OF 395.12 FEET, A CHORD BEARING OF S 06°46'30" W, AND A CHORD LENGTH OF 393.82 FEET TO A POINT FOR CORNER;

S 00°46'00" E, A DISTANCE OF 772.57 FEET TO A POINT FOR CORNER;

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ALONG A CURVE TO THE RIGHT HAVING A DELTA ANGLE OF 70°04'32", A RADIUS OF 843.50 FEET, AN ARC LENGTH OF 1031.64 FEET, A CHORD BEARING OF S 33°59'27" W, AND A CHORD LENGTH OF 968.53 FEET TO A POINT FOR CORNER AT THE INTERSECTION OF THE NORTH R.O.W. LINE OF CHEEK SPARGER ROAD;

THENCE S 89°18'56" W, ALONG THE NORTH R.O.W. LINE OF SAID CHEEK SPARGER ROAD, A DISTANCE OF 437.70 FEET TO A POINT FOR THE SOUTHWEST CORNER OF A TRACT OF LAND DESCRIBED AS PACEL 1 IN DEED TO SPARGER FAMILY LIMITED PARTNERSHIP RECORDED IN VOLUME 16472, PAGE 390 OF THE DEED RECORDS OF TARRANT COUNTY, TEXAS (D.R.T.C.T.);

THENCE N 00°01'23" W, ALONG THE WEST LINE OF SAID PARCEL 1, A DISTANCE OF 2658.46 FEET TO A POINT FOR THE NORTHWEST CORNER OF SAID PARCEL 1;

THENCE S 89°02'53" E, ALONG THE NORTH LINE OF SAID TRACT 1, A DISTANCE OF 549.10 FEET TO A POINT FOR CORNER;

THENCE LEAVING THE NORTH LINE OF SAID PARCEL 1 THE FOLLOWING COURSES AND DISTANCES;

N 44°32'16" E, A DISTANCE OF 504.74 FEET TO A POINT FOR CORNER;

S 58°08'37" E, A DISTANCE OF 82.37 FEET TO A POINT FOR CORNER IN THE WEST LINE OF A CALLED 136.34 ACRE TRACT OF LAND DESCRIBED IN DEED TO SPARGER FAMILY LIMITED PARTNERSHIP PARTNERSHIP RECORDED IN VOLUME 16472, PAGE 390 OF THE DEED RECORDS OF TARRANT COUNTY, TEXAS (D.R.T.C.T.);

THENCE N 00°39'20" E, ALONG SAID WEST LINE, A DISTANCE OF 541.65 FEET TO A POINT FOR CORNER;

THENCE N 00°15'08" E, A DISTANCE OF 443.19 FEET TO A POINT FOR CORNER;

THENCE N 00°28'33" W, A DISTANCE OF 1306.92 FEET TO A POINT FOR CORNER;

THENCE S 89°50'41" E, A DISTANCE OF 344.46 FEET TO A POINT FOR CORNER;

THENCE N 00°09'51" W, A DISTANCE OF 225.22 FEET TO A POINT FOR CORNER;

THENCE N 88°42'20" E, A DISTANCE OF 22.07 FEET TO A POINT FOR CORNER;

THENCE S 00°27'31" E, A DISTANCE OF 28.94 FEET TO A POINT FOR CORNER;

THENCE N 89°23'34" E, A DISTANCE OF 195.12 FEET TO A POINT FOR CORNER;

THENCE ALONG A CURVE TO THE RIGHT HAVING A DELTA ANGLE OF 13°35'47", A RADIUS OF 1587.18 FEET, AN ARC LENGTH OF 376.64 FEET, A CHORD BEARING OF S 84°20'11" E, AND A CHORD LENGTH OF 375.76 FEET TO A POINT FOR CORNER;

THENCE S 76°13'22" E, A DISTANCE OF 105.52 FEET TO THE POINT OF BEGINNING, AND CONTAINING 108.5 ACRES OF LAND, MORE OR LESS.

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ORDINANCE O-13-1866

AN ORDINANCE AMENDING ORDINANCE O-07-1645 CONDITIONS; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR INJUNCTIVE RELIEF; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City Council approved Ordinance O-07-1645 on November 27, 2007, to establish the zoning of 108.5 acres out of the Elizabeth Cox Survey, Abstract 352, The John H. Havens Survey, Abstract 685, the Jesse Doss Survey, Abstract 441, and the S.C.H. Witten Survey, Abstract 1734 under case Z07-0008; and

WHEREAS, the applicant has requested an amendment to Ordinance O-07-1645 to further amend the commercial zoning requirements at the southwest corner of Glade Road and Heritage Avenue; to amend the trail location requirements within the development; and to submit a detailed site plan for 14.75 acres of the development per the requirements of Section 4(2)a under Ordinance O-07-1645, under Case ZC12-031; and

WHEREAS, the City of Colleyville deems it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the City to enact a new zoning ordinance; and

WHEREAS, the City Council has appointed a Planning and Zoning Commission to recommend the boundaries of the various original zoning districts and appropriate regulations be enforced therein and to recommend a new zoning ordinance; and

WHEREAS, the Planning and Zoning Commission has divided the City into districts and has prepared regulations pertaining to such districts in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health, general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements; and

WHEREAS, the Planning and Zoning Commission, has given reasonable consideration to, among other things, the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City; and

WHEREAS, the Planning and Zoning Commission of the City of Colleyville and the City of Colleyville City Council, in compliance with the Charter of the City of Colleyville, and state law with reference to changes to zoning classifications under the Zoning Ordinance Regulations and Zoning Map, having given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally, and to the persons interested and situated in the affected area and in the vicinity thereof, the governing body of the City of Colleyville is of the opinion that said change in zoning should be made.

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

- Sec. 1. THAT all the foregoing premises and findings are found to be true and correct and are incorporated into the body of this ordinance as if copied in their entirety.
- Sec. 2. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by amending Ordinance O-07-1645 conditions.
- Sec. 3. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by amending the zoning and development requirements on 108.5 acres out of the Elizabeth Cox Survey, Abstract 352, the John H. Havens Survey, Abstract 685, the Jesse Doss Survey, Abstract 441, and the S.C.H. Witten Survey, Abstract 1734 as depicted on the attached Exhibit "A".
- Sec. 4. THAT the above described tract of land shall be used only in the manner and for the purposes provided by the Comprehensive Zoning Ordinance of the City of Colleyville as heretofore amended, and as amended herein.

Sec. 5. THAT the above described tract of land shall be subject to the following conditions:

1. DETAILED SITE PLAN REQUIREMENT

- a. Exhibit "B" shall be deemed to satisfy the site plan requirements of Ordinance O-07-1645 Section 4(2)a. A full size copy of the site plan shall be kept on file in the Community Development Department until the final plat is approved, at which time a copy of the detailed site plan shall be kept in the plat file for this development. The phase one final plat shall be consistent with Exhibit "B".
- b. The remainder of the subject property within this PUD shall be required to submit a detailed site plan per Section 4(2)a of Ordinance O-07-1645 prior to the submission of a final plat.

2. GENERAL AMENDMENTS

- a. Sections 4(8) "d" and "e" of Ordinance O-07-1645 are hereby deleted.
- b. The maximum building height in this development shall not exceed 35 feet.
- c. The ten (10) foot wide concrete trail shown as Trail 24 on the 2005 City of Colleyville Pathways Plan map shall be constructed by the developer along the west side of Heritage Avenue prior to the acceptance of public improvements. Trail 24 must connect to all other trails noted on the 2005 Colleyville Pathways Plan.
- d. This development may be developed as a gated community with private streets in accordance with Chapter 10-Private Streets and Gate Entrances of the Land Development Code.
- e. The developer shall improve Heritage Avenue where it is adjacent to the development to the current standards of the Land Development Code and the Master Thoroughfare Plan at the time of development of the adjacent property. There shall be no option to escrow said construction costs as a perimeter street fee for future roadway improvements.

- Sec. 6. THAT any person, firm or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the City of Colleyville, and upon conviction shall be punishable by a fine not to exceed the sum of Two Thousand Dollars (\$2,000.00) for each offense.
- Sec. 7. THAT if any section, paragraph, subdivision, clause, phrase or provision of this ordinance shall be judged invalid or unconstitutional, the same shall not affect the validity of this ordinance as a whole or any portion thereof other than that portion so decided to be invalid or unconstitutional.
- Sec. 8. THAT in addition to and accumulative of all other penalties, the City shall have the right to seek injunctive relief for any and all violations of this ordinance.
- Sec. 9. THAT all provisions of Ordinance O-07-1645 and the Land Development Code shall remain in full force and effect, except where amended herein.
- Sec. 10. THAT it has been found that there has been a change in conditions in the above described property, it is now necessary that it be given the above zoning classification in order to permit its proper development and in order to protect the public interest, comfort and general welfare, and requires that this ordinance shall take effect immediately from and after its passage.

AND IT IS SO ORDERED.

The first reading and public hearing being conducted on the 19th day of February 2013.

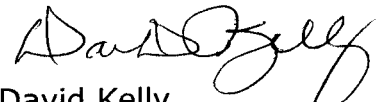
The second reading and public hearing being conducted on the 5th day of March 2013.

PASSED AND APPROVED by the City Council of the City of Colleyville, Texas, on this the 5th day of March 2013.

ATTEST:


Amy Shelley
City Secretary

CITY OF COLLEYVILLE


David Kelly
Mayor

APPROVED AS TO FORM AND LEGALITY:

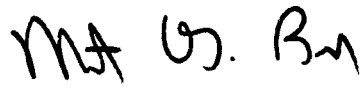

Matthew C. G. Boyle
City Attorney

Exhibit "A" –Location and Zoning Map

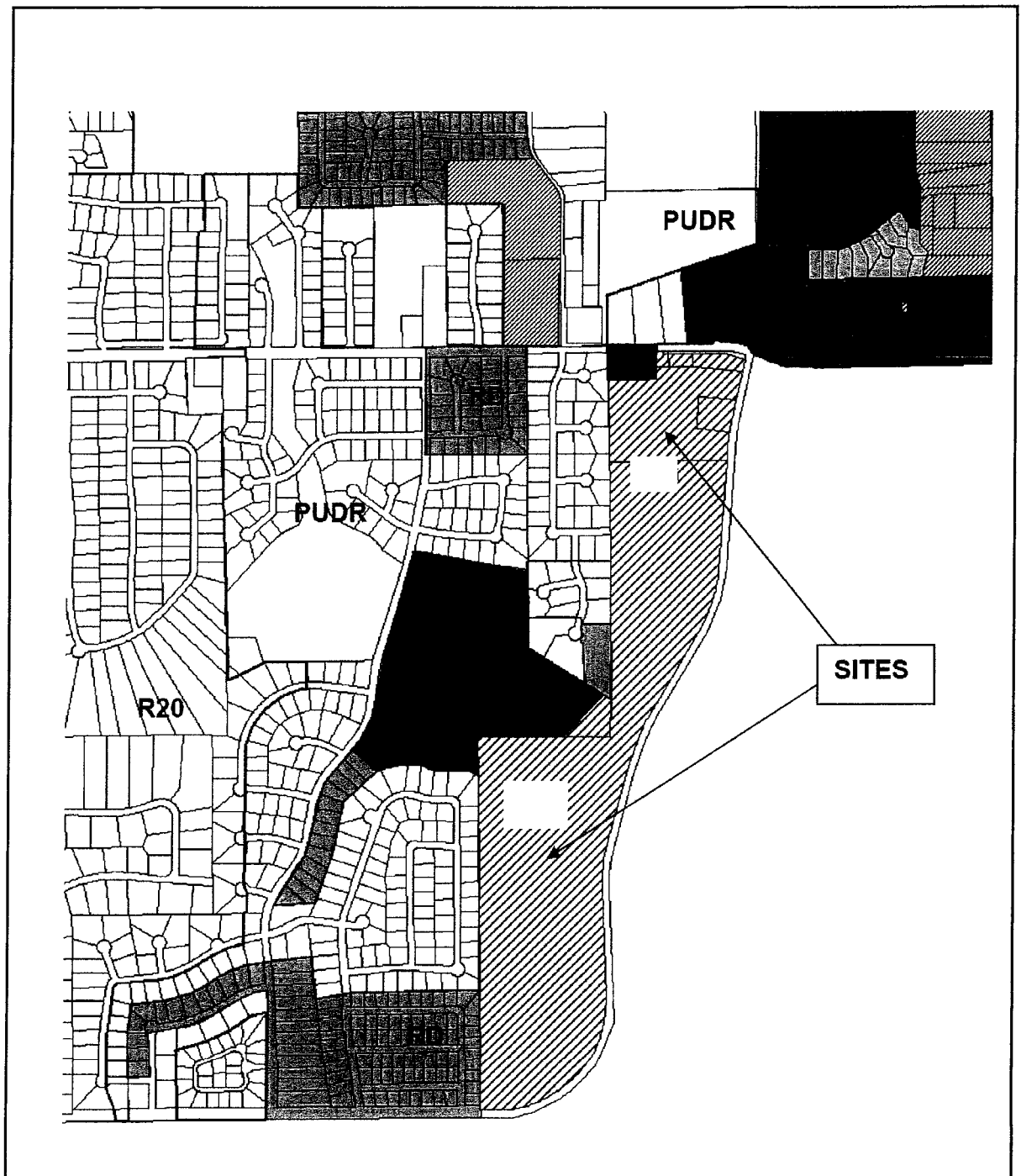
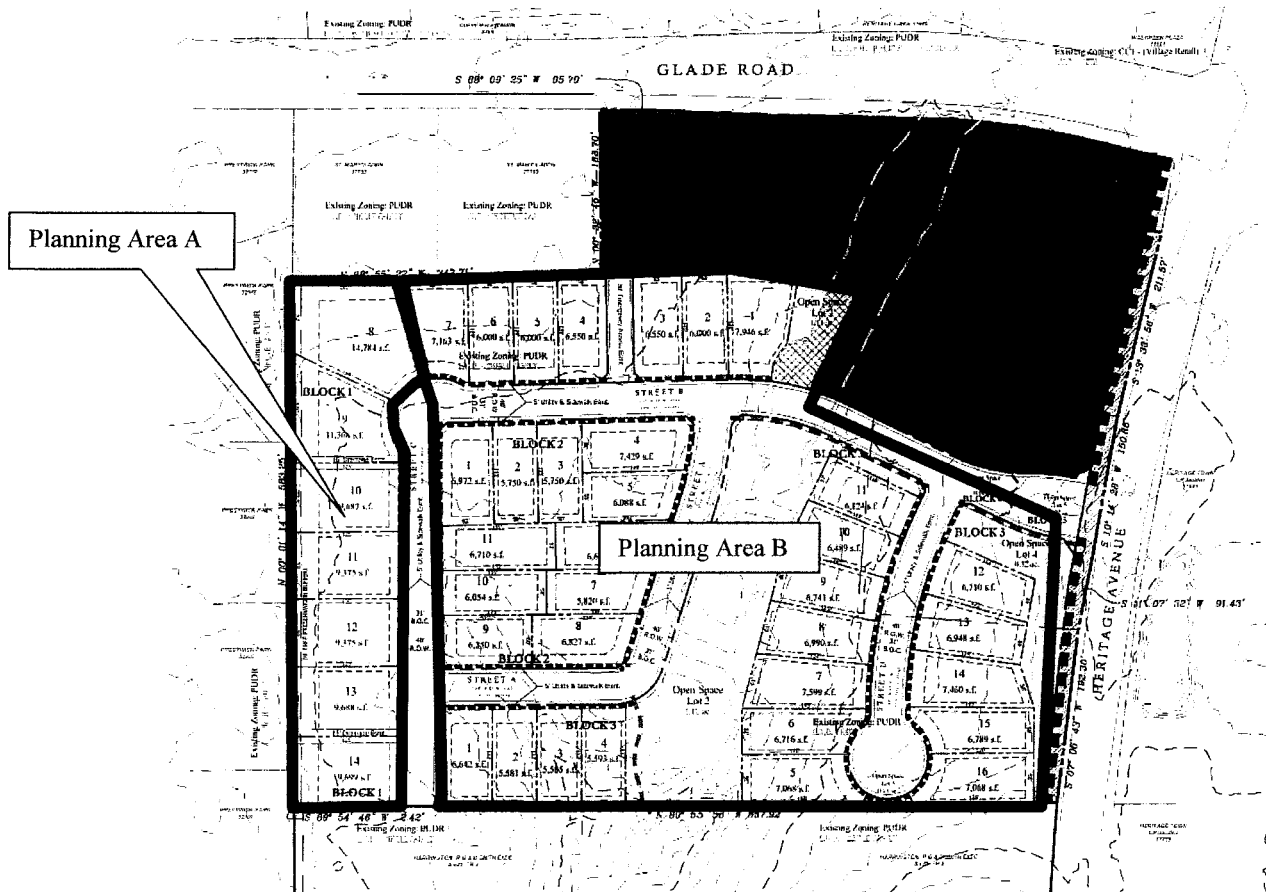


Exhibit "B" Detailed Site Plan



ORDINANCE O-13-1899

AN ORDINANCE AMENDING ORDINANCE O-07-1645 AND ORDINANCE O-13-1866 CONDITIONS AND AMENDING THE OFFICIAL ZONING MAP AND CHANGING THE ZONING ON 4.4 ACRES LOCATED IN THE JESSE DOSS SURVEY AT THE NORTHWEST CORNER OF CHEEK-SPARGER ROAD AND HERITAGE AVENUE FROM THE AGRICULTURAL DISTRICT TO THE PUD-R-PLANNED UNIT DEVELOPMENT RESIDENTIAL DISTRICT; PROVIDING FOR THE VIOLATION OF THIS ORDINANCE; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR INJUNCTIVE RELIEF; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City Council approved Ordinance O-07-1645 on November 27, 2007, to establish the zoning of 108.5 acres out of the Elizabeth Cox Survey, Abstract 352, the John H. Havens Survey, Abstract 685, the Jesse Doss Survey, Abstract 441, and the S.C.H. Witten Survey, Abstract 1734 under case Z-07-008; and

WHEREAS, the City Council approved Ordinance O-13-1866 on March 5, 2013, amending Ordinance O-07-1645 conditions and approving a detailed site plan for phase one of the development under case ZC12-031; and

WHEREAS, the applicant has requested an amendment to Ordinance O-07-1645 and Ordinance O-13-1866 and requests to rezone 4.4 acres located in the Jesse Doss Survey at the northwest corner of Cheek-Sparger Road and Heritage Avenue, acquired from the City of Euless in a boundary adjustment approved under Ordinance O-12-1828, so as to incorporate the property into the PUD authorized by Ordinance O-07-1645 under Case Z-07-008 and approve a detailed site plan for phase two of the development; and

WHEREAS, the City of Colleyville deems it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the City to enact a new zoning ordinance; and

WHEREAS, the City Council has appointed a Planning and Zoning Commission to recommend the boundaries of the various original zoning districts and appropriate regulations be

enforced therein and to recommend a new zoning ordinance; and

WHEREAS, the Planning and Zoning Commission has divided the City into districts and has prepared regulations pertaining to such districts in accordance with a comprehensive plan designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health, general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements; and

WHEREAS, the Planning and Zoning Commission, has given reasonable consideration, among other things, to the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City; and

WHEREAS, the Planning and Zoning Commission of the City of Colleyville and the City of Colleyville City Council, in compliance with the Charter of the City of Colleyville, and State Law with reference to changes to zoning classifications under the Zoning Ordinance Regulations and Zoning Map, having given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally, and to the persons interested and situated in the affected area and in the vicinity thereof, the governing body of the City of Colleyville is of the opinion that said change in zoning should be made.

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

- Sec. 1. THAT all the foregoing premises and findings are found to be true and correct and are incorporated into the body of this ordinance as if copied in their entirety.
- Sec. 2. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by amending Ordinance O-07-1645 and Ordinance O-13-1866.
- Sec. 3. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by

changing the zoning of 4.4 acres located in the Jesse Doss Survey at the northwest corner of Cheek-Sparger Road and Heritage Avenue from the AG-Agricultural District to the PUD-R-Planned Unit Development Residential District, as depicted in the attached Exhibit "A" and described in Exhibit "B".

Sec. 4. THAT the Official Zoning Map of the City of Colleyville be amended to incorporate the zoning change approved herein.

Sec. 5. THAT the above described tract of land shall be subject to the following conditions:

1. DETAILED SITE PLAN REQUIREMENT

- a. Exhibit "C" shall be deemed to satisfy the site plan requirements of Ordinance O-07-1645 Section 4(2)a and Ordinance O-13-1866 Section 5(1)b. A full size copy of the site plan shall be kept on file in the Community Development Department until the final plat is approved, at which time a copy of the detailed site plan shall be kept in the plat file for this development. The phase two final plat shall be consistent with Exhibit "C".

2. GENERAL AMENDMENTS

- a. Section 5(2)e of Ordinance O-13-1866 is hereby deleted.
- b. The developer may enter into a City/Developer Agreement with the City of Colleyville for any required public improvements, in conjunction with this development. Said agreement, if submitted, shall be approved and executed prior to the filing of the final plat for phase two of the development.
- c. Prior to the issuance of a building permit for the 1.9 acre commercial tract shown at the southwest corner of the development on Exhibit C, the developer shall submit a detailed site plan which shall, at a minimum, meet the requirements of Section 3.23 J.K.6. of the Land Development Code, be consistent with Ordinance O-07-1645 and any subsequent amendments, and may also be required to show additional conditions provided in Section 3.23 M.b. of the Land Development Code. Further, such detailed site plan(s)

shall be considered as a legislative approval, subject to the sole discretion of the City Council upon the recommendation of the Planning and Zoning Commission.

- d. Section 4(7)b of Ordinance O-07-1645 is hereby amended to read as follows: A six (6) foot masonry wall shall be built along the perimeter of the subdivision along Heritage Avenue, Glade Road and Cheek Sparger Road. The design for such wall shall be stamped and sealed by a licensed engineer. The standards and detail for such wall shall be included as part of the detailed Site Plan and shall, otherwise, meet the requirements of the Land Development Code.
- e. Except as noted in subsection "d" above and Section 4(7)a and "c" in Ordinance O-07-1645, all fences shall be constructed per Exhibit D.
- f. Section 5(2)c of Ordinance O-13-1866 is hereby amended to read as follows: The ten (10) foot wide concrete trail shown as Trail 24 on the 2005 City of Colleyville Pathways Plan map shall be constructed by the developer along the west side of Heritage Avenue prior to the acceptance of public improvements and shall connect to all other trails noted on the 2005 Colleyville Pathways Plan with the following exceptions: The developer may escrow the cost of constructing the trail in lieu of actual construction only for the portion of the trail that traverses the Little Bear Creek floodplain. If the developer chooses to escrow said funds, the developer shall build a minimum four (4) foot wide sidewalk across Little Bear Creek that links the internal sidewalks in the portion of the development that is south of Little Bear Creek to the internal sidewalks in the portion of the development that is north of Little Bear Creek. Said sidewalk connection shall link to Trail 24 on both sides of Little Bear Creek within a public pedestrian access easement, which shall be dedicated on the final plat(s) for the development.

Sec. 6. THAT the above described tract of land shall be used only in the manner and for the purposes provided by the Comprehensive Zoning Ordinance of the City of Colleyville as heretofore amended, and as amended herein.

- Sec. 7. THAT any person, firm or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the City of Colleyville, and upon conviction shall be punishable by a fine not to exceed the sum of Two Thousand Dollars (\$2,000.00) for each offense.
- Sec. 8. THAT if any section, paragraph, subdivision, clause, phrase or provision of this ordinance shall be judged invalid or unconstitutional, the same shall not affect the validity of this ordinance as a whole or any portion thereof other than that portion so decided to be invalid or unconstitutional.
- Sec. 9. THAT in addition to and accumulative of all other penalties, the City shall have the right to seek injunctive relief for any and all violations of this ordinance.
- Sec. 10. THAT it has been found that there has been a change in conditions in the above described property, it is now necessary that it be given the above zoning classification in order to permit its proper development and in order to protect the public interest, comfort and general welfare, and requires that this ordinance shall take effect immediately from and after its passage.
- Sec. 11. THAT Ordinance O-07-1645 and Ordinance O-13-1866 shall remain in full force and effect, except where amended by this ordinance.

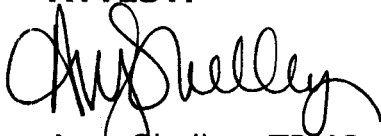
AND IT IS SO ORDERED.

The first reading and public hearing being conducted on the 3rd day of December 2013.

The second reading and public hearing being conducted on the 17th day of December 2013.

PASSED AND APPROVED by the City Council of the City of Colleyville, Texas, on this the 17th day of December 2013.

ATTEST:


Amy Shelley, TRMC
City Secretary

CITY OF COLLEYVILLE


David Kelly
Mayor

APPROVED AS TO FORM AND LEGALITY:

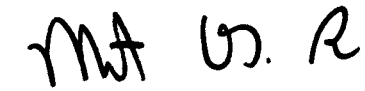

Matthew C. G. Boyle
City Attorney

Exhibit "A" –Location and Zoning Map

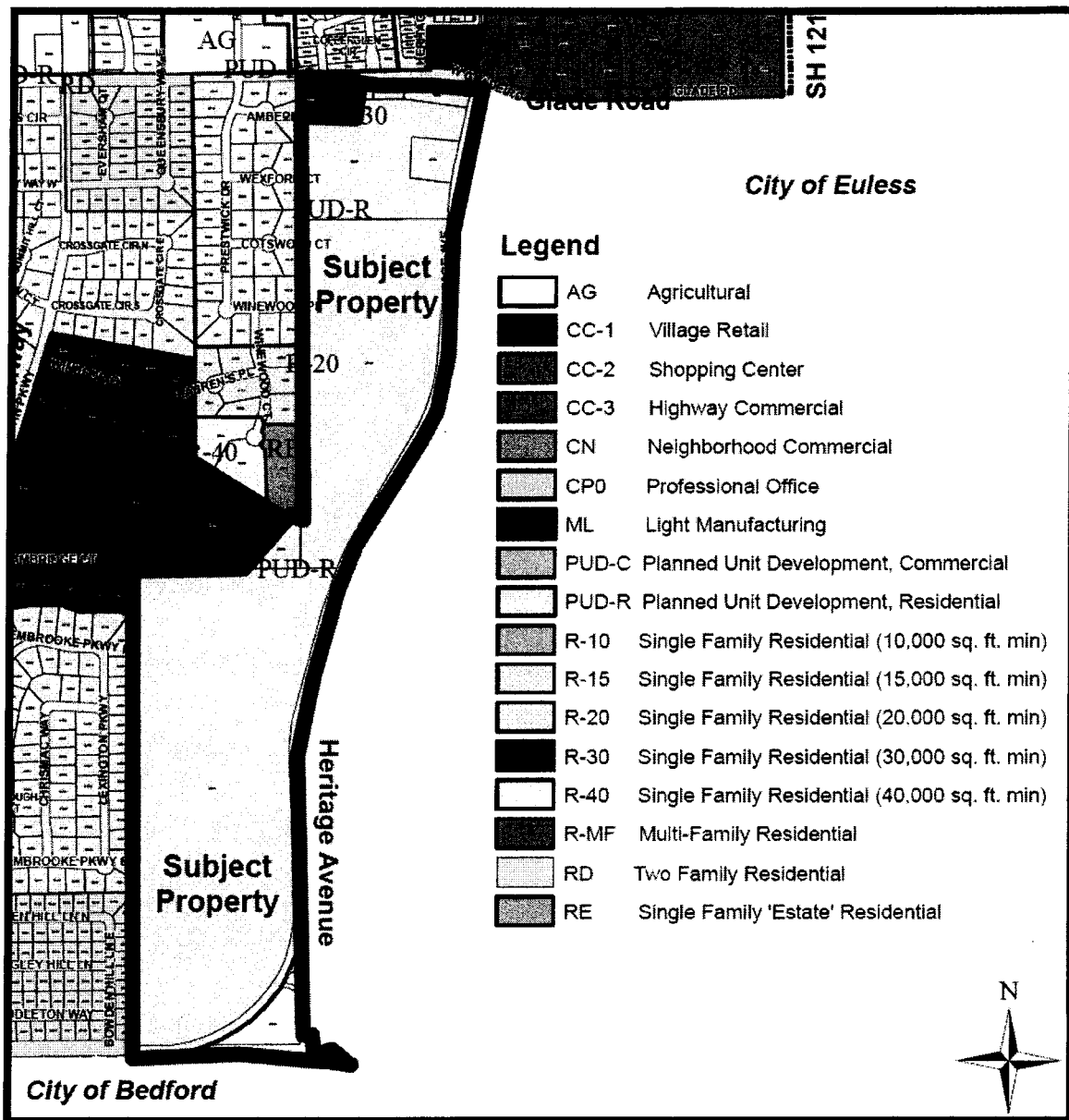


Exhibit "B" – Legal Description of Property Zoned from AG-Agricultural to PUD-R-Planned Unit Development Residential

Being the certain tract of land situated in the J. DOSS SURVEY, Abstract No. 441 and being a portion of the Ordinance No. 192 to City of Euless and a portion of the tract described in the deed to Sparger Family limited Partnership as recorded in Volume 16472, Page 390 of Deed Records, Tarrant County, Texas and being more particularly described as follows:

BEGINNING at a point at the intersection of the Colleyville City Limit and the Bedford City Limit boundaries from which a 5/8" iron rod found for the southwest corner of said Sparger tract bears North 69°11'27" West at 207.68 feet;

THENCE North 00°07'13" West, 25.16 feet to the beginning of a curve to the left;

THENCE northeasterly with said curve to the left, having a radius of 843.63 feet, a central angle of 37°42'05", an arc length of 250.26 feet to the apparent intersection of the north right-of-way of said Cheek Sparger Road and the east right-of-way line of Heritage Avenue, continuing with said east right-of-way line a total arc length of 1281.93 feet and a long chord of North 42°29'27" East at 1162.08 feet to a 5/8 inch iron rod found for the end of said curve, same being the merging of the east right-of-way line of Woodpark Lane;

THENCE South 01°02'49" East with said east right-of-way line of Woodpark Lane, 750.80 feet to the southwest corner of the tract described to Charles A. Hoel, Jr. and wife, Mary lea Hoel as recorded in Volume 3522, Page 540 of said Deed Records;

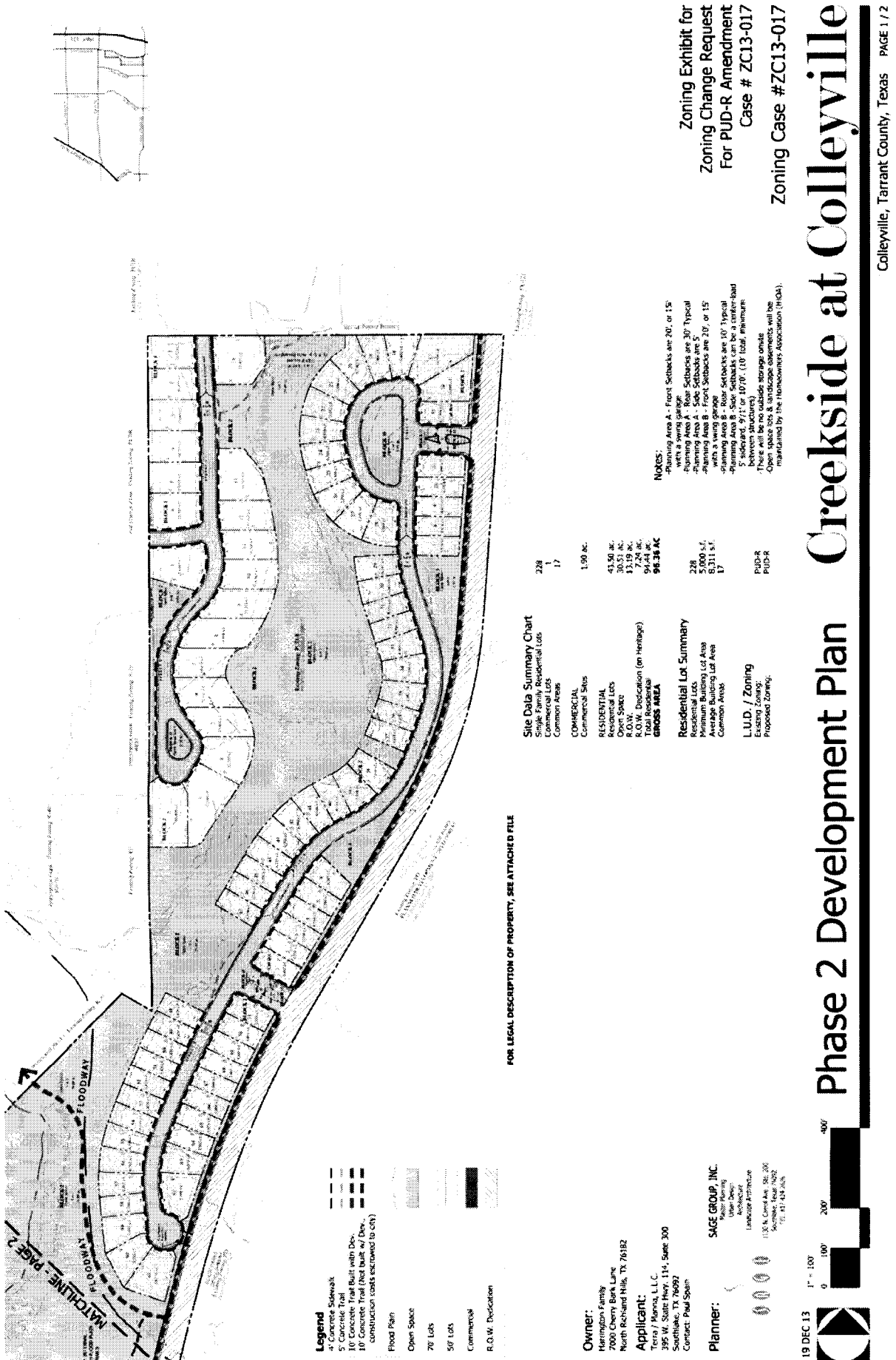
THENCE South 89°57'50" East with the south line of said Hoel tract, approximately 38.00 feet to the northwest corner of the tract described to Cheek-Sparger Properties, LLP., as recorded in Document No. 0206013089 of said Deed Records;

THENCE South 05°10'42" East, 58.85 feet to the beginning of a curve to the right;

THENCE southeasterly with said curve to the right, having a radius of 1058.63 feet, a central angle of 12°33'23", an arc length of 232.00 feet and a long chord of South 71°31'54" East at 231.54 feet;

THENCE South 65°18'09" East, 4.39 feet to said north City limit line of the City of Bedford and south City Limit line of the City of Colleyville;

THENCE North 89°52'47" West with said common City Limit line, 1065.70 feet to the place of beginning and containing 4.438 acres of land, more or less.



Zoning Exhibit for
Zoning Change Request
For PUD-R Amendment
Case # ZC13-017
Zoning Case #ZC13-017

Creekside at Colleyville

Phase 2 Development Plan

- Legend**
- Concrete Subsoil
 - 5' Concrete Footing
 - 10' Concrete Footing (Not Built w/ Dev.)
 - Construction (not shown to city)
 - Final Plan
 - Open Space
 - 70' Lots
 - 50' Lots
 - Commercial
 - R.O.W. Dedication

Site Data Summary Chart

Subsoil	228
Concrete Footing	17
Commercial Lots	1,900 ac.
Commercial Areas	43.59 ac.
Commercial Sites	30.51 ac.
RESIDENTIAL	13.19 ac.
Open Space	7.2 ac.
R.O.W. Dedication (on Heritage)	94.38 ac.
TRAFFIC IMPROVEMENT	
GROSS AREA	

Residential Lot Summary

Minimum Building Lot Area	274
Average Building Lot Area	5,009 s.f.
Common Areas	8,311 s.f.
	17

L.U.D. / Zoning

Existing Zoning: PUD-R
Proposed Zoning: PUD-C

NOTES:

- Planning Area A - Front setbacks are 20' or 15' with a swing garage.
- Planning Area A - Rear Setbacks are 30' Typical.
- Planning Area B - Front Setbacks are 20' or 15' with a swing garage.
- Planning Area B - Rear Setbacks are 10' Typical.
- Planning Area B - Side Setbacks can be a barrier load (a fence or wall) (5' or 10' high, minimum between structures).
- There will be no outdoor storage outside.
- Open space lots & landscape easements will be maintained by the Homeowners Association (HOA).

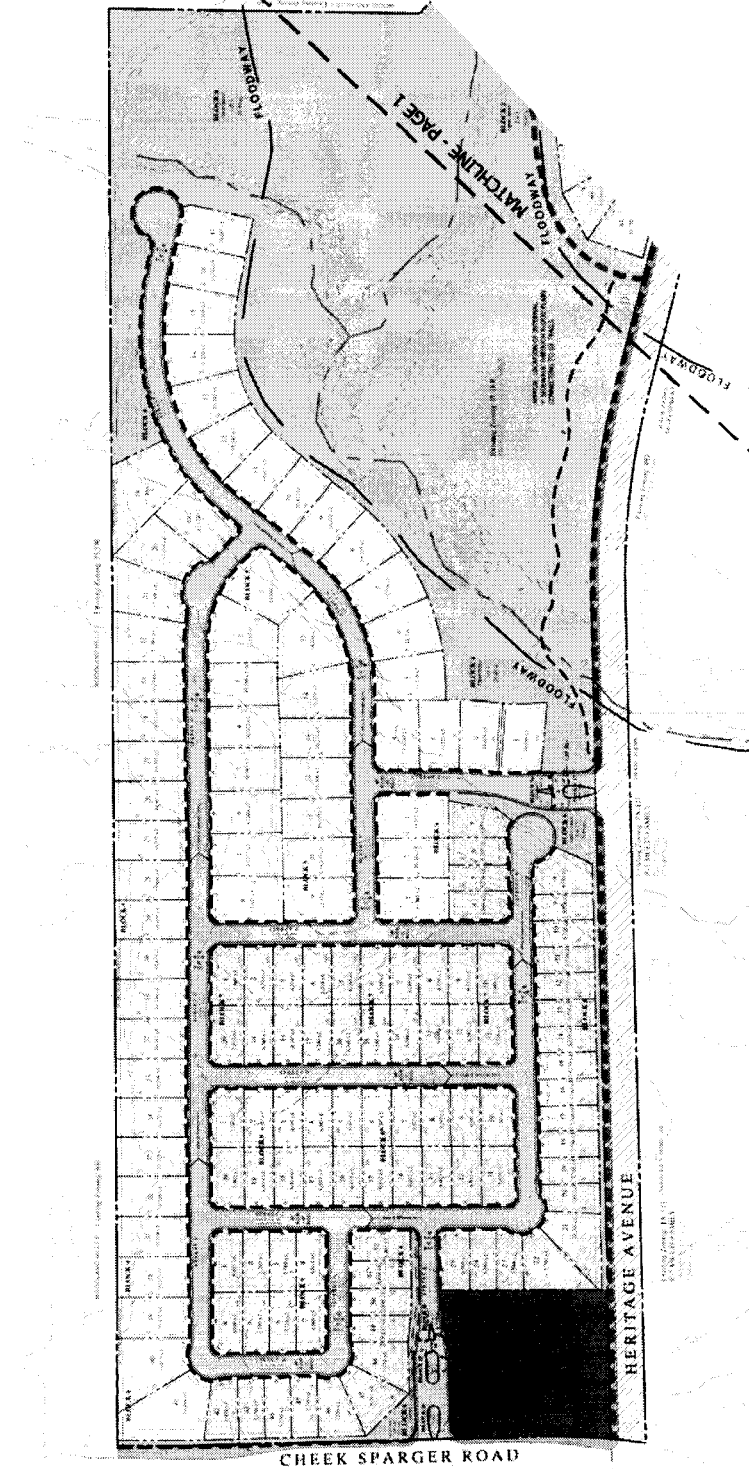
Zoning Exhibit for
Zoning Change Request
For PUD-R Amendment
Case # ZC13-017

Zoning Case #ZC13-017

Creekside at Colleyville

Phase 2 Development Plan

Colleyville, Tarrant County, Texas PAGE 2 / 2



Applicant:

Terra / Numa, LLC
255 W. State Hwy. 114, Suite 300
Southlake, TX 76082
Contact: Paul Spain

Planner:

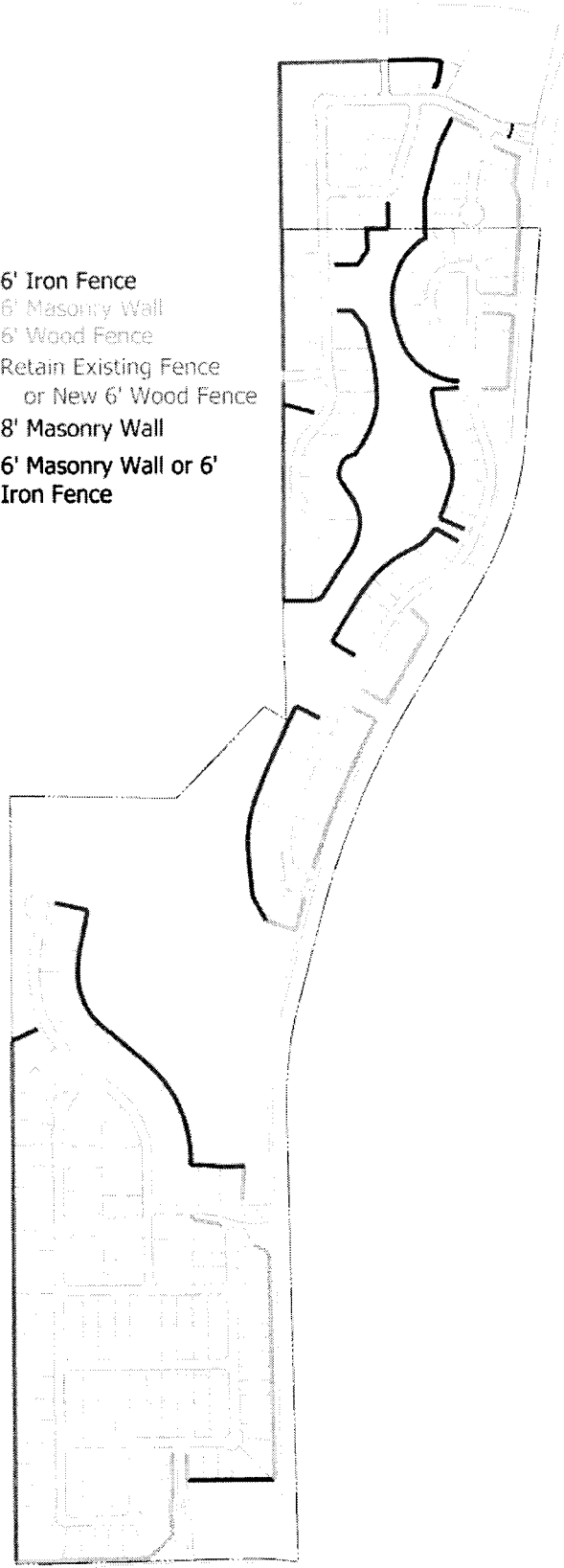
SAGE GROUP, INC.
10000 Highway 100, Suite 200
Arlington, TX 76010
Landscape Architecture
1130 N. Central Ave., Ste. 200
Southlake, Texas 76082
TEL: 817-424-2424

19 DEC 13



Exhibit 'D'

6' Iron Fence
6' Masonry Wall
6' Wood Fence
Retain Existing Fence
or New 6' Wood Fence
8' Masonry Wall
6' Masonry Wall or 6'
Iron Fence



Owner:
Harrington Family
7000 Cherry Bark Lane
North Richland Hills, TX 76182

Applicant:
Terra / Manna, L.L.C.
395 W. Slate Hwy. 114, Suite 300
Southlake, TX 76092
Contact: Paul Spain

Planner:
SAGE GROUP, INC.
Master Planning
Urban Design
Architecture
Landscape Architecture
1136 N. Carroll Ave., Ste. 200
Southlake, Texas 76092
TEL: 817.424.2526

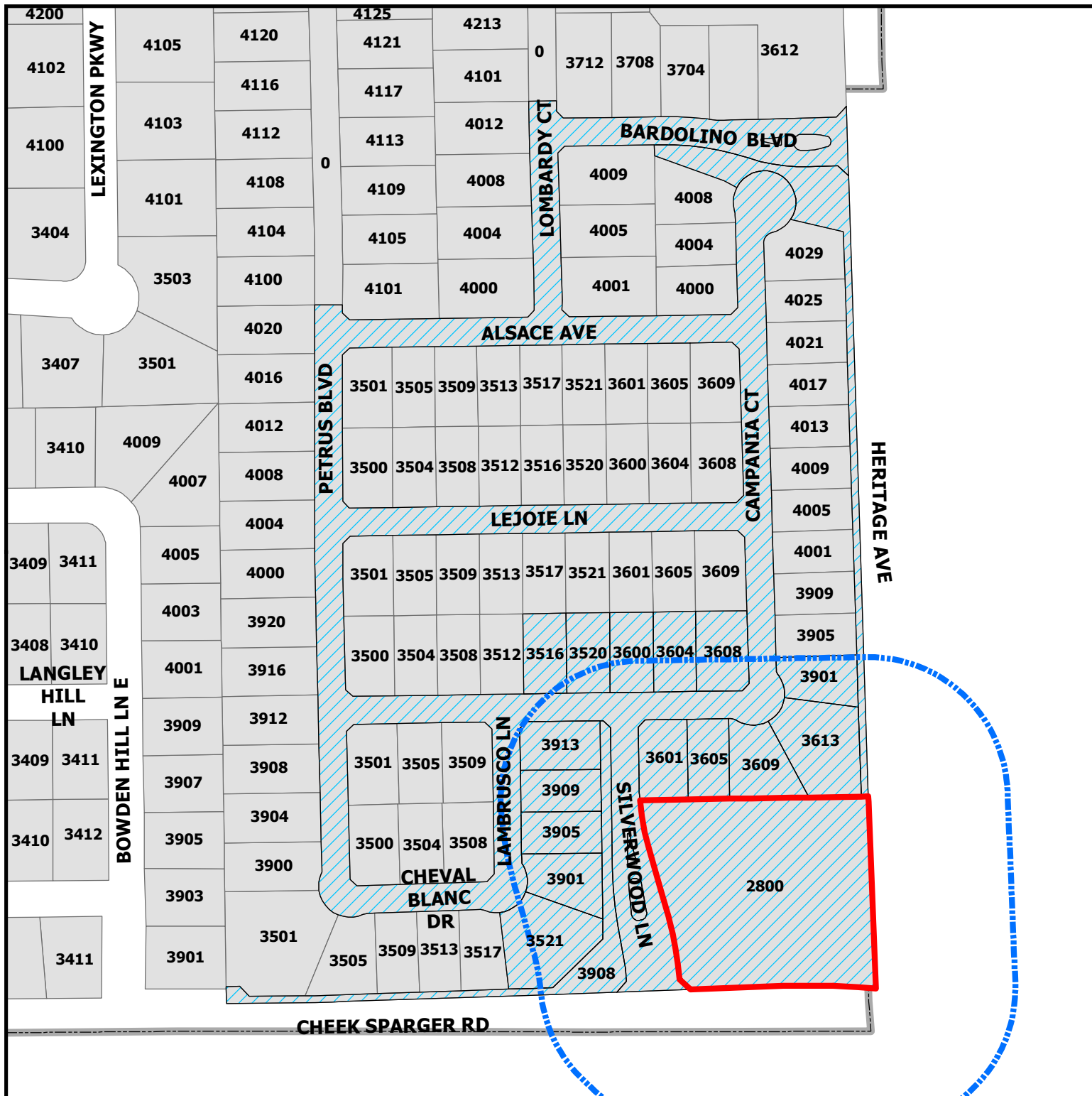


18 DEC 13



Wall/Fence Diagram

Notification Map



ZC18-004

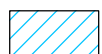
2800 Heritage Ave



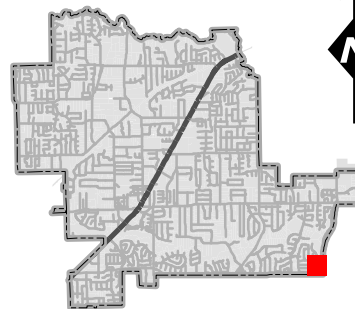
Subject Property



200ft Buffer



Properties within 200ft



DISCLAIMER:

This map and information contained in it were developed exclusively for use by the City of Colleyville. Any use or reliance on this map by anyone else is at that party's risk and without liability to the City of Colleyville, its officials or employees for any discrepancies, errors, or variances which may exist.

