

Bryan Moyers, Councilmember
David Brundage, Councilmember
Holly Gray-Moore, Mayor Pro-Tem



Carl E. Gierisch, Jr., Mayor

Brian Darby, Councilmember
Hogan Page, Councilmember
David Thompson, Councilmember

ROANOKE CITY COUNCIL AGENDA REGULAR MEETING

**OCTOBER 25, 2022
7:00 PM
500 S. OAK STREET
ROANOKE, TX 76262-6732**

A. CALL CITY COUNCIL TO ORDER

Invocation and Pledge of Allegiance

B. ANNOUNCEMENTS

C. PUBLIC INPUT

This item is available for citizens to address the City Council on any issues that are not the subject of a public hearing. No action by law may be taken on the topic. The presiding officer reserves the right to impose a time limit on this portion of the agenda. In order to provide the highest quality cable broadcast, all speakers need to speak at the podium.

D. PRESENTATION

1. Mayor Gierisch will present a plaque to Randy Corn in recognition of 21 years of service to the City of Roanoke.

E. CONSENT AGENDA

All items listed below are considered routine and will be enacted with one motion. There will be no separate discussion of items unless a Councilmember or citizen so requests, in which event the item will be removed and considered separately.



**AGENDA FOR THE MEETING
OF THE ROANOKE CITY COUNCIL**

**October 25, 2022
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1. Consider approval of the minutes from the regular City Council meeting held on October 11, 2022.
2. Consider approval of the minutes from the City Council Strategic Planning Workshop held on October 11, 2022.
3. Consider approval of the minutes from the City Council Strategic Planning Workshop held on October 18, 2022.
4. Consideration and action on approval of an Interlocal Agreement between the City of Roanoke and Northwest Independent School District for School Resource Officer Services.

F. OLD BUSINESS

1. Consideration and action on Ordinance No. 2022-128, a zoning request from Adam Smith to amend the Comprehensive Zoning Ordinance of the City Of Roanoke, Texas, on approximately 15.036 acres of land situated in the M.E.P. & P.R.R CO. Survey, Abstract Number 943, City Of Roanoke, Denton County, Texas, by changing the zoning from Retail (R) District to Planned Development (PD) District with multi-family uses. The property is generally located on the north side of W Hwy 114, approximately one (1) mile west of Hwy 377 adjacent to the Compass Church property.

G. NEW BUSINESS

1. Public hearing to consider amending the Comprehensive Zoning Ordinance, by granting a change in zoning from Oak Street Corridor Zoning District – Oak Street Zone to Oak Street Corridor Zoning District – Oak Street Zone – Specific Use Permit (Oak Street Corridor Zoning District – Oak Street Zone – SUP) to allow the sale of alcoholic beverages at Lot 10R, Block 21 of the Original Town of Roanoke Addition, and having a street address of 409 N. Oak Street, Roanoke, Denton County, Texas. (Ordinance No. 2022-129 / SUP 2022-07)
2. Consideration and action on approval of Ordinance No. 2022-129 an ordinance of the city of Roanoke, Texas, amending the comprehensive zoning ordinance and as heretofore amended, by granting a change in zoning from Oak Street Corridor - Oak Street to Oak Street Corridor-Oak Street - Specific Use Permit (SUP 2022-07) to allow the sale of alcoholic beverages on block 21 lot 10R in the Old Town Roanoke Addition, an



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addition to the City of Roanoke, Denton County, Texas, and having a street address of 409 N Oak Street suite #100. The property is generally located on the SW corner of N Oak Street and Denton Street.

3. Public hearing to consider amending the Comprehensive Zoning Ordinance of the City of Roanoke, Texas, for an approximately 4.29-acre tract of land in the MEP & PRR Co. Survey, Abstract Number 923, the John Bacon Survey, Abstract Number 1565, and the Richard Eads Survey, Abstract Number 393, City of Roanoke, Denton County, Texas, by changing the zoning on said tract of land from Office (O) District to Office– Specific Use Permit District (O-SUP) to allow a limited service hotel use. (Ordinance No. 2022-131 / SUP 2022-03)
4. Consideration and action on a Specific Use Permit (SUP 2022-03) request from Icon Lodging to consider amending the Comprehensive Zoning Ordinance of the City of Roanoke, Texas, for an approximately 4.29-acre tract of land in the MEP & PRR Co. Survey, Abstract Number 923, the John Bacon Survey, Abstract Number 1565, and the Richard Eads Survey, Abstract Number 393, City of Roanoke, Denton County, Texas, by changing the zoning on said tract of land from Office (O) District to Office– Specific Use Permit District (O-SUP) to allow a limited service hotel use. (Ordinance No. 2022-131)
5. Consideration and action on a site plan (SP 2022-10) request from ICON Lodging for two hotels on lots 1 and 2 Block A of Roanoke Lodging Addition, an addition to the City of Roanoke, Denton County, Texas. The property is generally located on Dallas Drive between Turner Ave and Hwy 114, adjacent to the Cinemark and Church of Christ properties.
6. Consideration and action on a site plan (SP 2022-11) from Dino Idoski for townhomes on an approximate 0.96 acre tract of land located in the First United Methodist Church Of Roanoke Blk A Lot 2(E Pt), and having an address of 620 Lois, Roanoke, Denton County, Texas.
7. Consideration and action on a site plan (SP 2022-12) request from Elborai Group, LLC for lots 4, 5, and 6, Block A of the Morningside Addition, an addition located within the City of Roanoke, Denton County, Texas, to allow the proposed development of single-family residential attached dwellings (townhomes). The property is generally located on the north side of Morningside Drive, across the street from an existing townhome development, approximately .08 of a mile from city hall.



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8. Consideration and action to appoint three (3) members to the Roanoke Parks and Recreation Board for a term expiring October 2024.
9. Consideration and action on approval of the Art and History Trail Committee Bylaws.

H. EXECUTIVE SESSION

The City Council will hold a closed Executive Session meeting pursuant to the provisions of Chapter 551 of the Texas Government Code, in accordance with the authority contained in:

Section 551.087

To deliberate commercial or financial information the City has received from a business prospect, and to deliberate the offer of a financial or other incentive to a business prospect.

RECONVENE INTO REGULAR SESSION

The City Council will reconvene into Regular Session, pursuant to the provisions of Chapter 551 of the Texas Government Code, to take any action necessary regarding:

Section 551.087

To deliberate commercial or financial information the City has received from a business prospect, and to deliberate the offer of a financial or other incentive to a business prospect.

The City Council reserves the right to adjourn into Executive Session during the course of this meeting to discuss any item on the posted agenda as authorized by Chapter 551 of the Texas Government Code.

I. ADJOURNMENT

CERTIFICATION

I certify that the above notice was posted at City Hall, 500 South Oak Street, Roanoke, Texas, on Thursday, October 20, 2022, by 5:00 pm, in accordance with Chapter 551, Texas Government Code.

April S. Hill, City Secretary



**AGENDA FOR THE MEETING
OF THE ROANOKE CITY COUNCIL**

**October 25, 2022
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*Any person planning to attend this meeting that may require auxiliary aids or services should request accommodations two (2) days prior to the meeting by calling (817) 491-8152. **BRILLE IS NOT AVAILABLE.**

- 📶 A public wireless network is now available in the Council Chambers for use during meetings. It is available from 7am to 11pm Monday thru Friday. The name of the network is: City Hall Guests



CITY COUNCIL AGENDA ITEM

TO: Mayor and City Council

SUBJECT: 10/11/2022 - CC Minutes

MEETING DATE: October 25, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

Consider approval of the minutes from the regular City Council meeting held on October 11, 2022.

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. CCMin 10-11-2022

Bryan Moyers, Council Member
David Brundage, Council Member
Holly Gray-Moore, Mayor Pro-Tem



Carl E. Gierisch, Jr., Mayor

Brian Darby, Council Member
Hogan Page, Council Member
David Thompson, Council Member

**MINUTES
ROANOKE CITY COUNCIL
REGULAR MEETING
OCTOBER 11, 2022
CITY HALL COUNCIL CHAMBERS
500 S. OAK STREET
7:00 P.M.**

PRESENT: Mayor Carl E. "Scooter" Gierisch, Jr.; Mayor Pro Tem Holly Gray-Moore; Council Members: Bryan Moyers, David Thompson, and Hogan Page; Interim City Manager Cody Petree, City Secretary April S. Hill, and City Attorney Jeff Moore.

DEPT. STAFF: Fire Chief Chris Addington, Chief of Police Jeriahme Miller, Chief Financial Officer Vicki Rodriguez, and Public Works Director Shawn Wilkinson.

ABSENT: Councilmembers: Brian Darby and David Brundage.

A. CALL CITY COUNCIL TO ORDER

City Council called to order at 7:00 p.m.
Invocation and Pledge of Allegiance given by Mayor Gierisch.

B. ANNOUNCEMENTS

Mayor Gierisch announced Brian Darby's birthday.

C. PUBLIC INPUT

No one wished to speak.

D. PROCLAMATION

1. Mayor Gierisch read a proclamation declaring October 11, 2022 as Brotherhood for the Fallen Day.

E. CONSENT AGENDA

All items listed below are considered routine and will be enacted with one motion. There will be no separate discussion of items unless a Councilmember or citizen so requests, in which event the item will be removed and considered separately.



MINUTES FOR THE REGULAR MEETING
OF THE ROANOKE CITY COUNCIL

October 11, 2022
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1. Consider approval of the minutes from the regular City Council meeting held on September 27, 2022.
2. Consider approval of an Interlocal Agreement First Renewal Term for Combined Animal Control Services (ACO) for the Cities of Keller, Southlake, Colleyville, and Roanoke.
3. Consider approval of the Interlocal Agreement between the City of Roanoke Fire Department and Tarrant County Emergency Services District Number One for the provision of Fire and Emergency Medical Services within the specified area.

Motion made by Holly Gray-Moore second by David Thompson to approve Consent Agenda Items 2 and 3.

Motion carried unanimously.

Item # E1 was removed for discussion.

Motion made by Holly Gray-Moore second by David Thompson to approve Consent Agenda Item 1 with correction.

Motion carried unanimously.

F. NEW BUSINESS

1. Motion made by Holly Gray-Moore second by Bryan Moyers to appoint John Thompson for a term to expire January 2023 and Dawn Burkholder for a term to expire January 2024, to the Keep Roanoke Beautiful Board.

Motion carried unanimously.

G. ADJOURNMENT

Motion made by Holly Gray-Moore second by David Thompson to adjourn the meeting at 7:05 p.m.

Motion carried unanimously.

Carl E. "Scooter" Gierisch, Jr., Mayor

April S. Hill, City Secretary



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: 10/11/2022 - CC Minutes - Strategic Planning Workshop

MEETING DATE: October 25, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

Consider approval of the minutes from the City Council Strategic Planning Workshop held on October 11, 2022.

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. CCMin 10-11-2022 - Strategic Planning Workshop

Bryan Moyers, Council Member
David Brundage, Council Member
Holly Gray-Moore, Mayor Pro-Tem



Carl E. Gierisch, Jr., Mayor

Brian Darby, Council Member
Hogan Page, Council Member
David Thompson, Council Member

**MINUTES
ROANOKE CITY COUNCIL
STRATEGIC PLANNING WORKSHOP
OCTOBER 11, 2022
CITY HALL COUNCIL CHAMBERS
500 S. OAK STREET
7:30 P.M.**

PRESENT: Mayor Carl E. "Scooter" Gierisch, Jr.; Mayor Pro Tem Holly Gray-Moore; Council Members: Bryan Moyers, David Thompson, and Hogan Page; Interim City Manager Cody Petree, and City Secretary April S. Hill.

DEPT STAFF: Fire Chief Chris Addington, Chief of Police Jeriahme Miller, Chief Financial Officer Vicki Rodriguez, and Public Works Director Shawn Wilkinson.

ABSENT: Council Members: David Brundage and Brian Darby.

A. CALL TO ORDER

Mayor Gierisch called the Strategic Planning Workshop to order at 7:30 p.m.

B. NEW BUSINESS

Interim City Manager Cody Petree introduced Karen Walz with Strategic Community Solutions.

Karen Walz explained that this is the second of three (3) sessions. Ms. Walz gave an overview of the objectives for this session, stating the following:

- Status of Capital Investments
- Infrastructure System Highlights
- Water and Wastewater System
- Proposed Future Projects

C. ADJOURNMENT

Mayor Gierisch thanked everyone for attending the meeting and adjourned the meeting at 9:16 p.m.

Carl E. Gierisch, Jr., Mayor

April S. Hill, City Secretary



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: 10/18/2022 - CC Strategic Planning Workshop

MEETING DATE: October 25, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. CCMin 10-18-2022 - Strategic Planning Workshop

Bryan Moyers, Council Member
David Brundage, Council Member
Holly Gray-Moore, Mayor Pro-Tem



Carl E. Gierisch, Jr., Mayor

Brian Darby, Council Member
Hogan Page, Council Member
David Thompson, Council Member

**MINUTES
ROANOKE CITY COUNCIL
STRATEGIC PLANNING WORKSHOP
OCTOBER 18, 2022
CITY HALL
1st FLOOR – COMMUNITY ROOM #132
500 S. OAK STREET
7:00 P.M.**

PRESENT: Mayor Carl E. "Scooter" Gierisch, Jr.; Mayor Pro Tem Holly Gray-Moore; Council Members: David Brundage, David Thompson, Brian Darby, and Hogan Page; Interim City Manager Cody Petree, and City Secretary April S. Hill.

DEPT STAFF: Fire Chief Chris Addington, Chief of Police Jeriahme Miller, Chief Financial Officer Vicki Rodriguez, and Public Works Director Shawn Wilkinson.

ABSENT: Councilmember Bryan Moyers.

A. CALL TO ORDER

Mayor Gierisch called the Strategic Planning Workshop to order at 7:01 p.m.

B. NEW BUSINESS

Interim City Manager Cody Petree introduced Karen Walz with Strategic Community Solutions.

Karen Walz explained that this is the third and final session. Ms. Walz gave an overview of the objectives for this session, stating the following:

- Programs and Collaboration
- Review Current Initiatives
- Consider Potential Future Programs and Collaborations
- Reach Tentative Agreement on Priorities for the Activities

C. ADJOURNMENT

Mayor Gierisch thanked everyone for attending the meeting and adjourned the meeting at 8:42 p.m.

Carl E. Gierisch, Jr., Mayor

April S. Hill, City Secretary



AGENDA ITEM

TO: Honorable Mayor and City Council

SUBJECT: ILA - Northwest ISD Resource Officer Services

MEETING DATE: October 25, 2022

DEPARTMENT: Police

ITEM SUMMARY:

Consideration and action on approval of an Interlocal Agreement between the City of Roanoke and Northwest Independent School District for School Resource Officer Services.

INFORMATION:

The City of Roanoke has provided one police officer to serve as a School Resource Officer at Byron Nelson High School since 2018. As part of this renewal, Northwest ISD will pay an amount not to exceed \$87,577.00 of the officers' salary for the 2022-2023 school year. This agreement may be renewed for 5 (five) additional 1-year periods after this initial term.

STAFF RECOMMENDATION:

Approve renewal for Interlocal Agreement with Northwest ISD for School Resource Officer Services.

SPECIAL CONSIDERATION:

N/A

FINANCIAL CONSIDERATION:

Northwest ISD will pay an amount not to exceed \$87,577.00 of the officers' salary for the 2022-2023 school year. This item is budgeted annually by Northwest ISD as part of the General Fund budget.

ATTACHMENTS:

1. SRO Renewal



To: Board of Trustees

From: David Hicks, Ed.D., Superintendent of Schools

Subject: Interlocal Agreement with the City of Roanoke, Texas for School Resource Officer Services.

Date: August 8, 2022

Background Information and Rationale:

Pursuant to Chapter 791 of the Texas Government Code, Texas Education Code, School Districts and other governmental entities may join together to increase efficiency and effectiveness, by authorizing them to contract, to the greatest possible extent, with one another and with agencies of the state.