Notification List

Owner Name	Owner Address	Owner City	Owner Zip	Situs Address
CREEKSIDE AT COLLEYVILLE HOA I	101 CLARIDEN RANCH RD	SOUTHLAKE, TX	76092	3900 SILVERWOOD LN
CREEKSIDE AT COLLEYVILLE HOA I	101 CLARIDEN RANCH RD	SOUTHLAKE, TX	76092	3904 SILVERWOOD LN
CREEKSIDE AT COLLEYVILLE HOA I	101 CLARIDEN RANCH RD	SOUTHLAKE, TX	76092	3908 SILVERWOOD LN
CREEKSIDE AT COLLEYVILLE HOA I	101 CLARIDEN RANCH RD	SOUTHLAKE, TX	76092	3608 CAMPANIA CT
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3521 CHEVAL BLANC DR
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3600 VALMUR AVE
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3516 VALMUR AVE
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3608 VALMUR AVE
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3613 VALMUR AVE
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3609 VALMUR AVE
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3901 LAMBRUSCO LN
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3913 LAMBRUSCO LN
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3520 VALMUR AVE
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3605 VALMUR AVE
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3901 CAMPANIA CT
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3905 LAMBRUSCO LN
170 PLAYERS LLC	170 PLAYERS CIR	SOUTHLAKE, TX	76092	2800 HERITAGE AVE
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3909 LAMBRUSCO LN
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3604 VALMUR AVE
MAINVUE TX LLC	1110-112TH AVENUE NE STE 202	BELLEVUE, WA	98004	3601 VALMUR AVE
GRAPEVINE-COLLEYVILLE ISD	3051 IRA E. WOODS AVENUE	GRAPEVINE, TX	76051	STATE REQUIRED
MURWAY, DERICK	151 PLAYERS CIRCLE, SUITE 200	SOUTHLAKE, TX	76092	APPLICANT
CITY OF BEDFORD	2000 FOREST RIDGE DRIVE	BEDFORD, TX	76021	COURTESY NOTICE
CITY OF EULESS	201 NORTH ECTOR DRIVE	EULESS, TX	76039	COURTESY NOTICE



NOTICE OF PUBLIC HEARING

Zoning Case Number: ZC18-004
Owner: Michael Levitt
Applicant: Derick Murway
Location: 2800 Heritage Avenue
Property Description: Tract 2C1, Abstract 441, in the Jesse Doss Survey
Present Zoning: PUD-R Planned Unit Development Residential District
Request: Consideration of a Special Use Permit for Convenience Store with Gasoline Sales

The City of Colleyville has scheduled public hearings concerning the above referenced request on the following dates and location:

Planning and Zoning Commission Meeting: Monday, April 9, 2018 at 7:00 p.m.
City Council Meeting: Tuesday, May 1, 2018 & May 15, 2018 at 7:30 p.m.
3rd floor of City Hall, 100 Main Street, Colleyville, Texas

This notice has been sent to all owners of real property within 200 feet of the request as such ownership appears on the last approved tax roll and all homeowners associations within 500 feet. Approval by the Planning and Zoning Commission serves as a recommendation to the City Council and is not a final action on the request. Denial of the proposal by the Commission is final, unless the applicant submits a written notice of appeal within 10 days from the date of action by the Commission. If appealed, the request will be placed on the next available City Council agenda as listed above. Rezoning requests, zoning amendments and conditions recommended by the Commission for approval by the City Council may be more restrictive than those described in this notice.

All interested persons are encouraged to attend the public hearing and express their opinions on the zoning change request. If you are unable to attend, but wish to have your opinions made a part of the public record, please submit written comments prior to the public hearing, to the address below:

**Community Development Department
City of Colleyville
100 Main Street
Colleyville, TX 76034**

If the property owners of 20% or more of the land within the 200 foot notification area file a written protest prior to the public hearing, State law provides that the approval of the zoning change request shall require the approval of a super majority vote by City Council.

The application is on file for public examination in the Community Development Department at 100 Main Street, Colleyville, Texas. A brief project description can be found online on the Active Development Case map: <https://www.colleyville.com/zoning.html>. For additional information, please contact the Community Development Department at 817.503.1056. Please reference the zoning case number when requesting information.

Felix Landry
Principal Planner
flandry@colleyville.com

Letters of Opposition

Thomas E. Boser
3517 Silverwood Court
Bedford, Texas 76021-3048
972-896-4877

March 30, 2018

Mr. Felix Landry, Principal Planner
Community Development Department
City of Colleyville
100 Main Street
Colleyville, TX 76034

RE: Zoning Case Number ZC18-004

Dear Mr. Felix Landry,

Please note my strong objection to the consideration of a Special Use Permit for Convenience Store with Gasoline Sales for 2800 Heritage Avenue.

Such a facility would be incongruent with the use of the surrounding properties. This area is residential with only two lane roads and moderate lighting. The addition of a convenience store with canopied gas pumps would cause a significant increase in traffic. The intersections of Cheek-Sparger Road & Heritage Road and Cheek-Sparger Road & Silverwood Lane are already very difficult to make turns on due to the amount of traffic. The added traffic would make these intersections more congested and dangerous than they are already. The lighting that would be added by the facility would overpower the area, causing unwanted illumination in the neighboring homes at night.

The addition of this commercial property would also have a significant impact on the value of my property and homes surrounding it. The added traffic, light and noise would make our homes unattractive to prospective buyers, making them more difficult to sell at a premium value the neighborhood usually demands.

I urge you and the Colleyville City Council members to not approve the proposed special use permit. Thank you.

Regards,



Thomas E. Boser

Letters of Opposition

April 2, 2018

Community Development Department
City of Colleyville
100 Main Street
Colleyville, TX 76034



RE: Zoning Case No. ZC18-004
Owner: Michael Levitt
Applicant: Derick Murway
Location: 2800 Heritage Avenue
Request: Consideration of a Special Use Permit for Convenience Store with Gasoline Sales

Dear Madam or Sir:

I live at 4140 Parkview Ct, Bedford, Texas in the Silverwood community directly across the road from Heritage Ave.

I protest the above referenced request for the issuance of a Special Use Permit for Convenience Store with Gasoline Sales.

The area surrounding the proposed location is residential, the roads are two lane and the lighting is moderate. Locating a convenience store with gas pumps and bright lights on this location would significantly increase traffic in the area and would cause unwanted illumination in the neighboring homes at night. Intersections in this area are difficult to make turns on due to the current traffic load. Increasing traffic will only result in added congestion and accidents.

Furthermore, placing this commercial facility in this residential area will adversely affect the value of all of the homes around it, including mine.

Very truly yours,

A handwritten signature in black ink, appearing to read "Vernon W. Johnson", written in a cursive style.

Vernon W. Johnson

Letters of Opposition

April 2, 2018

Community Development Department
City of Colleyville
100 Main Street
Colleyville, TX 76034



RE: Zoning Case No. ZC18-004
Owner: Michael Levitt
Applicant: Derick Murway
Location: 2800 Heritage Avenue
Request: Consideration of a Special Use Permit for Convenience Store with Gasoline Sales

Dear Madam or Sir:

I live at 4140 Parkview Ct, Bedford, Texas in the Silverwood community directly across the road from Heritage Ave.

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The area surrounding the proposed location is residential, the roads are two lane and the lighting is moderate. Locating a convenience store with gas pumps and bright lights on this location would significantly increase traffic in the area and would cause unwanted illumination in the neighboring homes at night. Intersections in this area are difficult to make turns on due to the current traffic load. Increasing traffic will only result in added congestion and accidents.

Furthermore, placing this commercial facility in this residential area will adversely affect the value of all of the homes around it, including mine.

Very truly yours,

A handwritten signature in black ink that reads "Beverley L. Johnson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Beverley L. Johnson

ORDINANCE O-18-XXXX

AMENDING THE ZONING ORDINANCE AND THE OFFICIAL ZONING MAP BY CHANGING THE ZONING ON LOT TRACT 2C1, ABSTRACT 441, IN THE JESSE DOSS SURVEY, LOCATED AT 2800 HERITAGE AVENUE, BY AUTHORIZING A SPECIAL USE PERMIT FOR A CONVENIENCE STORE WITH GASOLINE SALES; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00); AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of Colleyville has received an application for a convenience store with gasoline sales under Case No. ZC18-004; and

WHEREAS, the City of Colleyville deems it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the City to enact a new zoning ordinance; and

WHEREAS, the City Council has appointed a Planning and Zoning Commission to recommend the boundaries of the various original zoning districts and appropriate regulations be enforced therein and to recommend a new zoning ordinance; and

WHEREAS, the Planning and Zoning Commission has divided the City into districts and has prepared regulations pertaining to such districts in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health, general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements; and

WHEREAS, the Planning and Zoning Commission, has given reasonable consideration to, among other things, the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City; and

WHEREAS, the Planning and Zoning Commission of the City of Colleyville and the City of Colleyville City Council, in compliance with the Charter of the City of Colleyville, and State Law with reference to changes to zoning classifications under the Zoning Ordinance Regulations and Zoning Map, having given the requisite notices

by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally, and to the persons interested and situated in the affected area and in the vicinity thereof, the governing body of the City of Colleyville is of the opinion that said change in zoning should be made.

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

- Sec. 1. THAT all the foregoing premises and findings are found to be true and correct and are incorporated into the body of this ordinance as if copied in their entirety.
- Sec. 2. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by changing the zoning on Tract 2C1, Abstract 441, in the Jesse Doss Survey, located at 2800 Heritage Avenue, by authorizing a Special Use Permit for a convenience store with gasoline sales, as depicted on Exhibit "A" and Exhibit "B".
- Sec. 3. THAT the above described tract of land shall be used only in the manner and for the purposes provided by the Comprehensive Zoning Ordinance of the City of Colleyville as heretofore amended, and as amended herein.
- Sec. 4. THAT the above described tract of land shall be subject to the following conditions:

1. GENERAL

- a. The Special Use Permit shall apply to a convenience store with gasoline sales only.
 - b. All requirements of the Land Development Code shall be met, except where amended herein.
- Sec. 5. THAT any person, firm or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the City of Colleyville, and upon conviction shall be punishable by a fine not to exceed the sum of Two Thousand Dollars (\$2,000.00) for each offense.

Sec. 6. THAT it has been found that there has been a change in conditions in the above described property, it is now necessary that it be given the above zoning classification in order to permit its proper development and in order to protect the public interest, comfort and general welfare, and requires that this ordinance shall take effect immediately from and after its passage.

AND IT IS SO ORDERED.

The first reading and public hearing being conducted on the 1st day of May 2018.

The second reading and public hearing being conducted on the 15th day of May 2018.

PASSED AND APPROVED BY A VOTE OF ____ AYES, ____ NAYS, AND ____ ABSTENTIONS ON THIS THE 15TH DAY OF MAY 2018.

Mayor Richard Newton	_____	Mayor Pro Tem Bobby Lindamood	_____
Place 1, Tammy Nakamura	_____	Place 5, Nancy Coplen	_____
Place 2, Kathy Wheat	_____	Place 6, Mike Taylor	_____
Place 4, George Dodson	_____		

ATTEST:

CITY OF COLLEYVILLE

Christine Loven, TRMC
City Secretary

Richard Newton
Mayor

APPROVED AS TO FORM AND LEGALITY:

Whit Wyatt
City Attorney

Exhibit "A" – Aerial Map



ZC18-004

2800 Heritage Ave

DISCLAIMER:

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Subject Property



CREEKSIDE PHASE 6
LOT 1, BLOCK A
CITY OF COLLEVILLE, TARRANT COUNTY, TEXAS

Soil engineering, LLC.
5339 ALPHA ROAD, SUITE 300 DALLAS, TEXAS 75244
972.701.9636 • 972.701.9639 FAX
TX REGISTERED ENGINEERING FIRM F-12600
www.soileng.com

PRELIMINARY
[NOT FOR CONSTRUCTION]

THIS DRAWING IS RELEASED FOR THE PURPOSE OF SYNDICATE REVIEW AND IS NOT INTENDED FOR PERMITTING, BIDDING, OR CONSTRUCTION PURPOSES.

THESE PLANS WERE PREPARED UNDER DIRECT SUPERVISION OF JASON T. PYKE, I.T.E.S. #1246, TEXAS REG. #1246. DATE: 05/05/2000

DEPT TIME

1
SHEET NO.
HPCE #17-31



VICINITY MAP
(NOT TO SCALE)

LEGEND

	PROPOSED FIRELANE
	PROPOSED PAVING
	ACCESSIBLE CROSSWALK

NOTES

1. ALL DIMENSIONS ARE IN INCHES
2. REFER TO DRAWING FOR DIMENSIONS
3. REFER TO DRAWING FOR DIMENSIONS

SITE SUMMARY TABLE	
SITE AREA:	
TOTAL SITE AREA	2,899 AC
TOTAL DEVELOPMENT AREA	0.421 AC
TOTAL NET AREA	1,868 AC
BUILDING AREA	6,300 SQ FT (0.142)
IMPERVIOUS AREA	45,241 SQ FT (1.036)
OPEN SPACE AREA	30,840 SQ FT (0.706)
REQUIRED PARKING (1 SPACE / 200 SQ FT)	32 SPACES
PROVIDED PARKING	33 SPACES

OWNER
170 PLAYERS, LLC
151 PLAYERS CIRCLE, SUITE 200
SOUTHPLANE, TEXAS 76092
982.296.5604

ENGINEER
HPCIVIL ENGINEERING, LLC
5339 ALPHA RD., SUITE 300
DALLAS, TEXAS 75240
972.701.9636
JASON T. PYKA, P.E.

DEVELOPER
 MONTAGE DEVELOPMENT, LLC
 151 PLAYERS CIRCLE, SUITE 200
 SOUTHLAKE, TX 76092
 817.944.4980

SUPERVISOR
 REALSEARCH OF TEXAS, L.P.
 P.O. BOX 1006
 GOODY, TEXAS 76044
 817.937.2655

JEREMY LUKE DEAL, R.P.L.

BENCHMARKS

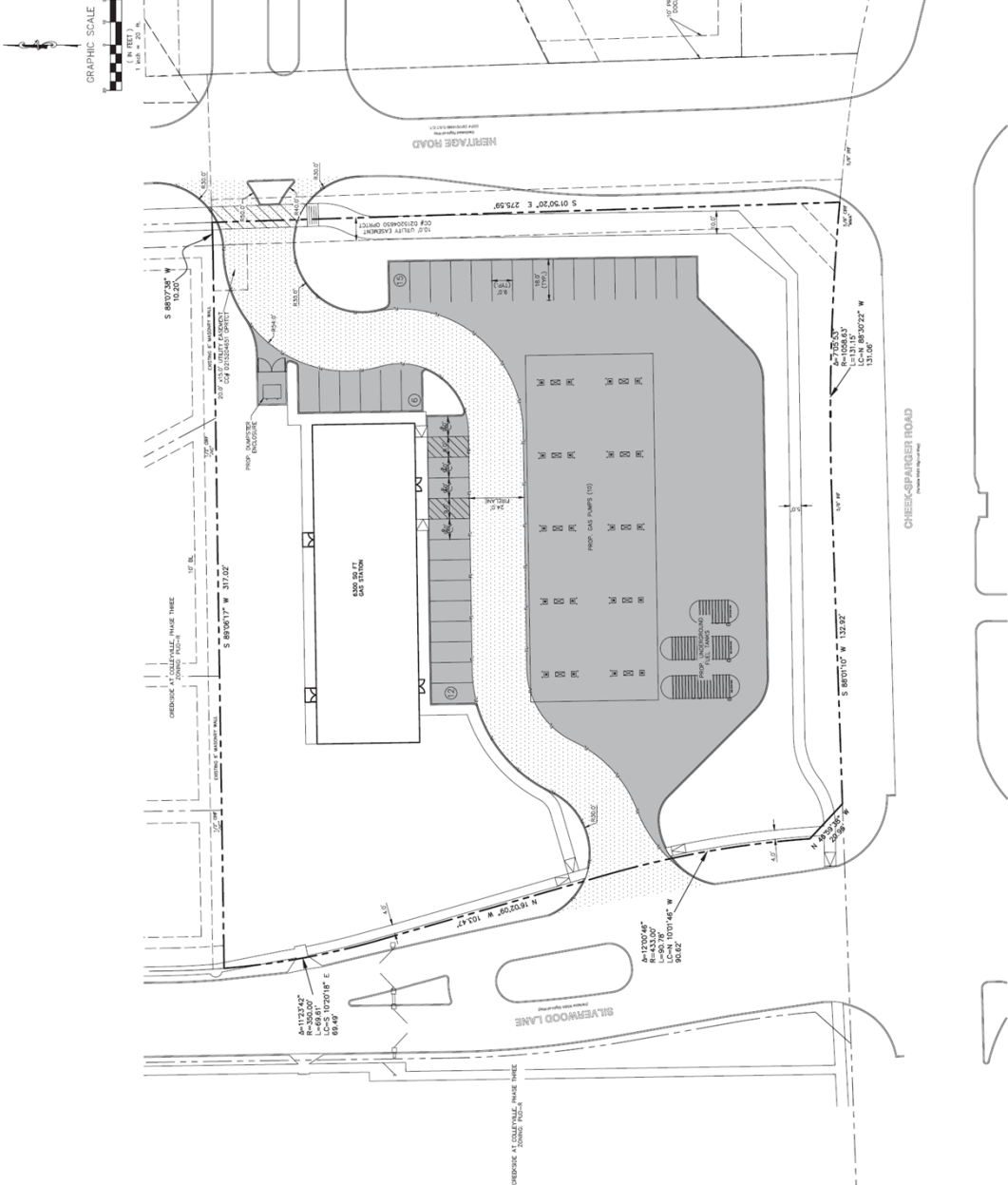
BM-1: 3" BRASS DISC IN TOP OF CURB AT SOUTH END OF MEDIAN IN
CENTLINE OF MAIN STREET LOCATED 23' EAST OF WEST BACK OF
CURB ALSO LOCATED 52' NORTH OF ST. ALWAYS FROM THE
CENTLINE.

NORTHING=7,608,375.864'
EASTING=2,394,116.655'
(ELLEVA TOP=587.18')

BM-2: 2" BRASS DISC IN THE SOUTHWEST CORNER OF A CONCRETE PAD IN THE SOUTHWEST QUADRANT OF GLADIE ROAD AND HERITAGE ROAD. LOCATED 9' SOUTHWEST OF A TRAFFIC LIGHT POLE, 65' WEST OF THE CENTERLINE OF HERITAGE ROAD AND 42.5' SOUTH OF GLADIE ROAD.

NORTHING=7,006,494.192'
EASTING=2,396,465.156'
(ELEVATION=584.70')

BM-3: 3" BRASS DISC ON EAST BACK OF CURB OF WHEATWOOD COURT.
LOCATED 6' SOUTH OF THE POINT OF CURVATURE IN THE CUL-DE-SAC
46.4' NORTHEAST OF THE RADIOS POINT.



GRAPHIC SCALE



(IN FEET)
1 inch = 25.4 mm



January 15, 2018

City of Colleyville
Community Development
100 Main Street
Colleyville, Texas 76034

Re: *Creeside Commercial South*
 Colleyville, Tarrant County, Texas

This statement is to notify you of the planning objectives for the Creekside Commercial South development, a parcel of land at the intersection of Heritage Avenue and Cheek-Sparger Road. Currently, the land is zoned as part of a PUD-R, with designation as future commercial use by city ordinance O-15-1972. The site is 2.289 acres with a right-of-way dedication of 0.421 acres to facilitate future improvements to Heritage Avenue. The request for a Special Use Permit to all allow for the remaining 1.868 acres to be developed as a convenience store with gas sales. The current site plan proposes a 6,300 square foot building and ten gas pumps, with access from both Heritage Avenue and Silverwood Lane. The development will meet all design and architectural requirements for a commercial property as stated in the city's comprehensive plan, "Destination Colleyville."

Any additional questions regarding site plans or design for this development can be directed to Jason T. Pyka, P.E. at HPcivil Engineering at 972-701-9636.

Sincerely,



Derick Murway
Montage Development, LLC

151 Players Circle, Suite 200, Southlake, Texas 76092



City of Colleyville Planning and Zoning Commission Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 3c	Agenda Date 04/09/2018	Number
Type Public Hearing Agenda Items		
Department Community Development		

Title

Consideration of a zoning change from the AG Agricultural and R-40 Single Family Residential zoning districts to the R-30 Single Family Residential zoning district on Lot 2R, Block 1, of the Falcon Point Addition, located at 200 Bandit Trail, Case ZC18-005

Explanation

Bryan and Jennifer Healey, the applicants, have submitted a request for a zoning change on Lot 2R, Block 1, of the Falcon Point Addition, being approximately 1.738 acres, and zoned AG Agricultural & R-40 Single Family Residential districts. The purpose is to rezone from the AG & R-40 districts to the R-30 district to allow for single-family residential development of 2 new lots.

Existing Conditions/Background: The subject property, 200 Bandit Trail, resides on the northwest corner of the Bandit Trail and John McCain intersection. The subject property has mostly R-40 zoning with a sliver of AG zoning along the northern property line. This lot currently has not been developed.

Proposed Zoning:

Request – The applicant requests to rezone the property from R-40 and AG to R-30 zoning. The applicant desires to create a 0.974 acre (appx. 42,000 sq ft) lot and a 0.764 acre (appx. 33,000 sq ft) lot for single family home construction. The minimum standards for the R-30 zoning district are as follows:

Minimum Lot Size	30,000 square feet.
Minimum Lot Width	125 feet
Front Building Line	35 feet
Side Building Line	10 feet
Rear Building Line	25 feet

Analysis: The requested R-30 zoning allows the applicant to create two residential lots. The R-30 zoning requires that the two proposed lots meet a higher standard than the minimum desired standards identified in the Destination Colleyville Comprehensive Plan. The applicant could also continue with their desired development plan with R-30 zoning on the smaller lot and R-40 zoning on the larger lot.

Surrounding Development: Half of the surrounding area (within 1,000 feet) consists of R-20 Single-Family Residential zoning; with the remaining half consisting of a mix of

lots with the PUD-R (Planned Unit Development – Residential), R-30, R-40, and AG zoning districts. Most of the surrounding lots have developed with single family homes. Roughly half of the lots with AG zoning do not meet the minimum requirements for that district and exist as legal non-conforming lots.

Comprehensive Plan: The City's comprehensive plan, *Destination Colleyville*, identifies the subject property for single-family residential development. The proposed R-30 zoning does not conflict with any portion of the comprehensive plan. The proposed R-30 zoning would exceed the minimum desired residential density of 1.8 units per acre.

Public Notification: Staff mailed notices to all property owners within 200 feet as well as any Homeowners Associations within 500 feet of the subject property regarding this request. Grapevine-Colleyville ISD, where the subject property is located, was notified per State law. Notice was published in the *Fort Worth Star-Telegram* as required by State law and the Land Development Code. To date staff has received a letter of opposition with signatures from six local residences.

Staff Recommendation: Staff recommends approval for the applicants request based on the following findings:

1. The proposed zoning meets the intent of the residential designation assigned in the Destination Colleyville comprehensive plan.
2. The proposed zoning also exceeds the desired residential density of 1.8 residential units per acre identified in the Destination Colleyville comprehensive plan.
3. R-30 zoning is compatible with the variety of zoning districts within 1,000 feet of the subject property.

Recommendation

Approve

Attachments

1. Aerial Map
2. Zoning Map
3. Future Land Use Map
4. Zoning Exhibit
5. Notification Map
6. Notification List
7. Property Owner Notification Letter
8. Letters of Opposition
9. Draft Ordinance

Aerial Map

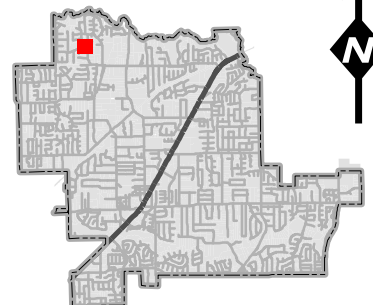


ZC18-005

200 Bandit Trail



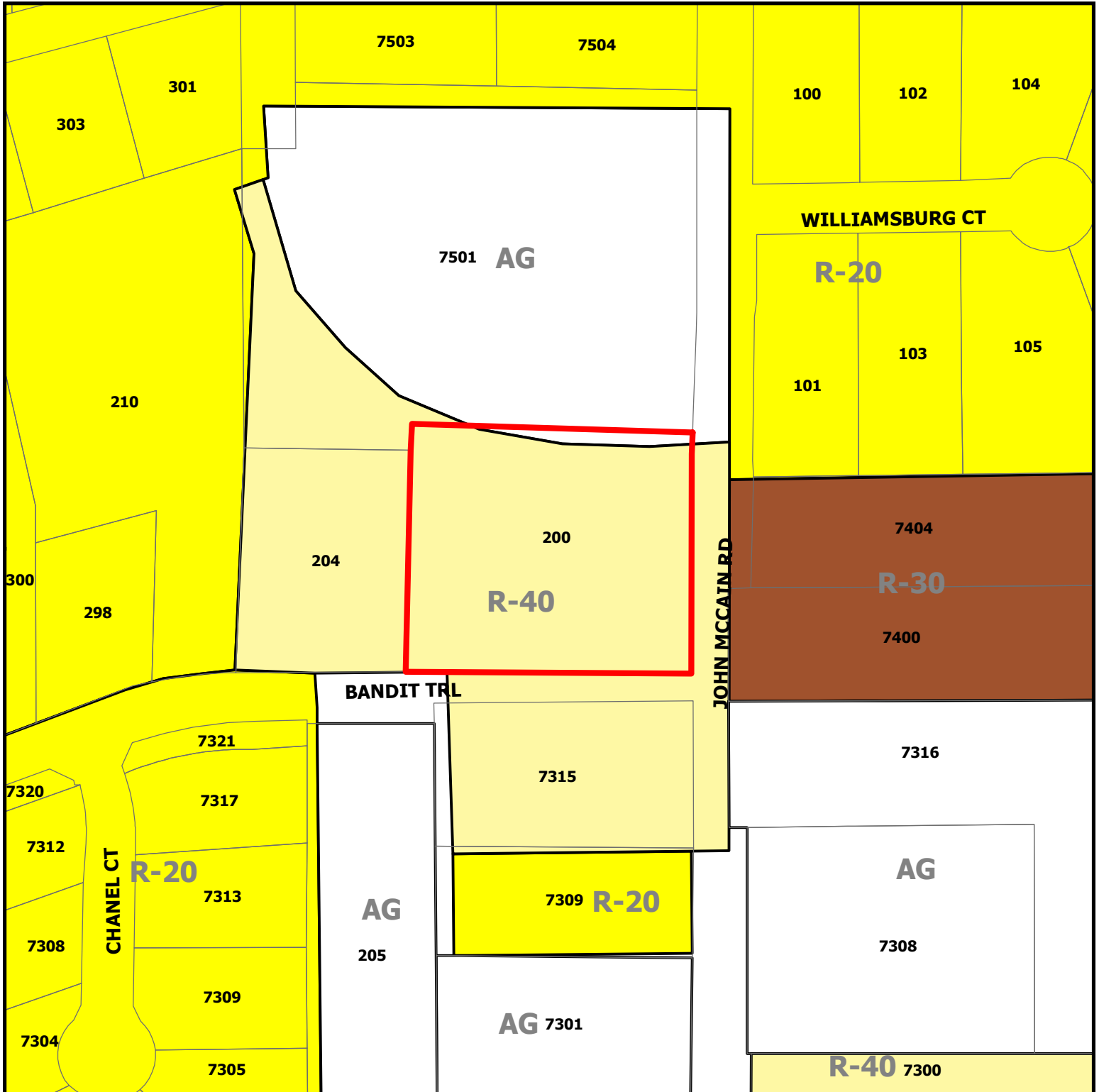
Subject Property



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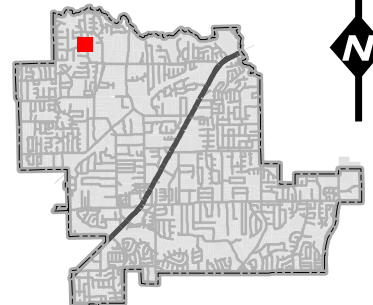
Zoning Map



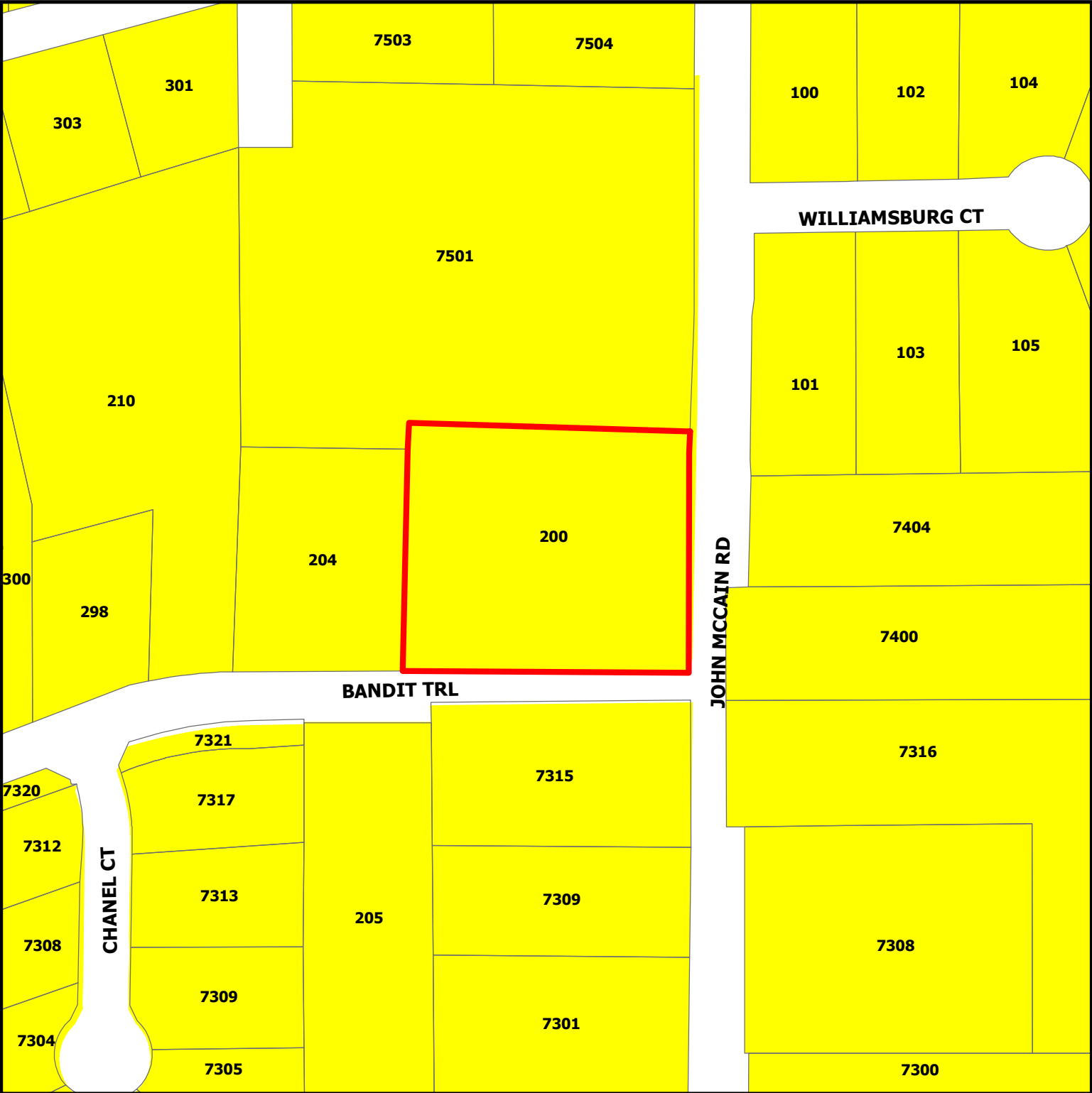
ZC18-005
200 Bandit Trail

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 Subject Property



Future Land Use Map



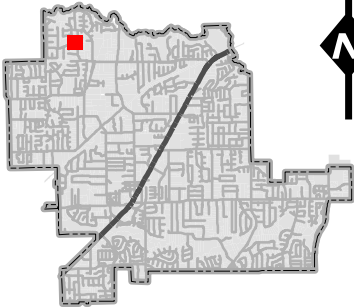
ZC18-005

200 Bandit Trail



Subject Property

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Zoning Exhibit

FIELD NOTE DESCRIPTION

ALL that certain tract or parcel of land situated in the M. M. FREEMAN SURVEY, ABSTRACT NO. 533 in the City of Colleyville, Tarrant County, Texas and being Lot 2R, Block 1, FALCON POINT ADDITION, to the City of Colleyville, Tarrant County, Texas according to the plat recorded in Cabinet A, Slide 10848, Plat Records, Tarrant County, Texas and also being that same tract as described in the Deed of Trust to Bryan P. Healey and Jennifer S. Healey as recorded in Instrument 0213007477, Deed Records, Tarrant County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2 inch steel rod found (CM) at the intersection of the westerly right-of-way line of John McCain Road (a variable width right-of-way) and the northerly right-of-way line of Bandit Trail (a variable width right-of-way);

THENCE North 89 degrees 37 minutes 02 seconds West with the southerly right-of-way line of said Bandit Trail, 310.60 feet to a 1/2 inch steel rod found (CH) for the southwest corner of said Lot 2R;

THENCE North 02 degrees 10 minutes 06 seconds East departing said southerly right-of-way line and with the westerly boundary line of said Lot 2R, 222.30 feet to a 1/2 inch capped steel rod stamped "MOAK SURV INC" found for the northeast corner of Lot 3, Block 1, Falcon Point Addition, an Addition to the City of Colleyville, Tarrant County, Texas as recorded in Cabinet A, Slide 1173 of said Plat Records;

THENCE North 02 degrees 36 minutes 24 seconds East continuing with said westerly boundary line, 27.98 feet to a 4" x 4" fence post found for the northwest corner of said Lot 2R;

THENCE South 88 degrees 37 minutes 34 seconds East with the northerly boundary line of said Lot 2R, 301.30 feet to a 5/8 inch steel rod found for the northeast corner of said Lot 2R, also being in the said westerly right-of-way line of John McCain Road;

THENCE South 01 degrees 36 minutes 15 seconds West with said westerly right-of-way line and with the easterly boundary line of said Lot 2R, 23.14 feet to a 1/2 inch capped steel rod stamped "MOAK SURV INC" found;

THENCE South 00 degrees 06 minutes 41 seconds East continuing with said westerly right-of-way line and said easterly boundary line of said Lot 2R, 221.82 feet to the PLACE OF BEGINNING and containing 1.738 acres of land, more or less.

Zoning Exhibit Showing

PROPOSED LOTS 2R1 AND 2R2, BLOCK 1, FALCON POINT ADDITION, an Addition to the City of Colleyville, Tarrant County, Texas

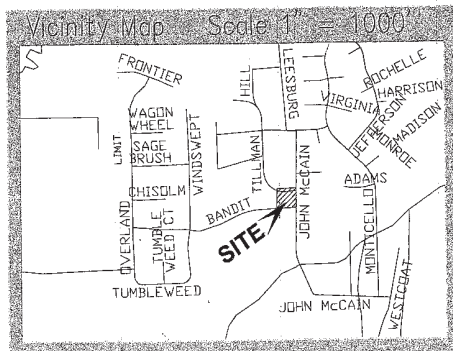
BEING A REPLAT OF LOT 2R, BLOCK 1, FALCON POINT ADDITION, AN ADDITION TO THE CITY OF COLLEYVILLE, TARRANT COUNTY, TEXAS AS RECORDED IN CABINET A, SLIDE 10848, PLAT RECORDS, TARRANT COUNTY, TEXAS.

SITUATED IN THE
M. M. FREEMAN SURVEY, ABSTRACT NO 533,
TARRANT COUNTY, TEXAS

CONTAINING - 1.738 ACRES - 75,698 SQ. FT. +/-
"ZONING EXHIBIT FOR ZONING CHANGE REQUEST FROM R-40 TO R-30"

CONTROL SOURCE

COORDINATE DATA AND BEARING SOURCE SHOWN HEREON IS BASED ON THE NATIONAL GEODETIC SURVEY - (GPS/GNIS) ONLINE POSITIONING USER SERVICE, NATIONAL CONTROL NETWORK DATA 1983. THIS DATA IS RELATIVE TO THE TEXAS COORDINATE SYSTEM, NAD 83, NORTH CENTRAL TEXAS ZONE, UTILIZING OPUS/GPS MONUMENTS NOS 4200, 4201 AND 4202 FOR BEARING CONTROL. COMBINED SCALE FACTOR IS 0.99994830 AND THE CONVERGENCE ANGLE IS +00 DEGREES 43 MINUTES 32.88 SECONDS. ALL DISTANCES AND COORDINATES SHOWN ARE BASED ON FEET - US DEFINITION.