The City of Roanoke, Texas will provide one (1) fully qualified, licensed peace officers who will serve as School Resource Officer assigned to Northwest ISD schools located on district property in the City of Roanoke, Texas. The District will pay an amount not to exceed \$87,577.00 for the 2022-2023 school year. The initial term of this agreement is for the 2022-2023 school year. The agreement may be renewed for 5 additional 1-year periods after this initial term.

Support of Strategic Goals:

- Northwest ISD will create and foster an environment where all stakeholders are engaged in the transformational work of the NISD family.

Budget and/or Fund Impact:

This item is budgeted annually as part of the General Fund budget.

Recommendation:

The Administration recommends approval of Interlocal Agreement with the City of Roanoke, Texas for School Resource Officer Services as matter of record and authorize the Superintendent or his designee to enter into contract.

Respectfully submitted,

David Hicks, Ed.D.
Superintendent

Mark Vechione
Executive Director of Purchasing

This Agreement is entered into upon the date of the last party's signature to this Agreement and is between the City of Roanoke, Texas, a home rule municipal corporation located in Denton and Tarrant Counties (hereinafter referred to as the "City"), and Northwest Independent School District, a public school district located in Denton, Tarrant and Wise Counties, Texas (hereinafter referred to as the "District").

**I.
Purpose**

1.01 Authority. This Agreement for School Resource Officer (SRO) Services is made pursuant to the authority granted to the parties in the Interlocal Cooperation Act, Texas Government Code §§ 791.001 - 791.0029.

1.02 Funding. The expense of any payments of performance required by this Agreement shall come from current revenues legally available to the parties.

1.03 Goals. The goals of the SRO Program are as follows:

1. Provision of security and protection of District's students, staff, and property.
2. Reduction of criminal offenses committed by juveniles and young adults.
3. Establish rapport with the students.
4. Establish rapport with the parents, faculty, staff, administrators and other adults.
5. Create and expand programs with vision and creativity to increase student participation, which will benefit the students, the District, the Police Department, and the community.
6. Present positive role models for students.

**II.
City Obligations**

2.01 Number of SROs. The City will provide one (1) fully-qualified, licensed peace officer who will serve as School Resource Officer assigned to the District.

2.02 Equipment. The City agrees to supply any and all necessary equipment, including by not limited to uniforms, radio, computer and any other personal defense equipment for the SRO.

2.03 SRO Absence. If the SRO cannot report for duty and will be absent for a day or partial day, the City shall provide another officer to fill in to perform the duties of the SRO in their absence. The City shall notify the District liaison, via email, notifying what SRO is not going to be reporting for duty and the name of the substitute Officer.

**III.
Duties of School Resource Officer**

3.01 Duties. The SRO shall perform and fulfill the following duties and obligations of the SRO program, including but not limited to the following:

1. Work closely with campus and District staff to provide a safe and secure learning environment.
2. Participate as a member of campus threat assessment teams when requested.
3. Act as a resource person in the area of law enforcement education.

4. Cooperate and assist in any District efforts, programs, or classes to educate students on law enforcement and criminal justice issues.
5. Make arrests and referrals of criminal law violators within the discretion of the SRO. Although the SRO has been placed in a formal education environment, they are not relieved of their official duties as enforcement officers. Decisions to intervene normally will be made when it is necessary to prevent violence, a breach of the peace, personal injury, or loss of property. Citations should be issued and arrests made when appropriate and in accordance with City Police Department policies and procedures.
6. Conduct or assist in criminal investigations of violations of law on District property.
7. Follow legally appropriate procedures prior to seeking access to student records or searching student property.
8. Be present, upon request, when a school administrator is conducting a search of a student and the school administrator has grounds to believe that the search will discover evidence of a weapon (e.g. guns) or other dangerous item that could cause potential bodily injury to students, school personnel, or the school administrator.
9. Provide a law enforcement resource when necessary to maintain the peace on the District's property and campuses.
10. Take enforcement action on criminal offenses when appropriate and in accordance with City Police Department policies and procedures.
11. Wear an approved police uniform while on duty, or other apparel as approved by the Chief of Police.
12. Perform other duties requested by the District so long as the performance of such duties is legitimately and reasonably related to the purposes of this Agreement, consistent with state and federal law and the policies and procedures of the District and the City.
13. Follow and conform to all policies and procedures of the District that do not conflict with the policies and procedures of the City. The parties to this Agreement shall abide by all rules, regulations and procedures as outlined in the Civil Rights Act.
14. Assist and evaluate with the implementation of security programs at the request of the District.
15. Coordinate with school administrators, staff, other law enforcement agencies and courts to promote order and security on District campuses and property.
16. Accompany and provide a secure environment for students and District personnel on curricular and extracurricular trips inside and outside of the District.
17. Attend and provide a secure environment at any school-related events and functions including but not limited to, sporting events, class dances and socials, and other social or educational gatherings within District campuses and property.
18. Counsel with parents and staff as necessary.
19. Coordinate directly with campus principals regarding the individual needs of their campus or the District.
20. Use a common-sense approach to enforcement and conduct self in a professional manner.

21. Report all situations involving violence or other dangerous situations to the District Superintendent or designee as soon as possible.
22. Advise students on responsibilities and procedures concerning criminal matters.
23. Help resolve issues between students that involve matters that may result in criminal violations, disturbances, or disruptions.
24. Maintain confidentiality of student information in compliance with the Family Education Rights and Privacy Act ("FERPA").

IV. Assignments

4.01 Qualifications. Each SRO will be a licensed peace officer under the laws of the State of Texas.

4.02 Assignment. The SRO is an employee of the City. The City will select the officer from the eligible applicants for employment. The District will provide input to the City regarding the selection, with the final decision regarding employment being the City's decision.

4.03 Full-Time Employment. If at some point, the work schedule of the SRO does not fulfill the full-time requirements of a City employee, the City retains the right to direct the activities of the SRO in order to comply with the full-time requirements.

4.04 Background Check. Before an SRO performs any services for the District, the City will ensure compliance with the requirements for criminal background checks as provided under Texas Education Code Chapter 22. This law requires the independent contractor to obtain all criminal history record information on all persons to whom the law applies through the Texas Department of Public Safety (DPS) clearinghouse. This process includes fingerprinting in order to submit the individuals to a national check. City must certify to District that the City has received all criminal history record information on all SROs, and that there were no positive hits. The cost of this requirement is to be paid by the City.

4.05 Work Schedules. For school year 2022-23, the SROs are expected to be at their respective campus assignments each day school is in session, starting at an early enough time to monitor and assist student arrival to secondary campuses. Officers are expected to remain on campus throughout the day and remain through the dismissal process, unless the hours are adjusted to accommodate other District assignments. The District may notify SROs of modified work schedules consistent with the District calendar and school events. While the SRO is a police officer who reports to the Chief of Police or his designee, it is also expected that the SRO will provide contracted services to the District and is, therefore, subject to campus assignment or temporary reassignment by the District Superintendent or his designee based on the needs of the District. The District will work with the SRO to manage their time, as to not accrue District-initiated overtime for specific District requests. Any conflict of such schedules or assignments will be referred to the City and District Liaisons for resolution.

V. District Obligations

The District shall provide the following:

1. Office space at Byron Nelson High School;
2. Computer, telephone, and other office equipment as needed by the SROs for the performance of their duties within the District;
3. Access and opportunities for classroom participation by the SRO;
4. Information and training on school procedures and policies;
5. Opportunities for the SROs to address teachers and administrators about the SRO Program, goals and objectives;

6. Opportunities to provide input from the SROs regarding criminal justice problems relating to students;
7. Immediate notice to the Chief of Police immediately if a conflict arises between the SRO and a District representative;
8. Opportunities for campus principals to coordinate directly with the SRO regarding the individual needs of their campus; and
9. Access, including computer access, to student records as needed to fulfill the duties set out in this Agreement, pursuant to the Family Education Rights and Privacy Act (34 CFR § 99.31) if and only if they are performing duties on behalf of the District in furtherance of the duties of an SRO. Any disclosure of student information to the Roanoke Police Department must be in compliance with FERPA.

VI. Funding/Consideration

6.01 Annual Fee. The District shall pay the City an amount not to exceed \$87,577.00 (eighty-seven thousand, five hundred fifty-seven dollars) ("Annual Fee") for the services provided under this Agreement.

6.02 Employee Benefits. Notwithstanding the contribution of funds from the District, the City shall remain responsible for the balance of the funding required to maintain the officer's salary and standard City employee benefits package. At all times under this Agreement, and notwithstanding any contribution of funds by the District, the City shall remain responsible for the withholding of income taxes and Social Security, and for workers compensation, disability benefits, and insurance requirements for the SROs in accordance with the City's standard employee benefits package then in existence. The City will also ensure that the District remains listed as an additional insured on any policy covering the officer's activities and duties.

6.03 Closure of Buildings. In the event that an emergency, epidemic, pandemic, weather event, or "act of God" results in the closure of District schools for in-person learning and the SROs do not perform on-campus, in-person duties under this Agreement on the closure days, the Annual Fee will be reduced, on a *pro rata* basis, to 25% of the daily rate for each day of unsupported closure. In any event, the total Annual Fee paid will not be less than 25% of the total contracted amount.

6.04 Renewal Years. Funding for renewal years, if applicable, shall be negotiated by the parties and documented in a written modification to this Agreement approved by the respective governing body for each party hereto in accordance with the terms of this Agreement.

VII. Term

The term of this Agreement shall be in effect for the 2022-23 school year with an initial term of one (1) year commencing on or about August 1, 2022 and ending on or about July 31, 2023 (hereinafter "Initial Term"). After the Initial term, this Agreement may be renewed annually for five (5) additional terms of one (1) year each by written agreement of the parties approved by the respective governing bodies unless otherwise terminated as provided herein. This Agreement may be terminated by either party upon thirty (30) days written notice prior to the end of the Initial term or any renewal term.

VIII. Replacement

The District may, for cause, request a replacement of the SRO. Such a request shall be made through the City's Chief of Police, shall be in writing and shall set forth the basis for the request. A replacement SRO shall be provided as soon as possible giving due consideration to the City's staffing level and time required to complete the outside hiring process as necessary. The City shall have the authority to change personnel serving as the SRO at any time, and in accordance with Section IV, Assignments. In the event that the City changes such personnel for any reason other than termination of the individual serving as SRO, the City shall provide written notice to District of such personnel change.

**IX.
Notices**

Notice to the City shall be accomplished by registered or certified United States Mail, postage prepaid, return receipt requested and addressed as follows:

City Manager
City of Roanoke
500 S. Oak Street
Roanoke, Texas 76262

Notice to the District shall be accomplished by registered or certified United States Mail, postage prepaid, return receipt requested and addressed as follows:

Dr. David Hicks, Superintendent
Northwest Independent School District
P.O. Box 77070
Fort Worth, Texas 76117

With a copy to:
Christie Hobbs, General Counsel
Northwest Independent School District
P.O. Box 77070
Fort Worth, Texas 76117

**X.
City Employee**

The SRO shall at all times remain an employee of the City subject to the personnel policies of the City and General Manual of the Roanoke Police Department. Subject to Section IV of this Agreement, the District shall have the authority to make decisions regarding the officer's assignment and schedule while on-duty at a District campus or property. The City is and at all times shall be deemed to be an independent contractor. Nothing herein shall be construed as creating the relationship of employer and employee, or principal and agent, between District and City or any of City's agents or employees. The City assumes responsibility for the acts of its employees as they relate to the services provided during the course and scope of their employment. The City and its agents and employees shall not be entitled to any rights or privileges of District employees and shall not be considered in any manner to be District employees.

**XI.
Governmental Immunity**

Neither the City nor the District waives or relinquishes any governmental immunities or defenses on behalf of themselves, their trustees, officers, employees and agents as a result of the execution of this Agreement and the performance of the functions or obligations hereunder. Both parties agree that the services provided hereunder are exclusively governmental functions.

**XII.
Workers Compensation**

The City shall provide, during the term of this Agreement, worker's compensation insurance in the amounts as required by Texas state law, for all City employees engaged in work under this Agreement. As to all other insurance provided by City, it shall provide the District with documentation indicating such coverage prior to the beginning of any activities under this Agreement.

XIII. Termination

This agreement may be terminated by either party at its sole option and without prejudice by giving sixty (60) days written notice of termination to the other party. Upon termination of this Agreement, the City will assume any and all fiscal responsibilities from and after the effective date of termination.

IV. Miscellaneous

14.01. Venue. This Agreement is made in Texas and shall be construed, interpreted and governed by Texas laws, and venue for any disputes or actions arising hereunder shall be exclusive in Denton County, Texas.

14.02. No Third Party Beneficiaries. By entering into this Agreement, the parties do not intend to create any rights or obligations other than those specifically set forth herein and this Agreement shall not create any rights in persons not a party to this Agreement, including without limitation, any individual serving hereunder as the SRO.

14.03. Authority to Bind. The undersigned officer and or agents of the parties hereto are properly authorized officials and have the necessary authority to execute this Agreement on behalf of the parties hereto, and each party hereby certifies to the other that any necessary resolutions extending said authority have been duly passed and are now in full force and effect.

14.04. Modifications. All modifications to this Agreement shall be in writing and approved by the respective governing body for each party.

14.05 Entire Agreement. This Agreement embodies the complete agreement of the parties hereto superseding all oral or written previous and contemporary agreements between the parties relating to matters herein and, except as otherwise provided herein, cannot be modified without written agreement of the parties as provided herein.

14.06. Waiver. No waiver of a breach or any provision of this agreement by either party shall constitute a waiver of any subsequent breach of such provision. Failure of either party to enforce at any time, or from time to time, any provisions of this Agreement shall not be construed as a waiver thereof.

14.07. Severability. If any of the terms, sections, subsections, sentences, clauses, phrases, provisions, covenants, conditions or any other part of this Agreement are for any reason held to be invalid, void or unenforceable, the remainder of the terms, sections, subsections, sentences, clauses, phrases, provisions, covenants, conditions or any other part of this Agreement shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

14.08. Independent Contractor. Each party covenants and agrees that it is an independent contractor and not an officer, agent, servant or employee of the other party; that subject to the terms of this Agreement, City shall have exclusive control of and exclusive right to control the details of the work performed hereunder and all persons performing same, and shall be responsible for the acts and omissions of its officers, agents, employees, contractors, subcontractors and consultants. Nothing herein shall be construed as creating a partnership or joint enterprise between City and District.

14.09. Contract Performance Reviews. Each party agrees to meet periodically in order to review contract performance of sections II, III, IV, V and VI. The purpose of the meeting is to ensure that each party's provided services and job performance are meeting expectations of the other party. The meeting will include the District Liaison and the SRO's immediate supervisor within the police department. At a minimum, the District Liaison and the SRO's immediate supervisor will meet once in October and once in February of each academic school year.

14.10 Assignment. Neither party shall assign, transfer, or sub-contract any of its rights, burdens, duties or obligations under this agreement without the prior written permission of the other party to the Agreement.

14.11 Resources. All District-funded and provided resources will be returned at the end of each school year for safe keeping, inventory, maintenance, and service.

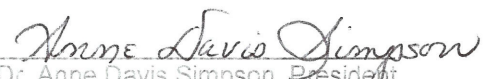
14.12 Property Damage. To the extent provided by law, the City or its Police Department will not under any circumstances be responsible for any property belonging to the District, its officers, members, agents, employees, subcontractors, program participants, licensees or invitees, which may be lost, stolen, destroyed or in any way damaged as a result of the action or inaction of the SRO.

**XV.
Liability**

Any claims by third parties arising as a result of the enforcement of Local, State, or Federal law, including employment claims, shall be handled by, and be the responsibility of, the City. Any claims by third parties arising as a result of the enforcement of District policy or procedure shall be handled by, and be the responsibility of the District.

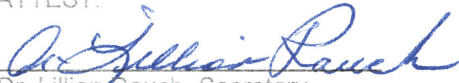
IN WITNESS WHEREOF, the parties have executed this Contract as of the Dates shown below their respective signatures.