NOTES

- 1) (CM) - REPRESENTS CONTROL MONUMENT
- 2) THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE COMMITMENT OR ABSTRACT OF THE PROPERTY.
- 3) THE SOLE PURPOSE OF THIS MINOR PLAT IS TO CREATE A NEW LOT.
- 4) THE MAINTENANCE OF ALL DRAINAGE AND UTILITY EASEMENTS LOCATED ON PRIVATE PROPERTY ARE THE RESPONSIBILITY OF THE PROPERTY OWNER.
- 5) TOPOGRAPHY BASED ON CITY OF COLLEYVILLE BENCHMARKS LIST.

LEGEND

- FOUND STEEL ROD
- SET CAPPED STEEL ROD
- CROSS CUT IN CONCRETE
- FOUND STEEL PIPE
- FOUND BOREHOLE STAKE

OWNER / APPLICANT

LOT 2R
BRYAN P. AND JENNIFER S. HEALEY
1205 CORDILLERA TRACE
BOERNE, TEXAS 78005
ATTN: BRYAN HEALEY
682-888-6955
E-MAIL: bryanhealey@yahoo.com

SURVEYOR / PREPARER

PRISM SURVEYS, INC.
1533 BELL DRIVE
HURST, TEXAS 76053
817-540-8048 OR 817-268-2211
FAX: 817-268-1148
CONTACT: JOHN W. MORGAN
E-MAIL: john@prism-surveys.com

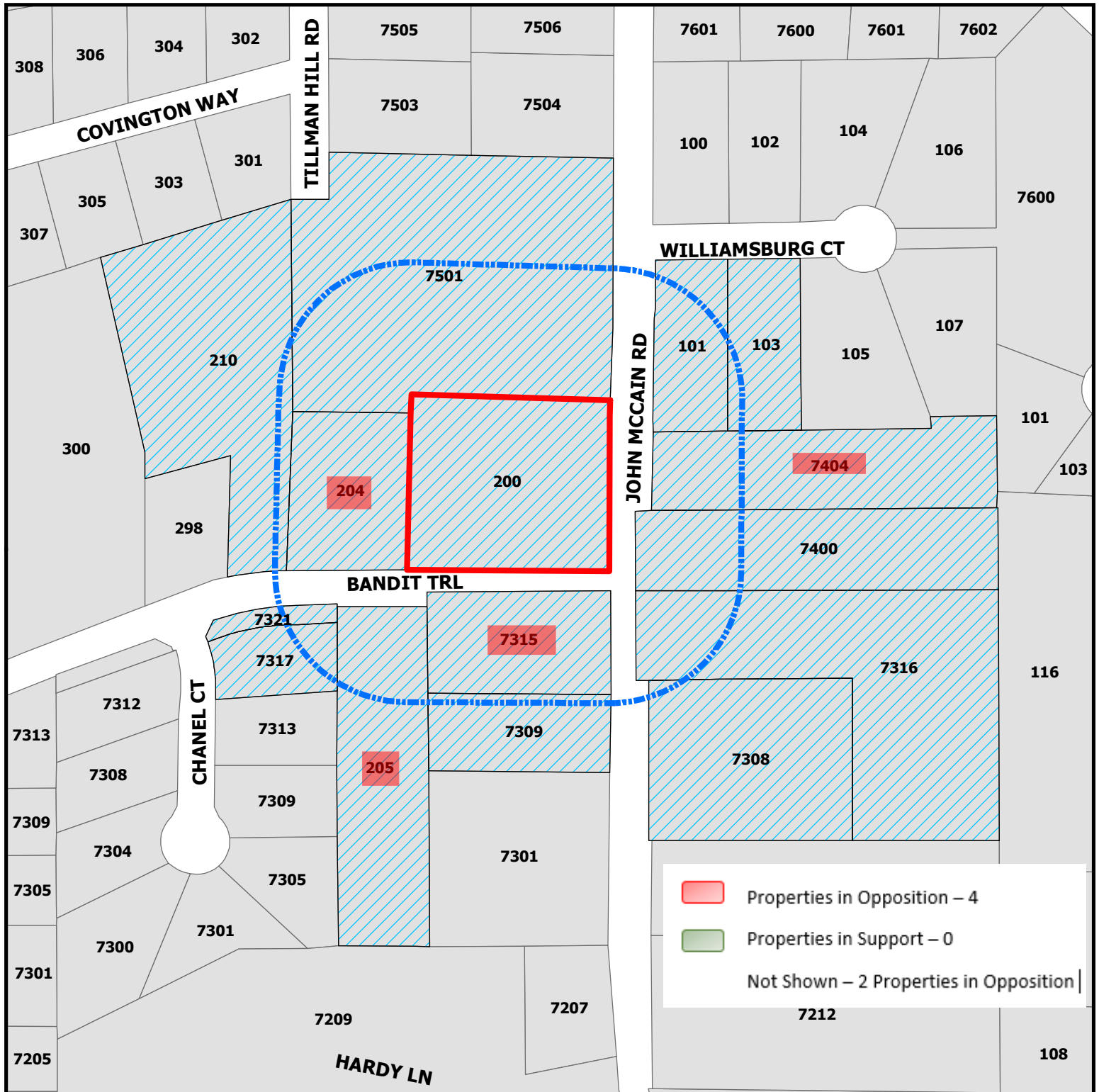


PRISM SURVEYS, INC. SUCCESSORS TO MOAK SURVEYORS, INC.



COMMERCIAL, RESIDENTIAL, BOUNDARY,
INVESTIGATIVE, TOPOGRAPHIC, TITLE
SURVEYS, PLATING AND
CONSTRUCTION STAKING
Firm No. 101325-00
3533 BELL DRIVE
HURST, TEXAS, 76053
(817) 540-8048 OR (817) 268-2211

Notification Map



ZC18-005

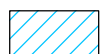
200 Bandit Trail



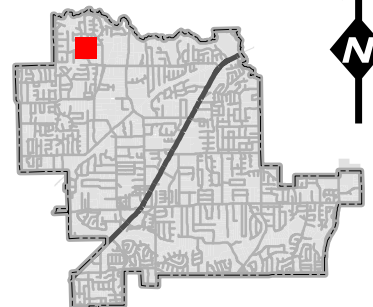
Subject Property



200ft Buffer



Properties within 200ft



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Notification List

Owner Name	Owner Address	Owner City	Owner Zip	Situs Address
HBJ REVOCABLE TRUST	7501 TILLMAN HILL RD	COLLEYVILLE, TX	76034	200 BANDIT TR
COATES, JOHN M	7400 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7400 JOHN MCCAIN RD
EPPERSON, LARRY D	7308 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7316 JOHN MCCAIN RD
EPPERSON, LARRY ETAL ANN R	7308 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7308 JOHN MCCAIN RD
HAMILTON, BEVERLY	7404 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7404 JOHN MCCAIN RD
HBJ REVOCABLE TRUST	7501 TILMAN HILL RD	COLLEYVILLE, TX	76034	7501 TILLMAN HILL RD
CHAPMAN, MARK NOEL	103 WILLIAMSBURG CT	COLLEYVILLE, TX	76034	103 WILLIAMSBURG CT
MUHAMMAD, SURRIYA	210 BANDIT TR	COLLEYVILLE, TX	76034	210 BANDIT TR
RAGAN, THERON A	204 BANDIT TR	COLLEYVILLE, TX	76034	204 BANDIT TR
PARHAM, LANDON W	205 BANDIT TRL	COLLEYVILLE, TX	76034	205 BANDIT TR
SHAVER, SCOTT W	PO BOX 1967	COLLEYVILLE, TX	76034	7317 CHANEL CT
WALKER, GRADY M	PO BOX 1905	COLLEYVILLE, TX	76034	7309 JOHN MCCAIN RD
OLDT, GRETCHEN	101 WILLIAMSBURG CT	COLLEYVILLE, TX	76034	101 WILLIAMSBURG CT
DUPLANTIS, JOHN W	7315 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7315 JOHN MCCAIN RD
VISIONS SOUTHWEST 10 LP	PO BOX 1178	GRAPEVINE, TX	76099	7321 CHANEL CT
CHANEL COURT	7300 CHANEL COURT	COLLEYVILLE, TX	76034	COURTESY NOTICE
MONTICELLO ADDITION-COLLEYVLE	P.O. BOX 254	COLLEYVILLE, TX	76034	COURTESY NOTICE
GRAPEVINE-COLLEYVILLE ISD	3051 IRA E. WOODS AVENUE	GRAPEVINE, TX	76051	STATE REQUIRED
BRYAN AND JENNIFER HEALEY TRUSTEE	1205 CORDILLERA TRACE	BOERNE, TX	78006	APPLICANT



NOTICE OF PUBLIC HEARING

Zoning Case Number: ZC18-005
Applicant: Brian and Jennifer Healey
Owner: Brian and Jennifer Healey
Location: 200 Bandit Trail
Property Description: Lot 2R, Block 1, of the Falcon Point Addition
Present Zoning: R-40 Single Family Residential District
Request: Consideration of a zoning change from the R-40 Single Family Residential zoning district to the R-30 Single Family Residential zoning district. The purpose is to allow for single-family residential development of two new lots.

The City of Colleyville has scheduled public hearings concerning the above referenced request on the following dates and location:

Planning and Zoning Commission Meeting: Monday, April 9, 2018 at 7:00 p.m.
City Council Meetings: Tuesday, May 1, 2018 & Tuesday, May 15, 2018 at 7:30 p.m.
3rd floor of City Hall, 100 Main Street, Colleyville, Texas

This notice has been sent to all owners of real property within 200 feet of the request as such ownership appears on the last approved tax roll and all homeowners associations within 500 feet. Approval by the Planning and Zoning Commission serves as a recommendation to the City Council and is not a final action on the request. Denial of the proposal by the Commission is final, unless the applicant submits a written notice of appeal within 10 days from the date of action by the Commission. If appealed, the request will be placed on the next available City Council agenda as listed above. Rezoning requests, zoning amendments and conditions recommended by the Commission for approval by the City Council may be more restrictive than those described in this notice.

All interested persons are encouraged to attend the public hearing and express their opinions on the zoning change request. If you are unable to attend, but wish to have your opinions made a part of the public record, please submit written comments prior to the public hearing, to the address below:

**Community Development Department
City of Colleyville
100 Main Street
Colleyville, TX 76034**

If the property owners of 20% or more of the land within the 200 foot notification area file a written protest prior to the public hearing, State law provides that the approval of the zoning change request shall require the approval of a super majority vote by City Council.

The application is on file for public examination in the Community Development Department at 100 Main Street, Colleyville, Texas. A brief project description can be found online on the Active Development Case map: <https://www.colleyville.com/zoning.html>. For additional information, please contact the Community Development Department at 817.503.1056. Please reference the zoning case number when requesting information.

Felix Landry
Principal Planner
flandry@colleyville.com

Letters of Opposition

Date: March 26, 2018
To: City of Colleyville, Planning and Zoning Commission
Re: Request for Zoning Change 200 Bandit Trail



Regarding the proposed zoning change at 200 Bandit Trail, I/we believe the proposed change in zoning would not be in the overall best interest of the City of Colleyville nor the neighborhood that would be affected by such a change for the following reason:

Historical and Current "Theme" The Look and Feel of this Neighborhood

Historically – This prime section of Colleyville has been for the past 20 plus years an area of acre plus homes with abundant trees and a true country feel.

Homeowners historically and currently have chosen this hidden section of Colleyville for this very specific reason.

Currently – The homes immediately to the North, South, East and West all contain acre plus lots. Additionally, many homes in the immediate area also comprise acre or acre plus size lots several having AG status. (Photo attached)

Traffic Congestion

There is serious chronic bumper to bumper traffic congestion when you exit Bandit at Davis, the entire length of John McCain, Westcoat and McDonald School Road. Police are called currently to direct traffic. We do not need to add to this problem without corrective action taken first.

The Toll Brother development behind Monticello has cars entering on John McCain, Bandit and White Chapel is another high-density development that added over 100 homes and 200+ cars compounding this traffic problem.

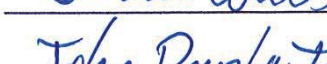
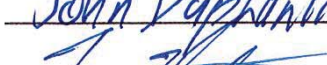
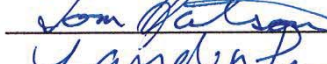
Unacceptable Zoning Approved by Previous Administration

The start of Bandit Road to the first cross street of Windswept Trail is only ¼ mile long. Previous administration pushed through two high density high end home developments adding 29 homes. The result has been flooding issues that are still not fully resolved and seriously compromised the country open feel we all moved here and cherish.

The Look and Feel of Colleyville

The historic and current theme and feel of Colleyville with residents and I believe the council is to keep an open, relaxed, country and upscale "look and feel." Upholding the current R-40 Zoning status will help accomplish this goal.

For the above reason we are asking the Planning and Zoning Commission of Colleyville to maintain the R-40 Zoning at 200 Bandit Trail.

- Robert and Lyn Smullin | 7301 Windswept Trail | 
-  Cindy Ragan 204 Bandit Trail, Colleyville, TX
-  Derrin Coates 7400 John McCain Colleyville, TX
-  John Pappant's 7315 John McCain Rd. Colleyville, TX
-  Tom Watson 7209 OVERLAND TRL COLLEYVILLE, TX
-  Lauren Farlam 205 Bandit Trl Colleyville TX

Letters of Opposition

3/26/2018

Lot zoning at Bandit and John McCain - robertsmullin@gmail.com - Gmail

Gmail

COMPOSE

Inbox (6,344)

Starred

Important

Sent Mail

More labels



Robert



No Hangouts contacts

[Find someone](#)

Lot zoning at Bandit and John McCain

Inbox x



Lauryn Parham <laurynlp@gmail.com>

to me

To whom this may concern at City of Colleyville,

We live at 205 Bandit Trail across from the proposed zoning change property at the cc lots that make this part of Colleyville so unique. Our wish is that you would consider zc feel of the surrounding homes. We all have at least 1-2 acres surrounding our homes, like the city logo displays the rail fence and horses. Thank you for your consideration.

Landon & Lauren Parham
205 Bandit Trail
Colleyville TX



Click here to [Reply](#) or [Forward](#)

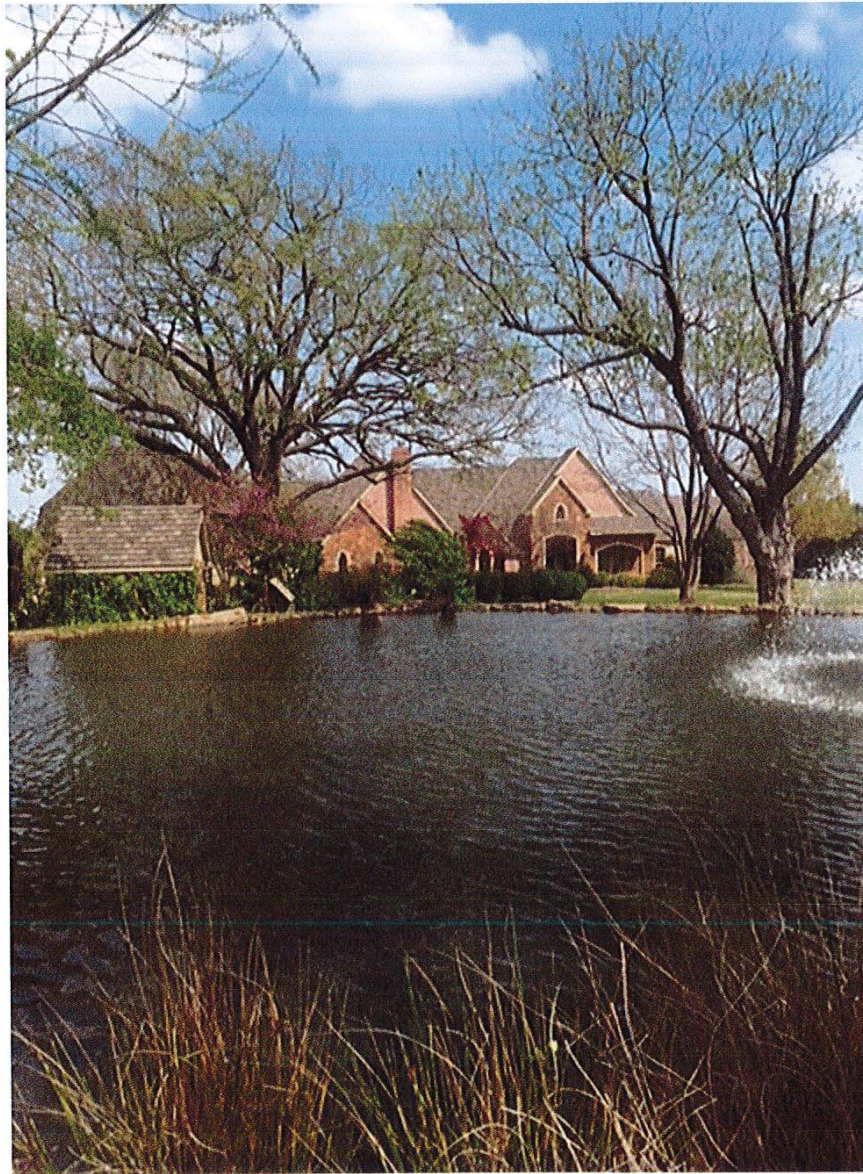
3.96 GB (26%) of 15 GB used
[Manage](#)

[Terms](#) - [Privacy](#)

Letters of Opposition



Letters of Opposition



Letters of Opposition



Letters of Opposition



ORDINANCE O-18-XXXX

AMENDING THE ZONING ORDINANCE AND THE OFFICIAL ZONING MAP OF THE CITY OF COLLEYVILLE, TEXAS, BY CHANGING THE ZONING ON 1.738 ACRES, LOT 2R, BLOCK 1, OF THE FALCON POINT ADDITION, LOCATED AT 200 BANDIT TRAIL, FROM THE AG AGRICULTURAL AND R-40 SINGLE FAMILY RESIDENTIAL DISTRICTS TO THE R-30 SINGLE FAMILY RESIDENTIAL DISTRICT; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00); AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of Colleyville has received an application for rezoning under Case ZC18-005; and

WHEREAS, the City of Colleyville deems it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the City to enact a new zoning ordinance; and

WHEREAS, the City Council has appointed a Planning and Zoning Commission to recommend the boundaries of the various original zoning districts and appropriate regulations be enforced therein and to recommend a new zoning ordinance; and

WHEREAS, the Planning and Zoning Commission has divided the City into districts and has prepared regulations pertaining to such districts in accordance with a comprehensive plan designed to lessen congestion in the streets; and to secure safety from fire, panic, and other dangers; to promote health, general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements; and

WHEREAS, the Planning and Zoning Commission, has given reasonable consideration to, among other things, the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City; and

WHEREAS, the Planning and Zoning Commission of the City of Colleyville and the City of Colleyville City Council, in compliance with the Charter of the City of Colleyville, and State Law with reference to changes to zoning classifications under the Zoning Ordinance

Regulations and Zoning Map, having given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally, and to the persons interested and situated in the affected area and in the vicinity thereof, the governing body of the City of Colleyville is of the opinion that said change in zoning should be made.

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

- Sec. 1. THAT all the foregoing premises and findings are found to be true and correct and are incorporated into the body of this ordinance as if copied in their entirety.
- Sec. 2. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by changing the zoning on 1.738 acres, Lot 2R, Block 1, of the Falcon Point Addition, located at 200 Bandit Trail, from the AG Agricultural and R-40 Single Family Residential districts to the R-30 Single Family Residential district, as depicted in the attached Exhibit "A" and Exhibit "B".
- Sec. 3. THAT the above described tract of land shall be used only in the manner and for the purposes provided by the Comprehensive Zoning Ordinance of the City of Colleyville as heretofore amended, and as amended herein.
- Sec. 4. THAT any person, firm or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the City of Colleyville, and upon conviction shall be punishable by a fine not to exceed the sum of Two Thousand Dollars (\$2,000.00) for each offense.
- Sec. 5. THAT if any section, paragraph, subdivision, clause, phrase or provision of this ordinance shall be judged invalid or unconstitutional, the same shall not affect the validity of this ordinance as a whole or any portion thereof other than that portion so decided to be invalid or unconstitutional.

Sec. 6. THAT in addition to and accumulative of all other penalties, the City shall have the right to seek injunctive relief for any and all violations of this ordinance.

Sec. 7. THAT it has been found that there has been a change in conditions in the above described property, it is now necessary that it be given the above zoning classification in order to permit its proper development and in order to protect the public interest, comfort and general welfare, and requires that this ordinance shall take effect immediately from and after its passage.

AND IT IS SO ORDERED.

The first reading and public hearing being conducted on the 1st day of May 2018.

The second reading and public hearing being conducted on the 15th day of May 2018.

PASSED AND APPROVED BY A VOTE OF ____ AYES, ____ NAYS, AND ____ ABSTENTIONS ON THIS THE 15TH DAY OF MAY 2018.

Mayor Richard Newton	_____	Mayor Pro Tem Bobby Lindamood	_____
Place 1, Tammy Nakamura	_____	Place 5, Nancy Coplen	_____
Place 2, Kathy Wheat	_____	Place 6, Mike Taylor	_____
Place 4, George Dodson	_____		

ATTEST:

CITY OF COLLEYVILLE

Christine Loven, TRMC
City Secretary

Richard Newton
Mayor

APPROVED AS TO FORM AND LEGALITY:

Whit Wyatt
City Attorney

Exhibit "A"- Zoning Map

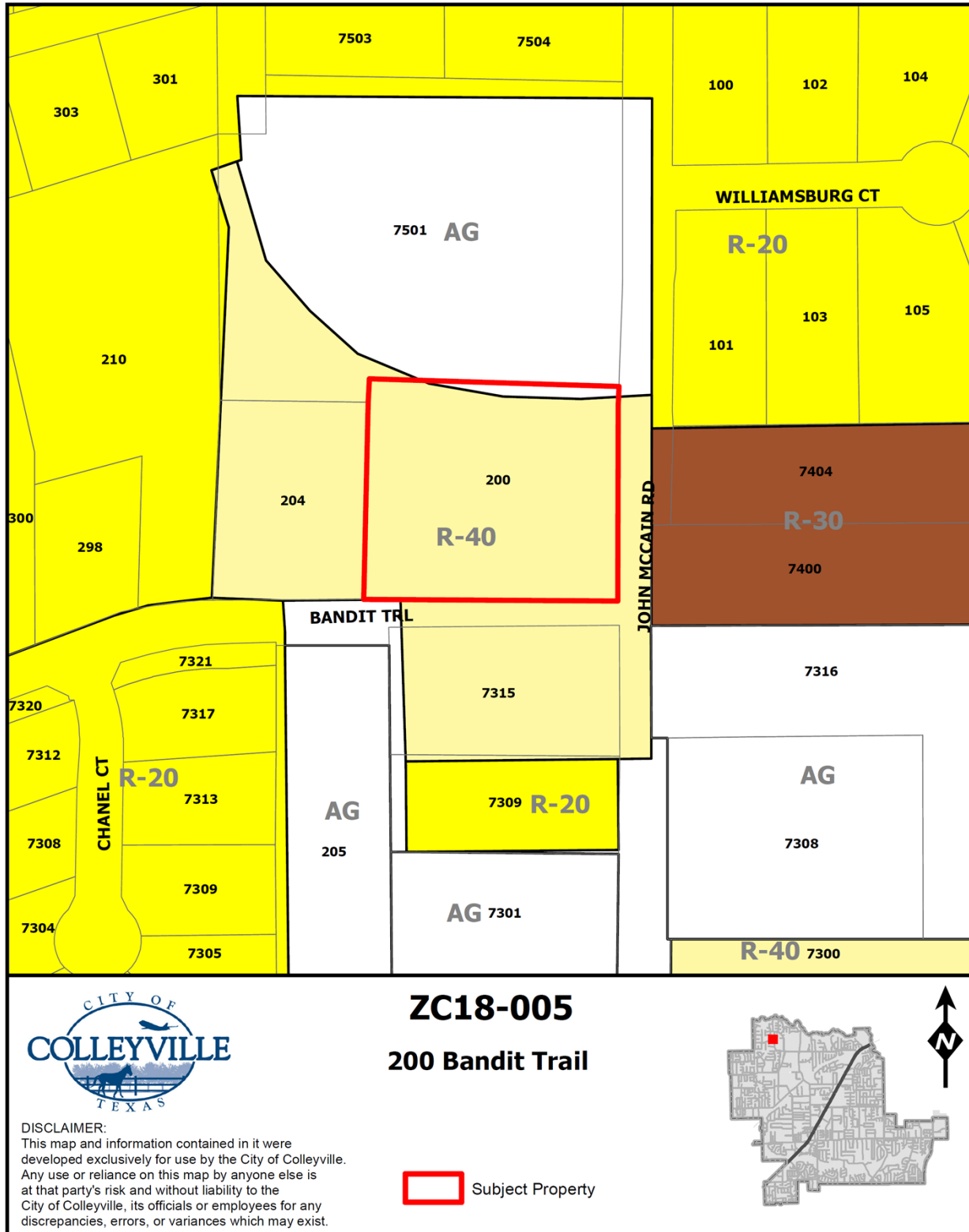


Exhibit "B"- Metes & Bounds Description

FIELD NOTE DESCRIPTION

ALL that certain tract or parcel of land situated in the M. M. FREEMAN SURVEY, ABSTRACT NO. 533 in the City of Colleyville, Tarrant County, Texas and being Lot 2R, Block 1, FALCON POINT ADDITION, to the City of Colleyville, Tarrant County, Texas according to the plat recorded in Cabinet A, Slide 10848, Plat Records, Tarrant County, Texas and also being that same tract as described in the Deed of Trust to Bryan P. Healey and Jennifer S. Healey as recorded in Instrument D213007477, Deed Records, Tarrant County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2 inch steel rod found (CM) at the intersection of the westerly right-of-way line of John McCain Road (a variable width right-of-way) and the northerly right-of-way line Bandit Trail (a variable width right-of-way);

THENCE North 89 degrees 37 minutes 02 seconds West with the southerly right-of-way line of said Bandit Trail, 310.69 feet to a 1/2 inch steel rod found (CM) for the southwest corner of said Lot 2R;

THENCE North 02 degrees 10 minutes 06 seconds East departing said southerly right-of-way line and with the westerly boundary line of said Lot 2R, 222.30 feet to a 1/2 inch capped steel rod stamped "MOAK SURV INC" found for the northeast corner of Lot 3, Block 1, Falcon Point Addition, an Addition to the City of Colleyville, Tarrant County, Texas as recorded in Cabinet A, Slide 4173 of said Plat Records;

THENCE North 02 degrees 36 minutes 24 seconds East continuing with said westerly boundary line, 27.98 feet to a 4"x 4" fence post found for the northwest corner of said Lot 2R;

THENCE South 88 degrees 37 minutes 34 seconds East with the northerly boundary line of said Lot 2R, 301.30 feet to a 5/8 inch steel rod found for the northeast corner of said 2R, also being in the said westerly right-of-way line of John McCain Road;

THENCE South 01 degrees 36 minutes 15 seconds West with said westerly right-of-way line and with the easterly boundary line of said Lot 2R, 23.14 feet to a 1/2 inch capped steel rod stamped "MOAK SURV INC" found;

THENCE South 00 degrees 06 minutes 41 seconds East continuing with said westerly right-of-way line and said easterly boundary line of said Lot 2R, 221.82 feet to the PLACE OF BEGINNING and containing 1.738 acres of land, more or less.



City of Colleyville Planning and Zoning Commission Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number	Agenda Date	Number
3d	04/09/2018	
Type Public Hearing Agenda Items		
Department Community Development		

Title

Consideration of a Replat for Lots 2R1 and 2R2, Block 1, of the Falcon Point Addition, located at 200 Bandit Trail, Case PC18-001

Explanation

Bryan and Jennifer Healey, the applicants, have submitted a request for a Minor Plat of Lots 2R1 & 2R2, Block 1, of the Falcon Point Addition, being approximately 1.738 acres, and zoned AG Agricultural & R-40 Single Family Residential. The purpose is to subdivide a platted lot into two lots for the construction of two homes.

Existing Conditions/Background: The subject property, 200 Bandit Trail, resides on the northwest corner of the Bandit Trail and John McCain Road intersection. The subject property has mostly R-40 zoning with a sliver of AG zoning along the northern property line. The applicant has also submitted for a zoning change to the R-30 Single Family Residential district so they could divide the property into two conforming lots. This lot currently has not been developed.

Lot Dimensions and Setbacks: Per Section 3.24 G, Schedule of District Regulations in the Land Development Code, the R-30 zoning regulations require the following standards:

- Minimum Lot Area: 30,000 square feet
- Minimum Lot Width: 125 feet
- Minimum Lot Depth: 125 feet
- Minimum Front Yard Setback: 35 feet
- Minimum Side Yard Setbacks: 10 feet
- Minimum Rear Yard Setback: 25 feet
- Maximum Lot Coverage: 25 percent

As submitted, the proposed plat meets all of the requirements of R-30 zoning as described in the Land Development Code.

Surrounding Development: Half of the surrounding area (within 1,000 feet) consists of R-20 zoning; with the remaining half consisting of a mix of small lots with PUD-R (Planned Unit Development – Residential), R-30, R-40, and AG zoning districts. Most of the surrounding lots have developed with single family homes. Roughly half of the lots with AG zoning do not meet the minimum requirements for that district and exist

as legal non-conforming lots.

Analysis: The proposed lot layout complies with the requested R-30 zoning. An alternative action could also allow the proposed lot layout to comply with R-30 zoning on the smaller lot and R-40 zoning on the larger lot. The lot sizes and dimensions do not deviate from many of the lots within 1,000 feet of the subject property.

Fees: Park Land Dedication fees are required in the amount of \$1,802 per residential lot. Park Land Dedication fees are due prior to filing the plat for record. Impact Fees are also required per Chapter 13 (Impact Fees) of the Land Development Code and are due prior to the issuance of a Building Permit.

Tree Preservation: Any subdivision of the subject property must comply with Chapter 5 (Tree Preservation) of the Land Development Code. Where any tree is slated for removal, no site grading, dirt disturbance or new construction may occur on the property until a Tree Removal Permit has been issued that is associated with an approved Tree Preservation Plan.

In addition to the requirements for submittal of a Tree Removal Permit and Tree Preservation Plan, future development on the site must maintain the minimum existing protected tree canopy coverage as required in Chapter 5.

Public Notification: Staff mailed notices to all property owners within 200 feet of the subject property on Thursday, March 23, 2018. Notice was published in the Fort Worth Star-Telegram as required by State law and the Land Development Code on Saturday, March 24, 2018. To date, no correspondence has been received for this item.

Staff Recommendation: The proposed plat meets the requirements of the Land Development Code, staff recommends approval.

Recommendation

Approve

Attachments

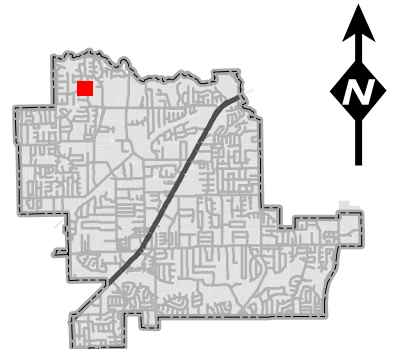
1. Aerial Map
2. Zoning Map
3. Future Land Use Map
4. Plat Exhibit
5. Notification Map
6. Notification List
7. Property Owner Notification Letter
8. Draft Resolution

Aerial Map



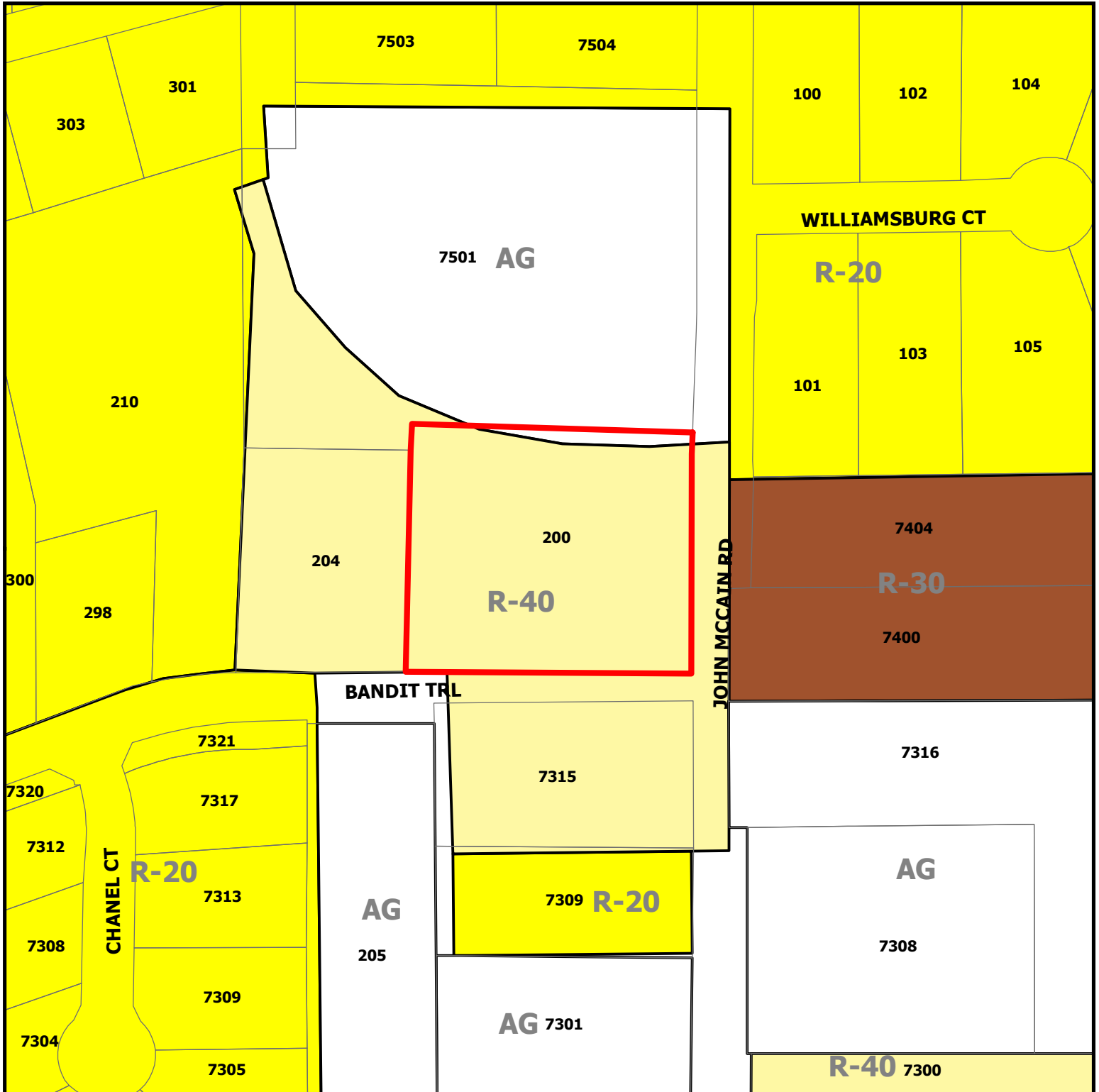
PC18-001
200 Bandit Trail

 Subject Property



DISCLAIMER:
This map and information contained in it were developed exclusively for use by the City of Colleyville. Any use or reliance on this map by anyone else is at that party's risk and without liability to the City of Colleyville, its officials or employees for any discrepancies, errors, or variances which may exist.

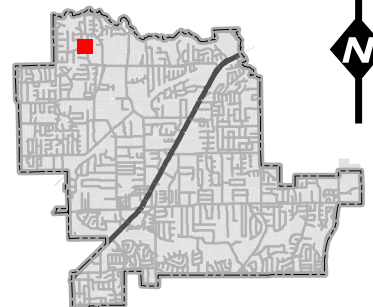
Zoning Map



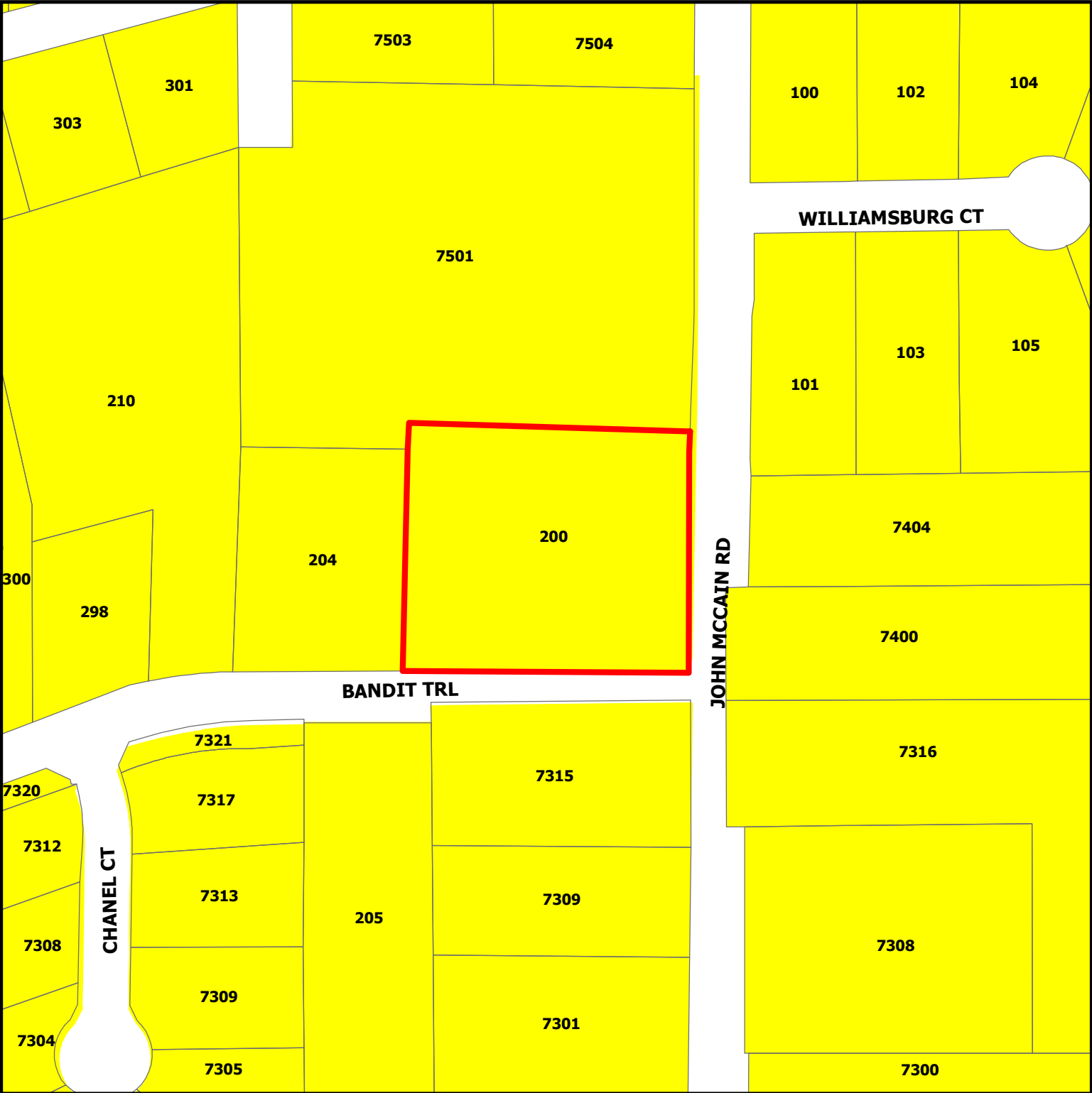
PC18-001
200 Bandit Trail

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 Subject Property



Future Land Use Map



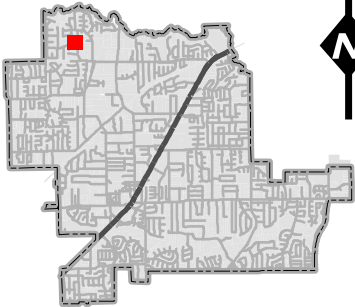
PC18-001

200 Bandit Trail



Subject Property

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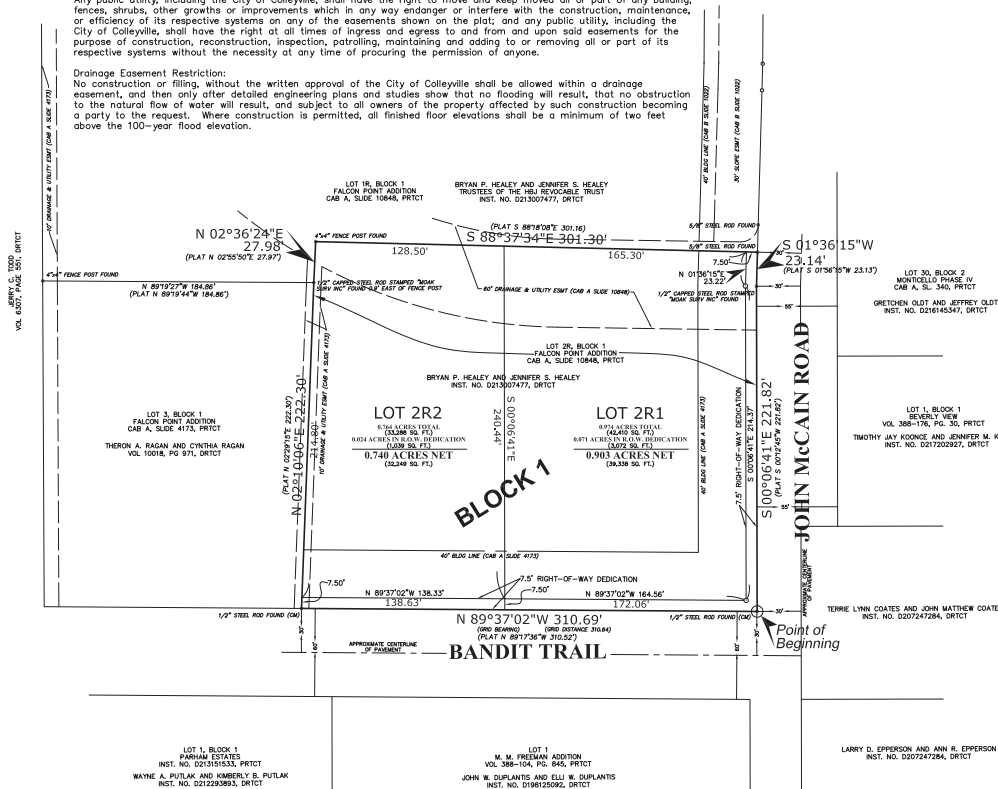
Plat Exhibit

Utility Easement:

Any public utility, including the City of Colleyville, shall have the right to move and keep moved all or part of any building, fences, shrubs, other growths or improvements which in any way endanger or interfere with the construction, maintenance, or efficiency of its respective systems on any of the easements shown on the plat; and any public utility, including the City of Colleyville, shall have the right at all times of ingress and egress to and from and upon said easements for the purpose of construction, reconstruction, inspection, patrolling, maintaining and adding to or removing all or part of its respective systems without the necessity of any time of procuring the permission of anyone.