NORTHWEST INDEPENDENT SCHOOL DISTRICT


Dr. Anne Davis Simpson, President
Board of Trustees


Date:

ATTEST:


Dr. Lillian Rauch, Secretary
Board of Trustees

CITY OF ROANOKE, TEXAS

By: _____
Mayor:

Date:

ATTEST:

CITY SECRETARY

APPROVED AS TO FORM:

CITY ATTORNEY



CITY COUNCIL AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Zoning Change-Retail (R) District to Planned Development (PD) District with multi-family uses

MEETING DATE: October 25, 2022

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and action on Ordinance No. 2022-128, a zoning request from Adam Smith to amend the Comprehensive Zoning Ordinance of the City Of Roanoke, Texas, on approximately 15.036 acres of land situated in the M.E.P. & P.R.R CO. Survey, Abstract Number 943, City Of Roanoke, Denton County, Texas, by changing the zoning from Retail (R) District to Planned Development (PD) District with multi-family uses. The property is generally located on the north side of W Hwy 114, approximately one (1) mile west of Hwy 377 adjacent to the Compass Church property.

INFORMATION:

The applicant is seeking a zoning change in order to build a 293 unit apartment complex. The majority of the complex would be behind Compass church.

Zoning Data Summary: *(The table below highlights the differences that are under consideration for this zoning change in areas of regulations based on our MF-12, multi-family zoning).*

Description	MF-12	Proposed MF
Max. Height	2.5 story / 35'	4 story / 50'8"
Max. Density	12 units per acre	48 units per acre
Min. Dwelling Unit Size	900-1,075 sf	600-1,277 sf
Max. Lot Tract Coverage	35%	39%
Parking Requirements	1.5 spaces for each efficiency or one-bedroom unit.	4.5 story parking garage: 333 spaces Surface Parking: 180 spaces



CITY COUNCIL AGENDA ITEM

	2 spaces for each two-bedroom unit. • Required: 497	• Provided: 513
Refuse Facilities	Refuse Facilities Every MF Unit within 150' of a refuse facility.	Valet Trash will be provided
Swimming Pool	1 swimming pool per 50 units and 1 additional per 100 units	1 Resort Style Pool with Resident Lounge
Playground	1 playground area for every 100 units	No playground
Building Length	Buildings not to exceed 200' in length	No maximum building length so long as the building code is met

The Future Land Use plan, which was included as part of our 2020 Comprehensive Plan, details the distribution of future land uses. The plan includes 69.8 acres to be distributed to multi-family development, roughly 1.6% of Roanoke's planned area. The recent re-zoning of the 14 acres off Cannon Parkway in PD 96-117 puts the city at approximately 79.4 acres designated for multi-family development, exceeding the projected 69.8 acres in the Future Land Use Plan. The addition of this development would increase the acreage for multi-family use to approximately 94.4 acres.

DIVISION 2. - PD, PLANNED DEVELOPMENT OVERLAY DISTRICT

Sec. 12.620. - General Purpose and Description

- (a) The City Council of the City of Roanoke, Texas, after public hearing and proper notice to all parties affected and after recommendation from the Planning and Zoning Commission, may authorize the creation of a Planned Development (PD) overlay district.
- (b) The Planned Development (PD) district is an overlay zoning district which accommodates planned associations of uses developed as integral land use units such as office parks, retail/commercial or service centers, shopping centers, residential developments having a mixture of housing options, or any appropriate combination of uses which may be planned, developed or operated as integral land use units either by a single owner or a combination of owners. A Planned Development district may be used to permit new or innovative concepts in land utilization not permitted by other zoning districts in this chapter, to ensure the compatibility of land uses, and to allow for the adjustment of changing demands to meet the current needs of the community by meeting one or more of the following purposes:
- (1) To provide for a superior design of lots/tracts or buildings;
 - (2) To provide for increased recreation and open space opportunities for public use and enjoyment;
 - (3) To provide amenities or features that would be of special benefit to the property users or



CITY COUNCIL AGENDA ITEM

to the overall community;

(4) To protect or preserve natural amenities and environmental assets such as trees, creeks, ponds, floodplains, slopes, views, or wildlife habitats;

(5) To protect or preserve existing historical buildings, structures, features or places;

(6) To provide an appropriate balance between the intensity of development and the ability to provide adequate supporting public facilities and services; and

(7) To meet or exceed the standards of this chapter.

PLANNING AND ZONING COMMISSION:

On September 19, 2022 the applicants brought this item to the Planning and Zoning Commission. The board recommended the item to return to the board with a revised site plan that would include a second exit from the site.

The site plan did not change from what was seen previously, therefore on October 17, 2022 the board recommended the following:

Approval of the zoning change from Retail to a Planned Development as long as the development includes an additional exit drive to Hwy 114 from the site that is within the boundaries of the Planned Development and that at least 6000 sf of commercial buildings be built prior to any resident signing a lease.

STAFF RECOMMENDATION:

If the board chooses to approve this multi-family project, staff would recommend densities and heights more compatible to our base zoning. The city has already exceeded the Future Land Use Plan distribution for multi-family developments. The proposal consists of developing approximately six (6) acres for the apartments, and the remaining acreage is in the floodplain. The density is closer to forty-eight (48) UPA. Our base zoning for MF allows a maximum of twelve (12) units an acre. The ratio used to calculate land use for MF in our Future Land Use Plan is eighteen (18) units per acre.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. Roanoke Zoning app -PD15 acres
2. The Agave - Site Plan
3. The Agave - Concept Package v 7 7.18.2022
4. The Agave - Color Elevations
5. ELEV



CITY COUNCIL AGENDA ITEM

6. The Agave - Concept Utility Layout
7. The Agave - Concept Landscape
8. Metes and Bounds
9. ORD NO 2022-128 - HWY 114 - Rezone R to PD-Multi-family - 15.026 acre tract - 080822
10. Summary Table
11. The Agave - Development Standards



CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TEXAS 76262
(817) 491-2411 FAX (817) 491-2242

Paid 8/8/2022 by JW

ZONING APPLICATION

Applicant/Agent Name Adam Smith		Home Phone	Mobile Phone 817.689.6165
Address 205 N. Oak - Suite A		City / State Roanoke, TX	Zip 76262
Property Owner(s) LVL UP Roanoke, LLC		Home Phone	Work Phone 817.205.6050
Property Owner Address 2034 Churchill Downs Ln Trophy Club, TX 76262			
Present Zoning Classification Retail	Requested Zoning Classification PD- Multifamily	Acreage/Lot of Requested Zoning Classification 15.036 acres	

Are any Deed restrictions in place that would prevent this property being used in the manner herein proposed?

☐ Yes ☒ No

If yes, list restrictions _____

Proposed use Class A Multifamily

Justification for requested zoning change: Present zoning does not allow for the proposed usage.

I authorize the City of Roanoke to place one change of zoning sign on the subject property to remain in place for the duration of the zoning change process.

Applicant Signature and Date

Attach two (2) copies of the Metes & Bounds description of the property and a survey map (11x17) of the property. One electronic copy in a pdf format. Fees for Zoning Request is \$250.00 plus \$10.00 per acre. Fees are subject to change if amended by Ordinance.

Authorization:

I/We _____ owner(s) of the above described property do hereby authorize _____ to act on my/our behalf in making and representing this zoning change application.

Signature of owner

Date

State of Texas
County of _____

Sworn to and subscribed before me on the _____ day of _____, _____, by _____
(year) (name of owner).

Notary Seal

Notary Public's Signature

TABULATIONS

MULTI FAMILY

SITE AREA: 15.036 AC.

UNIT TABULATION:

STUDIO: 32 UNITS (10.92%)
 1 BEDROOM: 147 UNITS (50.17%)
 2 BEDROOM: 114 UNITS (38.91%)
TOTAL: 293 UNITS

PARKING TABULATION:

180 SURFACE PARKING SPACES
 333 PARKING GARAGE SPACES
513 TOTAL PARKING SPACES
 @ 1.75 PARKING/UNIT
 @ 1.26 PARKING/BED
 *497 PARKING REQUIRED
 (1.5P/STUDIO + 1.5P/1B)

OPENNESS: 61%



CONCEPT PACKAGE
THE AGAVE
A PROPOSED PLANNED DEVELOPMENT IN ROANOKE, TEXAS



PROPOSED SITE PLAN



PRINCIPALS & TEAM

DEVELOPER AND PRINCIPALS

The development team for the subject includes Jarrett Woods, Adam Smith and Viz Ajro.

Jarrett Woods founded Waypoint Development, LLC in 2005. Since 2005, Mr. Woods and Waypoint have developed approximately 2,100 multifamily units. Mr. Woods brings extensive experience to the development team having developed eight multifamily communities totaling 1,421 units. Mr. Woods has one additional under construction and three more in application.

Adam Smith has over 20 years of multifamily management experience. In 2002, Adam worked with Gold Crown in Kansas City. Gold Crown is experienced in the ownership, management and development of HUD insured assets in Kansas City. Since 2007, Adam has owned and operated an insurance agency whose sole focus is managing risk for multifamily developers, managers and owners. Mr. Smith has 2 other projects in development.

Viz Ajro has owned and managed over 1,000 multifamily units in the Dallas-Fort Worth metroplex since 1998. Mr. Ajro has also brokered the sale of over \$400MM worth of properties throughout Texas. Mr. Ajro has 2 other projects in development.

MANAGEMENT COMPANY

The property will be managed by Sunridge Management Group (Sunridge), a third-party management company. Sunridge manages 97 properties totaling over 16,000 units, including 58 HUD-insured properties totaling 10,560 units. The company was founded in 1990 by Ronald Akin, who remains the sole owner of the company, Sunridge has been approved as a management agent with HUD since 2002 and has approximately 425 employees.

DEVELOPMENT TEAM

GENERAL CONTRACTOR

The General Contractor will be Strategic Construction, (previously known as FCI Multi-family from 2002 to 2014). Since 2002, Strategic Construction has completed 42 projects totaling over 9,000 units throughout the State of Texas. Strategic Construction is also extremely experienced, having completed over 20 projects.

An identity of interest will exist between the developer and general contractor.

ARCHITECT

The Architect for the project will be HEDK Architects (HEDK), a general architectural firm specializing in multi-family housing. HEDK has extensive multifamily experience, having designed over multifamily housing developments across 8 states, with the majority in Texas. HEDK offers over 40 years of experience in affordable, luxury, student and elderly housing.

The architect is an unrelated entity: no identity of interest exists between the architect and developer.

PROJECT INFORMATION

The project will be located on approximately 15.036 acres located on the north side of State Highway 114, directly adjacent to the Compass Church site.

AREA SNAPSHOT



PROJECT DESCRIPTION

SITE IMPROVEMENTS (EXISTING AND PROPOSED)

The Project is to consist of a total of 293-market rate, Class A+ units housed in four-story wood frame buildings with brick and stone siding. The community will also feature a clubhouse with central leasing/management offices. The exterior design, landscaping embellishments and property features will be complementary to the surrounding neighborhood and Best in Class for the surrounding area. There will be 513 parking spaces provided for tenants. The construction period is estimated at 21 months with a total development cost estimated at \$55,000,000. The proposed unit mix is shown below.

SITE IMPROVEMENTS (EXISTING AND PROPOSED), CONTINUED

PROPOSED UNIT MIX

# Units	Unit Type	BR	BA	Mkt. SF
12	S1	0	1	603
12	S2	0	1	628
8	S3	0	1	633
36	A1	1	1	660
39	A2	1	1	750
36	A3	1	1	786
36	A4	1	1	908
64	B1	2	2	1,010
30	B2	2	2	1,117
16	B3	2	2	1,269
4	B4	2	2	1,277
293				

REQUESTED VARIANCES FROM MULTIFAMILY ORDINANCE

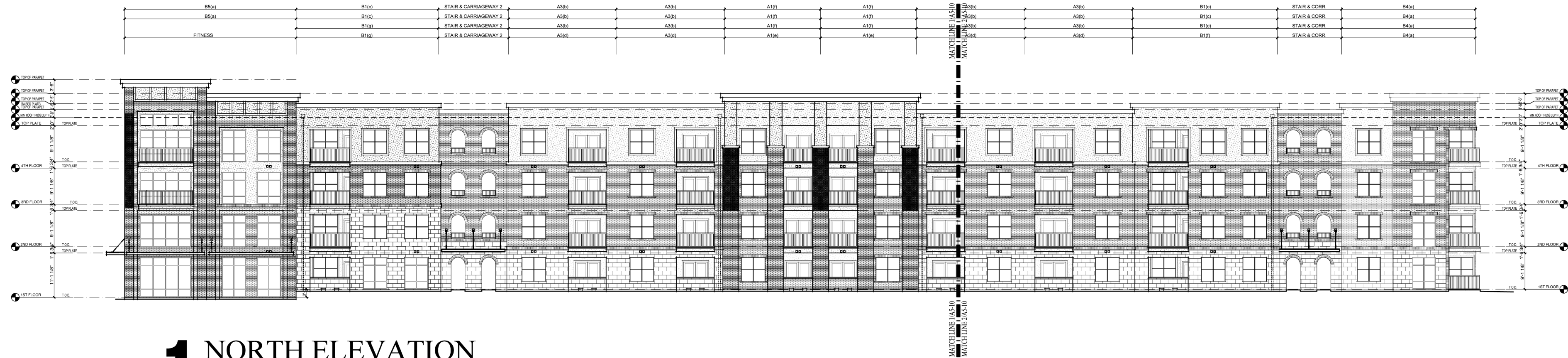
Section	Title	Subtitle	Ordinance	Proposed
12.312	Height Regulations		2.5 stories for main building	4 stories for the main building 50'8" to top of highest parapet
12.313	Area Regulations		12 units per acre (calculated on gross)	Site plan calls for less than 20 units per acre
		Minimum Floor Area per Dwelling Unit	Studio Min. SF - 900	Studio Minimum - 600 SF
			1 BR Min. SF - 950	1BR Minimum - 650 SF
			2 or more BR - 1075	2BR Minimum - 900 SF
12.314	Special Requirements	Refuse Facilities	Every MF Unit within 150' of a refuse facility.	Valet Trash will be provided
		Swimming Pool	1 swimming pool per 50 units and 1 additional per 100 units	1 Resort Style Pool with Resident Lounge
		Playground	1 playground area for every 100 units	No playground presently contemplated
		Building Length	Buildings not to exceed 200' in length	No maximum building length so long as building code is met



“ALL EXPOSED SIDES SHALL BE TREATED ARCHITECTURALLY WITH FINISH MATERIALS IN CHARACTER WITH THE MAIN FACADE OF THE BUILDING”

3LB ROANOKE SCHEMATIC ELEVATION Roanoke, Texas

SCALE 1/16"=1'-0"
0' 20' 40'



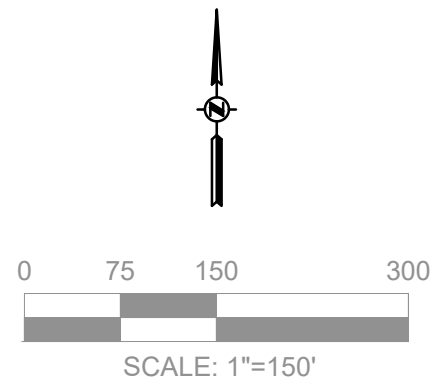


PLOTTED: Mar 30, 2022 - 4:57pm
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LEGEND

- LANDSCAPED AREAS = 75,957 SF
- OPEN SPACE = 376,659 SF
- TOTAL LANDSCAPE = 452,616 SF



DECI ENGINEERING EXCELLENCE
T.B.P.E.L.S. FIRM REGISTRATION NO. F-8996
3000 USA Parkway, Suite 900, Dallas, TX 75244-2720, (972) 278-2002

DENTON COUNTY
3LB ROANOKE
ROANOKE, TEXAS

LANDSCAPE & OPEN SPACE
EXHIBIT B

DESIGN BY: SS	DATE: 3/30/2022	SHEET No. 01 OF 02
DRAWN BY: SS	SCALE:	JOB No.
APPROVED: WG		

ORIGINAL SCALE IN INCHES
FOR REDUCED PLANS

G:\1220\9146-06 AGAVE\2203 ROANOKE 15\CAD\EXHIBIT B.dwg

FIELD NOTES DESCRIBING A 15.036 ACRE PART OF LVL UP-ROANOKE TRACT

BEING a part of that certain tract of land situated in the M.E.P. & P. R.R. Company Survey, Abstract Number 943, and in the City of Roanoke, Denton County, Texas, said tract being a part of that certain tract of land described in Warranty Deed with Vendor's Lien to LVL Up-Roanoke, LLC, as recorded in Document Number 2017-44214, of the Official Records of Denton County, Texas (ORDCT) and being more particularly described as follows:

BEGINNING at a point for the southerly southeast corner of said LVL Up-Roanoke tract and the southwest corner of Lot 1, Block 1, Compass Christian Addition, an addition to the City of Roanoke, as shown on plat thereof recorded in Document Number 2017-77, ORDCT, said point being on the northeast right-of-way line of State Highway 114 (locally known as Byron Nelson Boulevard; a variable width right-of-way), and from which a 5/8-inch iron rod found bears North 44 degrees 38 minutes 25 seconds West, a distance of 15.07 feet;

THENCE North 62 degrees 56 minutes 55 seconds West, with the southwest line of said LVL Up-Roanoke tract and said northeast right-of-way line of State Highway 114, a distance of 79.97 feet to a point for corner;

THENCE North 27 degrees 03 minutes 05 seconds East, departing the southwest line of said LVL Up-Roanoke tract and said northeast right-of-way line of State Highway 114, a distance of 47.10 feet to an angle point for corner;

THENCE over and across said LVL Up-Roanoke tract the following bearings and distances:

North 00 degrees 08 minutes 48 seconds East, a distance of 280.14 feet to a point for corner;

South 89 degrees 58 minutes 41 seconds West, a distance of 185.91 feet to a point for corner;

North 00 degrees 01 minute 19 seconds West, a distance of 274.50 feet to an angle point for corner;

North 63 degrees 34 minutes 56 seconds West, a distance of 228.56 feet to a point for corner on the northwest line of said LVL Up-Roanoke tract, said point being on the southeast line of that tract of land described in Special Warranty Deed to Northlake Capital, LLC, as recorded in Document Number 2014-10982, ORDCT;

THENCE North 26 degrees 25 minutes 04 seconds East, with the northwest line of said LVL Up-Roanoke tract and the southeast line of said Northlake Capital tract, a distance of 548.27 feet to a 1/2-inch iron rod found for the northwest corner of the herein described tract of land and the northeast corner of said Northlake Capital tract, said iron rod being on a southerly line of that remaining tract of land described in General Warranty Deed to the United States of America, as recorded in Volume 373, Page 91, of the Deed Records of Denton County, Texas;

THENCE North 79 degrees 48 minutes 42 seconds East, with the north line of said LVL Up-Roanoke tract and the southerly line of said United States of America tract, a distance of 355.61 feet to a found Corp of Engineers Monument Number F509-17 for corner;

FIELD NOTES DESCRIBING A 15.036 ACRE PART OF LVL UP-ROANOKE TRACT

THENCE South 31 degrees 34 minutes 34 seconds East, with the northeast line of said LVL Up-Roanoke tract and a southwesterly line of said United States of America tract, a distance of 945.56 feet to a found Corp of Engineers Monument Number F509-18 for corner;

THENCE South 00 degrees 52 minutes 46 seconds West, with the east line of said LVL Up-Roanoke tract and a westerly line of said United States of America tract, a distance of 88.21 feet to a 1/2-inch iron rod found for the easterly southeast corner of the herein described tract of land, said iron rod being the northeast corner of said Lot 1, Block 1, Compass Christian Addition;

THENCE South 89 degrees 58 minutes 41 seconds West, departing said westerly line of said United States of America tract, with a south line of said LVL Up-Roanoke tract and the north line of said Lot 1, Block 1, Compass Christian Addition, a distance of 646.91 feet to a point for corner, said iron also being the northwest corner of said Lot 1, Block 1;

THENCE South 00 degrees 08 minutes 48 seconds West, with an east line of said LVL Up-Roanoke tract and the west line of said Lot 1, Block 1, Compass Christian Addition, a distance of 394.48 feet to the **POINT OF BEGINNING** and **CONTAINING** 654,961 square feet of land, or 15.036 acres, more or less.

BASIS OF BEARINGS is the Texas Coordinate System of 1983, NAD 83 North Central Texas Zone (4202).

ORDINANCE No. 2022-128

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, FOR AN APPROXIMATELY 15.036 ACRES OF LAND IN THE M.E.P. & P.R.R CO. SURVEY, ABSTRACT NUMBER 943, CITY OF ROANOKE, DENTON COUNTY, TEXAS, AND MORE PARTICULARLY DESCRIBED AND OR DEPICTED IN EXHIBIT "A" WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN FOR ALL PURPOSES, BY CHANGING THE ZONING ON SAID TRACT FROM RETAIL (R) DISTRICT TO PLANNED DEVELOPMENT (PD) DISTRICT WITH MULTI-FAMILY USES; PRESCRIBING THE PERMISSIBLE USES THEREOF; PROVIDING A PENALTY CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, after public notice and public hearing as required by law, the Planning and Zoning Commission for the City of Roanoke, Texas, has recommended that the official zoning map of the City of Roanoke, Texas, be amended to reflect that the zoning on the approximately 15.036 acres of land in the M.E.P. & P.R.R Co. Survey, Abstract Number 923, City of Roanoke, Denton County, Texas, and being more particularly described and depicted in **Exhibit A** of this Ordinance, which is attached hereto and incorporated herein for all purposes, be changed from Retail (R) District to Planned Development (PD) District with Multi-Family Uses; and

WHEREAS, the Planning and Zoning Commission of the City of Roanoke, Texas, and the City Council of the City of Roanoke, Texas, in compliance with the laws of the State of Texas, have given the requisite notices by publication and otherwise, and have held due hearings and afforded a full and fair hearing to all property owners generally and to all persons interested, and the City Council of the City of Roanoke, Texas, is of the opinion and finds that said changes should be granted and that the Comprehensive Zoning Ordinance should be amended.

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

Section 1. FINDINGS INCORPORATED

The findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

Section 2.

The approximately 15.036 acres of land in the M.E.P. & P.R.R Co. Survey, Abstract Number 923, City of Roanoke, Denton County, Texas, and being more particularly described and depicted in **Exhibit A** of this Ordinance, which is attached hereto and incorporated herein for all purposes, and presently zoned Retail (R) District is changed to Planned Development (PD) District with Multi-Family Uses.

Section 3.

The property shall be developed in strict accordance with the allowable land uses for the property being more particularly described and depicted in **Exhibit A** of this Ordinance, which is attached hereto and incorporated herein for all purposes.

Section 4.

The City Secretary is directed to engross and enroll this Ordinance in the Code of Ordinances of

the City of Roanoke and to reflect this change of zoning on the official zoning map of the City of Roanoke, Texas.

Section 5. PENALTY CLAUSE

Any person, firm, or corporation violating any of the provisions or terms of this Ordinance shall be guilty of a misdemeanor and upon conviction, shall be fined a sum not to exceed \$2,000.00 for each offense, and each and every violation or day such violation shall continue or exist, shall be deemed a separate offense.

Section 6. SEVERABILITY CLAUSE

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this Ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation of this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

Section 7. EFFECTIVE DATE

This Ordinance shall become effective immediately upon its passage and publication as required by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Roanoke, Texas, on this the 27th day of September, 2022.

APPROVED:

Carl E. Gierisch, Jr., Mayor

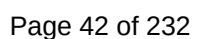
ATTEST:

April S. Hill, City Secretary

APPROVED AS TO FORM:

Jeff Moore, City Attorney

Property Description and Depiction
of the
Approximately 15.036 Acre Tract of Land



Section	Title	Subtitle	Ordinance	Proposed
12.312	Height Regulations		2.5 stories for main building	4 stories for the main building and 4.5 stories for the parking garage - estimated height to the top of the parapet is 50'8"
12.313	Area Regulations		12 units per acre (calculated on gross)	Maximum of 20 units per gross acre
		Minimum Floor Area per Dwelling Unit	Studio Min. SF - 900	Studio Minimum - 600 SF
			1 BR Min. SF - 950	1BR Minimum - 650 SF
			2 or more BR - 1075	2BR Minimum - 900 SF
12.314	Special Requirements	Refuse Facilities	Every MF Unit within 150' of a refuse facility	Some Units may be slightly further but valet trash pickup will be provided
		Swimming Pool	1 swimming pool per 50 units and 1 additional per 100 units	1 Resort Style Pool with Resident Lounge
		Playground	1 playground area for every 100 units	No playground presently contemplated
		Building Length	Buildings not to exceed 200' in length	No maximum building length so long as building code is met

THE AGAVE – A PROPOSED MULTIFAMILY DEVELOPMENT
DEVELOPMENT STANDARDS

Tract 1): The following standards shall apply.

- (a) Size of Tract: Tract 1 shall contain approximately 15.036 acres.
- (b) Uses Generally: In the development of Tract 1, no land shall be used, and no building or structure shall be installed, erected, or converted to any use other than:
 - (A) Permitted Uses: Multifamily Residential
 - (B) Accessory Uses: Accessory buildings and uses, customarily incident to the above uses and located on the same lot therewith, not involving the conduct of a retail business.
 - (C) Limitation of Uses: Any use not expressly permitted herein is prohibited:
 - (1) Area and Building Regulations:
 - (i) Minimum Lot Size: Tract 1 shall be developed as one lot.
 - (ii) Maximum Building Coverage: The combined foundation area of all main and accessory buildings shall not exceed 40% of the total area of Tract 1.
 - (iii) Maximum Open Space: All areas (but in any event at least 25% of the total area of Tract 1) not devoted to buildings, pedestrian walkways, structures or off street parking area shall be devoted to grass, trees, gardens, shrubs, courtyards, community pool including decorative hardscape, pocket parks, hike and bike trails or other suitable landscape or decorative hard scape materials.
 - (iv) Maximum Unit Count: The maximum number of units on Tract 1 shall be 293.
 - (v) Maximum Impervious Area: The combined area occupied by all buildings, structures, off-street parking and paved areas shall not exceed 75% of the total area of Tract 1.

(vi) Height:

- (1) No building or structure shall exceed four stories or fifty-one (51) feet in height.

(vii) Minimum Floor Areas:

- (1) Multi-family: The minimum square footage of a dwelling unit, exclusive of garages, breezeways, and porches, shall be as follows:

Efficiency/ One Bedroom: 603

square feet

Two Bedroom: 1010 square

feet

(1) Parking Tabulation:

- (i) 180 surface parking spaces
- (ii) 333 Parking Garage Spaces
- (iii) 513 Total Parking Spaces (497 Parking Spaces Required)
 - 1.75 Parking Spaces/ Unit
 - 1.26 Parking Spaces / Bed

(2) Building Materials: The following building material requirements shall apply:

- (i) Multi-family: All street facing facades shall have a masonry requirement of not less than 80% of the total street facing exterior wall excluding doors, windows and patios.

(3) Landscaping:

- (i) Materials: Landscape materials such as decomposed granite and synthetic turf may be used as surface material at resident activity /amenity zones within the site.
- (ii) Tree Mitigation: All trees planted on site shall be counted toward protected tree mitigation.



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: PH Notice - ORD NO. 2022-129 / SUP 2022-07

MEETING DATE: October 25, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

Public hearing to consider amending the Comprehensive Zoning Ordinance, by granting a change in zoning from Oak Street Corridor Zoning District – Oak Street Zone to Oak Street Corridor Zoning District – Oak Street Zone – Specific Use Permit (Oak Street Corridor Zoning District – Oak Street Zone – SUP) to allow the sale of alcoholic beverages at Lot 10R, Block 21 of the Original Town of Roanoke Addition, and having a street address of 409 N. Oak Street, Roanoke, Denton County, Texas. (Ordinance No. 2022-129 / SUP 2022-07)

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. PH Notice - ORD NO 2022-129 - SUP 2022-07 - 409 N Oak Street Suite 100 - alcohol - Lot 10R Block 21 OT Roanoke



City of Roanoke Notice of Public Hearing Zoning Amendment

CITY OF ROANOKE

PLANNING AND ZONING COMMISSION SUP-2022-07

THE ROANOKE PLANNING AND ZONING COMMISSION WILL HOLD A PUBLIC HEARING ON MONDAY, OCTOBER 17, 2022, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE, BY GRANTING A CHANGE IN ZONING FROM OAK STREET CORRIDOR ZONING DISTRICT – OAK STREET ZONE TO OAK STREET CORRIDOR ZONING DISTRICT – OAK STREET ZONE – SPECIFIC USE PERMIT (OAK STREET CORRIDOR ZONING DISTRICT – OAK STREET ZONE – SUP) TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES AT LOT 10R, BLOCK 21 OF THE ORIGINAL TOWN OF ROANOKE ADDITION, AN ADDITION LOCATED WITHIN THE CITY OF ROANOKE, DENTON COUNTY, TEXAS, AND HAVING A STREET ADDRESS OF 409 N. OAK STREET, ROANOKE, TEXAS. THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S. OAK STREET, ROANOKE, TEXAS.

ROANOKE CITY COUNCIL SUP-2022-07

THE ROANOKE CITY COUNCIL WILL HOLD A PUBLIC HEARING ON TUESDAY, OCTOBER 25, 2022, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE, BY GRANTING A CHANGE IN ZONING FROM OAK STREET CORRIDOR ZONING DISTRICT - OAK STREET ZONE TO OAK STREET CORRIDOR ZONING DISTRICT - OAK STREET ZONE - SPECIFIC USE PERMIT (OAK STREET CORRIDOR ZONING DISTRICT - OAK STREET ZONE - SUP) TO ALLOW A DISTILLERY AND THE SALE OF ALCOHOLIC BEVERAGES AT LOT 10R, BLOCK 21 OF THE ORIGINAL TOWN OF ROANOKE ADDITION, AN ADDITION LOCATED WITHIN THE CITY OF ROANOKE, DENTON COUNTY, TEXAS, AND HAVING A STREET ADDRESS OF 409 N. OAK STREET, ROANOKE, TEXAS. THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S. OAK STREET, ROANOKE, TEXAS.

CERTIFICATION

I certify that the above notice was posted at City Hall, 500 South Oak Street, Roanoke, Texas, on Friday, September 23, 2022, by 5:00 p.m.

April S. Hill, City Secretary

*Any person planning to attend this meeting that may require auxiliary aids or services should request accommodations two (2) days prior to the meeting by calling (817) 491-8152. **BRILLE IS NOT AVAILABLE.**

📶 A public wireless network is now available in the Council Chambers for use during meetings. It is available from 7am to 11pm Monday thru Friday. The name of the network is: City Hall Guests



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Specific Use Permit (SUP 2022-07) Sale of Alcoholic Beverages

MEETING DATE: October 25, 2022

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and action on approval of Ordinance No. 2022-129 an ordinance of the city of Roanoke, Texas, amending the comprehensive zoning ordinance and as heretofore amended, by granting a change in zoning from Oak Street Corridor - Oak Street to Oak Street Corridor-Oak Street - Specific Use Permit (SUP 2022-07) to allow the sale of alcoholic beverages on block 21 lot 10R in the Old Town Roanoke Addition, an addition to the City of Roanoke, Denton County, Texas, and having a street address of 409 N Oak Street suite #100. The property is generally located on the SW corner of N Oak Street and Denton Street.

INFORMATION:

The applicant is planning to use the space as a wine tasting room. This location is more than 1,000 feet from any like use and is greater than 300 feet from the Baptist Church located at 512 N Oak St.

Sec. 12.492. - Schedule of Uses. Any use with on- and off-premise alcohol sales as more than 50% of its gross sales revenue requires a Specific Use Permit (SUP).

Ordinance 2010-108 was approved by City Council requiring a SUP for the operation of any Bar or Liquor Store in the City of Roanoke meeting the following criteria.

Sec. 12.649. - Bars and Liquor Stores.

(a)

An SUP is required for the use of a bar or liquor store, subject to review and approval of City Council.

(b)

A lot containing a bar or liquor store should be located at least one thousand (1,000)



AGENDA ITEM

feet from any lot containing another like use, as measured in a straight line between the nearest points of one (1) lot to the other lot.

(c)

Prior to the issuance of a certificate of occupancy, the business shall provide the City with a copy of its state permit to operate as a bar or liquor store.