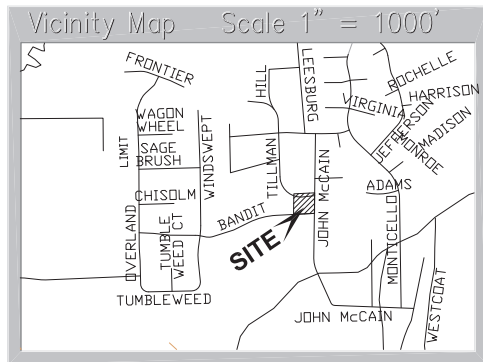
Drainage Easement Restriction:

No construction or filling, without the written approval of the City of Colleyville shall be allowed within a drainage easement, and then only after detailed engineering plans and studies show that no flooding will result, that no obstruction to the natural flow of water will result, and subject to all owners of the property affected by such construction becoming a party to the request. Where construction is permitted, all finished floor elevations shall be a minimum of two feet above the 100-year flood elevation.



CONTROL SOURCE

COORDINATE DATA AND BEARING SOURCE SHOWN HEREON IS BASED ON THE NATIONAL GEODETIC SURVEY - (GPS/OPUS) ONLINE POSITIONING USER SERVICE, NATIONAL CONTROL NETWORK DATA 1983. THIS DATA IS RELATIVE TO THE TEXAS COORDINATE SYSTEM, NAD 83, NORTH CENTRAL TEXAS ZONE, UTILIZING OPUS/GPS MONUMENTS NO'S twno, tser and zfw1 FOR BEARING CONTROL. COMBINED SCALE FACTOR IS 0.99984630 AND THE CONVERGENCE ANGLE IS +00 DEGREES 43 MINUTES 32.88 SECONDS. ALL DISTANCES AND COORDINATES SHOWN ARE BASED ON FEET - US DEFINITION.



NOTES

- (CM) - REPRESENTS CONTROL MONUMENT
- THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE COMMITMENT OR ABSTRACT OF THE PROPERTY.
- THE SOLE PURPOSE OF THIS REPLAT IS TO CREATE TWO LOTS OUT OF ONE.
- THE MAINTENANCE OF ALL DRAINAGE AND UTILITY EASEMENTS LOCATED ON PRIVATE PROPERTY ARE THE RESPONSIBILITY OF THE PROPERTY OWNER.

FLOOD NOTE

According to the Federal Emergency Management Agency's Flood Insurance Rate Map Number 48499C0055 K (revised September 25, 2009), the tract described hereon does not appear to lie within Flood Zone AE (special flood hazard areas inundated by 100-year flood, base flood elevations determined). Said tract does appear to lie within Zone X-unshaded (areas determined to be outside 500-year floodplain).

This information is only our opinion based on our sincere efforts of scaling data from the above mentioned FEMA Map in relation to the location of said tract and is not based on a flood study performed by Prism Surveys, Inc.

LEGEND

- FOUND STEEL ROD
- SET CAPPED STEEL ROD
- CROSS CUT IN CONCRETE
- FOUND STEEL PIPE
- FOUND BOIS D'ARC STAKE



Planning and Zoning Commission Approval

WHEREAS The Planning and Zoning Commission of the City of Colleyville, Texas voted affirmatively on this _____ day of _____, 201____, to approve this Plat.

Chairman, Planning and Zoning Commission

Attest: Secretary, Planning and Zoning Commission

City Council Approval

WHEREAS The City Council of the City of Colleyville, Texas voted affirmatively on this _____ day of _____, 201____, to approve this Plat.

Mayor, City of Colleyville

Attest: City Secretary

I, John W. Morgan, a Registered Professional Land Surveyor of the State of Texas hereby certify that this plat represents a careful and accurate survey made on the ground under my supervision and all required monuments and markers shown actually exist or will be installed in accordance with the provisions of the City of Colleyville Land Development Code and the location, size and type of material are accurately shown on the plat.

PRELIMINARY: THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED AS A FINAL SURVEY DOCUMENT.

John W. Morgan, R.P.L.S., No. 5488

OWNER / APPLICANT
LOT 2R
BRYAN P. HEALEY AND JENNIFER S. HEALEY
1205 CORDILLERA TRACE
BOERNE, TEXAS, 78006
ATTN: BRYAN HEALEY
682-888-6595

SURVEYOR / PREPARER

PRISM SURVEYS, INC.
3533 BELL DRIVE
HURST, TEXAS 76053
817-540-8048 OR 817-268-2211
FAX - 817-283-1148
CONTACT: JOHN W. MORGAN
E-MAIL: john@prism-surveys.com

STATE OF TEXAS §

OWNERS' ACKNOWLEDGEMENT AND DEDICATION

COUNTY OF TARRANT §

WHEREAS Bryan P. Healey and Jennifer S. Healey are the sole owners of the following described tract of land to wit:

ALL that certain tract or parcel of land situated in the M. M. FREEMAN SURVEY, ABSTRACT NO. 533 in the City of Colleyville, Tarrant County, Texas and being Lot 2R, Block 1, FALCON POINT ADDITION, to the City of Colleyville, Tarrant County, Texas according to the plat recorded in Cabinet A, Slide 10848, Plat Records, Tarrant County, Texas and also being that same tract as described in the Deed of Trust to Bryan P. Healey and Jennifer S. Healey as recorded in Instrument 0213007477, Deed Records, Tarrant County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2 inch steel rod found (CM) at the intersection of the westerly right-of-way line of John McCain Road (a variable width right-of-way) and the northerly right-of-way line Bandit Trail (a variable width right-of-way);

THENCE North 89 degrees 37 minutes 02 seconds West with the southerly right-of-way line of said Bandit Trail, 310.69 feet to a 1/2 inch steel rod found (CM) for the southwest corner of said Lot 2R;

THENCE North 02 degrees 10 minutes 06 seconds East departing said southerly right-of-way line and with the westerly boundary line of said Lot 2R, 222.30 feet to a 1/2 inch capped steel rod stamped "MOAK SURV INC" found for the northeast corner of Lot 3, Block 1, Falcon Point Addition, an Addition to the City of Colleyville, Tarrant County, Texas as recorded in Cabinet A, Slide 4173 of said Plat Records;

THENCE North 02 degrees 36 minutes 24 seconds East continuing with said westerly boundary line, 27.98 feet to a 4"x 4" fence post found for the northeast corner of said Lot 2R;

THENCE South 88 degrees 37 minutes 34 seconds East with the northerly boundary line of said Lot 2R, 301.30 feet to a 5/8 inch steel rod found for the northeast corner of said 2R, also being in the said westerly right-of-way line of John McCain Road;

THENCE South 01 degrees 36 minutes 15 seconds West with said westerly right-of-way line and with the easterly boundary line of said Lot 2R, 213.4 feet to a 1/2 inch capped steel rod stamped "MOAK SURV INC" found;

THENCE South 00 degrees 06 minutes 41 seconds East continuing with said westerly right-of-way line and said easterly boundary line of said Lot 2R, 221.82 feet to the PLACE OF BEGINNING and containing 1.738 acres of land, more or less.

NOW THEREFORE, KNOW ALL PERSONS BY THESE PRESENTS:

That we, Bryan P. Healey and Jennifer S. Healey do hereby adopt this plat designating the hereinabove described property as LOTS 2R1 and 2R2, BLOCK 1, FALCON POINT ADDITION, to the City of Colleyville, Tarrant County, Texas and do hereby dedicate fee simple to the public: use forever all streets, rights-of-way and alleys shown hereon, and do hereby reserve the easements on this plat for the mutual use on accommodation of all public utilities desiring to use or using the same. This plat approved subject to all platting ordinances, rules, regulations, and resolutions of the City of Colleyville, Texas.

Witness my hand this _____ day of _____, 2018

Bryan P. Healey

Jennifer S. Healey

STATE OF TEXAS §

COUNTY OF TARRANT §

Before me, the undersigned Notary Public in and for said County and State on this day personally appeared Bryan P. Healey and Jennifer S. Healey known to me to be the persons whose names are subscribed to the foregoing instrument and acknowledged to me that they executed the same for the purpose and considerations therein expressed, and in the capacity therein stated.

Given under my hand and seal of office this _____ day of _____, 2018

Notary Public in and for the State of Texas

REPLAT SHOWING

LOTS 2R1 AND 2R2, BLOCK 1, FALCON POINT ADDITION, an Addition to the City of Colleyville, Tarrant County, Texas

BEING A REPLAT OF LOT 2R, BLOCK 1, FALCON POINT ADDITION, AN ADDITION TO THE CITY OF COLLEYVILLE, TARRANT COUNTY, TEXAS AS RECORDED IN CABINET A, SLIDE 10848, PLAT RECORDS, TARRANT COUNTY, TEXAS.

SITUATED IN THE

M. M. FREEMAN SURVEY, ABSTRACT NO 533, TARRANT COUNTY, TEXAS

CONTAINING - 1.738 ACRES - 75,698 SQ. FT. +/-

CURRENT ZONING - R-30

PRISM SURVEYS, INC.

SUCCESSORS TO MOAK SURVEYS, INC.

COMMERCIAL, RESIDENTIAL, BOUNDARY, INVESTIGATIVE, TOPOGRAPHIC, TITLE SURVEYS, PLATTING AND CONSTRUCTION STAKING
Firm No. 101325-00
3533 BELL DRIVE
HURST, TEXAS, 76053
(817) 540-8048 OR (817) 268-2211

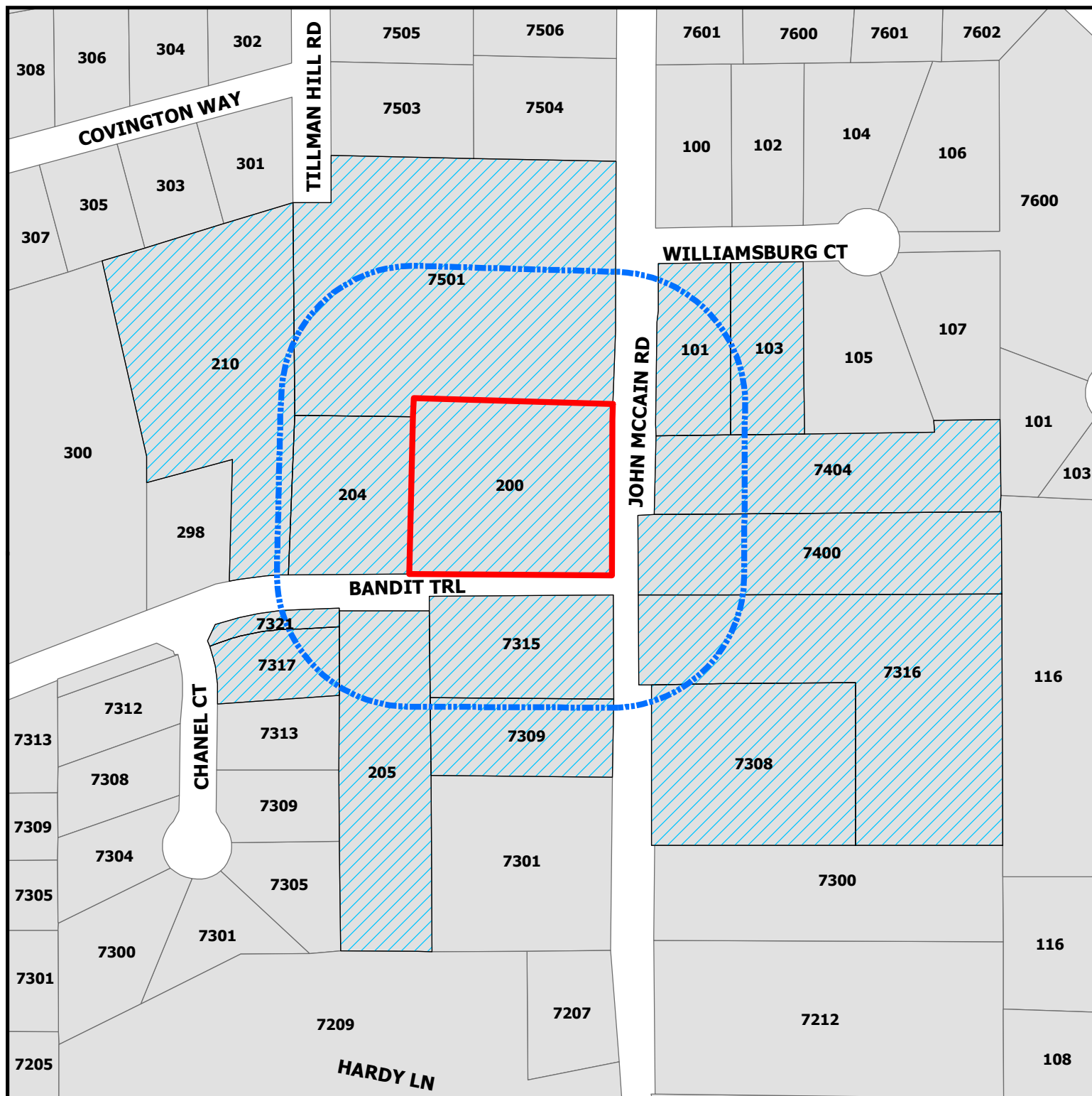


This Plat Filed by Instrument No. _____ Tarrant County Plat Records, Date _____

RECORDED - FEBRUARY 20, 2018 SCALE: 1" = 40' / DECEMBER 7, 2017 / DRAWN BY: JMM / COOR. FILE: 17-0882 / PROJECT NO: 17-0882

SHEET 1 of 1

Notification Map



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PC18-001

200 Bandit Trail



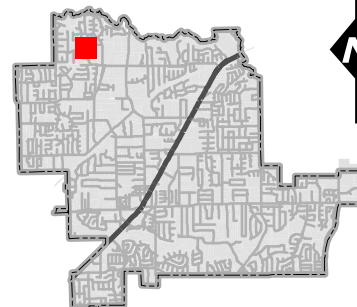
Subject Property



200ft Buffer



Properties within 200ft



Notification List

Owner Name	Owner Address	Owner City	Owner Zip	Situs Address
HBJ REVOCABLE TRUST	7501 TILLMAN HILL RD	COLLEYVILLE, TX	76034	200 BANDIT TR
COATES, JOHN M	7400 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7400 JOHN MCCAIN RD
EPPERSON, LARRY D	7308 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7316 JOHN MCCAIN RD
EPPERSON, LARRY ETAL ANN R	7308 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7308 JOHN MCCAIN RD
HAMILTON, BEVERLY	7404 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7404 JOHN MCCAIN RD
HBJ REVOCABLE TRUST	7501 TILMAN HILL RD	COLLEYVILLE, TX	76034	7501 TILLMAN HILL RD
CHAPMAN, MARK NOEL	103 WILLIAMSBURG CT	COLLEYVILLE, TX	76034	103 WILLIAMSBURG CT
MUHAMMAD, SURRIYA	210 BANDIT TR	COLLEYVILLE, TX	76034	210 BANDIT TR
RAGAN, THERON A	204 BANDIT TR	COLLEYVILLE, TX	76034	204 BANDIT TR
PARHAM, LANDON W	205 BANDIT TRL	COLLEYVILLE, TX	76034	205 BANDIT TR
SHAVER, SCOTT W	PO BOX 1967	COLLEYVILLE, TX	76034	7317 CHANEL CT
WALKER, GRADY M	PO BOX 1905	COLLEYVILLE, TX	76034	7309 JOHN MCCAIN RD
OLDT, GRETCHEN	101 WILLIAMSBURG CT	COLLEYVILLE, TX	76034	101 WILLIAMSBURG CT
DUPLANTIS, JOHN W	7315 JOHN MCCAIN RD	COLLEYVILLE, TX	76034	7315 JOHN MCCAIN RD
VISIONS SOUTHWEST 10 LP	PO BOX 1178	GRAPEVINE, TX	76099	7321 CHANEL CT
CHANEL COURT	7300 CHANEL COURT	COLLEYVILLE, TX	76034	COURTESY NOTICE
MONTICELLO ADDITION-COLLEYVLE	P.O. BOX 254	COLLEYVILLE, TX	76034	COURTESY NOTICE
GRAPEVINE-COLLEYVILLE ISD	3051 IRA E. WOODS AVENUE	GRAPEVINE, TX	76051	STATE REQUIRED
BRYAN AND JENNIFER HEALEY TRUSTEE	1205 CORDILLERA TRACE	BOERNE, TX	78006	APPLICANT



NOTICE OF PUBLIC HEARING

Zoning Case Number: PC18-001

Owner: Brian and Jennifer Healey

Applicant: Brian and Jennifer Healey

Location: 200 Bandit Trail

Property Description: Lot 2R, Block 1, of the Falcon Point Addition

Present Zoning: R-40 Single Family Residential District

Requested Zoning: R-30 Single Family Residential District

Request: Consideration of a Replat Plat for Lot 2R, Block 1, of the Falcon Point Addition, located at 200 Bandit Trail. The purpose is to subdivide the lot into two lots for the construction of two single-family homes.

The City of Colleyville has scheduled public hearings concerning the above referenced request on the following dates and location:

Planning and Zoning Commission Meeting: Monday, April 9, 2018 at 7:00 p.m.

City Council Meeting: Tuesday, May 1, 2018 at 7:30 p.m.

3rd floor of City Hall, 100 Main Street, Colleyville, Texas

This notice has been sent to all owners of real property within 200 feet of the request as such ownership appears on the last approved tax roll and all homeowners associations within 500 feet. Action by the Planning and Zoning Commission serves as a recommendation to the City Council and is not a final action on the request.

The application is on file for public examination in the Community Development Department at 100 Main Street, Colleyville, Texas. A brief project description can be found online on the Active Development Case map: <https://www.colleyville.com/zoning.html>. For additional information, please contact the Community Development Department at 817.503.1056. Please reference the zoning case number when requesting information.

Felix Landry
Principal Planner
flandry@colleyville.com

RESOLUTION R-18-XXXX

A RESOLUTION APPROVING A REPLAT FOR LOTS 2R1 & 2R2, BLOCK 1, OF THE FALCON POINT ADDITION

WHEREAS, the Planning and Zoning Commission recommended approval of the Replat for Lots 2R1 & 2R2, Block 1, of the Falcon Point Addition on April 9, 2018.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

Sec. 1. THAT the Replat for Lots 2R1 & 2R2, Block 1, of the Falcon Point Addition on approximately 1.738 acres, attached as Exhibit "A" - Plat Exhibit, is hereby approved.

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF ____ AYES, ____ NAYS, AND ____ ABSTENTIONS ON THIS THE 15th DAY OF MAY 2018.

Mayor Richard Newton	_____	Mayor Pro Tem Bobby Lindamood	_____
Place 1, Tammy Nakamura	_____	Place 5, Nancy Coplen	_____
Place 3, Kathy Wheat	_____	Place 6, Mike Taylor	_____
Place 4, George Dodson	_____		

ATTEST:

CITY OF COLLEYVILLE

Christine Loven, TRMC
City Secretary

Richard Newton
Mayor



City of Colleyville Planning and Zoning Commission Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 3e	Agenda Date 04/09/2018	Number
Type Public Hearing Agenda Items		
Department Community Development		

Title

Consideration of a zoning change from the AG Agricultural zoning district to the R-20 Single Family Residential zoning district on Tract 1R09, Abstract 1619, in the S C H Witten Survey, located at 2313 Hall Johnson Road, Case ZC18-007

Explanation

Randy Primrose, the applicant, has submitted a request for a zoning change on Tract 1R09, Abstract 1619, in the S C H Whitten Survey, being approximately 0.96 acres, and zoned AG Agricultural. The purpose is to rezone from AG to R-20 Single Family Residential in order for demolition of the current home to allow for the construction of a new single-family residential home.

Existing Conditions/Background: The subject property, 2313 Hall Johnson Road, resides on the south side of Hall Johnson Road between Amador Trail and Sycamore Drive. The subject property currently has AG zoning and a single family residence. The applicant has proposed the zoning change in order to get the property platted so they can build a new residence.

Proposed Zoning:

Request – The applicant requests to rezone the property from the AG district to R-20 zoning district. The subject property covers approximately one acre but due to its narrow width requires R-20 zoning for compliance. The minimum standards for the R-20 zoning district are as follows:

Minimum Lot Size	20,000 square feet
Minimum Lot Width	100 feet
Minimum Lot Depth	125 feet
Front Building Line	30 feet
Side Building Line	10 feet
Rear Building Line	25 feet

Analysis: The requested R-20 zoning allows the applicant to create a single residential lot. The applicant requests the zoning change in order to plat the property so they can demolish the existing house and construct a new single family residence.

Surrounding Development: Most of the surrounding area maintains R-20 zoning or PUD-R (Planned Unit Development – Residential) zoning with standards for R-20 or

smaller lots. One parcel with AG zoning resides directly to the south. To the east a parcel with CC-1 zoning resides at the corner of Amador Trail and Hall Johnson Road. The CC-1 property has an existing office use.

Comprehensive Plan: The City's comprehensive plan, *Destination Colleyville*, identifies the subject property for single-family residential development. The proposed R-20 zoning does not conflict with any portion of the comprehensive plan. The proposed R-20 zoning facilitates the minimum desired residential density of 1.8 units per acre.

Public Notification: Staff mailed notices to all property owners within 200 feet as well as any Homeowners Associations within 500 feet of the subject property regarding this request. Grapevine-Colleyville ISD, where the subject property is located, was notified per State law. Notice was published in the *Fort Worth Star-Telegram* as required by State law and the Land Development Code. To date staff has received a letter of opposition with signatures from six local residences.

Staff Recommendation: Staff recommends approval for the applicants request based on the following findings:

1. The proposed zoning meets the intent of the residential designation assigned in the Destination Colleyville comprehensive plan.
2. R-20 zoning is compatible with the zoning districts surrounding the subject property.

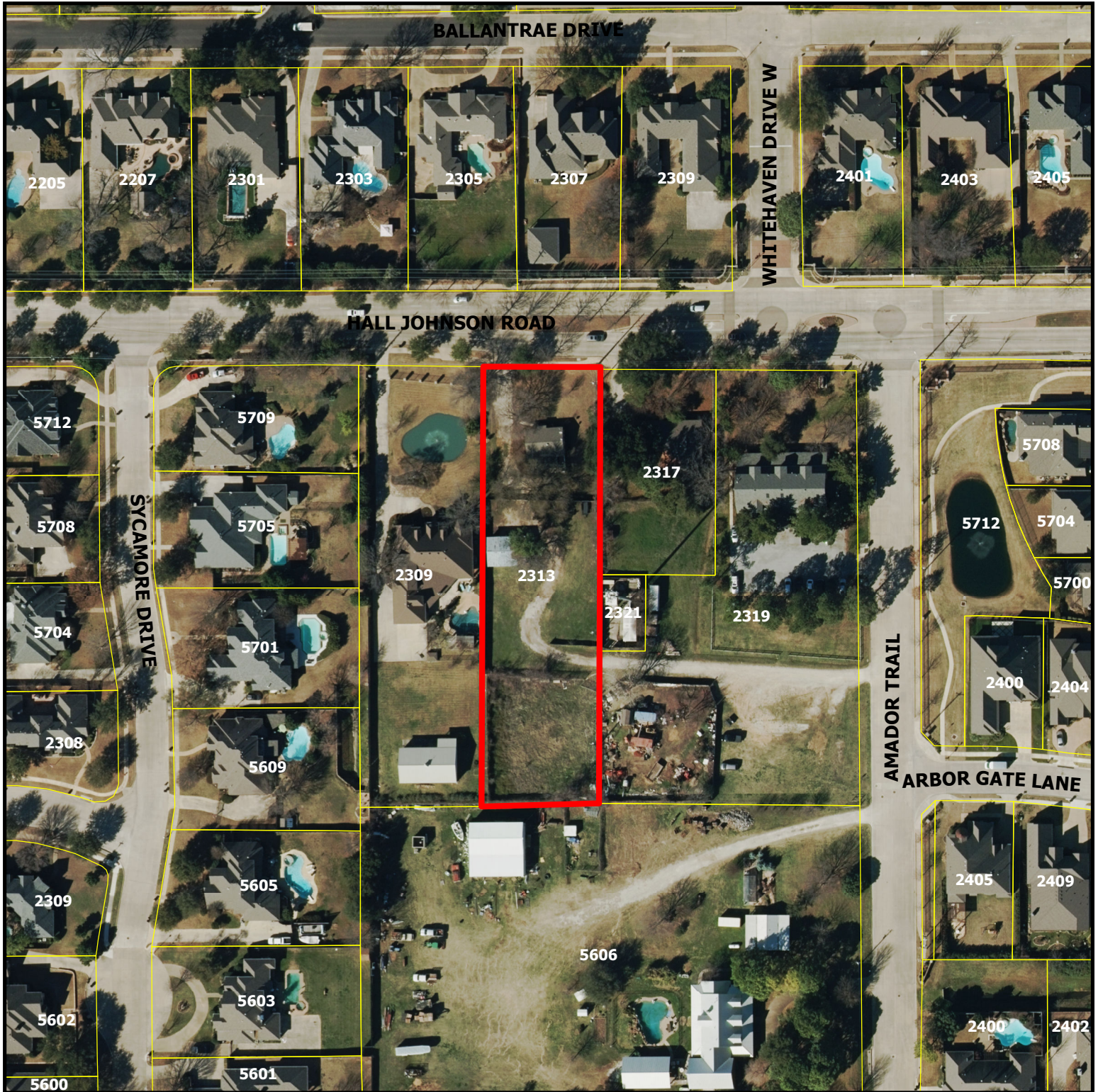
Recommendation

Approve

Attachments

1. Aerial Map
2. Zoning Map
3. Future Land Use Map
4. Zoning Exhibit
5. Notification Map
6. Notification List
7. Property Owner Notification Letter
8. Draft Ordinance

Aerial Map

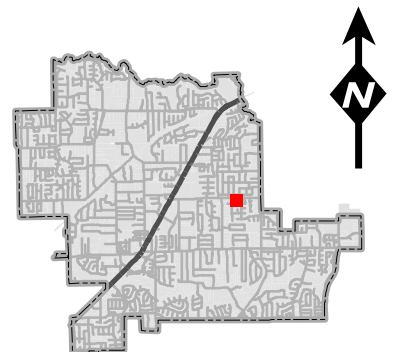


ZC18-007

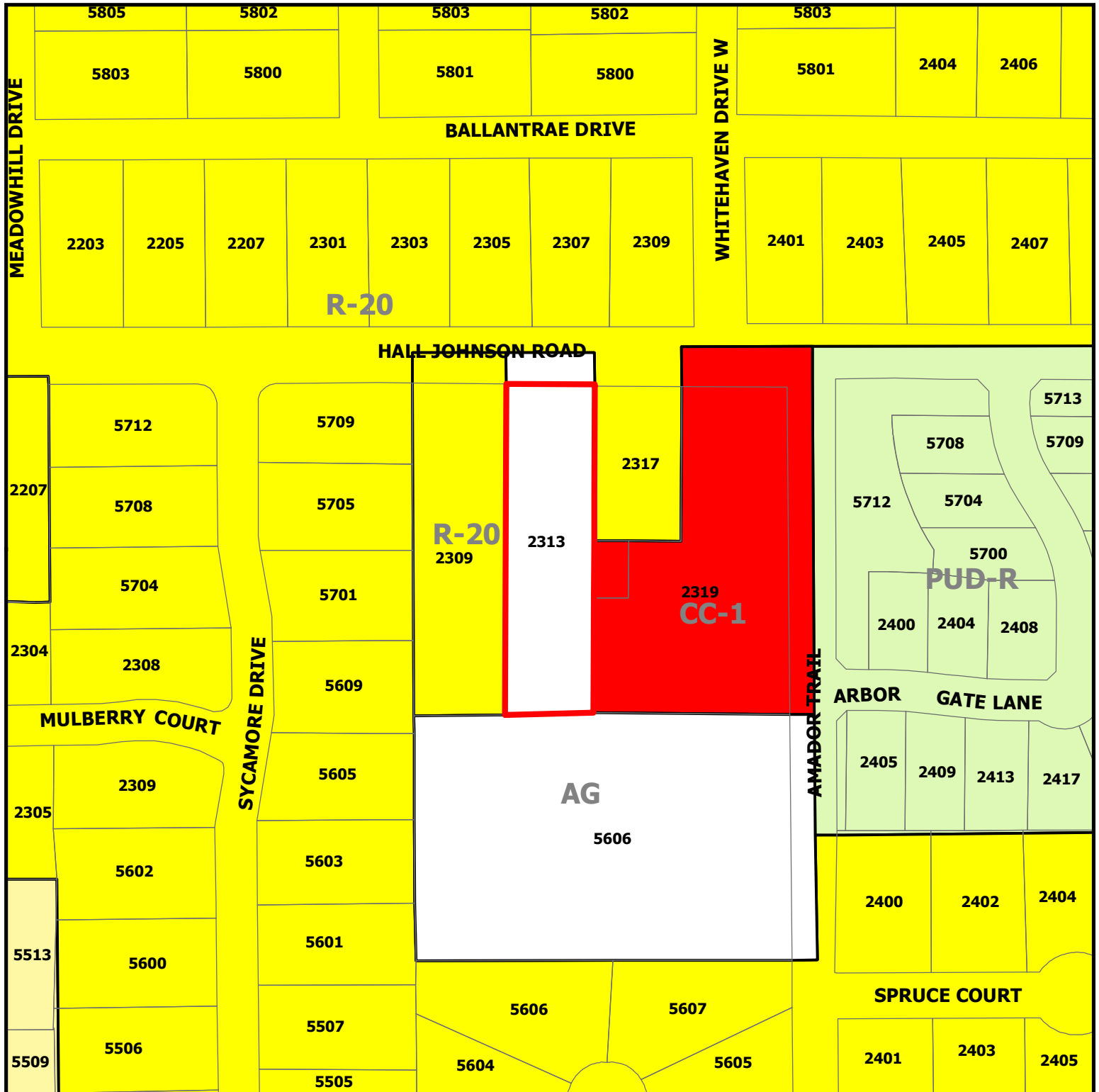
2313 Hall Johnson Road

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 Subject Property



Zoning Map

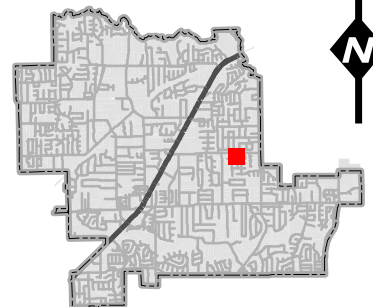


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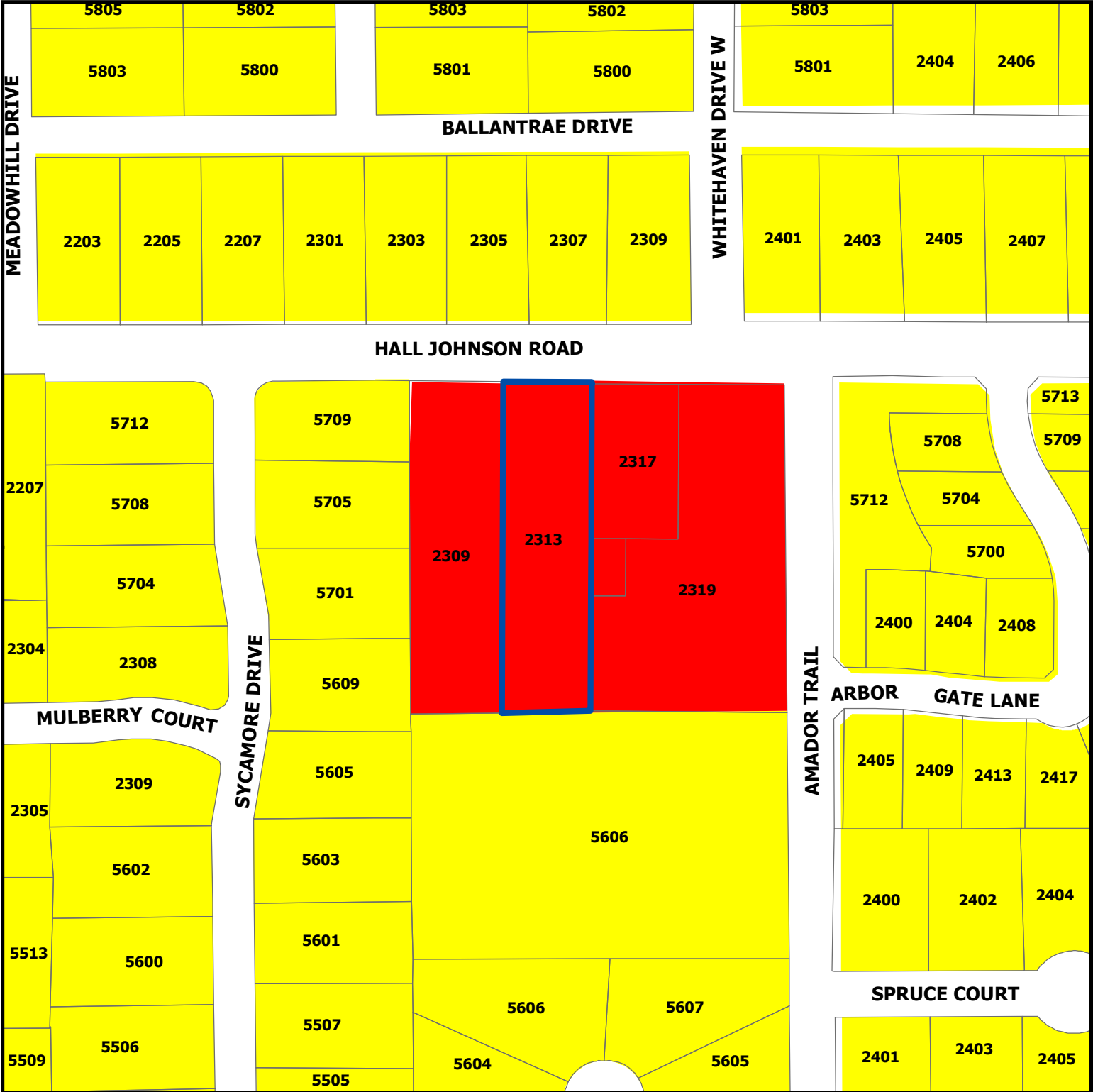
2313 Hall Johnson Road

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 Subject Property



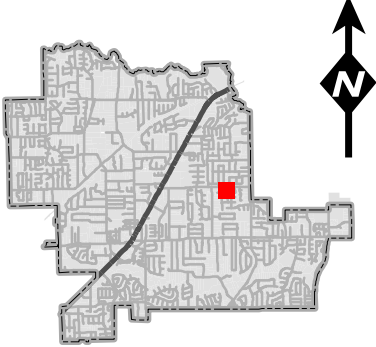
Future Land Use Map



ZC18-007

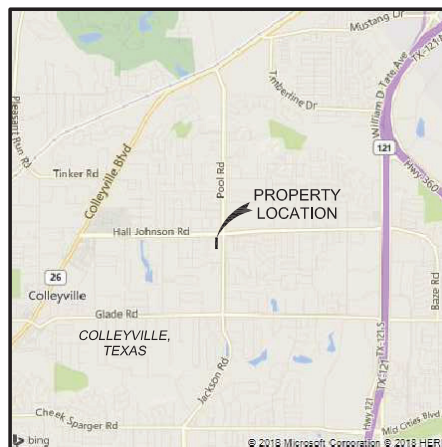
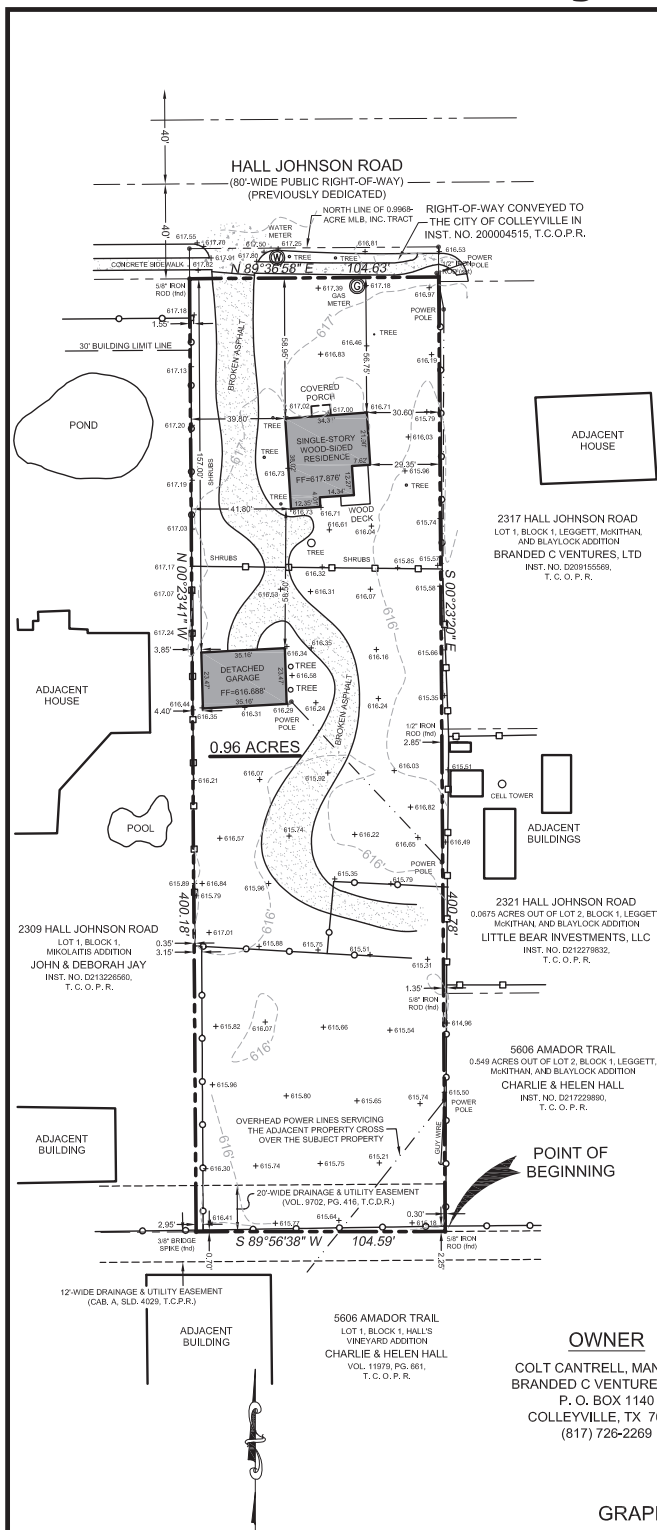
2313 Hall Johnson Road

-  Subject Property
-  Residential
-  Commercial



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Zoning Exhibit



LOCATION MAP

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LEGAL DESCRIPTION

A 0.96-acre tract out of the S. C. H. Whitten Survey, Abstract No. 1619, Tarrant County, Texas, and out of that certain 4.805-acre tract deeded to Chandler Cantrell Properties from Gary Cantrell, et al, in September, 1993, as recorded in Volume 11255, Page 168, Tarrant County Deed Records, said 0.96-acre tract being all of said Chandler Cantrell Properties tract SAVE AND EXCEPT that certain 0.031-acre tract deeded to the City of Colleyville, Texas, from Chandler Cantrell Properties in December, 1999, said 0.96-acre tract also being all of the grantor's interest in that certain tract called "Tract 2" in deed to Branded C Ventures, Ltd., from Glade Family, Ltd., in June, 2009, as recorded in Instrument No. D209155569, Tarrant County Official Public Records, and being more specifically described by metes and bounds as follows:

BEGINNING at a 5/8-inch iron rod found on the north line of Lot 1, Block 1, Hall's Vineyard Addition, an addition to the City of Colleyville, Texas, as recorded in Cabinet A, Slide 4029, Tarrant County Plat Records, lying NORTH 2,233.19 feet and WEST 239.00 feet from the southeast corner of said Whitten Survey, said iron rod being the southeast corner of said Branded C Ventures tract and the southwest corner of Lot 2, Block 1, Leggett, McKithan, and Blaylock Addition, as addition to the City of Colleyville, Texas, as recorded in Volume 388-138, Page 38, Tarrant County Plat Records, for the southeast corner and POINT OF BEGINNING of this tract;

THENCE SOUTH 89°56'38" WEST 104.59 feet along the south line of said Branded C Ventures tract and the north line of said Lot 1, Block 1, Hall's Vineyard Addition to a 3/8-inch bridge spike found at the southwest corner of said Branded C Ventures tract and the southeast corner of Lot 1, Block 1, Mikolaitis Addition, an addition to the City of Colleyville, Texas, as recorded in Cabinet A, Slide 7526, Tarrant County Plat Records, for the southwest corner of this tract;

THENCE leaving the north line of said Lot 1, Block 1, Hall's Vineyard Addition, NORTH 00°23'41" WEST 400.18 feet along the west line of said Branded C Ventures tract and the east line of said Lot 1, Block 1, Mikolaitis Addition to a 5/8-inch iron rod found on the southeast corner of said Whitten Survey, said iron rod being the northeast corner of said Branded C Ventures tract and the northeast corner of said Lot 1, Block 1, Mikolaitis Addition for the northeast corner of this tract;

THENCE NORTH 89°36'58" EAST 104.63 feet along the north line of said Branded C Ventures tract and the south right-of-way line of said Hall Johnson Road to a point being the northeast corner of said Branded C Ventures tract and an angle point in the south right-of-way line of said Hall Johnson Road for the northeast corner of this tract;

THENCE SOUTH 00°23'20" EAST, at 1.87 feet pass the northwest corner of Lot 1 of said Block 1, Leggett, McKithan, and Blaylock Addition, at 189.83 feet pass a 1/2-inch iron rod found at the southeast corner of said Lot 1 and the northwest corner of said Lot 2, Block 1, Leggett, McKithan, and Blaylock Addition, and continuing for a total distance of 400.78 feet along the east line of said Branded C Ventures tract and the west lines of said Lots 1 and 2, Block 1, Leggett, McKithan, and Blaylock Addition to the POINT OF BEGINNING, and containing 96/100 of an acre, more or less.

OWNER

COLT CANTRELL, MANAGER
BRANDED C VENTURES, LTD.
P. O. BOX 1140
COLLEYVILLE, TX 76034
(817) 726-2269

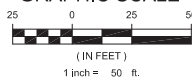
APPLICANT

RANDY PRIMROSE
5506 SYCAMORE DRIVE
COLLEYVILLE, TX 76034
(214) 500-6763

SURVEYOR

BRIAN SALTER, R.P.L.S.
SALTER ENGINEERING & SURVEYING, INC.
11401 PHEASANT CREEK DRIVE
FORT WORTH, TX 76244
(940) 723-9000

GRAPHIC SCALE



LINE LEGEND

---	PROPERTY LINE
- - -	EASEMENT LINE
---	SETBACK LINE
○	PRIVACY FENCE
○	OTHER FENCE
---	PLAT LOT LINES

BASIS OF BEARINGS

S 00°23'20" E FOR THE EAST
LINE OF SUBJECT PROPERTY
PER GPS OBSERVATIONS...

FLOODPLAIN INFORMATION

ALL OR PART OF THE PROPERTY SHOWN **DOES NOT** LIE
WITHIN THE 100-YEAR FLOOD HAZARD AREA AS SHOWN ON
THE FOLLOWING F.E.M.A. FLOOD INSURANCE RATE MAP:

FLOOD ZONE: ZONE X
BASE FLOOD ELEVATION: N/A
CITY / COUNTY: TARRANT COUNTY, TX
MAP PANEL NUMBER: 48439C0095K
DATE: SEPTEMBER 25, 2009

THIS FLOOD STATEMENT IS BASED ON CURRENTLY AVAILABLE INFORMATION
THAT IS SUBJECT TO CHANGE. DOES NOT IMPLY THAT THE PROPERTY AND
STRUCTURES SHOWN WILL BE FREE FROM FLOODING OR FLOOD DAMAGE, AND
SHALL NOT CREATE ANY LIABILITY ON THE PART OF THE SURVEYOR.

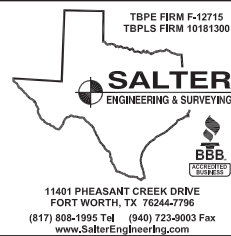
ZONING CHANGE REQUEST FROM "AGRICULTURAL" TO "R-20"

2313 HALL JOHNSON ROAD
COLLEYVILLE, TX 76034

DWG FILE 180038-Zoning.dwg

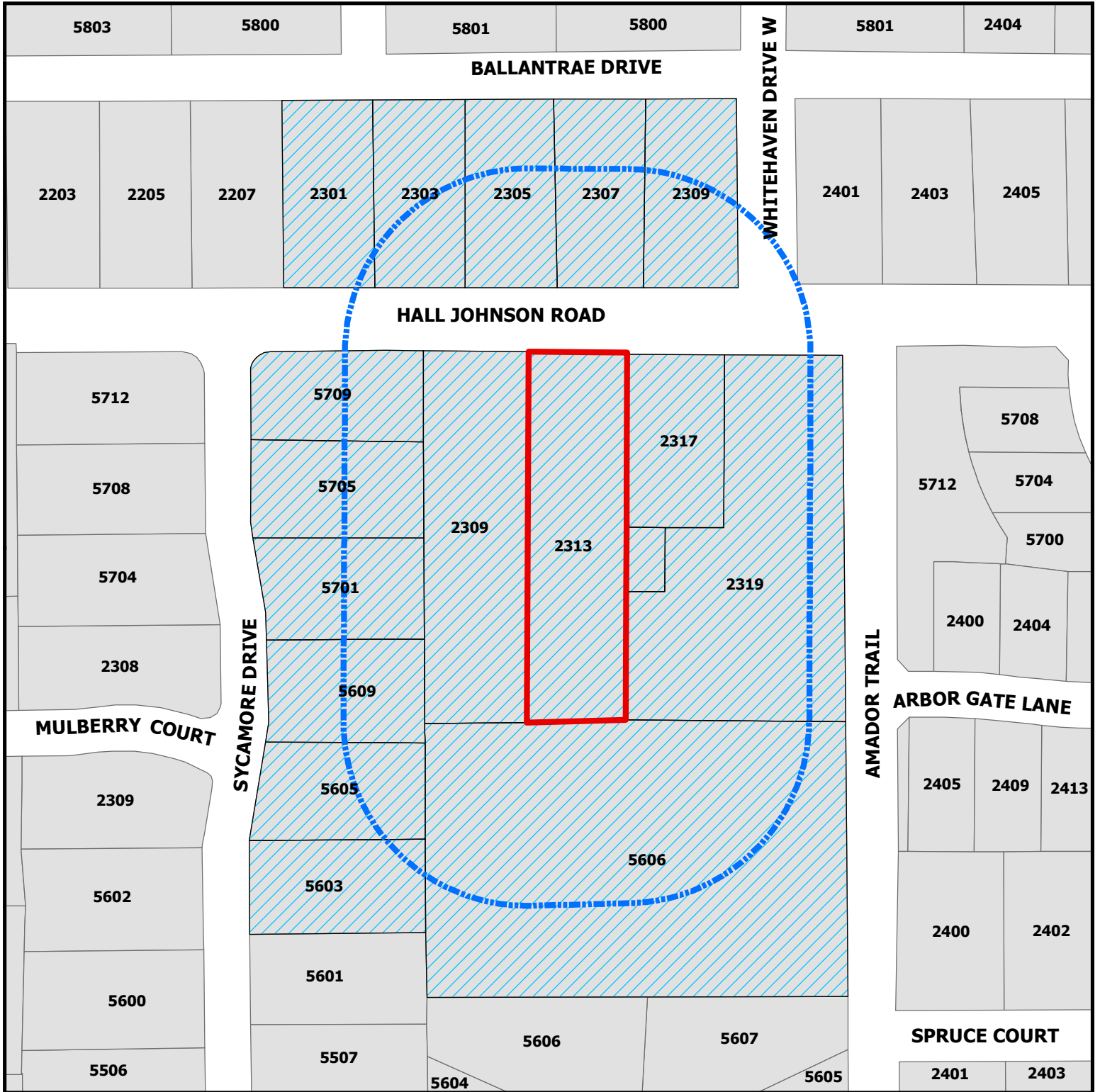
DWG SCALE 1/50

SHEET 1 OF 1



11401 PHEASANT CREEK DRIVE
FORT WORTH, TX 76244-7796
(817) 808-1995 Tel (940) 723-9003 Fax
www.SalterEngineering.com

Notification Map



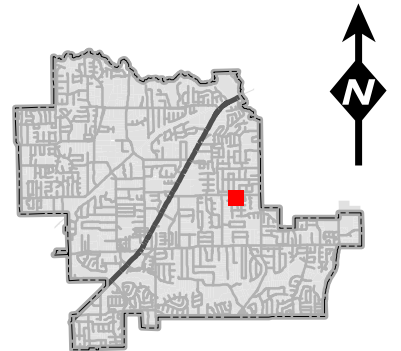
ZC18-007

2313 Hall Johnson Road



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-  Subject Property
-  200ft Buffer
-  Properties within 200ft



Notification List

Owner Name	Owner Address	Owner City	Owner Zip	Situs Address
SHARP, JOHN R	5605 SYCAMORE DR	COLLEYVILLE, TX	76034	5605 SYCAMORE DR
KELLY, IAN	2301 BALLANTRAE DR	COLLEYVILLE, TX	76034	2301 BALLANTRAE DR
PHELAN, A J	2307 BALLANTRAE DR	COLLEYVILLE, TX	76034	2307 BALLANTRAE DR
ZHU, JUN	5705 SYCAMORE DR	COLLEYVILLE, TX	76034	5705 SYCAMORE DR
JAY, JOHN	2309 HALL JOHNSON RD	COLLEYVILLE, TX	76034	2309 HALL JOHNSON RD
NORTHEAST PROPERTIES INC	PO BOX 611	COLLEYVILLE, TX	76034	2319 HALL JOHNSON RD
BROWN, LARRY	5603 SYCAMORE DR	COLLEYVILLE, TX	76034	5603 SYCAMORE DR
PARHAM, THOMAS C	2305 BALLANTRAE DR	COLLEYVILLE, TX	76034	2305 BALLANTRAE DR
HALL, CHARLIE W	4200 GLADE RD	COLLEYVILLE, TX	76034	5606 AMADOR TR
ROLAND, ANTHONY J	2309 BALLANTRAE DR	COLLEYVILLE, TX	76034	2309 BALLANTRAE DR
BRANDED C VENTURES LTD	4117 LAMPTON CT	ROANOKE, TX	76262	2313 HALL JOHNSON RD
WATSON, BRANDON	5609 SYCAMORE DR	COLLEYVILLE, TX	76034	5609 SYCAMORE DR
BRANDED C VENTURES LTD	4117 LAMPTON CT	ROANOKE, TX	76262	2317 HALL JOHNSON RD
LITTLE BEAR INVESTMENTS INC	PO BOX 611	COLLEYVILLE, TX	76034	2321 HALL JOHNSON RD
ISBELL, ROGER K	5701 SYCAMORE DR	COLLEYVILLE, TX	76034	5701 SYCAMORE DR
ASGHAR, PAMELA	5709 SYCAMORE DR	COLLEYVILLE, TX	76034	5709 SYCAMORE DR
VAN OVER, JAMES L	2303 BALLANTRAE DR	COLLEYVILLE, TX	76034	2303 BALLANTRAE DR
ARBOR ESTATES	5506 SYCAMORE DRIVE	COLLEYVILLE, TX	76034	COURTESY NOTICE
ARBOR ESTATES II	5506 SYCAMORE DRIVE	COLLEYVILLE, TX	76034	COURTESY NOTICE
ENCLAVE AT ARBOR ESTATES, THE	P.O. BOX 1824	COLLEYVILLE, TX	76034	COURTESY NOTICE
HIGHLAND MEADOWS ADDN	2101 HIGH GATE DRIVE	COLLEYVILLE, TX	76034	COURTESY NOTICE
GRAPEVINE COLLEYVILLE ISD	3051 IRA E. WOODS AVENUE	GRAPEVINE, TX	76051	STATE REQUIRED
PRIMROSE, RANDY	5506 SYCAMORE DRIVE	COLLEYVILLE, TX	76034	APPLICANT



NOTICE OF PUBLIC HEARING

Zoning Case Number: ZC18-007
Owner: Branded C Ventures, LTD
Applicant: Randy Primrose
Location: 2313 Hall Johnson Road
Property Description: Tract 1R09, Abstract 1619, in the S C H Whitten Survey
Present Zoning: AG Agricultural District
Request: Consideration of a zoning change from the AG Agricultural zoning district to the R-20 Single Family Residential zoning district. The purpose is to allow for the demolition of the current home and construction of a new single-family residential home.

The City of Colleyville has scheduled public hearings concerning the above referenced request on the following dates and location:

Planning and Zoning Commission Meeting: Monday, April 9, 2018 at 7:00 p.m.
City Council Meetings: Tuesday, May 1, 2018 & Tuesday, May 15, 2018 at 7:30 p.m.
3rd floor of City Hall, 100 Main Street, Colleyville, Texas

This notice has been sent to all owners of real property within 200 feet of the request as such ownership appears on the last approved tax roll and all homeowners associations within 500 feet. Approval by the Planning and Zoning Commission serves as a recommendation to the City Council and is not a final action on the request. Denial of the proposal by the Commission is final, unless the applicant submits a written notice of appeal within 10 days from the date of action by the Commission. If appealed, the request will be placed on the next available City Council agenda as listed above. Rezoning requests, zoning amendments and conditions recommended by the Commission for approval by the City Council may be more restrictive than those described in this notice.

All interested persons are encouraged to attend the public hearing and express their opinions on the zoning change request. If you are unable to attend, but wish to have your opinions made a part of the public record, please submit written comments prior to the public hearing, to the address below:

**Community Development Department
City of Colleyville
100 Main Street
Colleyville, TX 76034**

If the property owners of 20% or more of the land within the 200 foot notification area file a written protest prior to the public hearing, State law provides that the approval of the zoning change request shall require the approval of a super majority vote by City Council.

The application is on file for public examination in the Community Development Department at 100 Main Street, Colleyville, Texas. A brief project description can be found online on the Active Development Case map: <https://www.colleyville.com/zoning.html>. For additional information, please contact the Community Development Department at 817.503.1056. Please reference the zoning case number when requesting information.

Felix Landry
Principal Planner
flandry@colleyville.com

ORDINANCE O-18-XXXX

AMENDING THE ZONING ORDINANCE AND THE OFFICIAL ZONING MAP OF THE CITY OF COLLEYVILLE, TEXAS, BY CHANGING THE ZONING ON 0.96 ACRES, TRACT 1R09, ABSTRACT 1619, IN THE S C H WHITTEN SURVEY LOCATED AT 2313 HALL JOHNSON ROAD, FROM THE AG AGRICULTURAL DISTRICT TO THE R-20 SINGLE FAMILY RESIDENTIAL DISTRICT; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00); AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of Colleyville has received an application for rezoning under Case ZC18-007; and

WHEREAS, the City of Colleyville deems it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the City to enact a new zoning ordinance; and

WHEREAS, the City Council has appointed a Planning and Zoning Commission to recommend the boundaries of the various original zoning districts and appropriate regulations be enforced therein and to recommend a new zoning ordinance; and

WHEREAS, the Planning and Zoning Commission has divided the City into districts and has prepared regulations pertaining to such districts in accordance with a comprehensive plan designed to lessen congestion in the streets; and to secure safety from fire, panic, and other dangers; to promote health, general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements; and

WHEREAS, the Planning and Zoning Commission, has given reasonable consideration to, among other things, the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City; and

WHEREAS, the Planning and Zoning Commission of the City of Colleyville and the City of Colleyville City Council, in compliance with the Charter of the City of Colleyville, and State Law with reference to changes to zoning classifications under the Zoning Ordinance

Regulations and Zoning Map, having given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally, and to the persons interested and situated in the affected area and in the vicinity thereof, the governing body of the City of Colleyville is of the opinion that said change in zoning should be made.

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

- Sec. 1. THAT all the foregoing premises and findings are found to be true and correct and are incorporated into the body of this ordinance as if copied in their entirety.
- Sec. 2. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by changing the zoning on 0.96 acres, Tract 1R09, Abstract 1619, in the S C H Whitten Survey, located at 2313 Hall Johnson Road, from the AG Agricultural district to the R-20 Single Family Residential district, as depicted in the attached Exhibit "A" and Exhibit "B".
- Sec. 3. THAT the above described tract of land shall be used only in the manner and for the purposes provided by the Comprehensive Zoning Ordinance of the City of Colleyville as heretofore amended, and as amended herein.
- Sec. 4. THAT any person, firm or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the City of Colleyville, and upon conviction shall be punishable by a fine not to exceed the sum of Two Thousand Dollars (\$2,000.00) for each offense.
- Sec. 5. THAT if any section, paragraph, subdivision, clause, phrase or provision of this ordinance shall be judged invalid or unconstitutional, the same shall not affect the validity of this ordinance as a whole or any portion thereof other than that portion so decided to be invalid or unconstitutional.

Sec. 6. THAT in addition to and accumulative of all other penalties, the City shall have the right to seek injunctive relief for any and all violations of this ordinance.

Sec. 7. THAT it has been found that there has been a change in conditions in the above described property, it is now necessary that it be given the above zoning classification in order to permit its proper development and in order to protect the public interest, comfort and general welfare, and requires that this ordinance shall take effect immediately from and after its passage.

AND IT IS SO ORDERED.

The first reading and public hearing being conducted on the 1st day of May 2018.

The second reading and public hearing being conducted on the 15th day of May 2018.

PASSED AND APPROVED BY A VOTE OF ____ AYES, ____ NAYS, AND ____ ABSTENTIONS ON THIS THE 15TH DAY OF MAY 2018.

Mayor Richard Newton	_____	Mayor Pro Tem Bobby Lindamood	_____
Place 1, Tammy Nakamura	_____	Place 5, Nancy Coplen	_____
Place 2, Kathy Wheat	_____	Place 6, Mike Taylor	_____
Place 4, George Dodson	_____		

ATTEST:

CITY OF COLLEYVILLE

Christine Loven, TRMC
City Secretary

Richard Newton
Mayor

APPROVED AS TO FORM AND LEGALITY:

Whit Wyatt
City Attorney

Exhibit “A”- Zoning Map

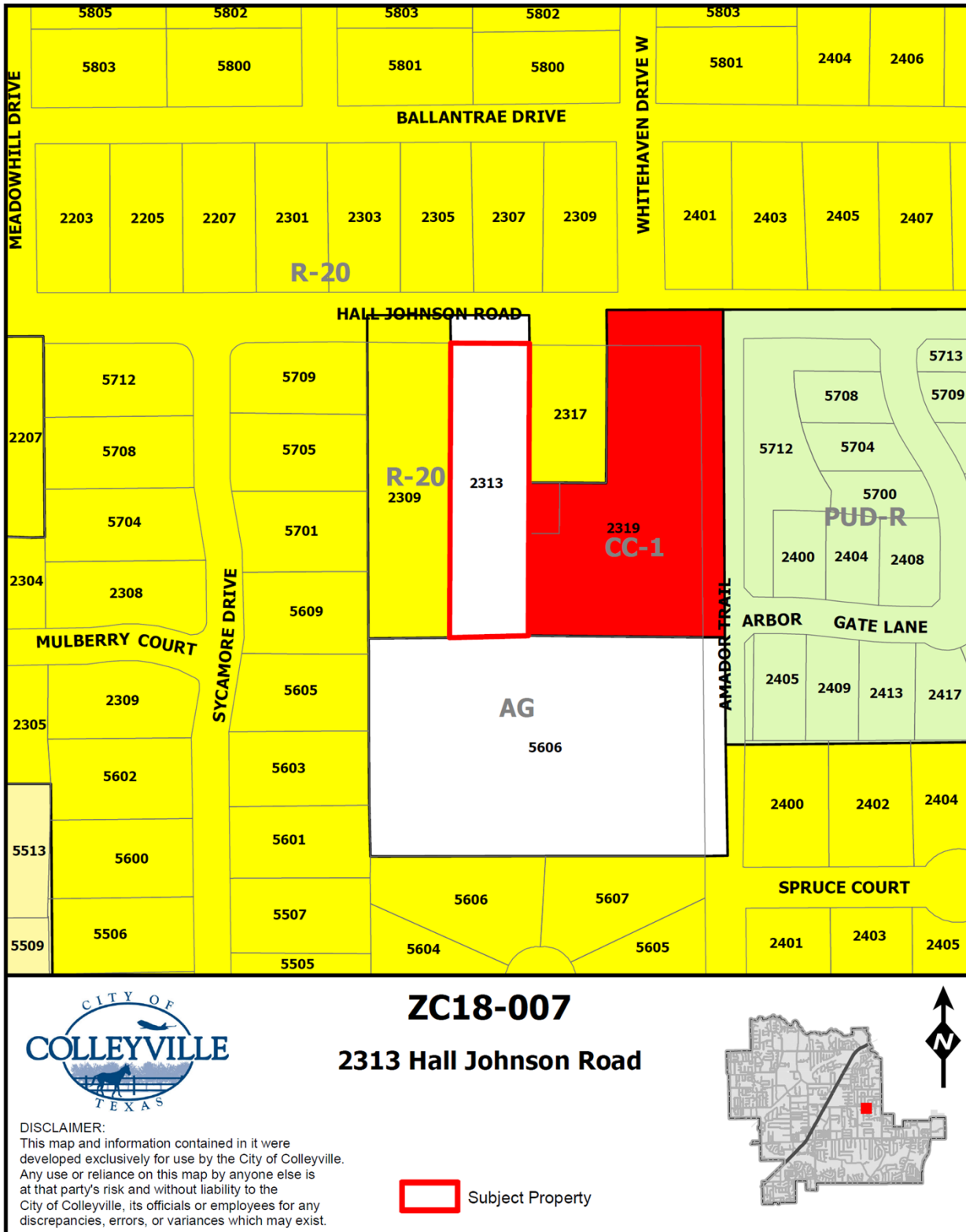


Exhibit "B"- Metes & Bounds Description

A 0.96-acre tract out of the S. C. H. Whitten Survey, Abstract No. 1619, Tarrant County, Texas, and out of that certain 4.805-acre tract deeded to Chandler Cantrell Properties from Gary Cantrell, *et al*, in September, 1993, as recorded in Volume 11255, Page 168, Tarrant County Deed Records, said 0.96-acre tract being all of said Chandler Cantrell Properties tract SAVE AND EXCEPT that certain 0.031-acre tract deeded to the City of Colleyville, Texas, from Chandler Cantrell Properties in December, 1999, said 0.96-acre tract also being all of the grantor's interest in that certain tract called "Tract 2" in deed to Branded C Ventures, Ltd., from Glade Family, Ltd., in June, 2009, as recorded in Instrument No. D209155569, Tarrant County Official Public Records, and being more specifically described by metes and bounds as follows:

BEGINNING at a 5/8-inch iron rod found on the north line of Lot 1, Block 1, Hall's Vineyard Addition, an addition to the City of Colleyville, Texas, as recorded in Cabinet A, Slide 4029, Tarrant County Plat Records, lying NORTH 2,233.19 feet and WEST 239.00 feet from the southeast corner of said Whitten Survey, said iron rod being the southeast corner of said Branded C Ventures tract and the southwest corner of Lot 2, Block 1, Leggett, McKithan, and Blaylock Addition, as addition to the City of Colleyville, Texas, as recorded in Volume 388-138, Page 38, Tarrant County Plat Records, for the southeast corner and POINT OF BEGINNING of this tract;

THENCE SOUTH 89°56'38" WEST 104.59 feet along the south line of said Branded C Ventures tract and the north line of said Lot 1, Block 1, Hall's Vineyard Addition to a 3/8-inch bridge spike found at the southwest corner of said Branded C Ventures tract and the southeast corner of Lot 1, Block 1, Mikolaitis Addition, an addition to the City of Colleyville, Texas, as recorded in Cabinet A, Slide 7926, Tarrant County Plat Records, for the southwest corner of this tract;

THENCE leaving the north line of said Lot 1, Block 1, Hall's Vineyard Addition, NORTH 00°23'41" WEST 400.18 feet along the west line of said Branded C Ventures tract and the east line of said Lot 1, Block 1, Mikolaitis Addition to a 5/8-inch iron rod found on the south right-of-way line of Hall Johnson Road, a public road, being the northwest corner of said Branded C Ventures tract and the northeast corner of said Lot 1, Block 1, Mikolaitis Addition for the northwest corner of this tract;

THENCE NORTH 89°36'58" EAST 104.63 feet along the north line of said Branded C Ventures tract and the south right-of-way line of said Hall Johnson Road to a point being the northeast corner of said Branded C Ventures tract and an angle point in the south right-of-way line of said Hall Johnson Road for the northeast corner of this tract;

THENCE SOUTH 00°23'20" EAST, at 1.87 feet pass the northwest corner of Lot 1 of said Block 1, Leggett, McKithan, and Blaylock Addition, at 189.83 feet pass a 1/2-inch iron rod found at the southeast corner of said Lot 1 and the northwest corner of said Lot 2, Block 1, Leggett, McKithan, and Blaylock Addition, and continuing for a total distance of 400.78 feet along the east line of said Branded C Ventures tract and the west lines of said Lots 1 and 2, Block 1, Leggett, McKithan, and Blaylock Addition to the POINT OF BEGINNING, and containing 96/100 of an acre, more or less.



City of Colleyville Planning and Zoning Commission Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 3f	Agenda Date 04/09/2018	Number
Type Public Hearing Agenda Items		
Department Community Development		

Title

Consideration for approval of a Site Plan for athletic fields on Lot 1R, Block 1, of the Covenant Christian Academy Addition, located at 901 Cheek-Sparger Road, Case SP18-001

Explanation

Clint Wofford, the applicant, have submitted a Site and Landscape Plan for Lot 1R, Block 1, of Covenant Christian Academy Addition, being approximately 18.84 acres, and zoned PUD-C Planned Unit Development - Commercial. The request is to allow for the construction of an athletic field, which includes a football/soccer field and a baseball field.

The currently approved PUD-C ordinance (O-13-1876) requires that the improvements for the athletic fields shall be submitted as part of Site Plan that is approved by the City Council after recommendation by the Planning and Zoning Commission:

"Prior to construction, the baseball stadium, baseball lighting, parking garage, expansion to the existing football/ soccer field shown above and football/ soccer field lighting shall require the approval of a detailed site plan and building elevations. The detailed site plan submission shall, at a minimum, meet the requirements of Section 3. 23 3. K. 6. Of the Land Development Code, be consistent with this Ordinance, and may also be required to show additional conditions provided in Section 3. 23 M. b. of the Land Development Code. Further, such detailed site plan(s) shall be considered as a legislative approval, subject to the sole discretion of City Council upon the recommendation of the Planning and Zoning Commission."

This site plan will finalize development plans for property at 901 Cheek-Sparger Road as previously approved for a football/soccer field and a baseball field. This site plan allows for the development of the subject property in accordance with the previously adopted PUD-C ordinance and approved conceptual site plan.

Existing Conditions/Background: The subject property is currently developed with an existing church and private school, auxiliary buildings, and a soccer/football field. The applicant proposes to construct the remaining improvements planned for the site. Those improvements include upgrading the soccer/football field and constructing a new baseball field.

Proposed Zoning Change: Request –Site plan approval for development consistent with the adopted Planned Unit Development-Commercial (PUD-C) ordinance.

Purpose: The purpose of a Planned Unit Development (PUD) is to provide for greater flexibility and discretion in the approval of residential, non-residential and mixed use developments by encouraging creative, efficient and aesthetically desirable residential and commercial projects that are superior to what could be accomplished in other zoning districts through the use of increased open spaces, greenbelts, or by providing enhanced amenities or features within the development that will be of special benefit to the property owners or to the community.

Ordinance – Section 3.23, in the Schedule of District Regulations in the Land Development Code, establishes the following regulations for the Planned Unit Development - Commercial (PUD-C) district:

Minimum Lot Area: 7,200 square feet
Maximum Lot Area: N/A
Minimum Lot Width: 70 feet
Minimum Lot Depth: 115 feet
Minimum Front Yard Setback: 40 feet
Minimum Side Yard Setbacks: 10 feet
Minimum Rear Yard Setback: 25 feet
Maximum Lot Coverage: 50 percent

Analysis – The proposed site plan meets all of the written requirements described in the PUD-C ordinance. The proposed site plan deviates slightly from the conceptual site plan in the following manner:

1. The fire lane has moved from the west side of the football field, adjacent to the residences, to the east side between the elementary building and the east bleachers next to the football field. This moves the field and the west side bleachers closer to the masonry wall screening the adjacent residences. This replaces the previous 5 foot planting strip and 24 foot fire lane, with a 25 foot landscape buffer along the majority of the west side and some bleachers. The bleachers move closer to the property line but maintain a 10 foot separation.
2. The underground parking initially proposed to go under the baseball field has been removed.
3. The parking to the east side of the baseball field has been removed and replaced with landscaping and a new structure to upgrade the existing weight room.

Surrounding Development: The subject property resides to the south of Cheek-Sparger Road and west of Wayne Drive. The property across Wayne Drive to the east also has PUD-C zoning designation, while the property to the north across Cheek-Sparger Road has PUD-R zoning. All of the surrounding property has PUD-R, PUD-C, or CC-1 zoning. Property to the west and south consists of residential properties in the

City of Bedford.

Comprehensive Plan: The City's comprehensive plan, *Destination Colleyville*, designates the subject property for institutional use. The proposed site plan complies with the land use designation stated in the comprehensive plan and with the guidelines outlined in the adopted PUD-C ordinance.

Fees: The site plan approval process does not require parkland dedication fees. Impact Fees are required per Chapter 13 (Impact Fees) of the Land Development Code and are due prior to the issuance of a Building Permit, if applicable.

Tree Preservation: This site plan includes an approved tree preservation plan and an approved landscape plan.

Public Notification: The site plan approval process does not require public notification.

Staff Recommendation: Staff recommends approval of the proposed site plan based on the following findings:

- The proposed site plan complies with the Future Land Use Plan and stated goals described in the *Destination Colleyville* Plan.
- The proposed site plan complies with the development regulations outlined in the adopted PUD-C ordinances.
- The minor changes illustrated in the proposed site plan improve upon the conceptual site plan by:
 - o Increasing the landscaped area along the western boundary.
 - o Moving the fire lane with its daily traffic away from the residences to the west.
 - o Better utilizing existing parking.

Recommendation

Approve

Attachments

1. Aerial Map
2. Zoning Map
3. Future Land Use Map
4. Site Plan
5. Landscape Plan
6. CCA - O-09-1725
7. CCA - O-13-1876
8. Notification Map
9. Notification List
10. Property Owner Notification Letter
11. Draft Resolution

Aerial Map



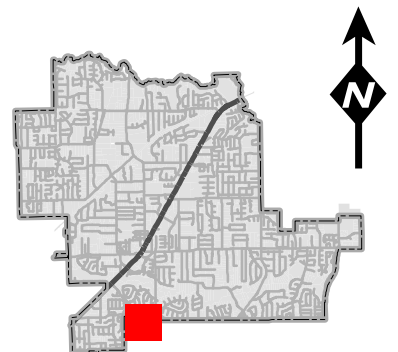
SP18-001

901 Cheek-Sparger Road

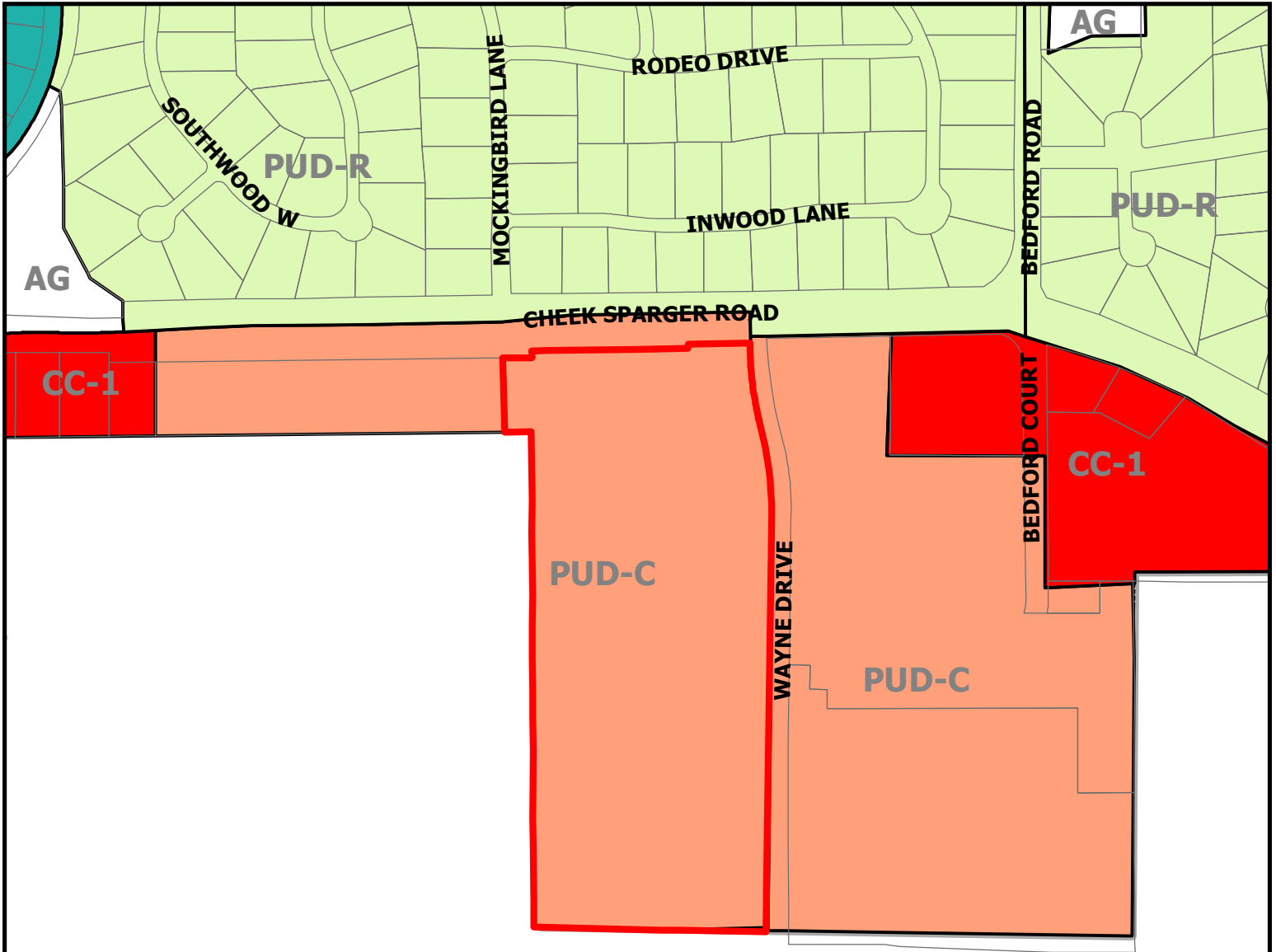
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 Subject Property



Zoning Map

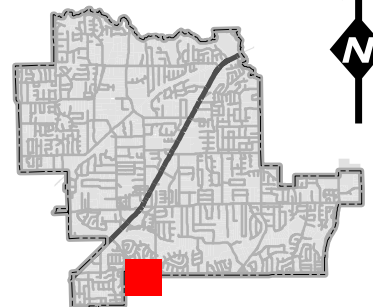


SP18-001

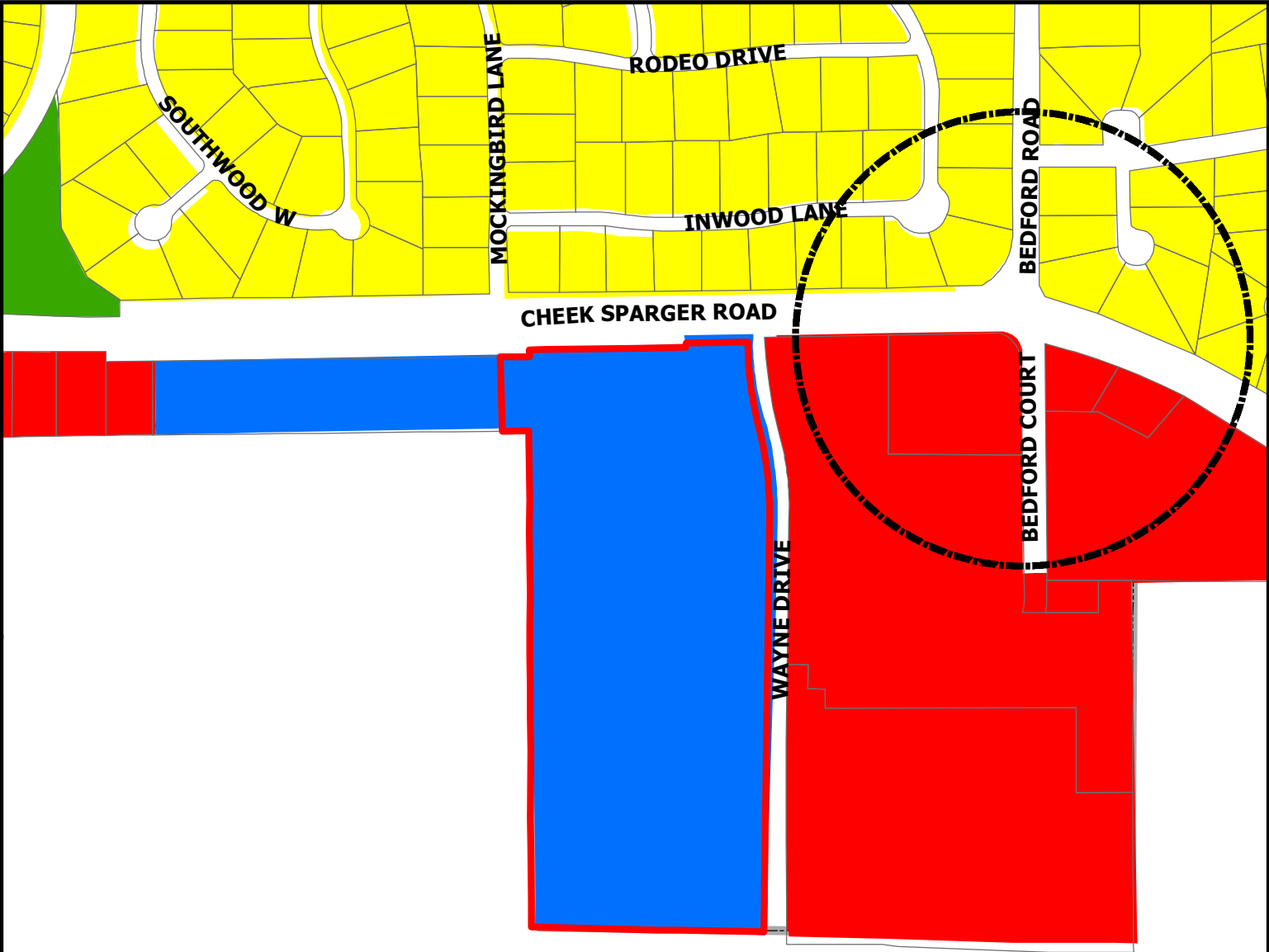
901 Cheek-Sparger Road

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 Subject Property



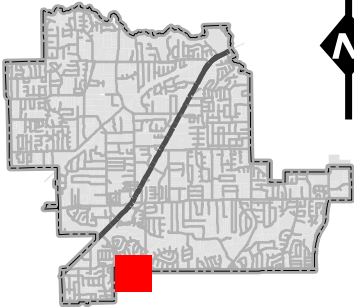
Future Land Use Map



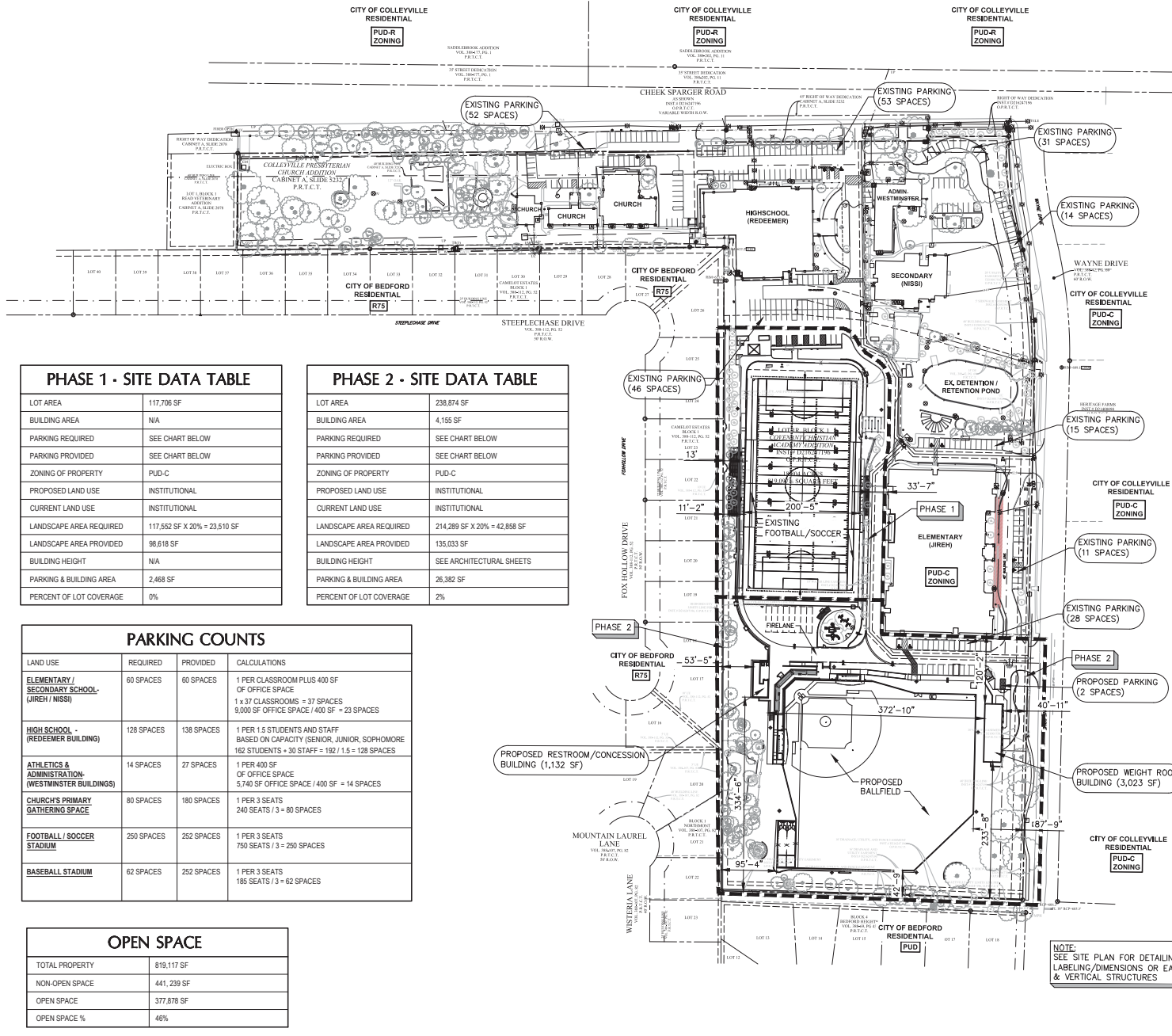
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SP18-001 901 Cheek-Sparger Road

-  Subject Property
-  Sales_Tax_Preferred_Intersection
-  Residential
-  Commercial
-  Institutional
-  Open Space; Parks



Site Plan



PHASE 1 - SITE DATA TABLE

LOT AREA	117,706 SF
BUILDING AREA	N/A
PARKING REQUIRED	SEE CHART BELOW
PARKING PROVIDED	SEE CHART BELOW
ZONING OF PROPERTY	PUD-C
PROPOSED LAND USE	INSTITUTIONAL
CURRENT LAND USE	INSTITUTIONAL
LANDSCAPE AREA REQUIRED	117,552 SF X 20% = 23,510 SF
LANDSCAPE AREA PROVIDED	98,618 SF
BUILDING HEIGHT	N/A
PARKING & BUILDING AREA	2,468 SF
PERCENT OF LOT COVERAGE	0%