(d)

All alcohol related activities must meet all standards found in [Chapter 4, Article 4.400](#) of the Code of Ordinances of the City of Roanoke, Texas.

(Ord. No. 2010-108, § 2, adopted 7/27/2010)

Sec. 4.420. - Sale of Alcoholic Beverages Prohibited Near Public Schools, Private Schools, Ch Hospitals. (A)It shall be unlawful for any dealer to sell alcoholic beverages from or at a place c within this city within three hundred (300) feet of a church, public or private school, or public l

Planning and Zoning Commission:

The board recommended approval of the Specific Use Permit on October 17, 2022.

STAFF RECOMMENDATION:

Recommend approval.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. ORD NO 2022-129 - SUP 2022-07 - 409 N Oak Street Alcohol Sales - Lot 10R Block 21 OT Roanoke - jlm draft - 083022 (003)
2. SUP-2022-07 - Kyle Bingham - 409 N Oak Wine Tasting Sales

ORDINANCE No. 2022-129

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE AND MAP OF THE CITY OF ROANOKE, TEXAS, AS HERETOFORE AMENDED, BY GRANTING A CHANGE IN ZONING FROM OAK STREET CORRIDOR ZONING DISTRICT TO OAK STREET CORRIDOR ZONING DISTRICT - SPECIFIC USE PERMIT (OAK STREET CORRIDOR ZONING DISTRICT - SUP) TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES ON LOT 10R, BLOCK 21 OF THE ORIGINAL TOWN OF ROANOKE ADDITION, AN ADDITION TO THE CITY OF ROANOKE, DENTON COUNTY, TEXAS, AND BEING MORE PARTICULARLY DESCRIBED AND OR DEPICTED IN EXHIBIT A, WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN; PROVIDING A PENALTY CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 12.124(b) of the Code of Ordinances of the City of Roanoke, Texas, provides as follows, “[f]or requests involving proposed changes to the text of the Zoning Ordinance, notice of the Planning and Zoning Commission hearing shall be accomplished by publishing the purpose, time and place of the public hearing in the official newspaper of the City before the fifteenth (15th) calendar day prior to the date of the public hearing. Changes in the Ordinance text which do not change zoning district boundaries do not require written notification to individual property owners;” and

WHEREAS, Section 12.127(c) of the Code of Ordinances of the City of Roanoke, Texas, provides as follows, “[n]otice of the City Council public hearing for a zoning, rezoning or Zoning Ordinance text amendment request shall be given in the same manner as that for the public hearing before the Planning and Zoning Commission as required in Section 12.124;” and

WHEREAS, the Planning and Zoning Commission and the City Council of the City of Roanoke, Texas, in compliance with the laws of the State of Texas, and the Code of Ordinances of the City of Roanoke, Texas, have given the requisite notices by publication and otherwise, and have held due hearings and afforded a full and fair hearing to all property owners generally and to all persons interested, and the City Council of the City of Roanoke, Texas, is of the opinion and finds that said changes should be granted and that the Zoning Ordinance should be amended; and

WHEREAS, pursuant to Sections 109.31 and 109.32 of the Texas Alcoholic Beverage Code and Section 11.06 of the Home-Rule Charter of the City of Roanoke, Texas, the sale of liquor and beer is prohibited within all residential sections or areas of the City; and

WHEREAS, Section 12.649 of the Code of Ordinances of the City of Roanoke, Texas, provides that bars and liquor stores should be at least 1,000 feet apart; and

WHEREAS, the City Council of the City of Roanoke, Texas, has determined that the following regulation is necessary in order to protect public health, safety, and welfare.

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

Section 1. FINDINGS INCORPORATED

That the findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

Section 2.

That the Comprehensive Zoning Ordinance and Map of the City of Roanoke, Texas, duly passed by the governing body of the City of Roanoke, Texas, as heretofore amended, be and the same is hereby amended to grant a change in zoning from Oak Street Corridor Zoning District - Hwy 377 Zone to Oak Street Corridor Zoning District - Hwy 377 Zone - Specific Use Permit (Oak Street Corridor Zoning District - Hwy 377 Zone - SUP) to allow the sale of alcoholic beverages on Lot 10R, Block 21 of the Original Town of Roanoke Addition, an addition located within the City of Roanoke, Denton County, Texas, and being more particularly described and or depicted in **Exhibit A**, which is attached hereto and incorporated herein.

Section 3. PENALTY CLAUSE

Any person, firm, or corporation violating any of the provisions or terms of this Ordinance shall be guilty of a misdemeanor and upon conviction, shall be fined a sum not to exceed \$2,000.00 for each offense, and each and every violation or day such violation shall continue or exist, shall be deemed a separate offense.

Section 4. SEVERABILITY CLAUSE

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this Ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation of this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

Section 5. EFFECTIVE DATE

This Ordinance shall become effective immediately upon its passage and publication as required by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Roanoke, Texas, on this the 27th day of September, 2022.

APPROVED:

Carl E. Gierisch, Jr., Mayor

ATTEST:

April S. Hill, City Secretary

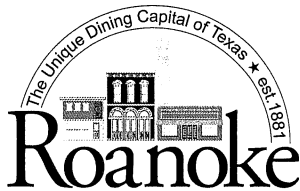
APPROVED AS TO FORM:

Jeff Moore, City Attorney

Exhibit A

Legal Description and/or Depiction
of the
Property

**LOT 10R, BLOCK 21 OF THE
ORIGINAL TOWN OF ROANOKE ADDITION**



CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TEXAS 76262
(817) 491-2411

SPECIFIC USE PERMIT APPLICATION

Name of Applicant/Agent Kyle Bingham	Address, City, State, Zip 645 FM 303, Meadow TX, 79345	Phone Number (806) 585-6616
Type of permit requested Specific Use Permit, Alcohol sales over 50%	Name of Business Bingham Family Cellars, DBA Bingham Family Vineyards	Email TexasGrapes@bingham.wine
Property Owner(s) John Critz	Address, City, State, Zip 1220 Hibiscus Dr, Keller, TX 76248	Phone Number 8172292804
Legal Description – Lot/Block/Subdivision O T ROANOKE BLK 21 LOT 10R	Property Address 409 N Oak St, suit 100 Roanoke TX 76262-6191	Present Zoning Oak Street

Are there deed restrictions that would prevent this property from being used in the manner herein proposed? NO
Justification for request for Special Use Permit: Alcohol sales over 50%

Authorization:

I/ We John Critz owner(s) of the above described property do hereby authorize
Kyle Bingham to act on my/our behalf in making and representing this special use permit application.

JC
Owner(s) Signature
8/30/2022
Date

Owner(s) Signature

Date

Attach the following:

Special Use Permit application fee of \$200.00**. A copy of a survey map of the property and a concept plan or site plan in a pdf format.

Kyle Bingham
Applicants Signature

8/30/2022
Date

**Fees are subject to change as amended by Ordinance.

FOR OFFICE USE ONLY

Application Fee Paid 8/30/2022	P&Z Meeting <u>10/17/2022</u> <u>09/19/2022</u>	CC Meeting <u>10/25/2022</u> <u>09/27/2022</u>	File for Record SUP- <u>2022</u> - <u>07</u>
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8/23/2022



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: PH Notice - ORD NO 2022-131 / SUP 2022-03

MEETING DATE: October 25, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

Public hearing to consider amending the Comprehensive Zoning Ordinance of the City of Roanoke, Texas, for an approximately 4.29-acre tract of land in the MEP & PRR Co. Survey, Abstract Number 923, the John Bacon Survey, Abstract Number 1565, and the Richard Eads Survey, Abstract Number 393, City of Roanoke, Denton County, Texas, by changing the zoning on said tract of land from Office (O) District to Office– Specific Use Permit District (O-SUP) to allow a limited service hotel use. (Ordinance No. 2022-131 / SUP 2022-03)

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. PH Notice - ORD NO 2022-131 - SUP 2022-03 - Rezone - O to O-SUP - Limited Service Hotel - Home 2 Suites Hotel



City of Roanoke Notice of Public Hearing Zoning Amendment

NOTICE OF PUBLIC HEARING ZONING AMENDMENT

Roanoke Planning and Zoning Commission

THE ROANOKE PLANNING AND ZONING COMMISSION WILL HOLD A PUBLIC HEARING ON MONDAY, OCTOBER 17, 2022, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, FOR AN APPROXIMATELY 4.29-ACRE TRACT OF LAND IN THE MEP & PRR CO. SURVEY, ABSTRACT NUMBER 923, THE JOHN BACON SURVEY, ABSTRACT NUMBER 1565, AND THE RICHARD EADS SURVEY, ABSTRACT NUMBER 393, CITY OF ROANOKE, DENTON COUNTY, TEXAS, BY CHANGING THE ZONING ON SAID TRACT OF LAND FROM OFFICE (O) DISTRICT TO OFFICE-SPECIFIC USE PERMIT DISTRICT (O-SUP) TO ALLOW A LIMITED SERVICE HOTEL USE. THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S OAK STREET, ROANOKE, TEXAS.

Roanoke City Council

THE ROANOKE CITY COUNCIL WILL HOLD A PUBLIC HEARING ON TUESDAY, OCTOBER 25, 2022, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, FOR AN APPROXIMATELY 4.29-ACRE TRACT OF LAND IN THE MEP & PRR CO. SURVEY, ABSTRACT NUMBER 923, THE JOHN BACON SURVEY, ABSTRACT NUMBER 1565, AND THE RICHARD EADS SURVEY, ABSTRACT NUMBER 393, CITY OF ROANOKE, DENTON COUNTY, TEXAS, BY CHANGING THE ZONING ON SAID TRACT OF LAND FROM OFFICE (O) DISTRICT TO OFFICE-SPECIFIC USE PERMIT DISTRICT (O-SUP) TO ALLOW A LIMITED SERVICE HOTEL USE. THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S OAK STREET, ROANOKE, TEXAS.

CERTIFICATION

I certify that the above notice was posted at City Hall, 500 South Oak Street, Roanoke, Texas, on Friday, September 30, 2022, by 5:00 p.m.

April S. Hill, City Secretary

*Any person planning to attend this meeting that may require auxiliary aids or services should request accommodations two (2) days prior to the meeting by calling (817) 491-8152. **BRILLE IS NOT AVAILABLE.**

📶 A public wireless network is now available in the Council Chambers for use during meetings. It is available from 7am to 11pm Monday thru Friday. The name of the network is: City Hall Guests



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Specific Use Permit (SUP 2022-03) Two Hotels on Dallas Drive

MEETING DATE: October 25, 2022

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and action on a Specific Use Permit (SUP 2022-03) request from Icon Lodging to consider amending the Comprehensive Zoning Ordinance of the City of Roanoke, Texas, for an approximately 4.29-acre tract of land in the MEP & PRR Co. Survey, Abstract Number 923, the John Bacon Survey, Abstract Number 1565, and the Richard Eads Survey, Abstract Number 393, City of Roanoke, Denton County, Texas, by changing the zoning on said tract of land from Office (O) District to Office– Specific Use Permit District (O-SUP) to allow a limited service hotel use. (Ordinance No. 2022-131)

INFORMATION:

History

A text amendment from three floors to four floors for limited service hotels was approved on January 11, 2022.

A zoning change from Retail to Office was approved on July 26, 2022.

These changes were sought by the applicant in order to build two four-story hotels that would have the area for parking and landscaping that is required by the city's code of ordinances.

Planning Analysis: The applicant is proposing to build two limited service hotels. Each hotel has a pool and a meeting room that meet the minimum requirements as outlined in our code of ordinances, for Limited Service for Hotels.

- Residence Inn - 104 Rooms
- Home 2 Suites - 105 Rooms
- Parking - the parking requirement is met
- Landscape - the landscape requirement is met
- An engineered utility plan will be accepted prior to construction.



AGENDA ITEM

- An engineered drainage plan will be accepted prior to construction.
- A traffic study was accepted by our engineering consultant.

Planning and Zoning Commission:

The board recommended approval of the Specific Use Permit on October 17, 2022.

STAFF RECOMMENDATION:

Staff recommends approval.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. SUP Application
2. Residence Inn Colored Elevation
3. Home 2 Suites Colored Elevation
4. 2022-09-14 SPEC21071 704 Dallas Drive - McAdams - Landscape Plan
5. Roanoke TIA Final (3-11-2022)
6. TIA Acceptance Letter



CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TEXAS 76262
(817) 491-2411

SPECIAL USE PERMIT APPLICATION

Name of Applicant/Agent ICON LODGING	Address, City, State, Zip 8951 CYPRESS WATERS BLVD, SUITE 160 COPPELL, TX 75019	Phone Number 919-673-4443
Type of permit requested LIMITED SERVICE LODGING	Name of Business HOME2 SUITES BY HILTON	Email VIREN@ZEALHOTELSGROUP.COM
Property Owner(s) Oldenwood Investment Partners LLC Group	Address, City, State, Zip 3301 Westover Ct Grapevine Tx 76051	Phone Number 817-994-1702
Legal Description - Lot/Block/Subdivision A0923A MEP & PRR, TR 50, .191 ACRES, OLD DCAD TR #19(5A) OLD DCAD TR #19(5A) A1565A J. BACON, TR 14, .036 ACRES, OLD DCAD TR	Property Address 614 Dallas Dr Roanoke Tx 76262	Present Zoning Single Family Retail

Are there deed restrictions that would prevent this property from being used in the manner herein proposed? _____

Justification for request for Special Use Permit: DEVELOPMENT OF TWO (2) LIMITED SERVICE HOTELS

Authorization: _____ Group

I/We Oldenwood Investment Partners LLC owner(s) of the above described property do hereby authorize Icon Lodging _____ to act on my/our behalf in making and representing this special use permit application.

DocuSigned by:
Kerry Boyle
Owner(s) Signature
11/30/2021
Date

DocuSigned by:
Teja McArthur
Owner(s) Signature
11/30/2021
Date

Attach the following:

Special Use Permit application fee of \$200.00**. Attach two (2) copies of the Metes & Bounds description of the property and a survey map (11x17) of the property. One electronic copy in a pdf format due at least 5 days prior to Council Meeting.