PHASE 2 - SITE DATA TABLE

LOT AREA	238,874 SF
BUILDING AREA	4,155 SF
PARKING REQUIRED	SEE CHART BELOW
PARKING PROVIDED	SEE CHART BELOW
ZONING OF PROPERTY	PUD-C
PROPOSED LAND USE	INSTITUTIONAL
CURRENT LAND USE	INSTITUTIONAL
LANDSCAPE AREA REQUIRED	214,289 SF X 20% = 42,858 SF
LANDSCAPE AREA PROVIDED	135,033 SF
BUILDING HEIGHT	SEE ARCHITECTURAL SHEETS
PARKING & BUILDING AREA	26,382 SF
PERCENT OF LOT COVERAGE	2%

PARKING COUNTS

LAND USE	REQUIRED	PROVIDED	CALCULATIONS
ELEMENTARY / SECONDARY SCHOOL (JIREH / NISS)	60 SPACES	60 SPACES	1 PER CLASSROOM PLUS 400 SF OF OFFICE SPACE 1 X 37 CLASSROOMS = 37 SPACES 9,000 SF OFFICE SPACE / 400 SF = 23 SPACES
HIGH SCHOOL (REDEEMER BUILDING)	128 SPACES	138 SPACES	1 PER 1.5 STUDENTS AND STAFF BASED ON CAPACITY (SENIOR, JUNIOR, SOPHOMORE) 162 STUDENTS + 30 STAFF = 192 / 1.5 = 128 SPACES
ATHLETICS & ADMINISTRATION (WESTMINSTER BUILDINGS)	14 SPACES	27 SPACES	1 PER 400 SF OF OFFICE SPACE 5,740 SF OFFICE SPACE / 400 SF = 14 SPACES
CHURCH'S PRIMARY GATHERING SPACE	80 SPACES	180 SPACES	1 PER 3 SEATS 240 SEATS / 3 = 80 SPACES
FOOTBALL / SOCCER STADIUM	250 SPACES	252 SPACES	1 PER 3 SEATS 750 SEATS / 3 = 250 SPACES
BASEBALL STADIUM	62 SPACES	252 SPACES	1 PER 3 SEATS 186 SEATS / 3 = 62 SPACES

OPEN SPACE

TOTAL PROPERTY	819,117 SF
NON-OPEN SPACE	441,239 SF
OPEN SPACE	377,878 SF
OPEN SPACE %	46%



Schrickel, Rollins and Associates, Inc.
Landscape Architecture - Civil Engineering - Planning
1951 Corporate Drive West Phone: 817-448-8276
Suite 200 Mailing: 817-448-8272
Arlington, Texas 76010 Fax: 817-448-7645

FOOTBALL / SOCCER FIELD PACKAGE
COVENANT CHRISTIAN ACADEMY
901 CHEEK SPARGER RD.
COLLEVILLE, TEXAS 76034



3/16/2018

DATE: MARCH 16, 2018

REVISED:

STATUS: SITE PLAN SUBMITTAL

DESIGN BY: CW

DRAWN BY: CW

JOB NO. 5372

PROJECT NAME
FOOTBALL/SOCCER FIELD PACKAGE

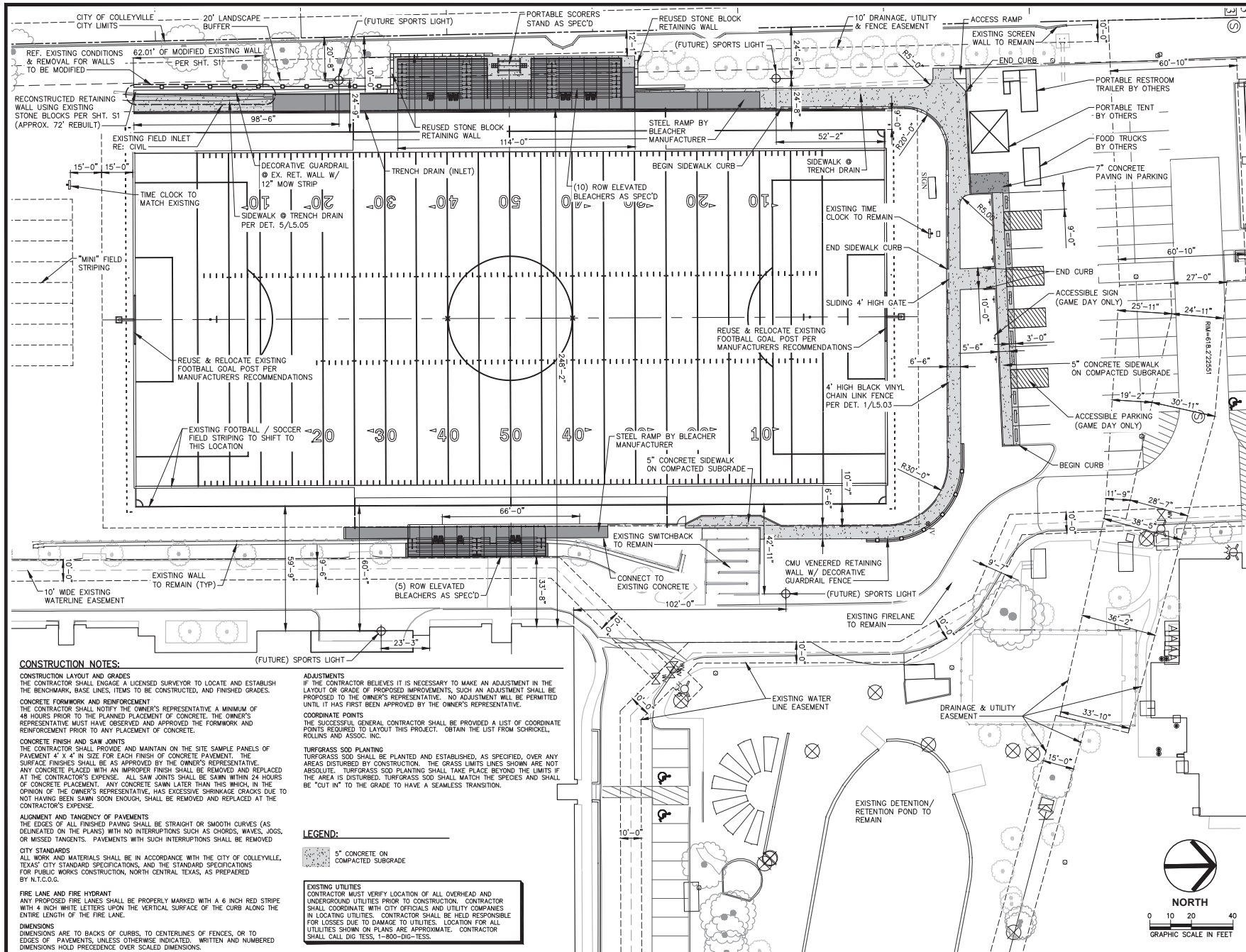
OVERALL
SITE
PLAN

BAR IS ONE INCH LONG ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SHEET NO.

L1.00

Site Plan



Schricket, Rollins and Associates, Inc.
Landscape Architecture • Civil Engineering • Planning
1161 Corporate Drive West Phone: 817/649.3216
Suite 200 Metro: 817/640.8272
Arlington, Texas 76006 Fax: 817/649.7645

FOOTBALL / SOCCER FIELD PACKAGE
COVENANT CHRISTIAN ACADEMY
901 CHEEK SPARGER RD.
COLLEEVILLE, TEXAS 76034



3/16/2018

DATE: MARCH 16, 2018

REVISÉ:

100

STATUS:

SITE PLAN SUBMITTAL

DESIGN BY:

CW

DRAWN BY:

CW

JOB NO.

5372

PROJECT NAME:

FOOTBALL/SOCCER FIELD PACKAGE

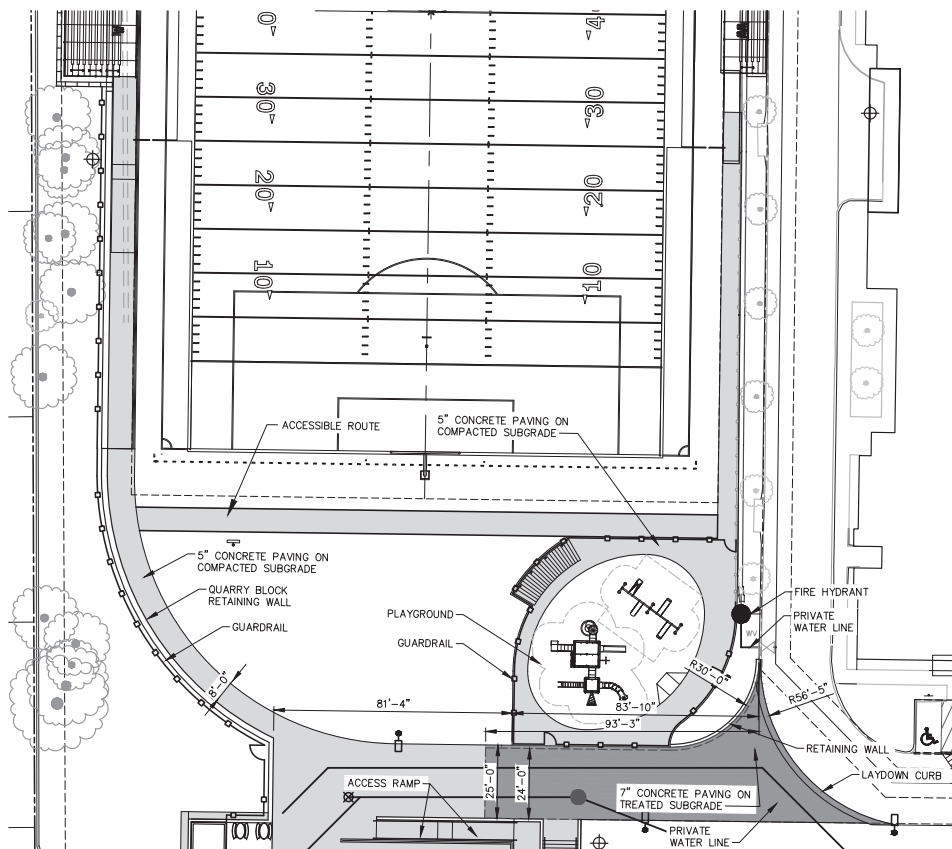
SITE PLAN

BAR IS ONE INCH LONG ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SHEET NO.

L2.01

Site Plan



LEGEND:

- 7" CONCRETE PAVING ON TREATED SUBGRADE
- 6" CONCRETE PAVING ON COMPACTED SUBGRADE
- 5" CONCRETE PAVING ON COMPACTED SUBGRADE
- SPORTS LIGHT
- PEDESTRIAN LIGHT



0 10 20 40
GRAPHIC SCALE IN FEET



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Landscape Architecture - Civil Engineering - Planning
1961 Corporate Drive West Phone 817/483.2276
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Arlington, Texas 76017
817/483.2273 FAX 817/483.4233

Architect

GHIA INC.
1300 W. Randall Mill Rd., Suite 100
Arlington, Texas 76012
817/801.7200 FAX 817/801.7208

BASEBALL FIELD PACKAGE
COVENANT CHRISTIAN ACADEMY
901 CHEEK SPANER RD. COLLEBYVILLE, TEXAS 76034



3/16/2018

DATE MARCH 16, 2018

REVISED:

STATUS: SITE PLAN SUBMITTAL

DESIGN BY: CW

DRAWN BY: CW

JOB NO. 5372

PROJECT NAME
BASEBALL PACKAGE

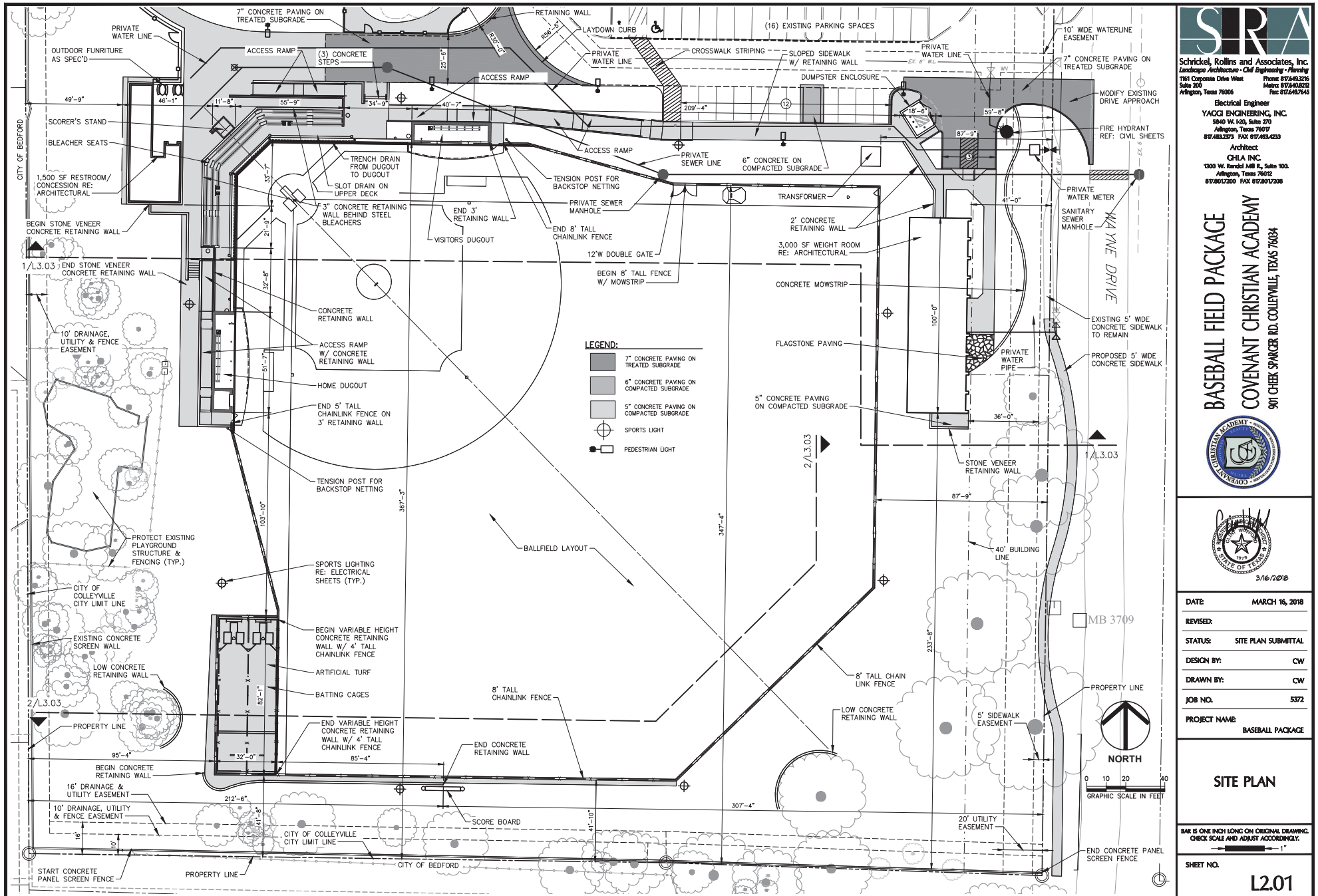
SITE PLAN
PLAYGROUND

BAR IS ONE INCH LONG ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SHEET NO.

L2.02

Site Plan



SIRA
 Schrickel, Rollins and Associates, Inc.
 Landscape Architecture - Civil Engineering - Planning
 1951 Corporate Drive West Suite 200
 Arlington, Texas 76005
 Phone 817/463-8216
 Fax 817/463-8212

Electrical Engineer
YACCI ENGINEERING, INC.
 5540 W. 140th, Suite 270
 Arlington, Texas 76017
 817/483-2273 FAX 817/483-4233
Architect
GHLA INC.
 1300 W. Randed Mill R., Suite 100
 Arlington, Texas 76012
 817/801-7200 FAX 817/801-7208

BASEBALL FIELD PACKAGE
COVENANT CHRISTIAN ACADEMY
 901 CHEEK SPANER RD. COLLEYVILLE, TEXAS 76034



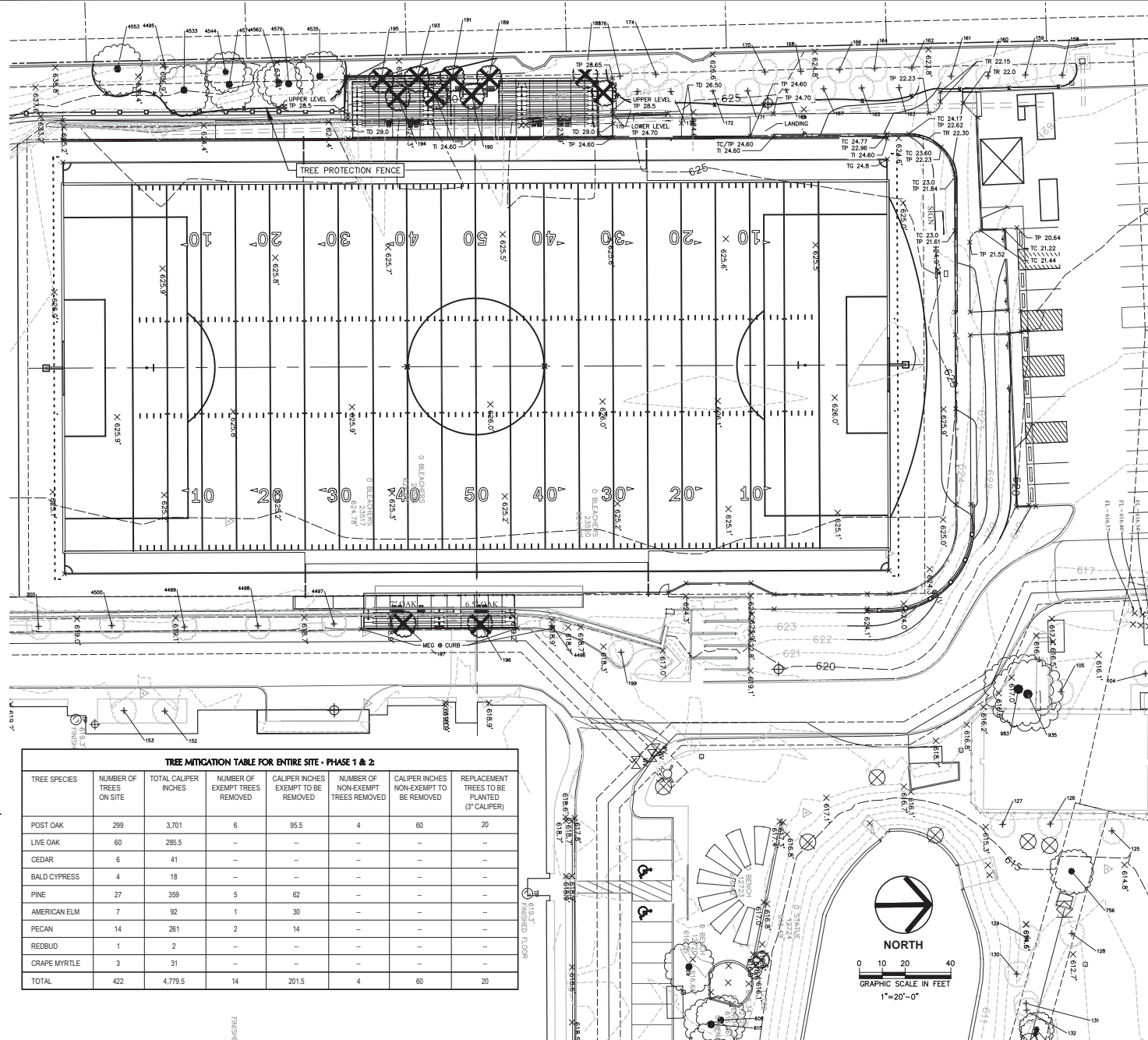
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 REVISED:
 STATUS: SITE PLAN SUBMITTAL
 DESIGN BY: CW
 DRAWN BY: CW
 JOB NO. 5372
 PROJECT NAME: BASEBALL PACKAGE

SITE PLAN

BAR IS ONE INCH LONG ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SHEET NO. **L2.01**

Landscape Plan



SRA
 Schrickel, Rollins and Associates, Inc.
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 1865 Corporate Drive West Suite 200
 Arlington, Texas 76010
 Phone 817/461-8276
 Metro 817/461-8272
 Fax 817/461-7645

FOOTBALL / SOCCER FIELD PACKAGE
 COVENANT CHRISTIAN ACADEMY
 901 CHEEK SPARGER RD.
 COLLEVILLE, TEXAS 76034



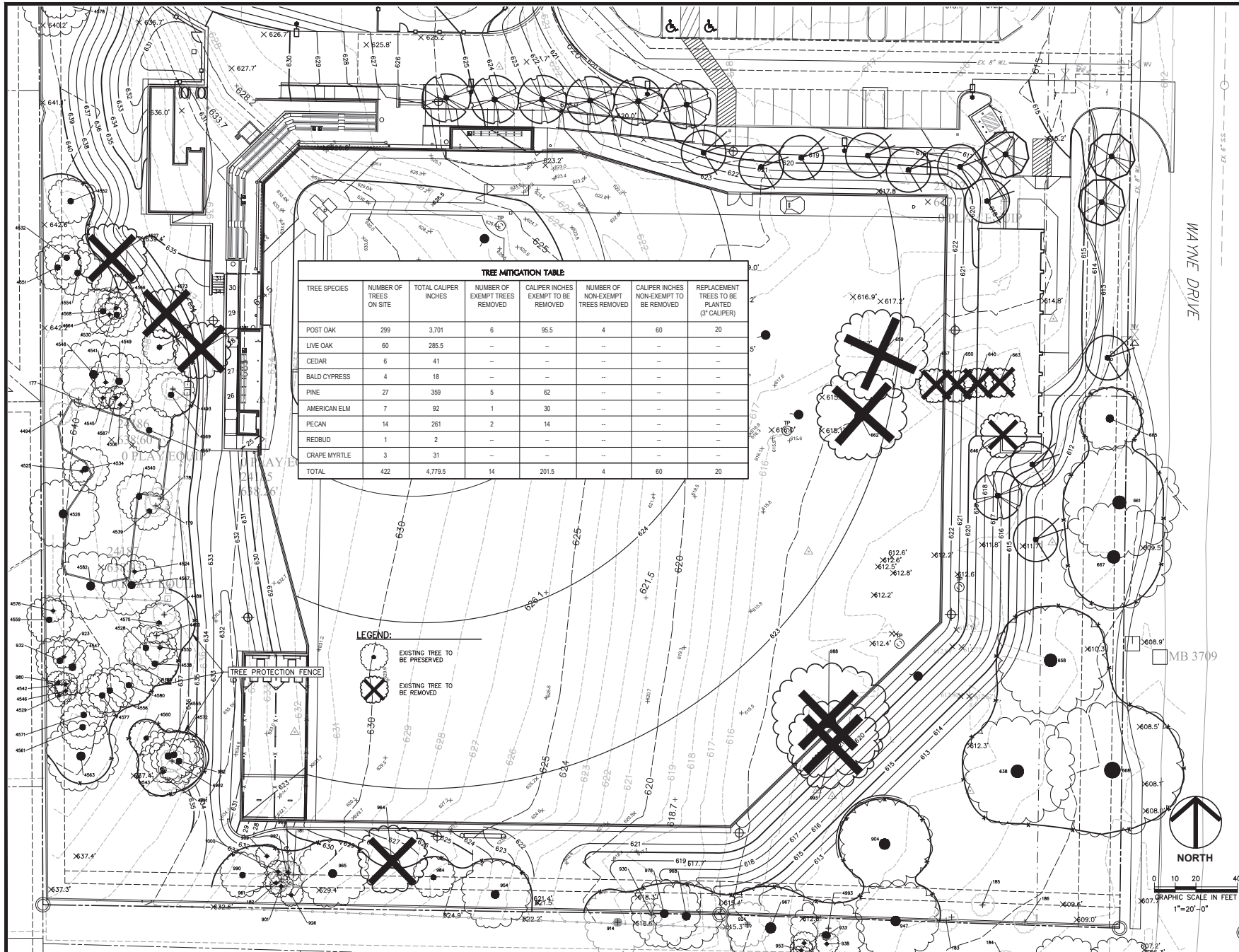
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 REVISED:
 STATUS: SITE PLAN SUBMITTAL
 DESIGN BY: CW
 DRAWN BY: CW
 JOB NO. 5372
 PROJECT NAME
 FOOTBALL/SOCCER FIELD PACKAGE

TREE
 PRESERVATION
 - LANDSCAPE PLAN
 PHASE 1

BAR IS ONE INCH LONG ON ORIGINAL DRAWING.
 CHECK SCALE AND ADJUST ACCORDINGLY.

SHEET NO.
L5.04

Landscape Plan



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Landscape Architecture - Civil Engineering - Planning
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Suite 200
Arlington, Texas 76010
Phone: 817/461-3216
Fax: 817/461-3212

Electrical Engineer
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Arlington, Texas 76017
817/463-2273 FAX 817/463-4233

Architect
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1300 W. Randed Mill R., Suite 100
Arlington, Texas 76012
817/8017200 FAX 817/8017208

BASEBALL FIELD PACKAGE
COVENANT CHRISTIAN ACADEMY
901 CHEEK SPANER RD. COLLEVILLE, TEXAS 76034



DATE: MARCH 16, 2018
REVISED:
STATUS: SITE PLAN SUBMITTAL
DESIGN BY: CW
DRAWN BY: CW
JOB NO. 5372
PROJECT NAME: BASEBALL PACKAGE

TREE PRESERVATION - LANDSCAPE PLAN PHASE 2

BAR IS ONE INCH LONG ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SHEET NO. **L5.04**

ORDINANCE O-09-1725

AN ORDINANCE OF THE CITY OF COLLEYVILLE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF COLLEYVILLE, TEXAS, AS HERETOFORE AMENDED; BY REPEALING ORDINANCES O-99-1139 AND O-06-1602; BY AMENDING THE OFFICIAL ZONING MAP AND CHANGING THE ZONING ON 17.7 ACRES ON LOT 1 AND 2, BLOCK 1, COLLEYVILLE PRESBYTERIAN CHURCH ADDITION, AND LOTS 1, 2, 3 AND 4, BLOCK 3, SOUTHGATE ADDITION FROM THE R40-SINGLE FAMILY RESIDENTIAL ZONING DISTRICT AND THE PUDC-PLANNED UNIT DEVELOPMENT COMMERCIAL ZONING DISTRICT TO THE PUDC-PLANNED UNIT DEVELOPMENT COMMERCIAL ZONING DISTRICT; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR INJUNCTIVE RELIEF; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of Colleyville has received an application for rezoning under Case No. ZC09-004; and

WHEREAS, Ordinances O-99-1139 and O-06-1602 are hereby repealed in their entirety; and

WHEREAS, the City of Colleyville deems it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the City to enact a new zoning ordinance; and

WHEREAS, the City Council has appointed a Planning and Zoning Commission to recommend the boundaries of the various original zoning districts and appropriate regulations be enforced therein and to recommend a new zoning ordinance; and

WHEREAS, the Planning and Zoning Commission has divided the City into districts and has prepared regulations pertaining to such districts in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health, general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements; and

WHEREAS, the Planning and Zoning Commission, has given reasonable consideration to, among other things, the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City; and

WHEREAS, the Planning and Zoning Commission of the City of Colleyville and the City of Colleyville City Council, in compliance with the Charter of the City of Colleyville, and State Law with reference to changes to zoning classifications under the Zoning Ordinance Regulations and Zoning Map, having given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally, and to the persons interested and situated in the affected area and in the vicinity thereof, the governing body of the City of Colleyville is of the opinion that said change in zoning should be made.

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

- Sec. 1. THAT all the foregoing premises and findings are found to be true and correct and are incorporated into the body of this ordinance as if copied in their entirety.
- Sec. 2. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by changing the zoning on 17.7 acres on Lots 1 and 2, Block 1, Colleyville Presbyterian Church Addition, and Lots 1, 2, 3 and 4, Block 3, Southgate Addition from the R40-single family residential zoning district and the PUDC-Planned Unit Development Commercial zoning district to the PUDC-Planned Unit Development Commercial zoning district, as depicted in Exhibit "A".
- Sec. 3. THAT the above described tract of land shall be used only in the manner and for the purposes provided by the Comprehensive Zoning Ordinance of the City of Colleyville as heretofore amended, and as amended herein.
- Sec. 4. THAT Ordinances O-99-1139 and O-06-1602 are hereby repealed in their entirety.
- Sec. 5. THAT the above described tract of land shall be subject to the following conditions:

1. GENERAL

- a. The purpose of this PUDC is for church and private school uses.
- b. This property is subject to all the regulations contained in the Colleyville Land Development Code, except where amended by this Ordinance.

2. SITE PLAN AND PLATTING

- a. The development of this property shall be generally consistent with the site plan attached as Exhibit "B".
- b. Prior to the issuance of any building permit, a replat of the subject properties must be submitted and approved. No building permit may be issued until said plat is filed with the County Clerk.

3. PERMITTED AND PROHIBITED USES

1. The following land uses shall be permitted within the Planned Unit Development:
 2. Church
 3. Private elementary, secondary and high school not to exceed 750 students total.
 4. Recreational and athletic uses incidental and accessory to the uses listed above.

4. BUILDINGS AND SITE PLAN APPROVAL

- a. The following buildings shall be allowed as described below and depicted on Exhibit "B":
 1. Secondary School 46,000 square feet maximum (existing)
 2. Administration 6,000 square feet maximum (existing)
 3. Administration 6,000 square feet maximum (phase 1)
 4. Grade School 22,000 square feet maximum (phase 1)
 5. Athletic Field Seating for 400 people maximum (phase 1)
 6. Library 6,000 square feet maximum (phase 2)
 7. Multi-purpose 19,200 square feet maximum (phase 2)
 9. High School 48,000 square feet maximum (phase 3)
- b. Prior to construction, the high school shown above, described as phase three construction, shall require the approval of a detailed site plan and building elevations. The detailed site plan submission shall, at a minimum, meet the requirements of Section 3.23 J.K.6. of the Land Development Code, be consistent with this Ordinance, and may also be required to show additional conditions provided in Section 3.23 M.b. of the Land Development Code. Further, such detailed site plan(s) shall be considered as a legislative approval, subject to the sole discretion of the City Council upon the recommendation of the Planning and Zoning Commission.

- c. All buildings constructed as part of this development shall be generally consistent with the building elevation designs, attached as Exhibit "D".

5. PORTABLE STRUCTURES

- a. All existing portable classroom structures on the subject properties shall be removed prior to the issuance of the certificate of occupancy for the buildings described as phase one construction in the Statement of Planning Objectives attached as Exhibit "C". If no building permit has been issued for said buildings as of September 1, 2010, all portable buildings shall be removed from the property no later than September 30, 2010.

6. PARKING

- a. Prior to the completion of phase one construction, there shall, at a minimum, be enough on-site, off-street parking spaces provided to accommodate the maximum enrollment of 750 students.
- b. In order to ensure adequate parking is provided at all times, no athletic events involving competition with another school may occur during normal school hours.
- c. All off-street parking required as part of this development shall meet the requirements of the Land Development Code, except where amended herein.

7. LIGHTING

- a. All lighting including parking lot, building and security lighting shall be directed away from residential areas and shall provide a maximum candle illumination of 0.5 foot candles as measured from the property line.
- b. There shall be no permanent lighting nor shall there be any nighttime illumination of any kind for the athletic field.

8. LANDSCAPING, BUFFERING AND OPEN SPACE

- a. The development shall provide a minimum of 60 percent of open space.

- b. Prior to the issuance of the certificate of occupancy for each building, there shall be a minimum of one three (3) inch caliper tree planted per each 40 feet of frontage and one five (5) gallon shrub planted per each five (5) feet of frontage along Wayne Drive and Cheek Sparger Road. The species and planting specifications shall adhere to the requirements of the Land Development Code.
- c. A 20 foot landscape buffer shall be maintained along the western boundary of the development and along the boundary of Lot 5, Block 3, Southgate Addition. Additionally, the landscape buffers shall contain live plant material of the evergreen variety which is expected to grow to six (6) feet height in two (2) years, a minimum of three (3) feet in height at the time of installation and planted on six (6) foot centers. The required plantings shall be required in the buffer along the western property line prior to the completion of the athletic field and only adjacent to the stadium and any other existing buildings. The buffer along the boundary of Lot 5, Block 3, Southgate Addition shall be planted prior to the completion of the phase one construction.

9. SIDEWALKS

- a. A minimum five (5) foot sidewalk shall be constructed along Cheek Sparger Road prior to the issuance of the certificate of occupancy for the high school (phase four).
- b. A minimum five (5) foot sidewalk shall be constructed along Wayne Drive prior to the issuance of any certificate of occupancy.

10. FENCES AND SCREENING

- a. A minimum eight (8) foot wood fence with masonry columns placed every 20 feet shall be constructed along the western boundary of the development adjacent to Lots 19 through 26, Camelot Estates Addition located in the City of Bedford and along Lot 5, Block 3, Southgate Addition in Colleyville prior to the issuance of any certificate of occupancy.

11. OTHER

- a. The bleachers for the athletic field shall meet the design and specifications shown in Exhibit "E".
- b. A traffic impact analysis (TIA) shall be required prior to the issuance of a building permit for any permanent structure. At a minimum, the TIA shall include the following:

- (1) A revised analysis of traffic impact on Cheek Sparger Road due to change in overall traffic movement in the area and with potential increase in enrollment of students;
- (2) Evaluation of the north/south traffic flow during peak and non-peak periods on Wayne Drive;
- (3) The impact of vehicles turning onto Wayne Drive from new development during peak and non-peak periods;
- (4) An analysis of minimum and optimum requirements for additional turn lanes on Cheek Sparger and Wayne Drive;
- (5) An analysis of minimum hard surface shoulder construction needs for vehicle drop off and pick up areas;
- (6) An analysis of the development impact upon the intersection of Wayne Drive and Cheek Sparger Road;
- (7) A site plan of the development that includes all surrounding public streets depicting any improvements and recommendations required as part of the TIA.

The TIA shall be submitted to the City Council for review and approval of both the TIA and the required improvements (both on-site and off-site) shown necessary by the TIA. No building permit shall be issued for any permanent structure allowed by this ordinance until the required improvements recommended by the TIA are made by the applicant and approved by the City.

- c. In lieu of improvements to Wayne Drive required as part of the proposed development, the applicant shall pay into escrow a perimeter street fee to be determined by the City Engineer prior to the filing of the replat for the property.
- d. Beginning at the westernmost corner of Lot 1R, Block 1, Colleyville Presbyterian Church Addition, where it is adjacent to Cheek Sparger Road thence commencing approximately 500 feet eastward along the south side of Cheek Sparger Road to the edge of the existing driveway approach there shall be installed a 15 foot wide all-weather surface shoulder, approved and inspected by the Public Works Director prior to the issuance of the certificate of occupancy for phase one construction.

- Sec. 6. THAT any person, firm or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the City of Colleyville, and upon conviction shall be punishable by a fine not to exceed the sum of Two Thousand Dollars (\$2,000.00) for each offense.
- Sec. 7. THAT if any section, paragraph, subdivision, clause, phrase or provision of this ordinance shall be judged invalid or unconstitutional, the same shall not affect the validity of this ordinance as a whole or any portion thereof other than that portion so decided to be invalid or unconstitutional.
- Sec. 8. THAT in addition to and accumulative of all other penalties, the City shall have the right to seek injunctive relief for any and all violations of this ordinance.
- Sec. 9. THAT it has been found that there has been a change in conditions in the above described property, it is now necessary that it be given the above zoning classification in order to permit its proper development and in order to protect the public interest, comfort and general welfare, and requires that this ordinance shall take effect immediately from and after its passage.

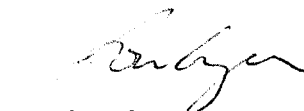
AND IT IS SO ORDERED.

The first reading and public hearing being conducted on the 4th day of August 2009.

The second reading and public hearing being conducted on the 18th day of August 2009.

ATTEST:

Cynthia Singleton, TRMC, CMC
City Secretary

CITY OF COLLEYVILLE

Jon Ayers
Mayor Pro Tem

APPROVED AS TO FORM AND LEGALITY:

Matthew C. G. Boyle
City Attorney

EXHIBIT "A"- Location and Zoning Map

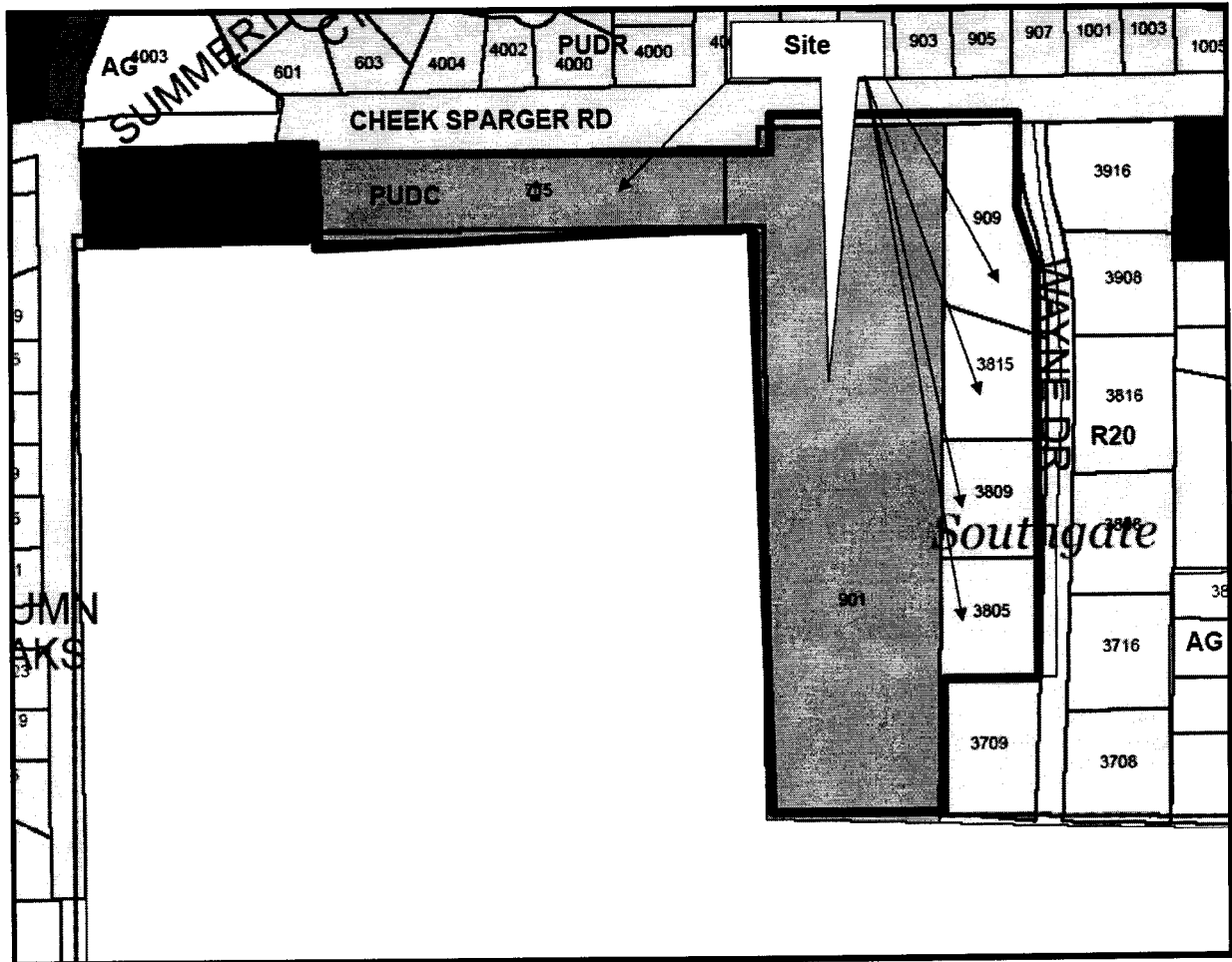


EXHIBIT "B"- Site Plan

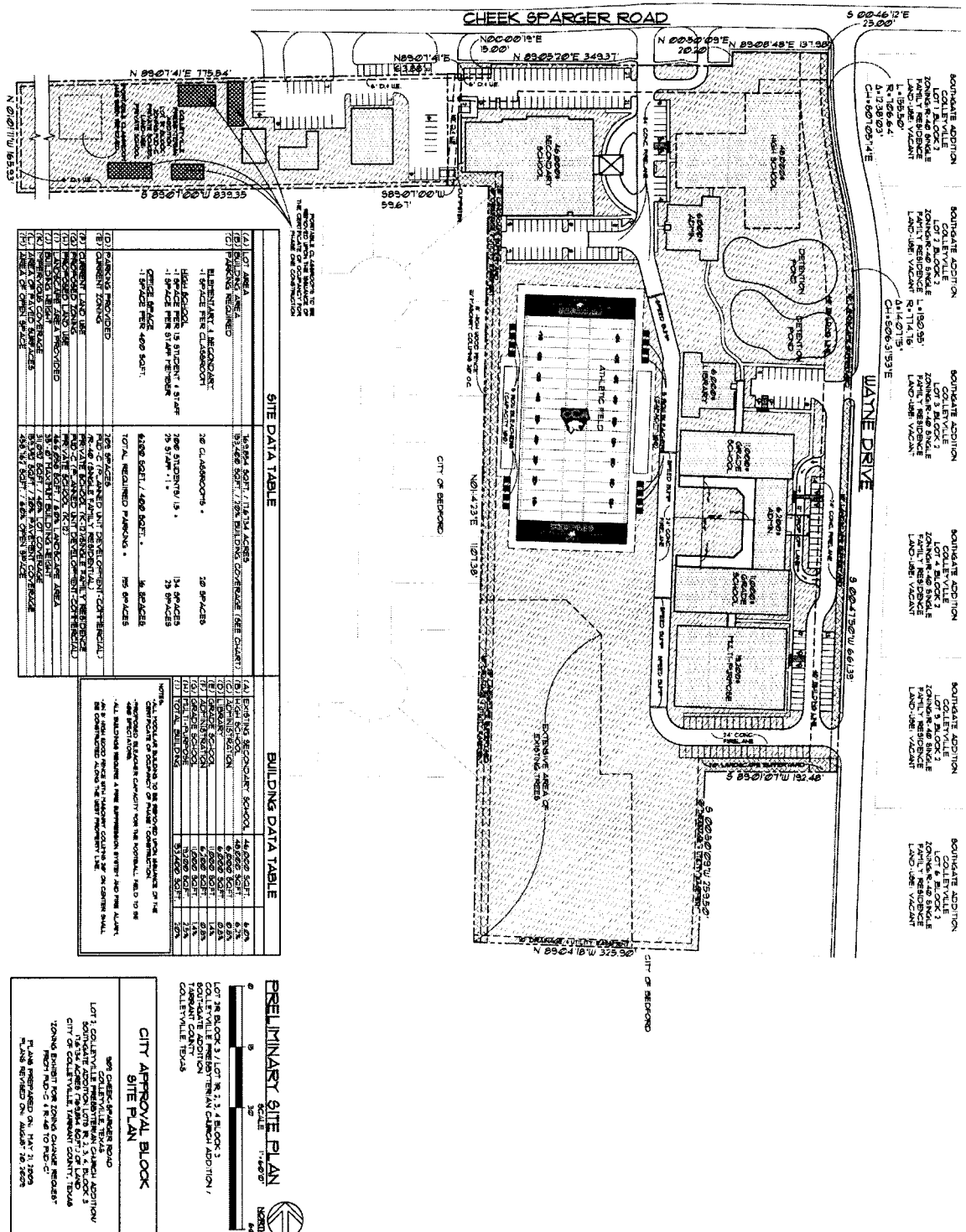


EXHIBIT "C"- Statement of Planning Objectives

ATTACHMENT TO PUD-C ZONING CHANGE APPLICATION OF COVENANT CHRISTIAN ACADEMY AND PRESBYTERIAN CHURCH IN AMERICA – COLLEYVILLE, TEXAS

The property for which this proposed zoning is to occur is located at the southwest corner of Cheek Sparger Road and Wayne Drive. The overall 17.6734 acre piece of property is comprised of numerous individual lots zoned for both PUD-C and R-40 uses (see attached legal description). It is the intent of this zoning application to redact the current zoning for the property and rezone the property into one zoning classification (PUD-C) to be used primarily for church and educational use as described below:

PERMITTED USES

1. Church and other uses associated with churches, such as worship activities, Sunday School, and church related educational purposes.
2. Private primary and secondary school purposes.
3. Recreational and athletic purposes associated with uses 1. and 2. above.
4. Any combination of the permitted uses and any accessory uses incidental and secondary to the allowed principal uses.

STATEMENT OF PLANNING OBJECTIVES

Covenant Christian Academy is a highly respected educational institute serving students in and around Colleyville since 1979. The objective of this PUD-C request is to move forward improving the Physical Plant so as to better serve the students and faculty within our school with improvements in our academic, athletic and recreational facilities. Grade school classrooms are planned with the appropriate recreational areas appropriate to grade levels. Athletic field improvements are also included to promote on campus training, practice and game facilities for our school teams as well as outreach opportunities for serving assorted local clubs and associations. Athletic field shall be lighted for nighttime use. Finally, a future high school building and an enclosed multi-purpose facility is planned as part of our long-term goals.

Upon grant of the zoning change requested herein, it is anticipated that the main Property Owners (Covenant Christian Academy – “CCA”) will immediately move forward with a replat request (the replat may proceed concurrent with zoning request). The existing PUD-C required the removal of the portable classroom buildings and the construction of permanent structures to house the students within a certain timeframe. Two of the portable buildings have already been removed in accordance with current PUD requirements. This request will incorporate that condition into our PUD-C. Construction of the three (3) grade school buildings will begin almost immediately (Phase 1). These initial improvements will provide classroom and administration space necessary to eliminate the existing portable classroom buildings. While those portable buildings are not on CCA-owned property and are located outside of the area of our PUD-C request, the removal of those buildings is herein represented as a condition of our request. All portable buildings are to be removed upon issuance of the certificate of occupancy of Phase 1 Construction or approximately September, 2010.

EXHIBIT "C"- Statement of Planning Objectives Continued

Realize that the proposed development of this property is planned to provide an improved learning atmosphere for the existing student base including a library, computer lab, dedicated art studio, music room, and science lab. The development is not intended to accommodate an influx of additional students in excess of the current enrollment. Student enrollment has fluctuated between 500 to just under 600 over the last seven years. A student enrollment of 600 is the design population for which this PUD-C has been designed for.

Presbyterian Church in America – Colleyville, Texas ("Colleyville Presbyterian") was the entity that started CCA. The school became independent of the church in 1999. CCA has been in operation for many years and has been a good neighbor and citizen in the City of Colleyville. Numerous residents of the community have contributed vast amounts of time and monetary resources to further this private school. CCA owns the majority of the property along the west side of Wayne Drive with the exception of Lots 1 and Lot 5 (Southgate Addition, Block 3). Lot 1 is currently under contract to CCA and is a part of this PUD. The original 10 acre portion of CCA property was purchased with the anticipation of the construction of school facilities on the Property. This zoning change is necessitated as a result of the City's zoning ordinance which does not allow additional construction of educational facilities on the CCA property without approving a new PD Development. The City's zoning ordinance was instituted just after the original property was purchased. The use of the Property has long been planned and has been existent for a number of years. The requested change is therefore consistent with the existing use of the Property. Conversion of the existing Property of CCA into its proposed use is logical and does not take other commercial property of the City out of use for retail and other higher commercial uses as desired by the City of Colleyville.

City of Bedford residential neighborhoods are located to the west and south of this development. The athletic field and treed area on the southern portion of the property (trees to remain) serve as a buffer to these residential areas and are certainly compatible with adjoining uses. The existing athletic field will remain in approximately the same location, thus having little additional effect on the neighbors in Bedford. These same areas will also easily satisfy any requirements for open space with might be associated with this zoning request. The area east of Wayne Drive, across the street from this Property, is comprised of vacant land zoned for Agricultural use and two remaining residential homes (zoned R-40). The Saddlebrook Subdivision is located north of this property across Cheek Sparger Road (zoned PUD-R).

Prior zoning changes (PUD's) on this property attempted to satisfy CCA requirements, but contained numerous concessions requested by adjoining property owners. Since the most recent PUD-C, CCA has acquired additional properties along Wayne Drive, thus eliminating all but one of the prior adjacent property owners. This PUD-C addresses the rezoning of the recently acquired and original CCA and Colleyville Presbyterian property as well as those that are to be acquired (Lot 1).

DEVELOPMENT SCHEDULE

EXHIBIT "C"- Statement of Planning Objectives Continued

The stages and phases of development are planned as follows:

- Phase 1 - Grade School Construction (begin immediately and finish in approximately 15 months)
- Phase 2 - Multi-Purpose Facility Construction (no completion date established)
- Phase 3 - Athletic Field and Stadium (no completion date established)
- Phase 4 - High School (no completion date established)

* Realize that much of the timing of construction will be dependent on fund raising activities. The Applicant requests that no specific deadlines or time frames be associated with this Development Schedule.

STATEMENT OF PROPOSED OWNERSHIP

The ownership of the Property will not change other than the fact that Lot 1 is expected to be acquired by CCA contingent upon zoning approval.

STATEMENT OF UTILITIES/INFRASTRUCTURE TO BE PROVIDED

All major utilities, water, sewer and drainage are either already on or immediately adjacent to all of the Property. The attached preliminary engineering drawings detail the proposed water, sewer and drainage infrastructure that will be constructed to accommodate the proposed development of this property. Required easements for all utilities around and on the Site either already exist or will be provided by Plat or separate instrument as necessary.

Regarding roadway infrastructure, CCA intends to improve Wayne Drive for its entire length of frontage. The existing asphalt roadway will be widened from the centerline to the west to form ½ of the required 31' B-B City Street Section. In other words, CCA will build a 15.5' street section along its side of the existing Wayne Drive. A 4' sidewalk will be constructed along the west right-of-way of Wayne Drive for its entire length along the CCA frontage. CCA would also entertain entering into a City-Developer Agreement to reconstruct Wayne Drive along the entire school frontage from its existing state to a full width 36' B-B street section to allow on-street parking. CCA would be willing to contribute the funds for 15.5' width of the roadway while the City pick up the cost for the remaining 20.5' width.

Recent improvements to Cheek Sparger Road have already been made by CCA as required by the earlier PUD-C.

IMPACT FEES:

Granting of this request will not introduce additional students to this location. The classrooms in Phase 1 will replace the existing classrooms currently located in the Portable Buildings. No net increase in impact will be felt from these improvements as we

EXHIBIT "C"- Statement of Planning Objectives Continued

are simply relocating existing students into the new, larger classroom and appropriate educational spaces.

By this application we are requesting following consideration and adjustment on the applicable impact fees:

- 1) Roadway Impact and Perimeter Street Fees: Full impact fee credit allowed for the amount of road way improvement both to Wayne Drive as illustrated in this request as well as the previous substantial improvements along Cheeksparger Drive. We request that the required street and sidewalk construction be limited to what is shown on our Site/Concept Plan and related engineering plans.
- 2) Parkland Dedication Fees: We understand that Parkland Dedication Fees do not apply to this development.
- 3) Water and Sanitary Sewer (Builder) Impact Fees: Full impact fee credit shall be allowed for the installation of the new 8" water line along the full length of property along Wayne Drive. This water line is replacing an existing 2" water line. Again, the impact from the introduction of these new classroom buildings will be totally offset by the elimination of the impact now present with the portable classroom buildings to be removed from site.
- 4) Tree Mitigation Fees: Full tree mitigation fee credit shall be allowed mainly due to the effort taken to preserve the majority of the existing trees located at the southwest corner of the property. Over 90% of the existing trees on the overall property are to be retained.

This instrument is attached to an incorporated into the zoning application signed by the Property Owners and their representative.

EXHIBIT "D"- Building Elevations

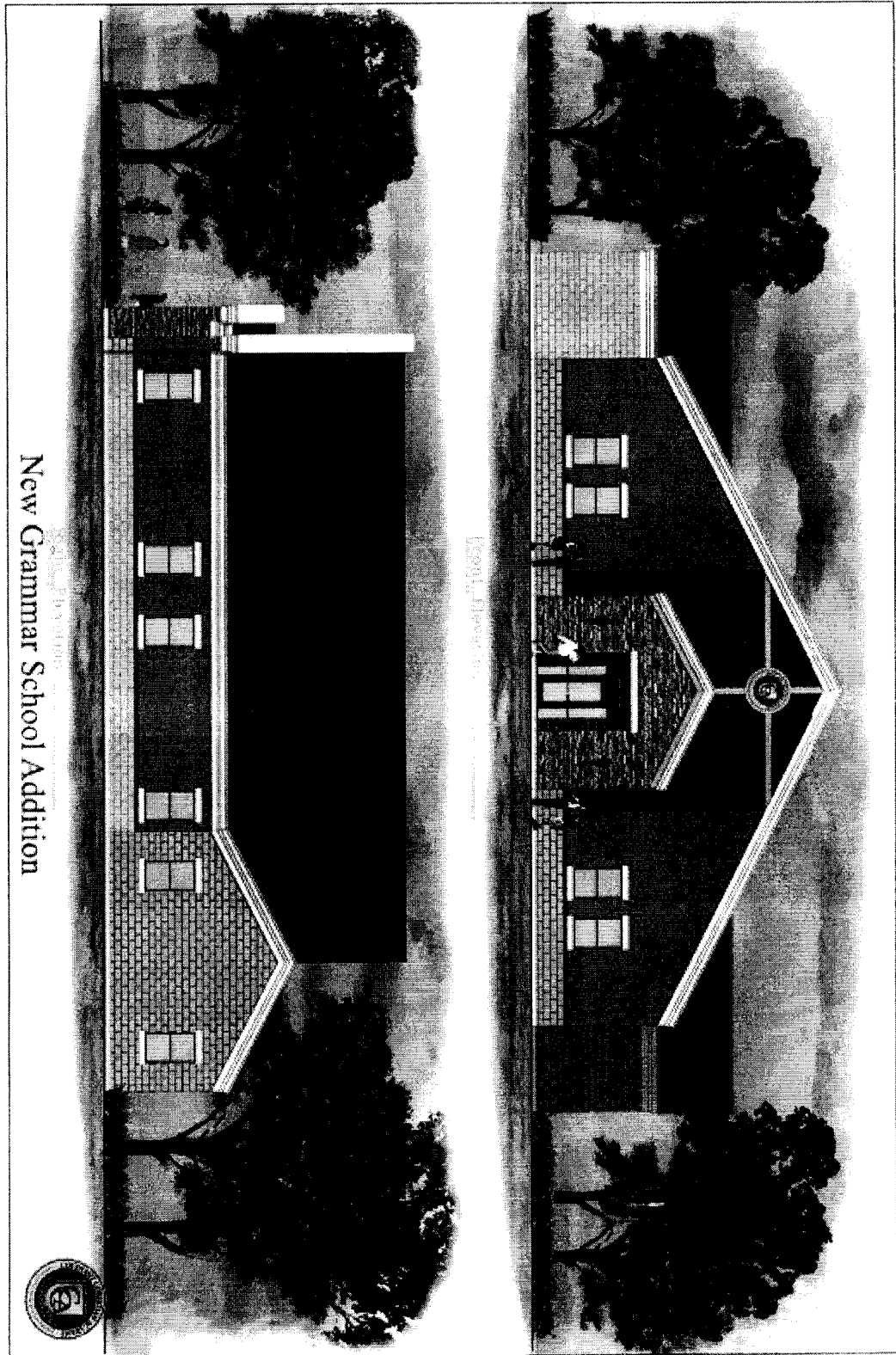
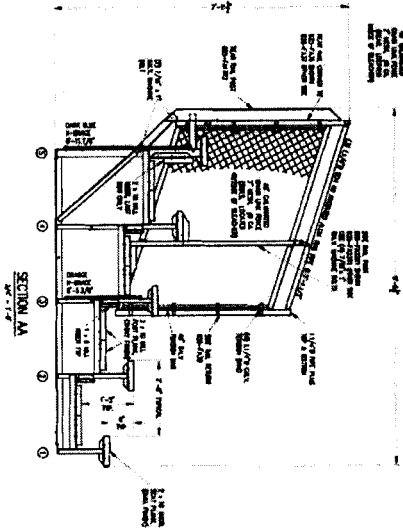
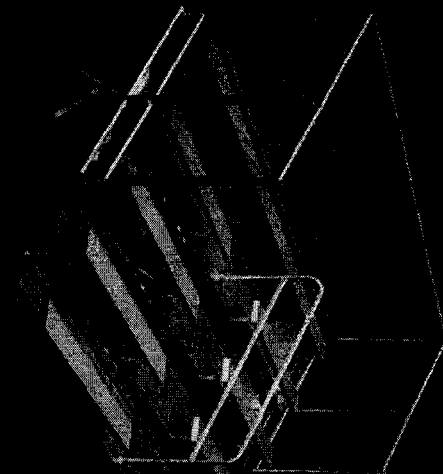
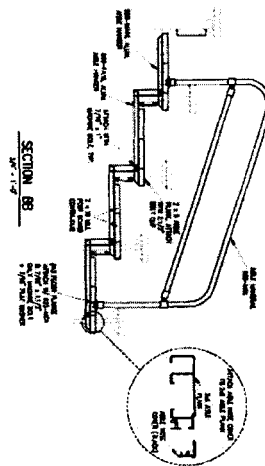


EXHIBIT "E"- Bleacher Details

Bleacher Details



HIGHLAND
PRODUCT GROUP 11.6
1000 W. 10TH AVENUE, SUITE 100, DENVER, CO 80202
PHONE: 303.733.8888 FAX: 303.733.8889



HIGHLAND
PRODUCT GROUP 11.6
1000 W. 10TH AVENUE, SUITE 100, DENVER, CO 80202
PHONE: 303.733.8888 FAX: 303.733.8889

BLEACHER SPECIFICATIONS

ORDINANCE O-13-1876

AN ORDINANCE AMENDING ORDINANCE O-09-1725 CONDITIONS AND AMENDING THE OFFICIAL ZONING MAP AND CHANGING THE ZONING ON LOT 5, BLOCK 3, SOUTHGATE ADDITION FROM THE R40-SINGLE FAMILY RESIDENTIAL DISTRICT TO THE PUD-C-PLANNED UNIT DEVELOPMENT COMMERCIAL DISTRICT; PROVIDING FOR THE VIOLATION OF THIS ORDINANCE; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR INJUNCTIVE RELIEF; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000.00) FOR EACH OFFENSE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City Council approved Ordinance O-09-1725 on August 18, 2009, to establish the zoning of 17.7 acres on Lot 1 and 2, Block 1, Colleyville Presbyterian Church Addition, and Lots 1, 2, 3 and 4, Block 3, Southgate Addition; and

WHEREAS, the applicant has requested an amendment to Ordinance O-09-1725 and requests to rezone Lot 5, Block 3, Southgate Addition so as to incorporate the property into the PUD authorized by Ordinance O-09-1725 under Case ZC13-004; and

WHEREAS, the City of Colleyville deems it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the City to enact a new zoning ordinance; and

WHEREAS, the City Council has appointed a Planning and Zoning Commission to recommend the boundaries of the various original zoning districts and appropriate regulations be enforced therein and to recommend a new zoning ordinance; and

WHEREAS, the Planning and Zoning Commission has divided the City into districts and has prepared regulations pertaining to such districts in accordance with a comprehensive plan designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health, general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements; and

WHEREAS, the Planning and Zoning Commission, has given reasonable consideration, among other things, to the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City; and

WHEREAS, the Planning and Zoning Commission of the City of Colleyville and the City of Colleyville City Council, in compliance with the Charter of the City of Colleyville, and State Law with reference to changes to zoning classifications under the Zoning Ordinance Regulations and Zoning Map, having given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally, and to the persons interested and situated in the affected area and in the vicinity thereof, the governing body of the City of Colleyville is of the opinion that said change in zoning should be made.

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

- Sec. 1. THAT all the foregoing premises and findings are found to be true and correct and are incorporated into the body of this ordinance as if copied in their entirety.
- Sec. 2. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by amending Ordinance O-09-1725.
- Sec. 3. THAT the Comprehensive Zoning Ordinance of the City of Colleyville, Texas, be, and the same is hereby amended by changing the zoning of Lot 5, Block 3, Southgate Addition from the R40-Single Family Residential District to the PUD-C-Planned Unit Development Commercial District, as depicted in the attached Exhibit "A".
- Sec. 4. THAT the Official Zoning Map of the City of Colleyville be amended to incorporate the zoning change approved herein.
- Sec. 5. THAT the above described tract of land shall be subject to the following conditions:

1. SITE PLAN AND PLATTING

- a. The development of this property shall be generally consistent with Exhibit "B" and Exhibit "C".
- b. Prior to the issuance of any building permit involving Lot 5, Block 3, Southgate Addition, a replat of the subject properties must be submitted and approved such that Lot 5, Block 3, Southgate Addition is incorporated into the Covenant Christian Academy Addition.

2. PERMITTED AND PROHIBITED USES

- a. Section 5(3)3 of Ordinance O-09-1725 is deleted and is replaced with the following:

Private elementary, secondary, and high school not to exceed 855 students total.

3. BUILDINGS AND SITE PLAN APPROVAL

- a. This section shall repeal Section 5(4)a of Ordinance O-09-1725. The following buildings shall be allowed as described below and depicted and described on Exhibits "B" and "C".
 1. Addition of 42,400 square feet to the secondary school building (Redeemer Hall)
 2. Addition of 27,000 square feet to the administration building (Nissi Hall)
 3. Addition of a 50,000 square foot gymnasium
 4. New baseball stadium and parking garage
 5. Expansion to existing football/soccer field
 6. All buildings and improvements existing on the date of adoption of this Ordinance within the boundaries of this PUD-C-Planned Unit Development Commercial District
 7. New 40,000 square foot, two-story church facility on the western portion of Lot 1R, Colleyville Presbyterian Church Addition on the Planned Unit Development Property
- b. Prior to construction, the baseball stadium, baseball lighting, parking garage, expansion to the existing football/soccer field shown above and football/soccer field lighting shall require the approval of a detailed site plan and building

elevations. The detailed site plan submission shall, at a minimum, meet the requirements of Section 3.23 J.K.6. of the Land Development Code, be consistent with this Ordinance, and may also be required to show additional conditions provided in Section 3.23 M. b. of the Land Development Code. Further, such detailed site plan(s) shall be considered as a legislative approval, subject to the sole discretion of City Council upon the recommendation of the Planning and Zoning Commission.

- c. All buildings shall, at a minimum, meet the building design and masonry requirements of Chapter 6-Building Design in the Land Development Code.

4. PARKING

- a. Prior to the final inspection of any building expansion or construction described Section 3, there shall, at a minimum, be adequate on-site, off-street parking spaces provided to accommodate the maximum enrollment of 855 students.
- b. Section 5(6)a of Ordinance O-09-1725 is hereby deleted.

5. LANDSCAPING AND BUFFERING

- a. The development shall provide a minimum of 35 percent of open space. This section shall replace and supersede Section 5(8)a of Ordinance O-09-1725.
- b. Section 5(8)c of Ordinance O-09-1725 is hereby deleted.
- c. Prior to the final inspection of the construction of the new baseball stadium, there shall be a minimum of 360 caliper inches of trees planted on the subject property. Prior to the final inspection for any building construction authorized by this ordinance, there shall be a minimum of 270 caliper inches of trees planted on the subject property. All new trees planted within this development, whether required or not, shall be a minimum of four (4) inches in caliper width. At its election, the property owner may cause or pay for new trees of a minimum of three (3) inches in caliper width to be planted adjacent to the Planned Unit Development District on the residential lots in neighboring Bedford as part of the

natural screen between those lots and the uses in the Planned Unit Development District. The total caliper width in inches of any such trees planted on the Bedford lots will also be credited to the total number of caliper inches of trees required in the PUD Planned Unit Development District.

- d. All landscaping within this development shall meet the minimum requirements of Chapter 4-Landscaping and Buffering in the Land Development Code, except where amended herein.

6. FENCES AND SCREENING

- a. Section 5(10) of Ordinance O-09-1725 is hereby deleted.
- b. All required screening shall meet the minimum requirements of the Land Development Code

7. LIGHTING

- a. Section 5(7)b of Ordinance O-09-1725 is hereby deleted.
- b. Baseball Field Lighting Use Restrictions
 - 1. No field lighting may be installed prior to approval pursuant to the provisions of Section 5(3)b.
 - 2. No field lighting is permitted after 9:30 p.m. on Monday through Thursday and 10:30 p.m. on Friday and Saturday evenings, however field lighting may be extended one hour past these establish curfews on not more than 5 events per calendar year if the event was originally scheduled to end prior the normal curfew and could not reasonably be completed.
 - 3. No field lighting is permitted on Sundays.
 - 4. Field lighting may not extend past 9:30 p.m. on any more than 20 nights in one calendar year.
- c. Football/Soccer Field Lighting Use Restrictions
 - 1. No field lighting is permitted after 10:30 p.m., provided, however, that field lighting may be extended one hour past normal curfew on not more than 6 events per calendar year

if the event was originally scheduled to end prior to normal curfew and could not reasonably be completed.

2. No field lighting is permitted on Sundays.
 3. Field lighting may not be used after 9:00 p.m. on any more than 40 days in any calendar year.
- d. Prior to the installation of any lighting for any athletic fields, a lighting plan that includes all details of the proposed lighting shall be submitted to the City Council for final approval.

8. TRAFFIC IMPACT

- a. Prior to the issuance of any building permit applied for after the effective date of this ordinance, either a new or amended traffic impact analysis (TIA) shall be submitted and approved by City Council. Said TIA shall, at a minimum, address the development authorized by this ordinance and depicted in Exhibit "B".

- Sec. 6. THAT the above described tract of land shall be used only in the manner and for the purposes provided by the Comprehensive Zoning Ordinance of the City of Colleyville as heretofore amended, and as amended herein.
- Sec. 7. THAT any person, firm or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the City of Colleyville, and upon conviction shall be punishable by a fine not to exceed the sum of Two Thousand Dollars (\$2,000.00) for each offense.
- Sec. 8. THAT if any section, paragraph, subdivision, clause, phrase or provision of this ordinance shall be judged invalid or unconstitutional, the same shall not affect the validity of this ordinance as a whole or any portion thereof other than that portion so decided to be invalid or unconstitutional.
- Sec. 9. THAT in addition to and accumulative of all other penalties, the City shall have the right to seek injunctive relief for any and all violations of this ordinance.

Sec. 10. THAT it has been found that there has been a change in conditions in the above described property, it is now necessary that it be given the above zoning classification in order to permit its proper development and in order to protect the public interest, comfort and general welfare, and requires that this ordinance shall take effect immediately from and after its passage.

Sec. 11. THAT Ordinance O-09-1725 shall remain in full force and effect, except where amended by this ordinance.

AND IT IS SO ORDERED.

The first reading and public hearing being conducted on the 4th day of June 2013.

The second reading and public hearing being conducted on the 18th day of June 2013.

PASSED AND APPROVED by the City Council of the City of Colleyville, Texas, on this the 18th day of June 2013.

ATTEST:



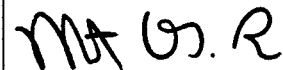
Amy Shelley
City Secretary

CITY OF COLLEYVILLE



Mike Taylor
Mayor Pro Tem

APPROVED AS TO FORM AND LEGALITY:



Matthew C. G. Boyle
City Attorney

Exhibit "A" –Location and Zoning Map

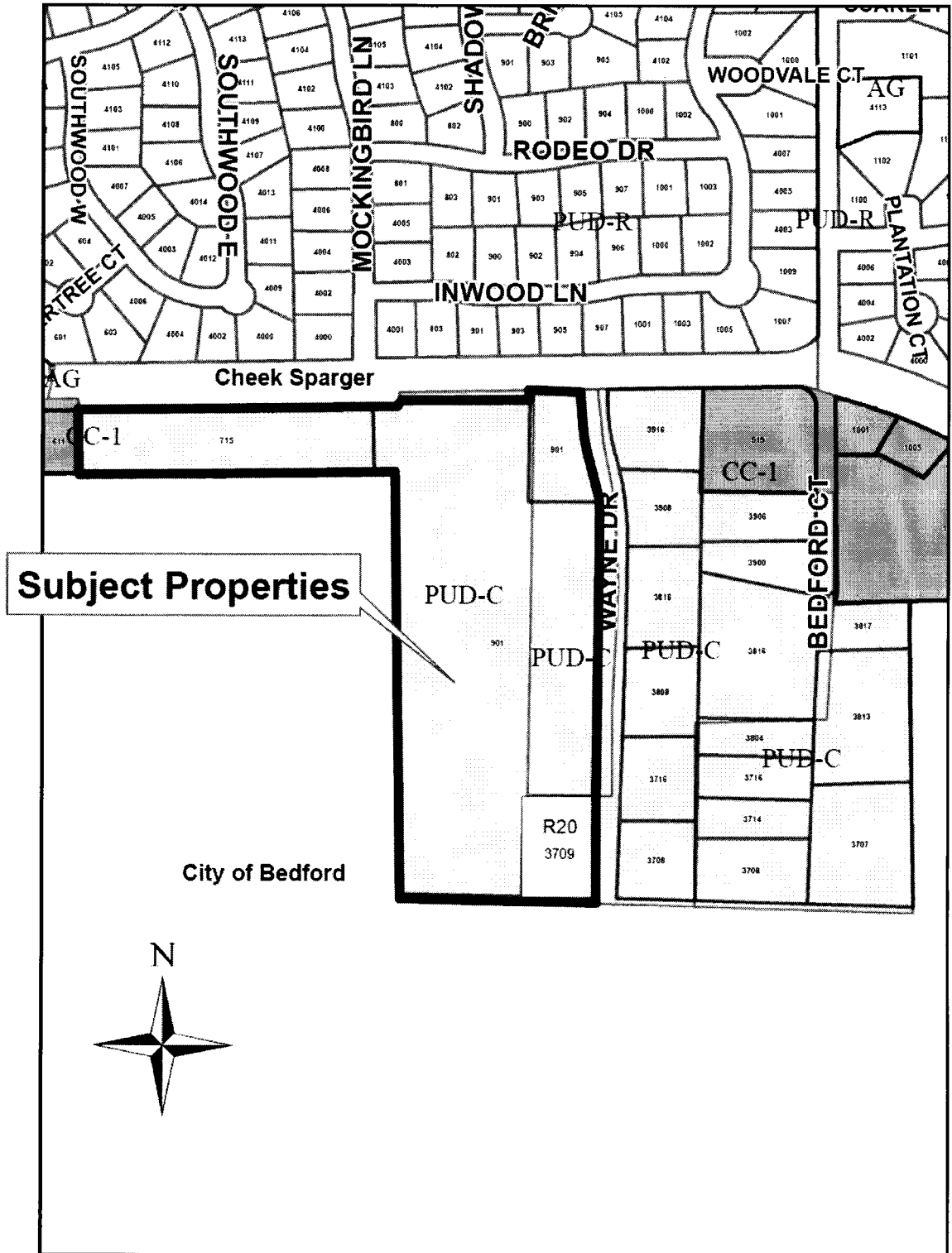


Exhibit “B” – Statement of Planning Objectives

Supporting Documents:

Statement of Planning Objectives:

Covenant Christian Academy (CCA) and Colleyville Presbyterian Church (CPC) have developed this campus plan to:

- Provide on-campus structures and athletic facilities projected to meet the foreseeable long-term needs for the programs of the school and church without acquiring more land
- Develop a comprehensive plan that seeks to eliminate the need for future PUD amendments and seek approval with the utmost transparency
- Develop facilities that provide tremendous beauty and function for the surrounding community
- Align the School’s needs with the City of Colleyville’s Master plan
 - Provide additional ball fields in Colleyville
 - Make our southern corner of Colleyville a great destination that positively contributes to our city’s economic development
- Consider and provide reasonable solutions for the concerns of our neighbors in the design of the campus

The Church moved to her current campus in 1978. The next year the Church developed plans for a Christian school. Covenant Christian Academy began classes in August of 1980. The Church and school continued to grow. CCA’s first graduating class received their diplomas in 1992. Both the Church and the school are proud to be long-standing Colleyville institutions. Since that beginning, a large number of Colleyville residents have become part of the CCA family. CCA has repeatedly considered different campus locations over the last thirty years. More than a dozen sites have been reviewed for some or all of the needed school facilities over the last fourteen years. Deliberate and considered acquisition of adjoining property has consistently been our best option. With the approval of the Heritage Farms senior living project on the only adjoining undeveloped property, CCA must now look to its current property to meet all of its future facility needs.

In the past, particularly in CCA’s prior development and zoning dealings with the City, CCA has been restricted by limited financial resources, deed restrictions on the former residential lots along Wayne Drive and uncertainty about the amount of land that would comprise our ultimate campus. Though the school had a clear identity and goals as an educational institution, these have lacked the necessary land and physical infrastructure to fully flourish. Additionally, the school has not had the administrative bandwidth to thoroughly plan in the past. The acquisition of all of the former residential lots on the west side of Wayne Drive, removal of the former deed restrictions on those lots, growth in financial resources and consistent institutional growth and maturity has significantly altered these limitations.

CCA’s mission is to provide a Biblically based, classical, college-preparatory education that inspires a passion for excellence, and heart of grace, and the character of Christ. Initiatives founded on this mission are filtered through a set of core values:

1. Imparting a Distinctively Christian Worldview
2. Employing a Classical, Interdisciplinary Educational Approach

Exhibit "B" – Statement of Planning Objectives (continued)

3. Pursuing the Discipline of Critical Thinking, a Lifelong Love of Learning, and an Understanding of God's Unique Calling
4. Applying Rigorous Curricular, Instructional, and Character Standards
5. Fostering a Covenant Community Grounded in Truth and Grace
6. Promoting Financial Practices that Honor Biblical Standards of Stewardship

CCA has developed this campus build-out plan so that the physical plant of the school will better exemplify the quality educational efforts that have long occurred within her walls.

Teams of CCA administrators, teachers, staff members, parents, and students have constructed a comprehensive list of school's facility uses. The school's campus was then reviewed for the best possible layout to provide space for these activities. CCA administration has made dozens of revisions to the documents comprising this application based on the responses from every constituent segment of the school community, neighbors that reside around the school, city staff and leadership, and several different architects.

Enrollment at Full Build-Out

Seven years ago, CCA established a full build-out enrollment goal for the maximum number of students that the site could accommodate. Confusion about this goal has been connected to which segments of our program resided on campus. Until three years ago, CCA had leased off-site space for our Pre-Grammar School. When our lower school, Jireh Hall, was completed, we were able to unite everyone on a single campus. CCA's current enrollment is 662. CCA's ultimate goal is 855. The detail of this goal is listed below, which is the maximum enrollment desired by CCA. CCA believes the close-knit familial environment is a critical component of the education provided. Growing the school beyond this number negatively impacts the school's ethos.

<u>Grade Level</u>	<u>Enrollment Cap</u>
Pre-Kindergarten 3-Year-Olds:	20
Pre-Kindergarten 4-Year-Olds:	40
Kindergarten:	60
Pre-First:	15
<u>1st – 12th (60 per Grade):</u>	<u>720</u>
Grand Total:	855

Meeting with Neighbors:

In the past, four issues have dominated neighborhood concerns: traffic, drainage, aesthetics, and noise. CCA wanted to address these concerns to the fullest extent possible, while planning for the facilities necessary to the school's full program. As a result, the school hosted five meetings with the neighbors in both Colleyville and Bedford. CCA sent out 2246 invitations. 1312 to Colleyville neighbors and 934 to Bedford neighbors. Leadership and staff at the cities of Colleyville and Bedford were also invited to these meetings. CCA's Headmaster and Facilities Director met with the Board of Saddlebrook's Home Owners Association. CCA also met with the Executive Board of the Colleyville Chamber of Commerce. Each meeting included a clear exposition of the current campus build-out plan as well as time for questions and feedback. The resulting feedback was very useful in further modifying the plan. One

Exhibit "B" – Statement of Planning Objectives (continued)

major change, explained below, was a direct result of these meetings. CCA is thankful for the contribution our neighbors have made to this campus plan.

Mitigating Concerns:

Traffic:

CCA is presently at 78% of full capacity. CCA has room for measured, not dramatic growth. The proposed campus plan will improve the flow of traffic on Cheek Sparger Road during our drop-off and pick-up times. The plan significantly increases capacity for internal cueing of traffic. The number of drop-off points increases and there is an additional lane through campus. There is also a dramatic increase in parking. The school currently has 218 parking spaces. The plan increases this number to 660, with 604 on the CCA site and an additional 56 on the CPC site. While development codes require only the parking necessary for a facility's primary use, CCA wants to accommodate parking for the highest capacity events held on campus, now or in the future. Perhaps, the most impactful element for mitigating traffic issues is not on campus at all. CCA has willingly participated in the effort to create a round-about at the intersection of Cheek Sparger Road and Bedford Road. This feature will protect and facilitate the flow of the road even at peak times.

Drainage:

CCA mitigated drainage issues on the north end of campus during the last phase of construction. The school's retention pond is attractive, effective, and sustainable. The pond is fed from a well and is used to irrigate the campus. This maintains the lovely aesthetic. The campus plan calls for two more retention ponds. These will care for drainage concerns caused by additional rooflines at the currently undeveloped south end of campus. These efforts combined with the work of Heritage Farms "down-stream" from CCA should serve to mitigate routine drainage issues.

Aesthetics:

CCA and CPC have both made significant strides over the last five years. The portables that were not desirable to neighbors, the church, and the school are long gone. Each new facility has brought an increased regard for beauty. The older facilities have been repainted and remodeled to improve curb appeal. CCA's campus is now a lovely corner of Colleyville. The school is committed to this continued effort.

With respect to the plan in this application, lights and looming rooflines were two concerns we heard from our neighbors. To meet the long-term needs for athletic competition, CCA has an express need for lighted fields. Colleyville's Master Plan delineates the City's need for additional ball fields. Even the Colleyville Youth Associations echo this sentiment. In an effort to balance these seemingly oppositional criteria, CCA has approached the need with the utmost consideration for the potential impact on neighbors. As a result, CCA is agreeing to zero bleed-over lights for both the baseball and soccer/football facilities. This technology, while expensive, is impressively effective. These lights cost about 57% more than traditional lights but they produce the necessary illumination for competition with zero foot-candles of light at the campus boundary. This effect is true even without the additional buffer

Exhibit "B" – Statement of Planning Objectives (continued)

of trees. The looming roofline concerns have been largely mitigated by a roofless building design for the soccer/football field. This design blocks direct light from our neighbors while providing a much lower roof profile. It also provides some environmental relief to spectators.

CCA is assigning significant funds for landscaping. All of the feedback provided to the school has included the appreciation of trees. The school's landscape plan includes 90 four-inch caliper trees. As part of this addition, the school has offered to plant live oak trees on 30-foot centers in the back yards of neighbors that adjoin CCA's campus. CCA will be a largely forested campus. These trees will outline the campus as a whole and the competition facilities in particular. Ultimately, CCA's campus will significantly contribute to Colleyville's commitment to provide premier parks, open spaces, and neighborhood connectivity.

Noise:

The plan includes several components designed to mitigate noise. Some already mentioned are: low profile roofs that go behind and above spectators on both of the competition fields, additional trees at the boundaries, and additional buildings that impede the path of sound. The plan also lowers the entire soccer/football field which will further mitigate noise. The parking structure will effectively put parking and batting cages underground, which will reduce noise. The sound systems for the competition fields will not use large speakers hung on poles, but rather small speakers imbedded in the roofline above the spectator areas or in the rails in front of spectators. These will be directed at the spectators so that the volume is much lower and noise spill-over is minimized.

Unique Facilities:

A Parking Structure with a Competition Baseball Field Above:

CCA enjoys a significant rise of land on the south end of our campus. The highest point on campus is toward the southern end of our western boundary line. The topography falls over 30 feet as one moves to the east. This southwest area is also heavily treed. This environment allowed for a one-level parking garage with a full competition baseball field on top. The parking is largely hidden from view, recessed into the hill, and the baseball field is both lovely and sustainable. The state-of-the-art turf field incorporates recycled water bottles to provide a cooler playing surface that is more enjoyable for athletes and friendlier to our environment. This design provides more open space while retaining the forested boundaries. An existing playground is located next to the baseball facilities and under the trees, allowing children to play in a pleasant and secure setting while parents watch a game. The whole facility is nestled among the existing trees.

Roofless Building for Soccer and Football Competitions and Track Practice:

CCA had considered a strictly outdoor facility and a fully indoor competition field, but the best option was not considered until we received feedback from our nearest neighbors. Their concerns about a looming roofline led to this unique approach. The lights are positioned to eliminate spillage onto neighboring properties. Smaller speakers will be located to focus sound toward the spectators. The resulting decibel level is much lower than typical high school facilities. This facility maintains beautiful open space while still mitigating lights and noise. It will produce a unique facility attractive as an event destination.

Exhibit "B" – Statement of Planning Objectives (continued)

Development Schedule:

CCA and CPC's campus master plan is comprehensive, carefully designed, and represents a long-term commitment to the Colleyville community. Given the school's policies on debt, the typical goal for a capital campaign, and the length of time required to run these campaigns, CCA expects the build-out of this campus to take 25 years. This schedule can be accelerated if sizable donations come in quickly, but 25 years is a reasonable expectation. The following is a loose projection:

<u>Campus Component</u>	<u>Probable Opening</u>
Redeemer Hall Expansion	2017
Parking and Baseball	2022
Soccer/Football Field	2027
Nissi Hall Expansion	2032
Competition Gym	2037
Fine Arts Remodel with Theater	2038

Economic Development Information:

CCA's Impact on the Local Economy:

CCA currently educates 662 students from 426 families. 137 of these families live in Colleyville while 289 families live in the surrounding area. 47 of the Colleyville families moved to Colleyville in order to be close to CCA. Most of the school's families come to campus twice a day. They regularly shop and dine at Colleyville businesses. They contribute substantially to the thriving Colleyville economic community.

CCA employs 103 people. This number does not include stipend coaches or school of the arts instructors.

Sixteen CCA parents are also Colleyville business owners.

The proposed campus creates the kind of facilities that promote a destination / visitor's economy. The school's social, academic, artistic, and athletic events are well-attended. A significant number of these are currently held in other cities because we do not have a campus venue for them.

Private Schools and Quality of Life

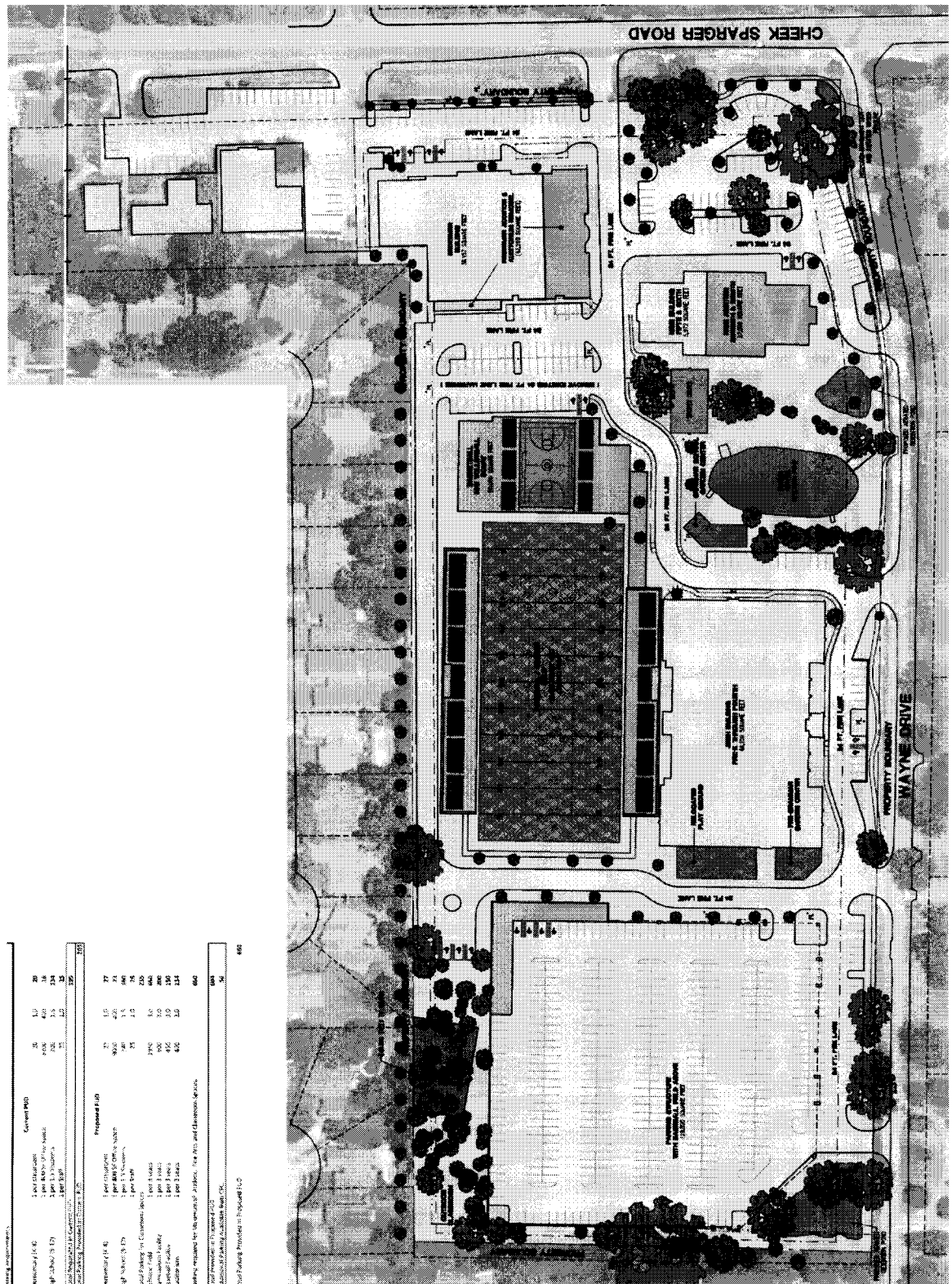
Premier residential communities are often typified by top-flight private schools. Covenant Christian Academy is Colleyville's only private school serving Pre-Kindergarten through 12th graders. CCA has a tremendous reputation and draws new residents to Colleyville.