DocuSigned by:
Vincent Patel
Applicant's Signature

12/2/2021

Date

**Fees are subject to change as amended by Ordinance.

FOR OFFICE USE ONLY

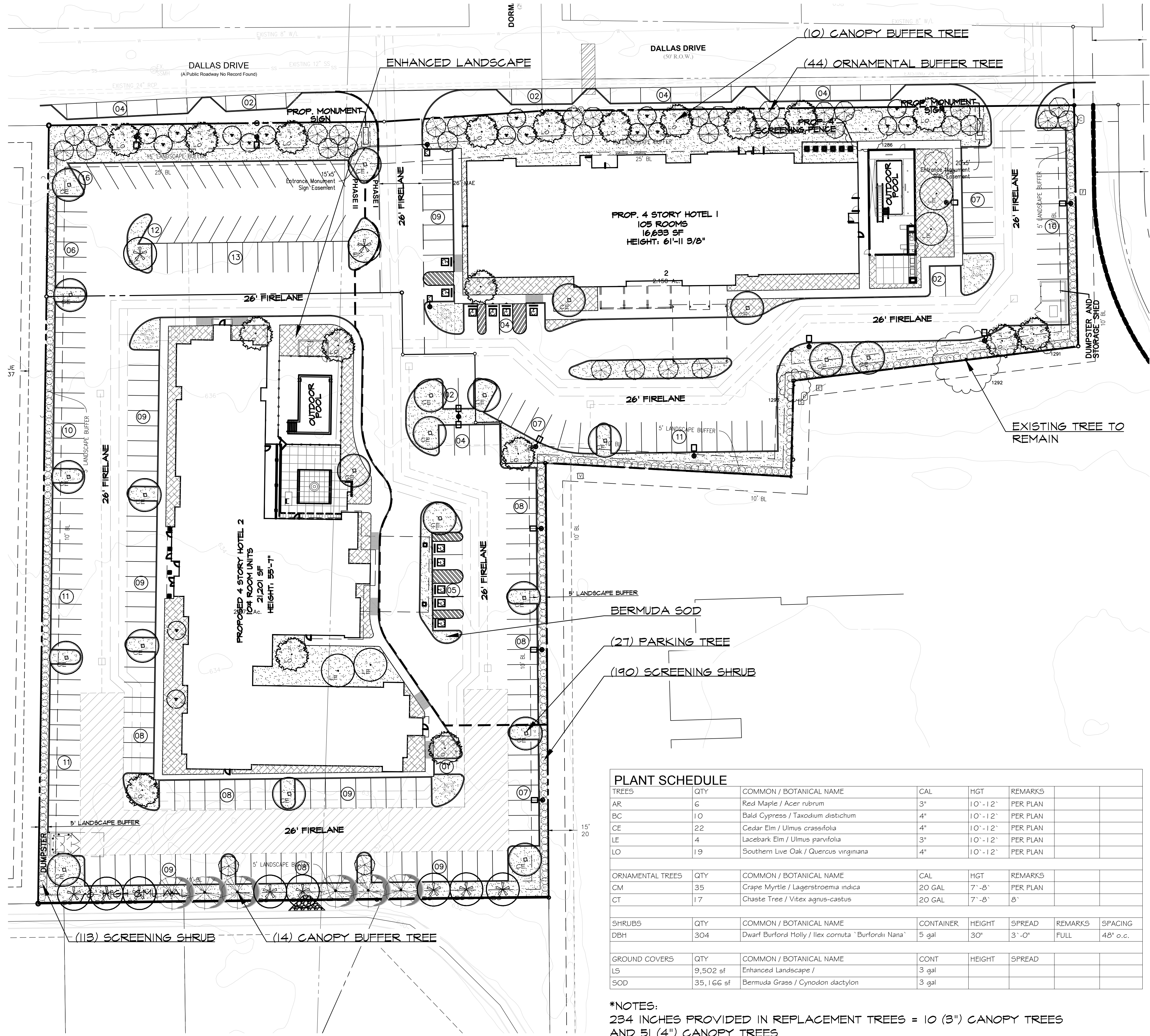
Application Fee <u>Paid 12/3/2021</u> <u>by Krista White</u>	P&Z Meeting <u>10/17/2022</u> <u>JUN 20 2022</u>	CC Meeting <u>10/25/2022</u> <u>JUN 28 2022</u>	File for Record SUP- <u>2022 - 03</u>
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8/23/2019



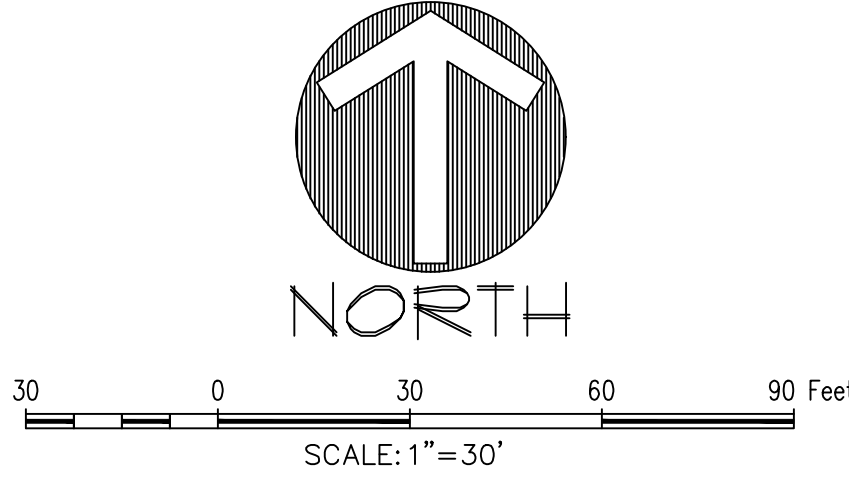
Dallas Drive
Roanoke, Texas





PLANT SCHEDULE						
TREES	QTY	COMMON / BOTANICAL NAME	CAL	HGT	REMARKS	
AR	6	Red Maple / Acer rubrum	3"	10'-12'	PER PLAN	
BC	10	Bald Cypress / Taxodium distichum	4"	10'-12'	PER PLAN	
CE	22	Cedar Elm / Ulmus crassifolia	4"	10'-12'	PER PLAN	
LE	4	Lacebark Elm / Ulmus parvifolia	3"	10'-12'	PER PLAN	
LO	19	Southern Live Oak / Quercus virginiana	4"	10'-12'	PER PLAN	
ORNAMENTAL TREES	QTY	COMMON / BOTANICAL NAME	CAL	HGT	REMARKS	
CM	35	Crape Myrtle / Lagerstroemia indica	20 GAL	7'-8"	PER PLAN	
CT	17	Chaste Tree / Vitex agnus-castus	20 GAL	7'-8"	8"	
SHRUBS	QTY	COMMON / BOTANICAL NAME	CONTAINER	HEIGHT	SPREAD	REMARKS
DBH	304	Dwarf Burford Holly / Ilex cornuta 'Burfordii Nana'	5 gal	30"	3'-0"	FULL 48" o.c.
GROUND COVERS	QTY	COMMON / BOTANICAL NAME	CONT	HEIGHT	SPREAD	
LS	9,502 sf	Enhanced Landscape /	3 gal			
SOD	35,166 sf	Bermuda Grass / Cynodon dactylon	3 gal			

*NOTES:
234 INCHES PROVIDED IN REPLACEMENT TREES = 10 (3") CANOPY TREES
AND 51 (4") CANOPY TREES



LANDSCAPE ORDINANCE
CITY OF ROANOKE

Final landscape plan will meet al City of Roanoke development ordinances.
All landscape will be maintained according to city standards.
All required landscape will be 100% watered by an underground irrigation system.

SITE LANDSCAPE
REQUIRED: At least 20% of the lot/tract area shall be pervious, permanently landscaped area. 196,935 sq. ft. x 20% = 39,386 sq. ft.
PROVIDED: 43,076 sq. ft.

STREET BUFFER LANDSCAPE
REQUIRED: A minimum 15' landscape street buffer shall be required along any street frontage.
PROVIDED: Minimum 15' landscape buffer

REQUIRED: One large shade tree and four small ornamental trees shall be required per fifty linear feet of street buffer frontage.
Dallas Dr - 561 l.f. of street frontage / 50 ft. = 11 large shade trees and 44 ornamental trees.
PROVIDED: 1 existing tree + 10 new shade trees + 44 new ornamental trees

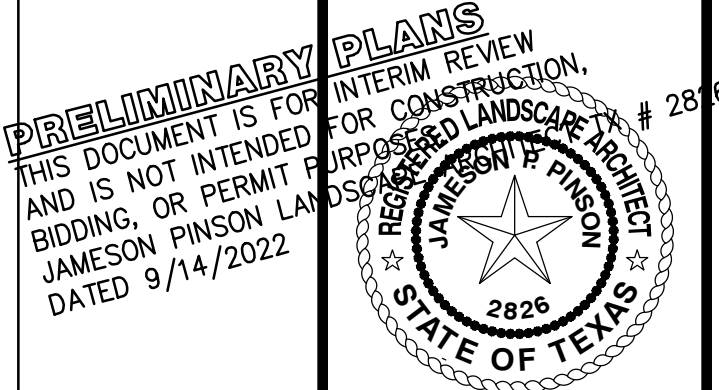
SIDE AND REAR PERIMETER LANDSCAPE
REQUIRED: A minimum 10' landscaped buffer strip on each side or rear lot that abuts residential zoned property with 1 large shade tree every 30 linear feet.
A minimum 5' landscaped buffer strip with 4' tall screening shrubs on all other sides.
304 l.f. / 30 ft. = 10 canopy trees
PROVIDED: Minimum 10' landscape strip with minimum of 1 shade tree every 30 l.f. on side that abuts residential property and a minimum 5' landscape strip with screening shrubs on all sides.

PARKING LANDSCAPE
REQUIRED: Landscape areas shall be no less that five feet wide, shall equal a total of at least sixteen square feet per parking space, and shall be dispersed throughout the parking area with at least one large shade tree within sixty feet of every parking space. There shall be a minimum of one large shade tree planted within the parking area for every ten parking spaces for parking lot/tracts having more than twenty spaces.
234 parking spaces x 16 sq. ft. = 3,744 sq. ft.
234 parking spaces / 10 = 23 parking trees required
PROVIDED: 7,977 sq. ft. of landscape, 1 shade tree within sixty feet of every parking space, and 27 new parking trees

PLANT LEGEND

TREES	CODE	COMMON / BOTANICAL NAME
	BC	Bald Cypress Taxodium distichum
	CE	Cedar Elm Ulmus crassifolia
	LE	Lacebark Elm Ulmus parvifolia
	AR	Red Maple Acer rubrum
	LO	Southern Live Oak Quercus virginiana
ORNAMENTAL TREES	CODE	COMMON / BOTANICAL NAME
	CT	Chaste Tree Vitex agnus-castus
	CM	Grape Myrtle Lagerstroemia indica
SHRUBS	CODE	COMMON / BOTANICAL NAME
	DBH	Dwarf Burford Holly Ilex cornuta 'Burfordii Nana'
GROUND COVERS	CODE	COMMON / BOTANICAL NAME
	SOD	Bermuda Grass Cynodon dactylon
	LS	Enhanced Landscape

OWNER/DEVELOPER
ICON LODGING
8951 CYPRESS WATERS BLVD. SUITE 160
CORPELL, TX
Ph. 512.618.6467
Contact: Nimish Patel



Drawn By: MR
Date: 05/11/2022
Scale: 1"=30'
Revisions:

SPEC21071

L5.01

704 DALLAS DRIVE
4.521 Acres
in the
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704 DALLAS DRIVE

**TRAFFIC IMPACT ANALYSIS FOR
PROPOSED HOTELS
ROANOKE, TEXAS**

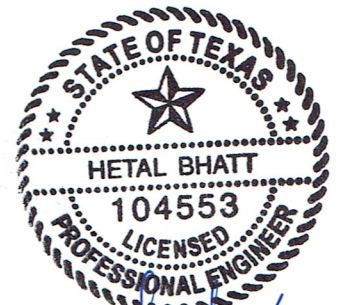
Prepared for:
ICON Lodging
8951 Cypress Waters Boulevard, Suite 160
Coppell, Texas

Prepared by:



LEE ENGINEERING

3030 LBJ Freeway, Suite 1660
Dallas, Texas 75234
(972) 248-3006
TBPE Firm F-450



Hetal

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INTRODUCTION

This traffic study was conducted to analyze the potential traffic impacts of the proposed Hotels to be located at 704 Dallas Drive in Roanoke, Texas. A vicinity map of the study area is shown in **Figure 1**, and a site plan for the proposed development is shown in **Figure 2**.

Please note that this Traffic Impact Analysis was completed with the site plan shown in Figure 2, including one 130-room hotel (along Dallas Drive) and one 104-room hotel (total 234 rooms). The developer recently revised the site plan, which reduced the size of the hotel along Dallas Drive from 130 rooms to 105 rooms (total 209 rooms). Since the revised site plan includes 25 fewer hotel rooms, this TIA was not updated. The revised site plan is provided in Appendix.

The following elements were included in this study:

Data Collection

- Collected weekday AM and PM peak period turning movement volumes at the following six (6) existing study intersections:
 - 1) Dallas Drive and Turner Avenue
 - 2) Dallas Drive and Dorman Street
 - 3) Dorman Street and Byron Nelson Boulevard
 - 4) Driveway on the north side of Floral Bar and SH 114 Southbound Frontage Road (SBFR)
 - 5) Driveway on the north side of On The Border and SH 114 SBFR
 - 6) Driveway on the south side of On The Border and SH 170 WBFR
- Obtained historical traffic volumes near the proposed development.
- Obtained the proposed site plan, information related to the planned roadway improvements, and other relevant information.

Traffic Analysis

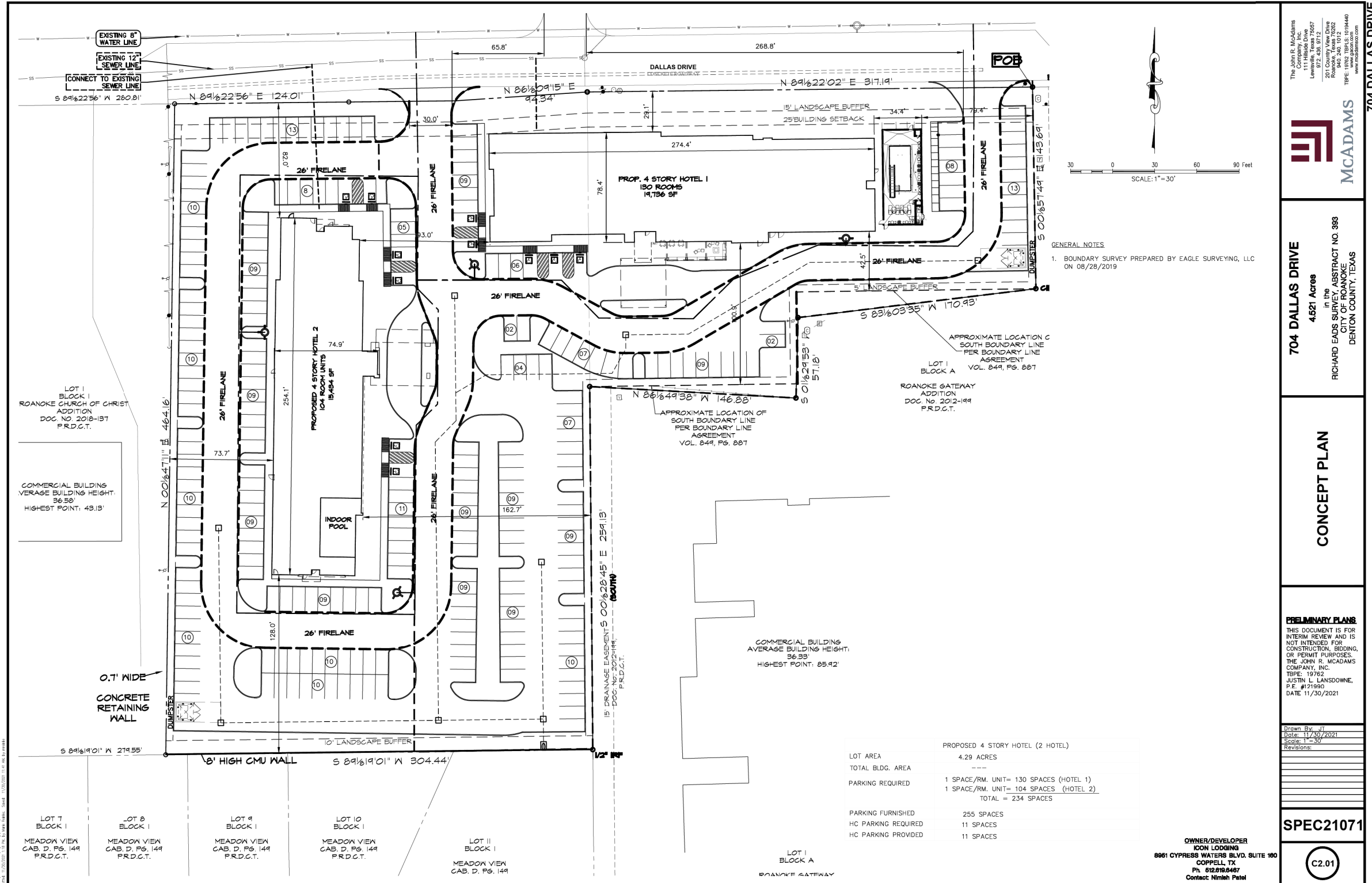
- Assessed the general accessibility of the site.
- Estimated the number of trips that will be generated by the proposed development
- Estimated the directional distribution of traffic approaching / departing the proposed development.
- Assigned the estimated traffic to the study area roadways and intersections.
- Performed capacity analyses for the critical intersections within the study area.
- Performed access management analysis for the proposed site driveways.

Recommendations

- Determined if any roadway improvements are needed to accommodate projected traffic generated by the proposed development.

Figure 1: Vicinity Map of the Study Area





Proposed Site Plan

Figure 2

SITE ACCESSIBILITY

Site accessibility describes the ease with which vehicles can get to and from a development. A site's accessibility is affected by the geographical location of the development with respect to other activity areas, the roadway system, and physical restraints such as rivers or lakes.

The existing lane configurations for the adjacent roadways are provided in **Figure 3**. A description of the study area roadways includes:

SH 114 – SH 114 is a six-lane freeway with two-lane one-way frontage roads in each direction. The posted speed limit on SH 114 frontage roads is 50 mph.

SH 170 – SH 170 is a six-lane freeway with three-lane one-way frontage roads in each direction. The posted speed limit on SH 114 frontage roads is 55 mph.

Byron Nelson Boulevard – Byron Nelson Boulevard is located to the north of the study area and is a three-lane undivided east-west roadway with a two-way-left-turn lane. The posted speed limit on Byron Nelson Boulevard is 40 mph. Byron Nelson Boulevard is identified as a Type AA Major Arterial in the City of Roanoke Thoroughfare Plan.

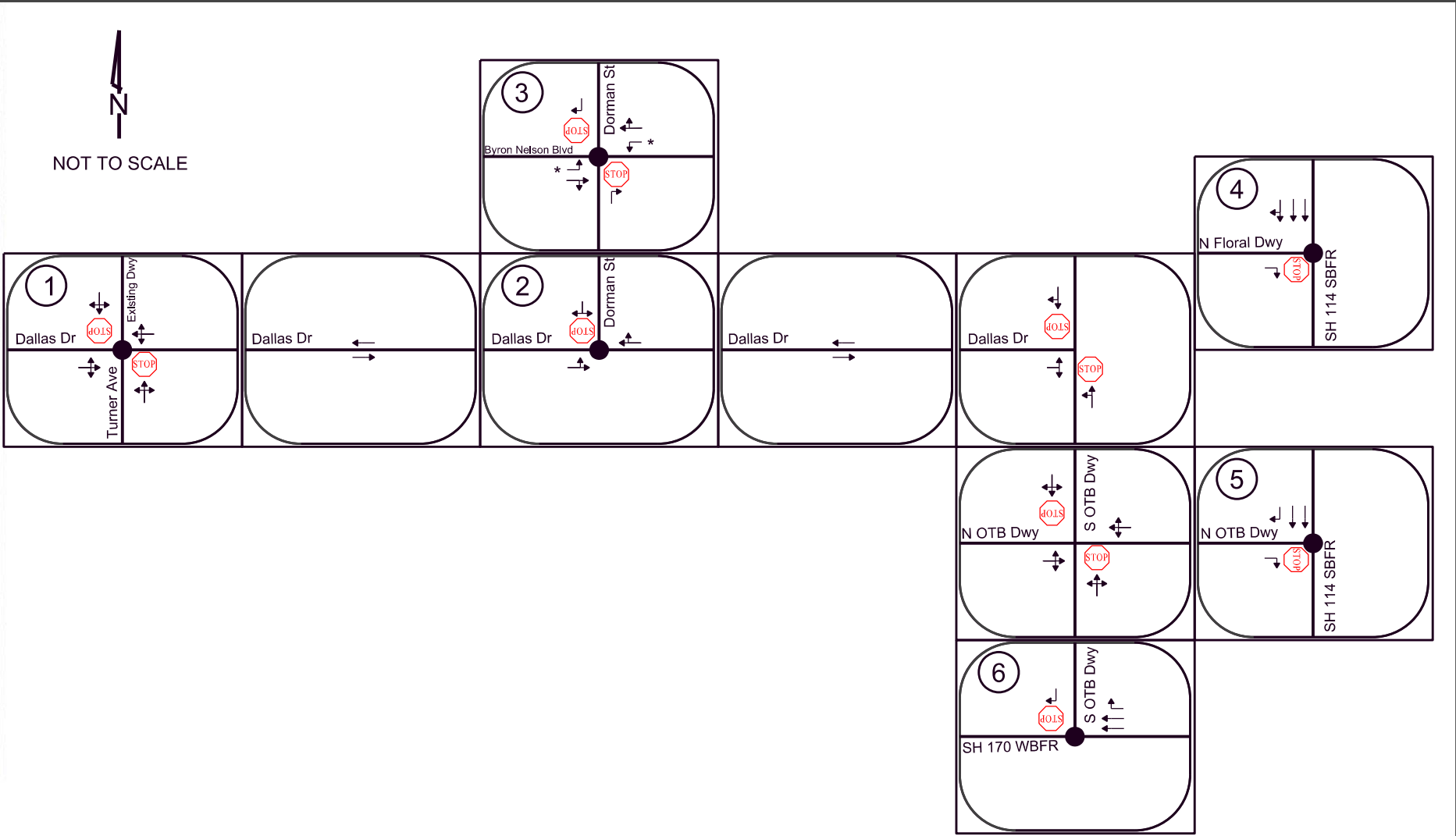
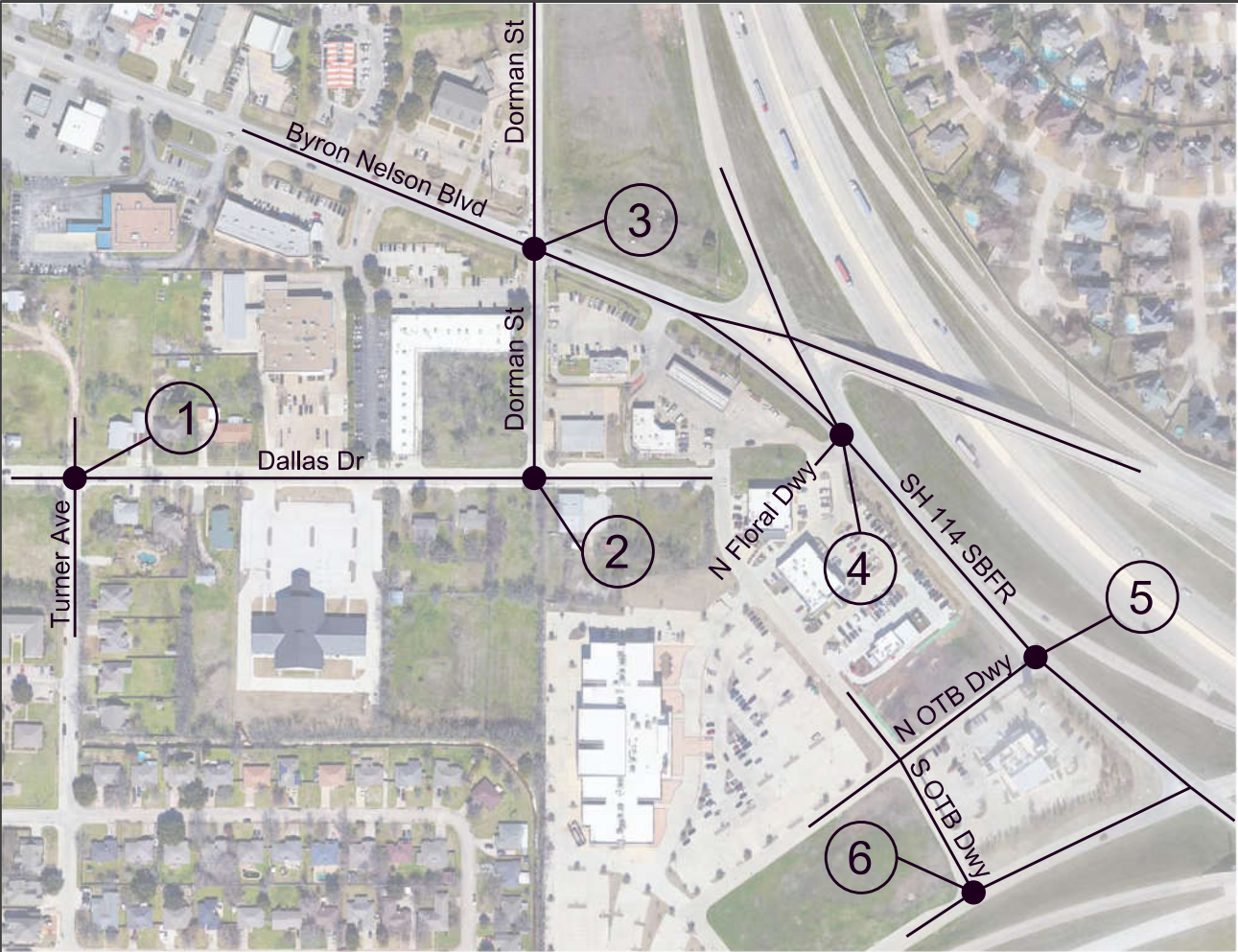
Dallas Drive – Dallas Drive is a two-lane undivided east-west roadway located north of the proposed development. The posted speed limit on Dallas Drive is 25 mph. It is identified as a Type C Major Collector in the City of Roanoke Thoroughfare Plan.

Dorman Street – Dorman Street is a two-lane undivided north-south roadway that connects Byron Nelson Boulevard and Dallas Drive. The posted speed limit on Dorman Street is 25 mph. It is identified as a Type C Major Collector in the City of Roanoke Thoroughfare Plan.

Turner Avenue – Turner Avenue is located to the west of the study area and is a two-lane undivided north-south roadway. The posted speed limit on Turner Avenue is 25 mph. It is identified as a Type C Major Collector in the City of Roanoke Thoroughfare Plan.

Access to the proposed development is proposed to be provided by two (2) full-access driveways on Dallas Drive.

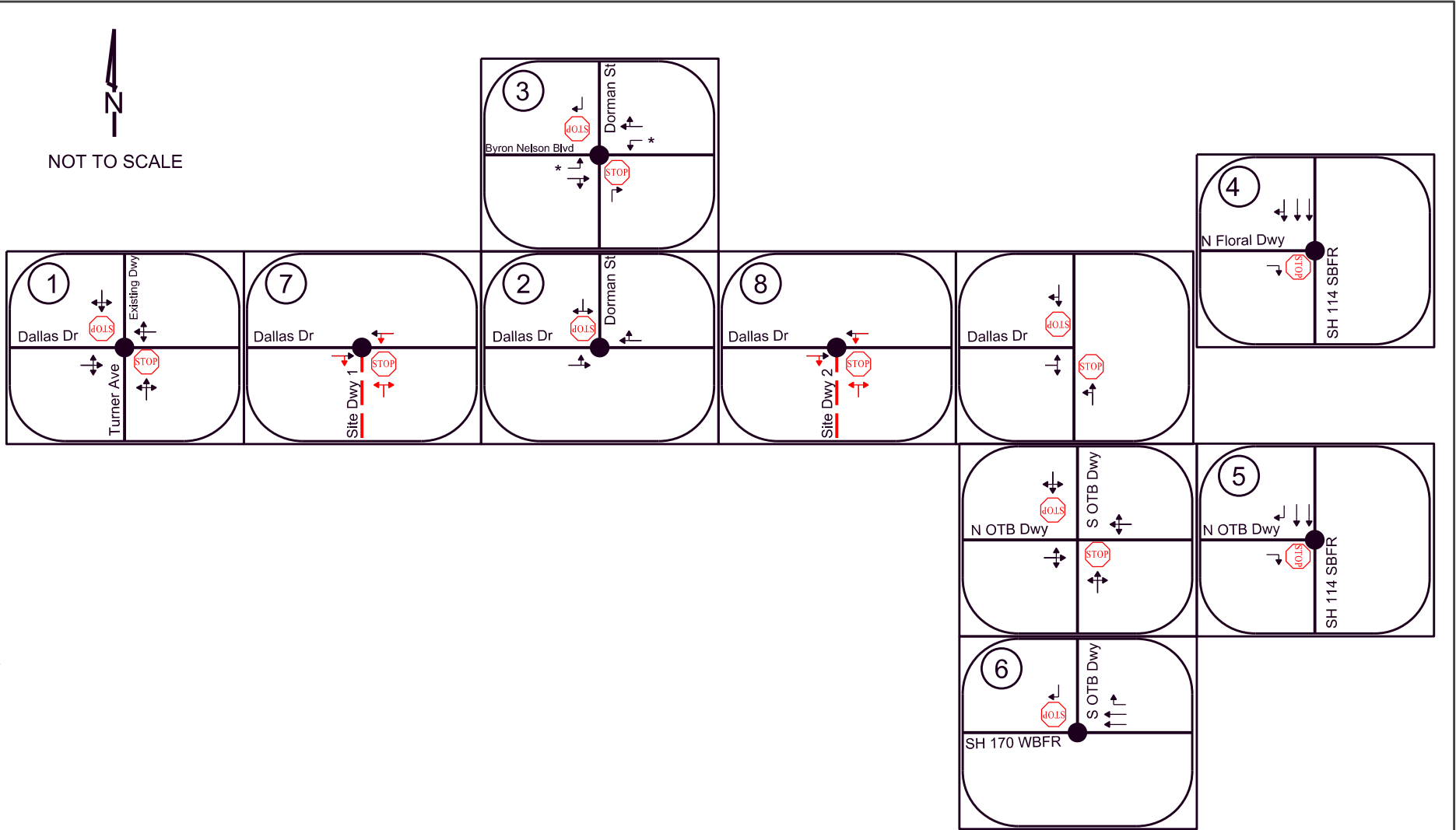
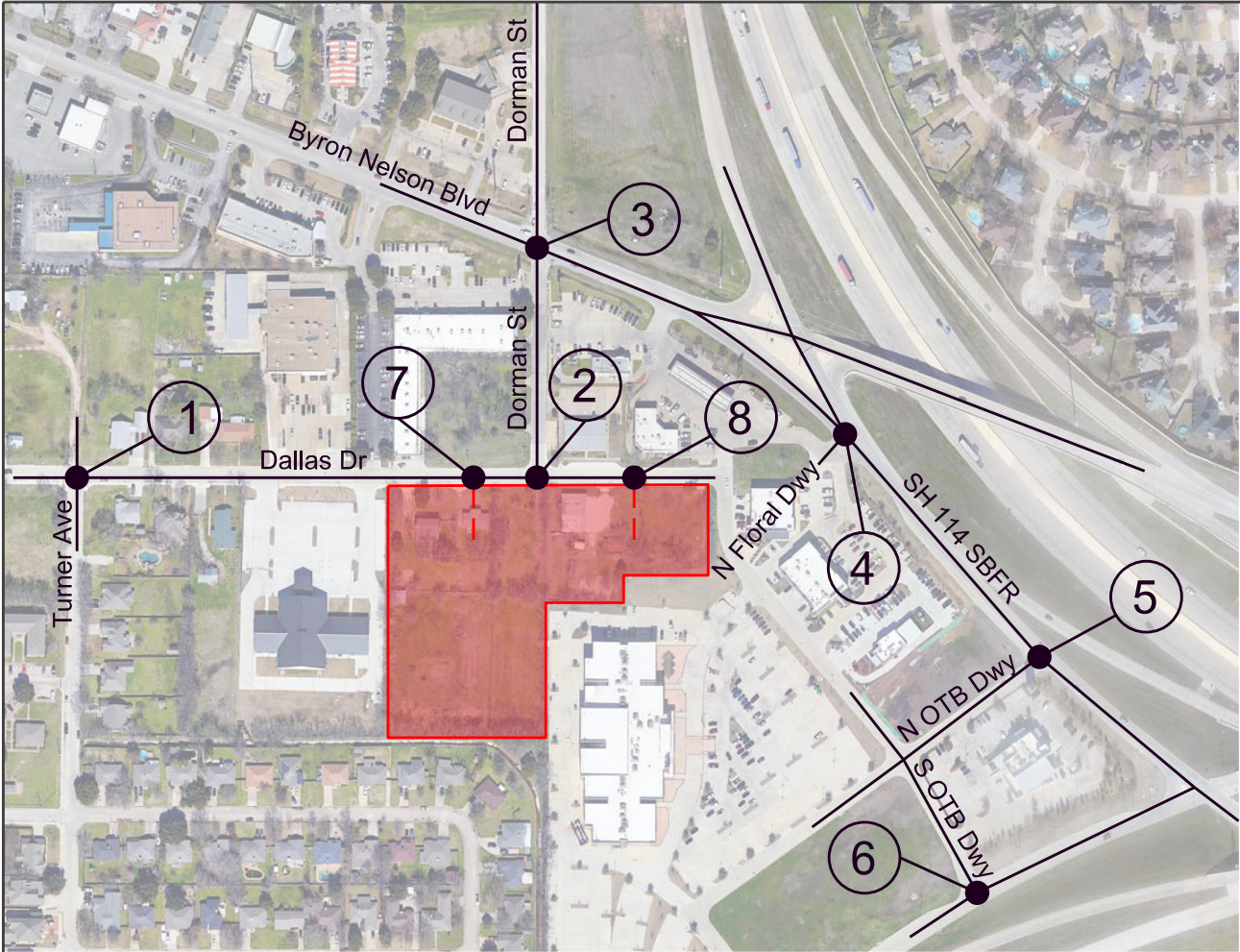
The proposed site access driveway location and lane configurations are shown in **Figure 4**.