Traffic Impact Analysis:

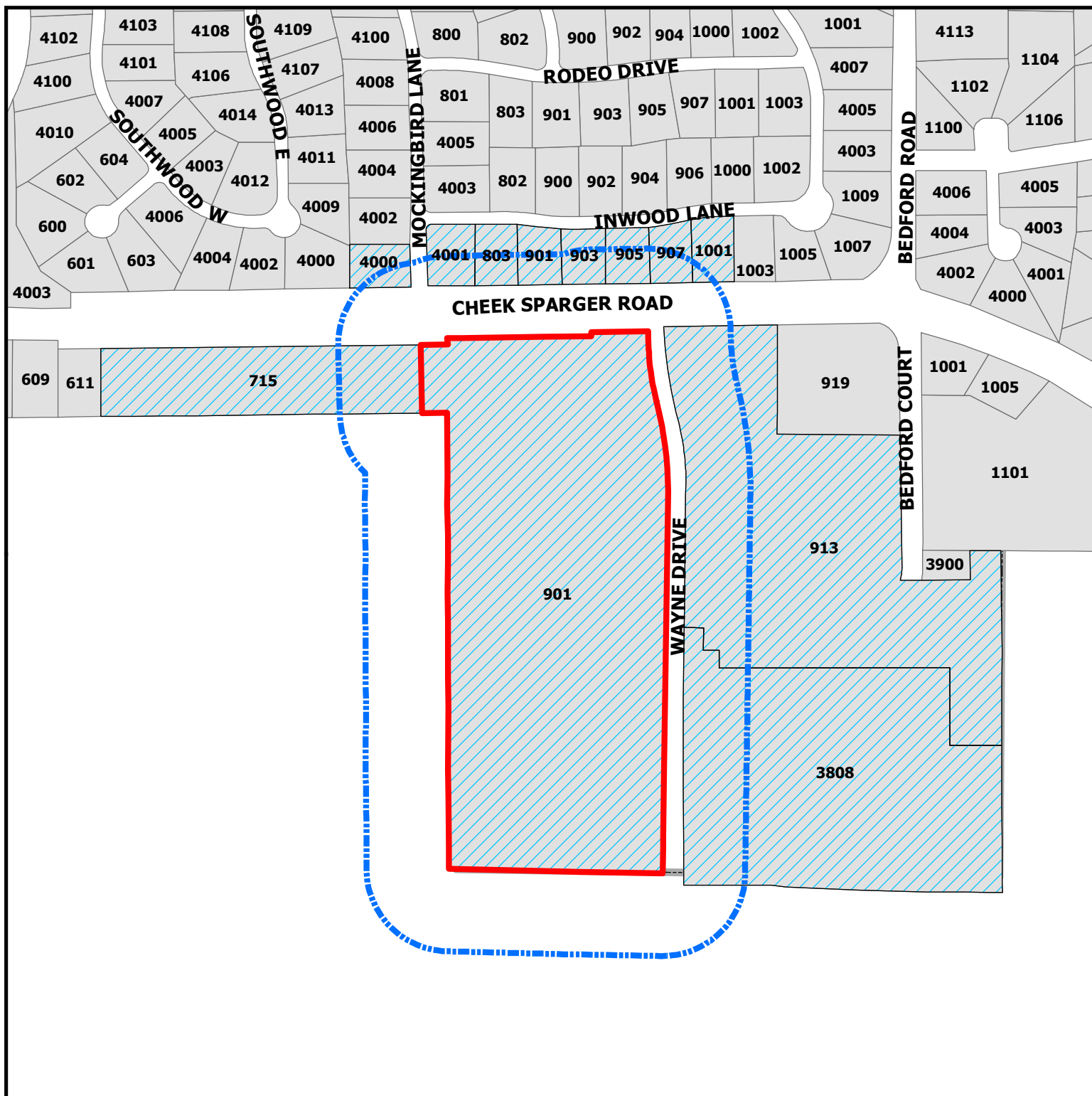
CCA has conducted several TIAs over the years. Cirrus Health recently conducted an extensive study of the area for their Heritage Farms development which will be situated across Wayne Drive from CCA.

CCA administration has contacted the engineer, Mark Goode, who conducted this most recent study. He will work with CCA and the City of Colleyville to conduct any supplemental work that is required.

Exhibit "C" – Conceptual Site Plan



Notification Map



DISCLAIMER:

This map and information contained in it were developed exclusively for use by the City of Colleyville. Any use or reliance on this map by anyone else is at that party's risk and without liability to the City of Colleyville, its officials or employees for any discrepancies, errors, or variances which may exist.

SP18-001

901 Cheek-Sparger Road



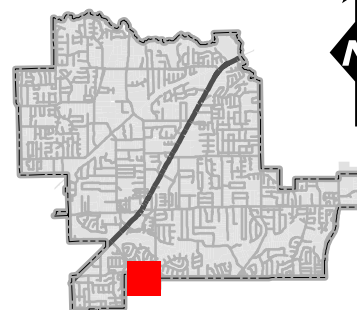
Subject Property



200ft Buffer



Properties within 200ft



Notification List

Owner Name	Owner Address	Owner City	Owner Zip	Situs Address
KELLY, DEBORAH R	905 INWOOD LN	COLLEYVILLE, TX	76034	905 INWOOD LN
COLBY, SUSAN L	4001 MOCKINGBIRD LN	COLLEYVILLE, TX	76034	4001 MOCKINGBIRD LN
COPP, MICHAEL K	803 INWOOD LN	COLLEYVILLE, TX	76034	803 INWOOD LN
REID, TERRY BRYANT	907 INWOOD LN	COLLEYVILLE, TX	76034	907 INWOOD LN
PRESBYTERIAN CHURCH AMERICA	715 CHEEK SPARGER RD	COLLEYVILLE, TX	76034	715 CHEEK SPARGER RD
BELL, MICHAEL E	1001 INWOOD LN	COLLEYVILLE, TX	76034	1001 INWOOD LN
CCDCW LP	PO BOX 1527	COLLEYVILLE, TX	76034	913 CHEEK SPARGER RD
SHIPP, J D	901 INWOOD LN	COLLEYVILLE, TX	76034	901 INWOOD LN
COLLEYVILLE COVENANT CHRISTIAN	901 CHEEK SPARGER RD	COLLEYVILLE, TX	76034	901 CHEEK SPARGER RD
SMITH, JASON L	4000 MOCKINGBIRD LN	COLLEYVILLE, TX	76034	4000 MOCKINGBIRD LN
CCDCW LP	PO BOX 1527	COLLEYVILLE, TX	76034	3808 WAYNE DR
JONES, GREGORY G	903 INWOOD LN	COLLEYVILLE, TX	76034	903 INWOOD LN
SADDLEBROOK ADDITION	P.O. BOX 382	COLLEYVILLE, TX	76034	COURTESY NOTICE
HURST-EULESS-BEDFORD ISD	1849 CENTRAL DRIVE	BEDFORD, TX	76022	STATE REQUIRED
WOFFORD, CLINT	1161 CORPORATE DRIVE WEST, SUITE 200	ARLINGTON, TX	76006	APPLICANT
CITY OF BEDFORD	2000 FOREST RIDGE DRIVE	BEDFORD, TX	76021	COURTESY NOTICE



NOTICE OF PUBLIC HEARING

Case Number: SP18-001

Owner: Covenant Christian Academy

Applicant: Clint Wofford

Location: 901 Cheek-Sparger Road

Property Description: Lot 1R, Block 1, of Covenant Christian Academy Addition

Present Zoning: PUD-C Planned Unit Development Commercial District

Request: Consideration for approval of a Site Plan for an athletic field on Lot 1R, Block 1, of Covenant Christian Academy Addition, located at 901 Cheek-Sparger Road. The school is proposing to develop a new football field and baseball field as part of their campus.

The City of Colleyville has scheduled public hearings concerning the above referenced request on the following dates and location:

Planning and Zoning Commission Meeting: Monday, April 9, 2018 at 7:00 p.m.
City Council Meeting: Tuesday, May 1, 2018 and Tuesday, May 15, 2018 at 7:30 p.m.
3rd floor of City Hall, 100 Main Street, Colleyville, Texas

This notice has been sent to all owners of real property within 200 feet of the request as such ownership appears on the last approved tax roll and all homeowners associations within 500 feet. Approval by the Planning and Zoning Commission serves as a recommendation to the City Council and is not a final action on the request.

The application is on file for public examination in the Community Development Department at 100 Main Street, Colleyville, Texas. A brief project description can be found online on the Active Development Case map: <https://www.colleyville.com/zoning.html>. For additional information, please contact the Community Development Department at 817.503.1056. Please reference the zoning case number when requesting information.

Felix Landry
Principal Planner
flandry@colleyville.com

RESOLUTION R-18-XXXX

APPROVING A SITE PLAN AND LANDSCAPE PLAN FOR LOT 1R, BLOCK 1, OF THE COVENANT CHRISTIAN ACADEMY ADDITION

WHEREAS, the Planning and Zoning Commission recommended approval of the Site Plan and Landscape Plan for Covenant Christian Academy on property described as Lot 1R, Block 1, of the Covenant Christian Academy Addition on April 9, 2018.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

Sec. 1. THAT the Site Plan and Landscape Plan for Lot 1R, Block 1, of the Covenant Christian Academy Addition on approximately 18.84 acres, attached as Exhibit "A" – Site Plan Exhibit, is hereby approved.

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF ____ AYES, ____ NAYS, AND ____ ABSTENTIONS ON THIS THE 1ST DAY OF MAY 2018.

Mayor Richard Newton	_____	Mayor Pro Tem Bobby Lindamood	_____
Place 1, Tammy Nakamura	_____	Place 5, Nancy Coplen	_____
Place 3, Kathy Wheat	_____	Place 6, Mike Taylor	_____
Place 4, George Dodson	_____		

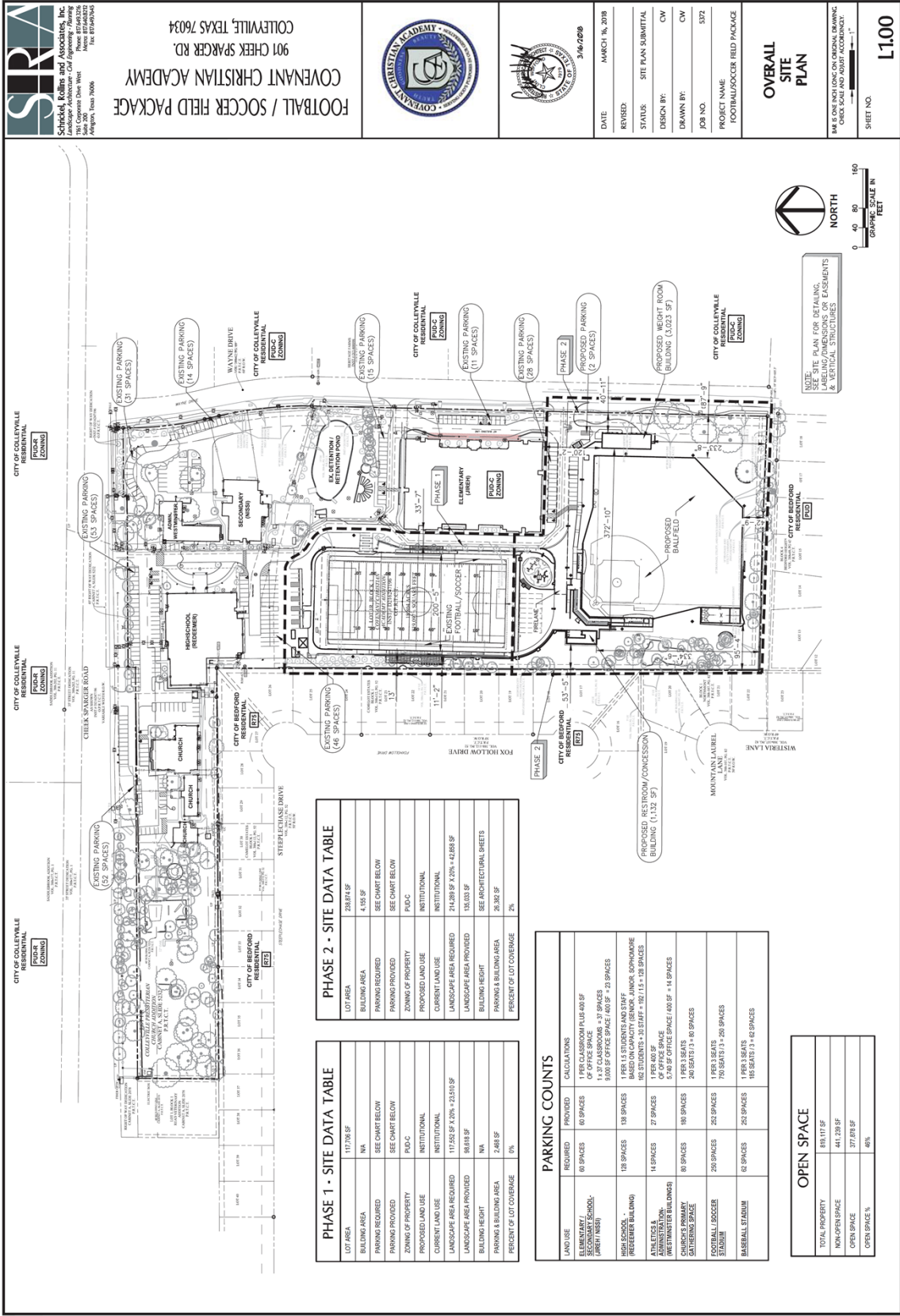
ATTEST:

CITY OF COLLEYVILLE

Christine Loven, TRMC
City Secretary

Richard Newton
Mayor

Exhibit "A" – Site Plan Exhibit



SRA
Schindler, Kolins and Associates, Inc.
1801 Corporate Drive West
Arlington, Texas 76010
Phone: 817.463.1276
Fax: 817.463.1245

FOOTBALL / SOCCER FIELD PACKAGE
COVENANT CHRISTIAN ACADEMY
901 CHEEK SPARACER RD.
COLLEVILLE, TEXAS 76034



DATE	MARCH 10, 2018
REVISED	
STATUS	SITE PLAN SUBMITTAL
DESIGN BY:	CW
DRAWN BY:	CW
JOB NO.	5372
PROJECT NAME	FOOTBALL/SOCCER FIELD PACKAGE

OVERALL SITE PLAN
SCALE: 1" = 40'
SHEET NO.
1.00

PHASE 2 - SITE DATA TABLE

LOT AREA	238,874 SF
BUILDING AREA	4,193 SF
PARKING REQUIRED	SEE CHART BELOW
PARKING PROVIDED	SEE CHART BELOW
ZONING OF PROPERTY	PUD-C
PROPOSED LAND USE	INSTITUTIONAL
CURRENT LAND USE	INSTITUTIONAL
LANDSCAPE AREA REQUIRED	74,289 SF X 20% = 14,858 SF
LANDSCAPE AREA PROVIDED	135,033 SF
BUILDING HEIGHT	SEE ARCHITECTURAL SHEETS
PARKING & BUILDING AREA	26,382 SF
PERCENT OF LOT COVERAGE	2%

PHASE 1 - SITE DATA TABLE

LOT AREA	117,795 SF
BUILDING AREA	NA
PARKING REQUIRED	SEE CHART BELOW
PARKING PROVIDED	SEE CHART BELOW
ZONING OF PROPERTY	PUD-C
PROPOSED LAND USE	INSTITUTIONAL
CURRENT LAND USE	INSTITUTIONAL
LANDSCAPE AREA REQUIRED	117,795 SF X 20% = 23,559 SF
LANDSCAPE AREA PROVIDED	16,618 SF
BUILDING HEIGHT	NA
PARKING & BUILDING AREA	2,485 SF
PERCENT OF LOT COVERAGE	2%

PARKING COUNTS

LAND USE	REQUIRED	PROVIDED	CALCULATIONS
ELEMENTARY SCHOOL (JAREH / NEBH)	60 SPACES	60 SPACES	1 PER CLASSROOM PLUS 400 SF OF OFFICE SPACE 14,37 CLASSROOMS X 37 SPACES 10,000 SF OFFICE SPACE / 400 SF = 25 SPACES
HIGH SCHOOL (JAREH / NEBH)	108 SPACES	108 SPACES	1 PER 15 STUDENTS AND STAFF 1 PER 100 STUDENTS (JAREH / NEBH) 108 STUDENTS X 25 STUDENTS = 108 SPACES
ATHLETICS / RECREATION BUILDING	14 SPACES	27 SPACES	1 PER 400 SF OF OFFICE SPACE 5,400 SF OFFICE SPACE / 400 SF = 14 SPACES
ADMINISTRATIVE BUILDING	80 SPACES	180 SPACES	1 PER SEAT 240 SEATS X 1.5 = 360 SPACES
FOOTBALL / SOCCER STADIUM	250 SPACES	250 SPACES	1 PER SEAT 250 SEATS X 1 = 250 SPACES
BARBERSHOP / TAILOR	60 SPACES	250 SPACES	1 PER 3 SEATS 180 SEATS X 1.5 = 270 SPACES

OPEN SPACE

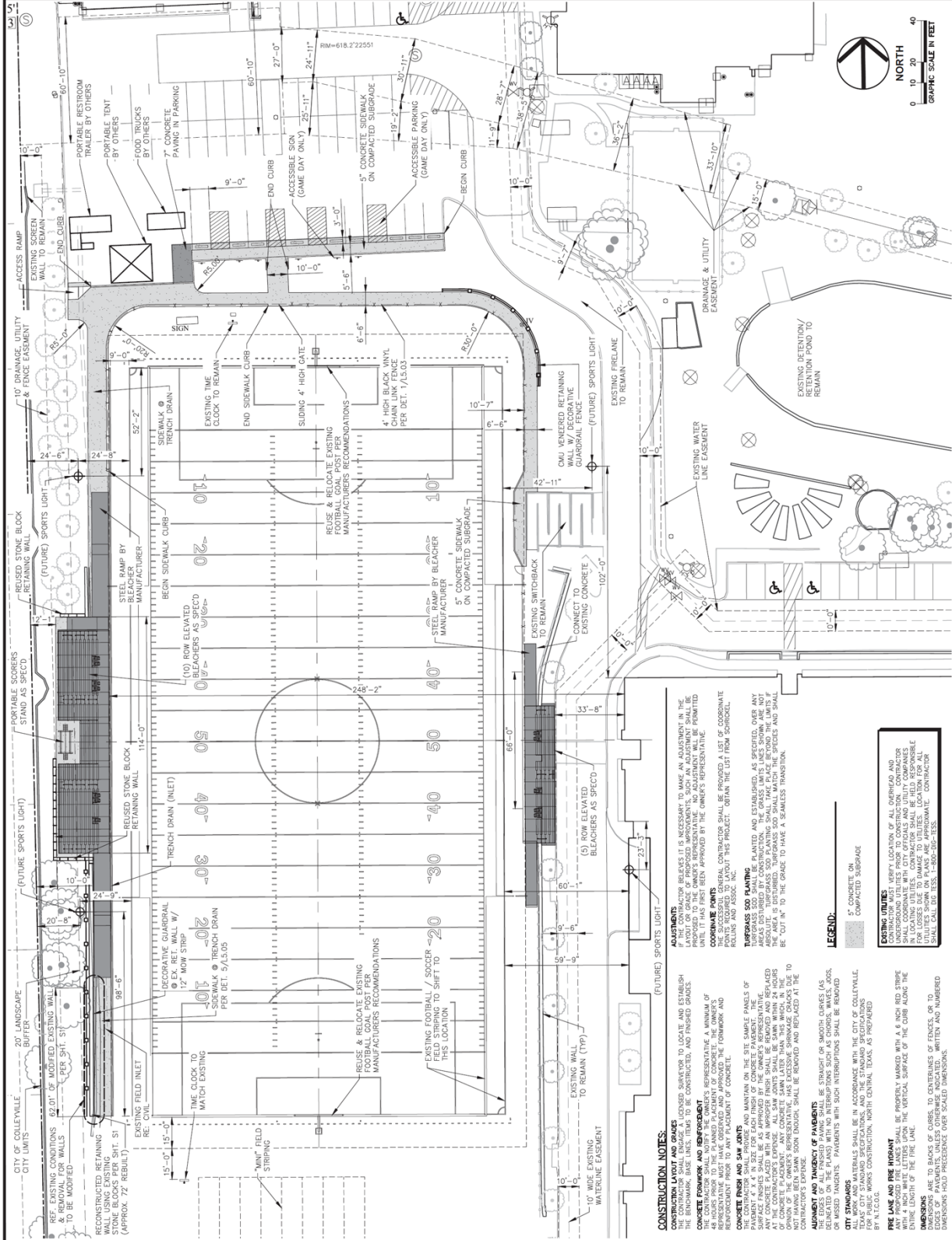
TOTAL PROPERTY	118,117 SF
NON-OPEN SPACE	441,238 SF
OPEN SPACE	377,878 SF
OPEN SPACE %	46%



DATE	3/16/2018
REVISED	MARCH 16, 2018
STATUS	SITE PLAN SUBMITTAL
DESIGN BY:	CW
DRAWN BY:	CW
JOB NO.	3372
PROJECT NAME	FOOTBALL/SOCCER FIELD PACKAGE

SITE PLAN

BAR IS ONE INCH LONG ON ORIGINAL DRAWING
CHECK FOR SCALE AND DIMENSIONS
SHEET NO. 12.01



CONSTRUCTION NOTES:
CONSTRUCTION LAYOUT AND GRADES: THE CONTRACTOR SHALL PROVIDE A CONSTRUCTION LAYOUT AND GRADES FOR THE ENTIRE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF COLLEYVILLE AND THE TEXAS DEPARTMENT OF TRANSPORTATION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.

ADJUSTMENTS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING ALL NECESSARY ADJUSTMENTS TO THE LAYOUT AND GRADES TO MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.

CONCRETE FORMWORK AND REINFORCEMENT: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL CONCRETE FORMWORK AND REINFORCEMENT. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.

COORDINATE PAINTS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL PAINTS TO MATCH THE EXISTING SURFACES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.

TURFGRASS SOD PLANTING: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLANTING AND ESTABLISHMENT OF ALL TURFGRASS SOD. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.

CONCRETE FINISH AND SAW JOINTS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINISH AND SAW JOINTS OF ALL CONCRETE SURFACES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.

ALPHABET AND DIMENSION OF PARALLELS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ALPHABET AND DIMENSION OF ALL PARALLELS. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.

CITY STANDARDS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR FOLLOWING ALL CITY STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.

FIRE LANE AND FIRE HOIST: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL FIRE LANE AND FIRE HOIST. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.

DIMENSIONS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL DIMENSIONS TO THE EXACT SPECIFICATIONS. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.

LEGEND:
5" CONCRETE ON COMPACTED SUBGRADE
EXISTING UTILITIES: VERIFY LOCATION OF ALL OVERHEAD AND UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING OBSTRUCTIONS AND THE INSTALLATION OF ALL NEW INFRASTRUCTURE.



Schickel, Rolin and Associates, Inc.
1815 Corporate Drive West
Angren, Texas 76006
Phone: 817-646-1234
Fax: 817-646-1235

Electrical Engineer
YAGO ENGINEERING, INC.
9404 W. 151, Suite 200
Angren, Texas 76006
817-643-2373 / FAX 817-643-2373

Architect
CHLA INC.
1009 W. Angren, Texas 76007
817-601-2500 / FAX 817-601-2508

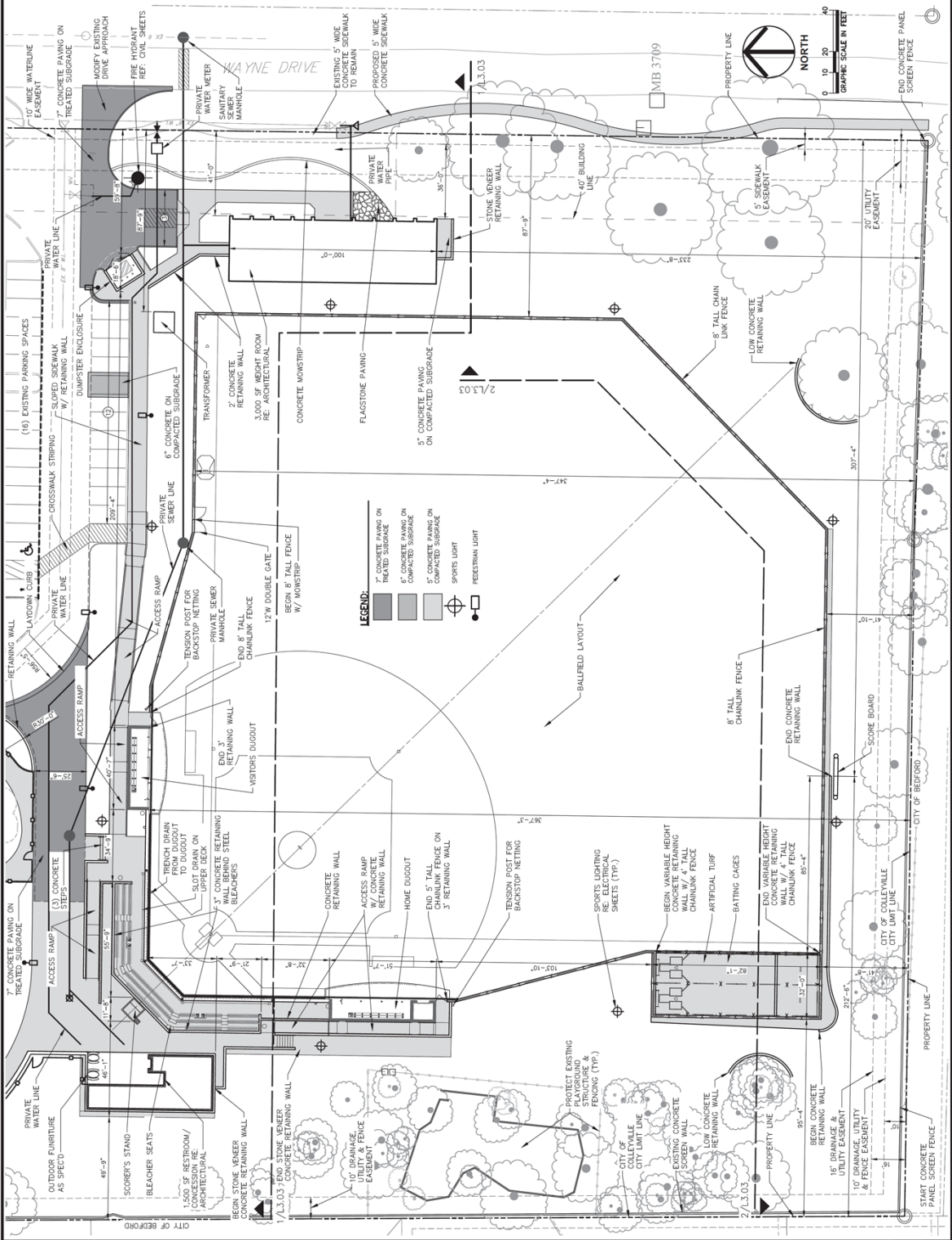
BASEBALL FIELD PACKAGE
COVENANT CHRISTIAN ACADEMY
901 CHEEK SPARKER RD. COLLEVILLE, TEXAS 76034



DATE	MARCH 16, 2018
REVISED	
STATUS	SITE PLAN SUBMITTAL
DESIGN BY:	CW
DRAWN BY:	CW
JOB NO.	5372
PROJECT NAME	BASEBALL PACKAGE

SITE PLAN

SCALE: 1" = 10'
SHEET NO. L2.01





Schickel, Rolfe and Associates, Inc.
1915 Corporate Drive West
Arlington, Texas 76010
Phone: 817.461.3276
Fax: 817.461.3288
Email: info@sira.com

Electrical Engineer
YAGO ENGINEERING, INC.
1300 W. Randle Mill C. Suite 100
Arlington, Texas 76010
Phone: 817.461.3276
Fax: 817.461.3288

Architect
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Fax: 817.461.3288

BASEBALL FIELD PACKAGE
COVENANT CHRISTIAN ACADEMY
901 CHEEK SPARGER RD. COLLETVILLE, TEXAS 76034



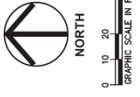
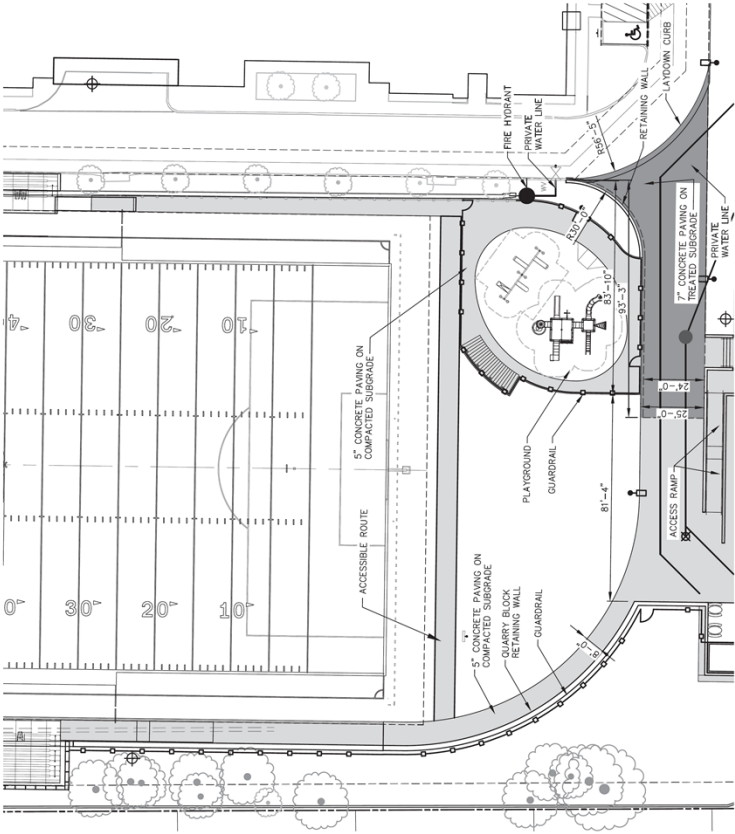
DATE	MARCH 16, 2018
REVISED	
STATUS	SITE PLAN SUBMITTAL
DESIGN BY:	CW
DRAWN BY:	CW
JOB NO.	5372
PROJECT NAME	BASEBALL PACKAGE

SITE PLAN
PLAYGROUND

THIS IS ONE OF TWO ORIGINAL DRAWINGS.
CHECK SCALE AND ADJUST ACCORDINGLY.

SHEET NO.

L2.02





Schickel, Rolin and Associates, Inc.
1815 Corporate Drive West
Suite 300
Ft. Worth, Texas 76106
Phone: 817-466-1234
Fax: 817-466-1235

FOOTBALL / SOCCER FIELD PACKAGE
COVENANT CHRISTIAN ACADEMY
901 CHEEK SPARGER RD.
COLLEEVILLE, TEXAS 76034



3/16/2018

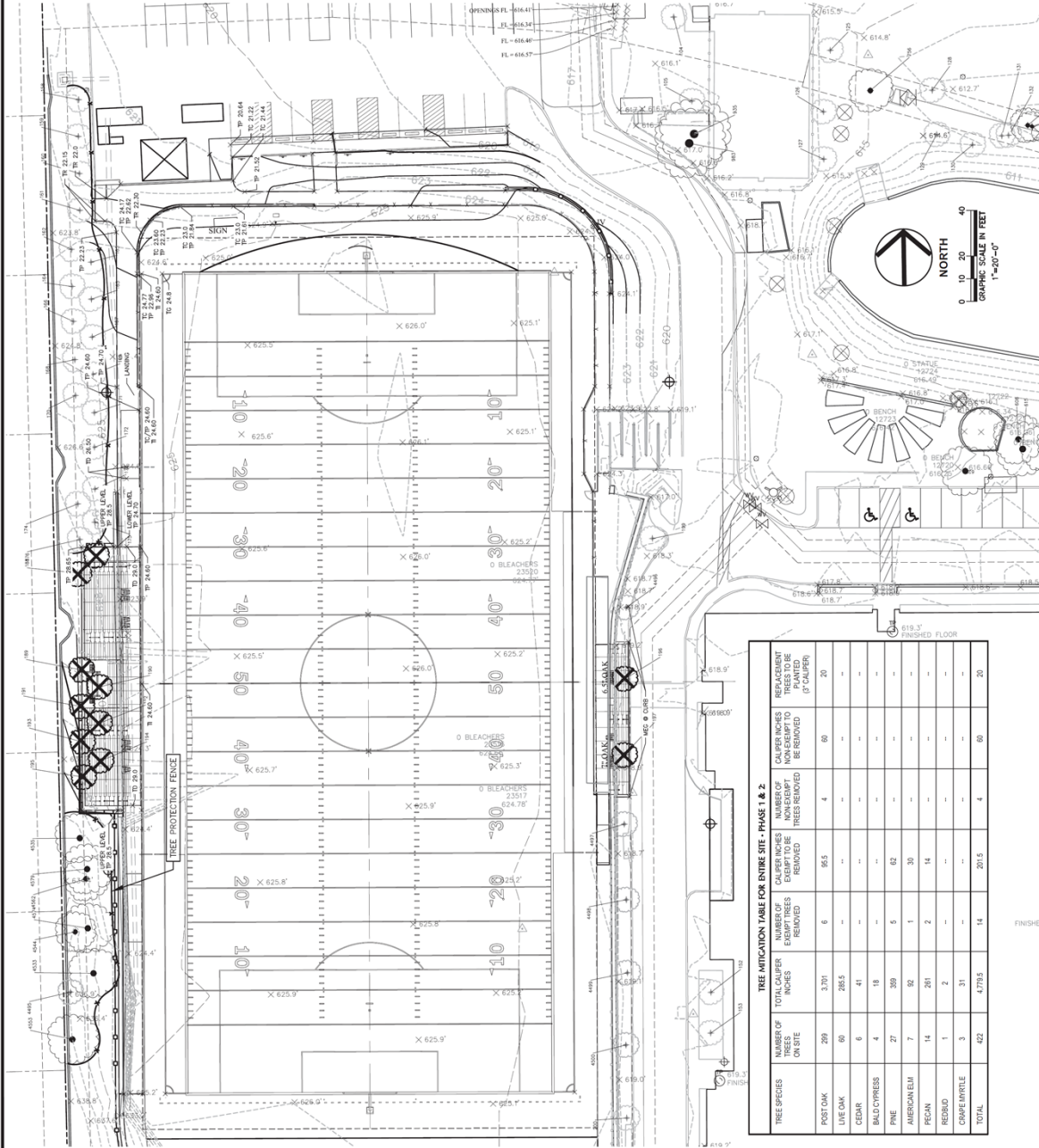
DATE	MARCH 16, 2018
REVISED	
STATUS	SITE PLAN SUBMITTAL
DESIGN BY	CW
DRAWN BY	CW
JOB NO.	5372
PROJECT NAME	FOOTBALL/SOCCER FIELD PACKAGE

TREE
PRESERVATION
LANDSCAPE PLAN
PHASE 1

MAKING ONLY USES ON EXISTING DRAWINGS.
CHECK SCALE AND ADJUST ACCORDINGLY.

SHEET NO.

L5.04



TREE MITIGATION TABLE FOR INTER SITE - PHASE 1 & 2					
TREE SPECIES	NUMBER OF TREES ON SITE	TOTAL CALIBER INCHES	NUMBER OF EXEMPT TREES REMOVED	NUMBER OF CALIBER INCHES NON-EXEMPT TREES TO BE REMOVED	REPLACEMENT TREES TO BE PLANTED (1" CALIBER)
POST OAK	289	3,701	6	95.1	20
LIVE OAK	60	285.5	-	-	-
CEDAR	6	41	-	-	-
BALD CYPRESS	4	18	-	-	-
PINE	27	309	5	62	-
AMERICAN ELM	7	92	1	30	-
PECAN	14	281	2	14	-
REDBUD	1	2	-	-	-
CHAMPAGNE	3	31	-	-	-
TOTAL	422	4,739.5	14	201.5	4

LEGEND:

- EXISTING TREE TO BE PRESERVED
- EXISTING TREE TO BE REMOVED



Schickel, Kolins and Associates, Inc.
170 Corporate Drive West
Arlington, Texas 76010
Phone: 817.463.5276
Fax: 817.463.5275

Electrical Engineer
YACI ENGINEERING, INC.
170 Corporate Drive West
Arlington, Texas 76010
Phone: 817.463.5276
Fax: 817.463.5275

Architect
1300 W. Linder Ave. Suite 100
Arlington, Texas 76010
Phone: 817.463.5276
Fax: 817.463.5275

BASEBALL FIELD PACKAGE
COVENANT CHRISTIAN ACADEMY
901 CHEEK SPARGER RD. COLLETTVILLE, TEXAS 76034

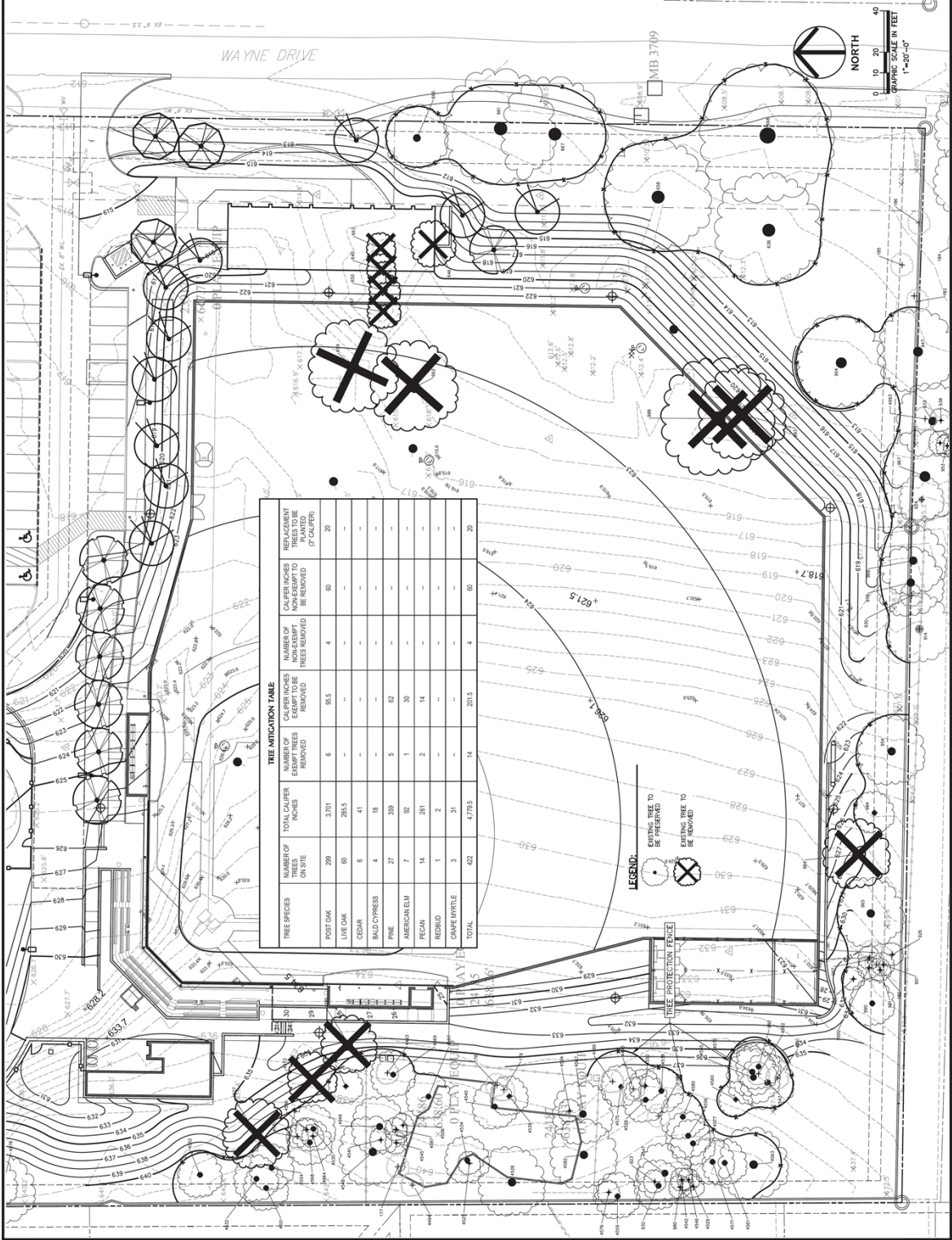


DATE: MARCH 16, 2018
REVISED:
STATUS: SITE PLAN SUBMITTAL
DESIGN BY: CW
DRAWN BY: CW
JOB NO.: 5372
PROJECT NAME: BASEBALL PACKAGE

TREE
PRESERVATION
- LANDSCAPE
PLAN PHASE 2

BAR IS ONE INCH LONG ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.
GRAPHIC SCALE IN FEET
1"=20'-0"

SHEET NO. L5.04



TREE MITIGATION TABLE				
TREE SPECIES	NUMBER OF TREES TO BE REMOVED	TOTAL CALIPER INCHES	NUMBER OF CALIPER INCHES TO BE REPLACED	NUMBER OF TREES TO BE PLANTED (7" CALIPER)
POST OAK	209	3,701	6	60
LIVE OAK	60	285.5	-	-
CEDAR	6	41	-	-
BALD CYPRESS	4	18	-	-
PINE	27	309	5	62
AMERICAN ELM	7	92	1	30
PECAN	14	261	2	14
REDWOOD	1	2	-	-
CHAPARRAL	3	31	-	-
TOTAL	422	4,779.5	14	20