- LEGEND
- STUDY INTERSECTION
 - STOP STOP-CONTROLLED INTERSECTION
 - ← EXISTING INTERSECTION LANE CONFIGURATION
 - * Two-Way Left Turn Lane (TWLTL).

Existing Intersection Lane Configurations

Figure 3



LEGEND

- STUDY INTERSECTION
- STOP STOP-CONTROLLED INTERSECTION
- ← EXISTING INTERSECTION LANE CONFIGURATION
- PROPOSED INTERSECTION LANE CONFIGURATION
- PROPOSED DEVELOPMENT

* Two-Way Left Turn Lane (TWLTL).

Proposed Intersection Lane Configurations

Figure 4

PROPOSED DEVELOPMENT

The proposed development is planned to consist of one (1) 130-room hotel and one (1) 104 room-hotel.

Based on discussions with the developer's representative, the Build-Out Year of the proposed development is planned to occur in 2024. The property is currently undeveloped.

The number of trips generated by the proposed development is a function of the type and quantity of land uses within the development. The number of vehicle trips generated by the proposed development was estimated based on the trip generation rates and equations provided in the publication entitled *Trip Generation Manual, 11th Edition*, by the Institute of Transportation Engineers (ITE). Estimates of the number of trips generated by the site were made for the AM and PM peak hours, as well as on a daily basis. The trip generation characteristics for the proposed development at Build-Out are shown in **Table 1**.

Table 1: Trip Generation Characteristics for Proposed Hotels

Land Use (ITE Land Use)	ITE Code	Variable (X)	Average Weekday			AM Peak Hour			PM Peak Hour		
Equation/Rates ¹											
Hotel	310	Rooms	T = 7.99(X)			T = 0.50(X) - 7.45			T = 0.74(X) - 27.89		
Directional Splits ²											
Hotel	310	Rooms	50/50			56/44			51/49		
Trips Generated											
Land Use	Amount	Variable (X)	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Hotel 1	130	Rooms	1,040	520	520	58	32	26	68	35	33
Hotel 2	104	Rooms	832	416	416	45	25	20	49	25	24
TOTAL NEW TRIPS			1,872	936	936	103	57	46	117	60	57

¹T = Trips Ends; X = Number of Rooms

²XX / YY = % entering vehicles / % exiting vehicles

TRAFFIC VOLUMES

Existing Traffic Volumes

Peak period turning movement volumes were collected at the existing study area intersections from 6:30-8:30 AM and 4:30-6:30 PM on Thursday, January 27, 2022. The PM Peak period turning movement volumes at the Dallas Drive intersections with Turner Avenue and Dorman Street were collected on Tuesday, February 8, 2022. **Figure 5** shows the existing traffic volumes collected for this traffic study. The raw traffic count data is provided in the Appendix.

Background Traffic Volumes

Historical 24-hour traffic volumes in the vicinity of the proposed development were obtained from TxDOT's TCDS website along Walnut Street north and south of Byron Nelson Boulevard. These data are presented in **Table 2**. These volumes were used in estimating the annual growth percentage necessary to grow the existing background traffic volumes to future analysis years.

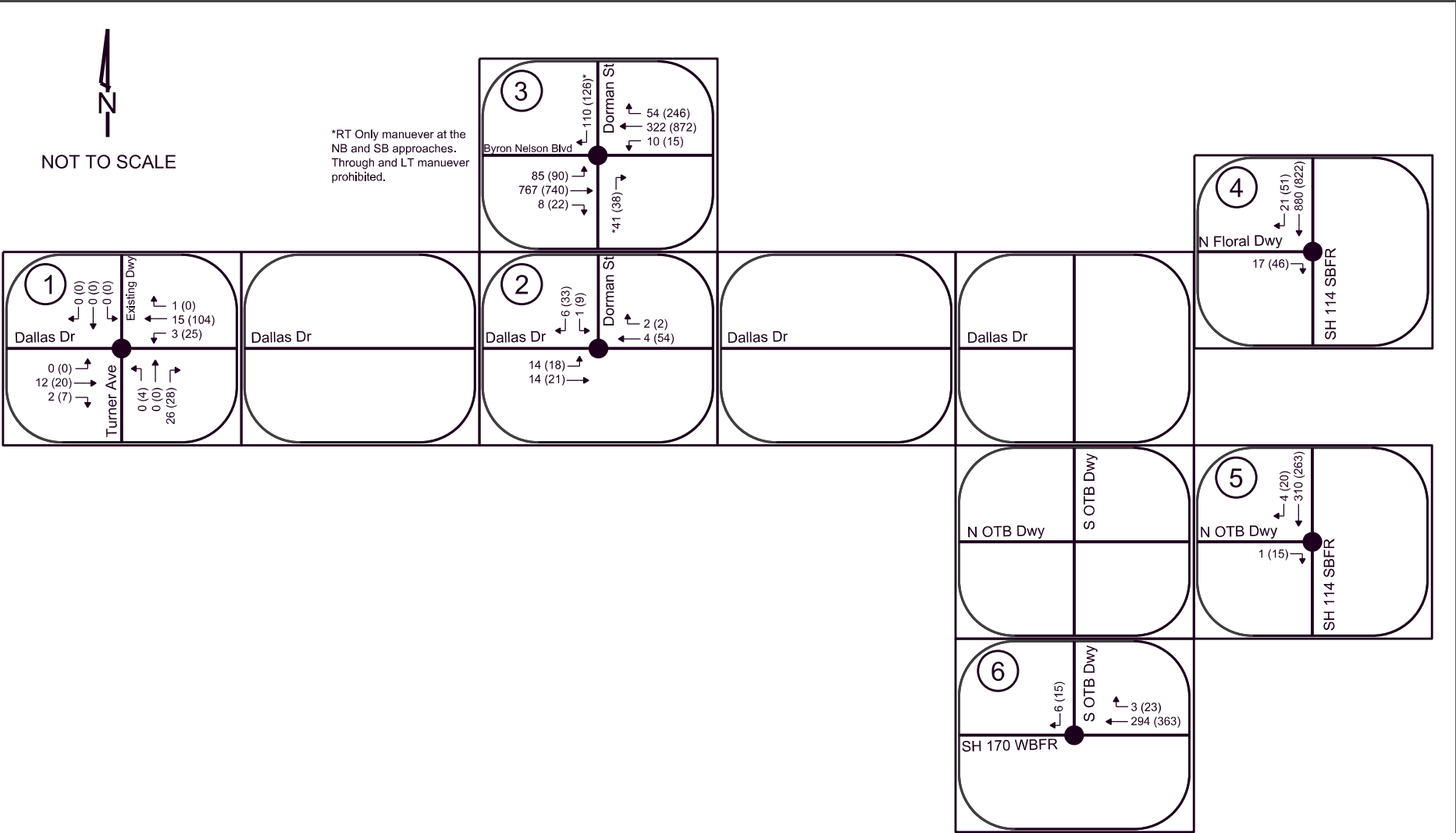
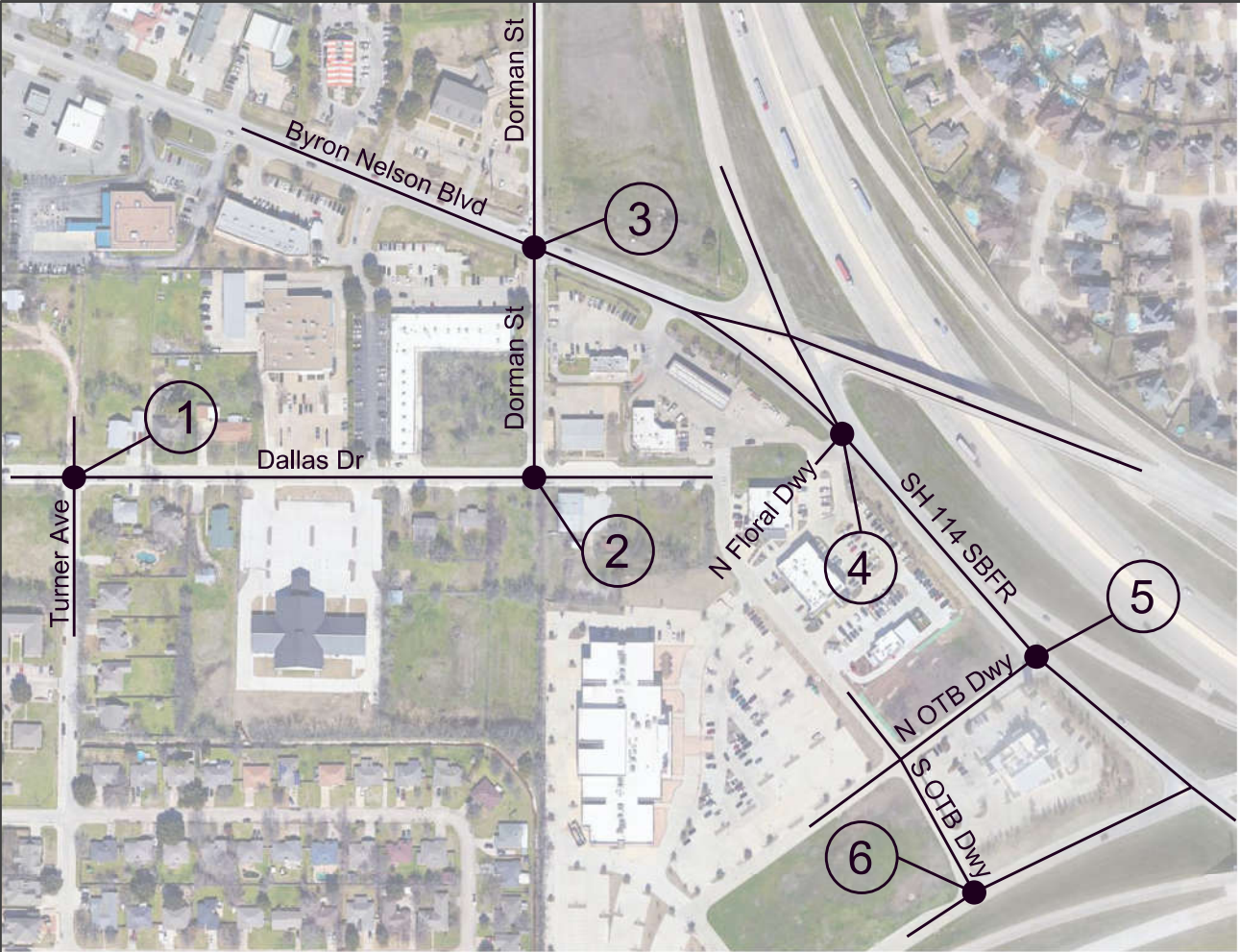
Table 2: Historical Traffic Count Database System Traffic Counts

YEAR	Walnut St North of Byron Nelson Blvd	Walnut St South of Byron Nelson Blvd
2009	---	2,780
2010	---	---
2011	---	---
2012	---	---
2013	---	---
2014	827	1,976
2015	---	---
2016	---	---
2017	---	---
2018	---	---
2019	1,077	1,988
Average Annual Growth Rate	5%²	-3%¹/-7%²

1 = Growth rate between 2009 and 2014

2 = Growth rate between 2009 and 2019

As shown in Table 2, traffic volumes near the proposed development have varied between -7% and 5%. The surrounding area consists of single family homes and retail developments. Traffic in such areas is not predicted to increase unless a new development is proposed to be built. For this analysis, a conservative annual growth rate of three percent (3%) was used for determining traffic conditions under the Build-Out Year (2024). **Figure 6** provides the resulting Build-Out Year (2024) Background peak hour traffic volumes.



LEGEND

● STUDY INTERSECTION

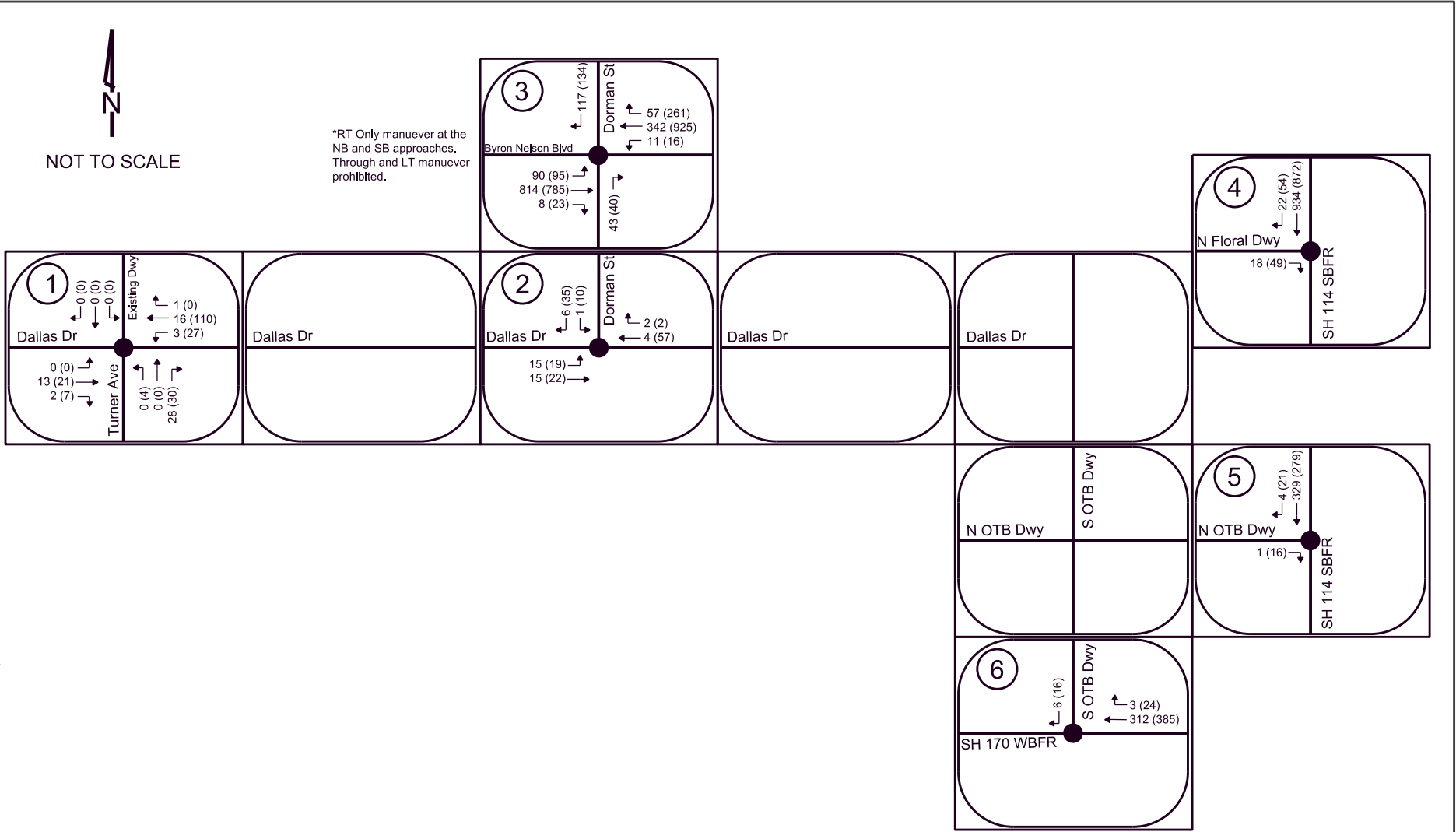
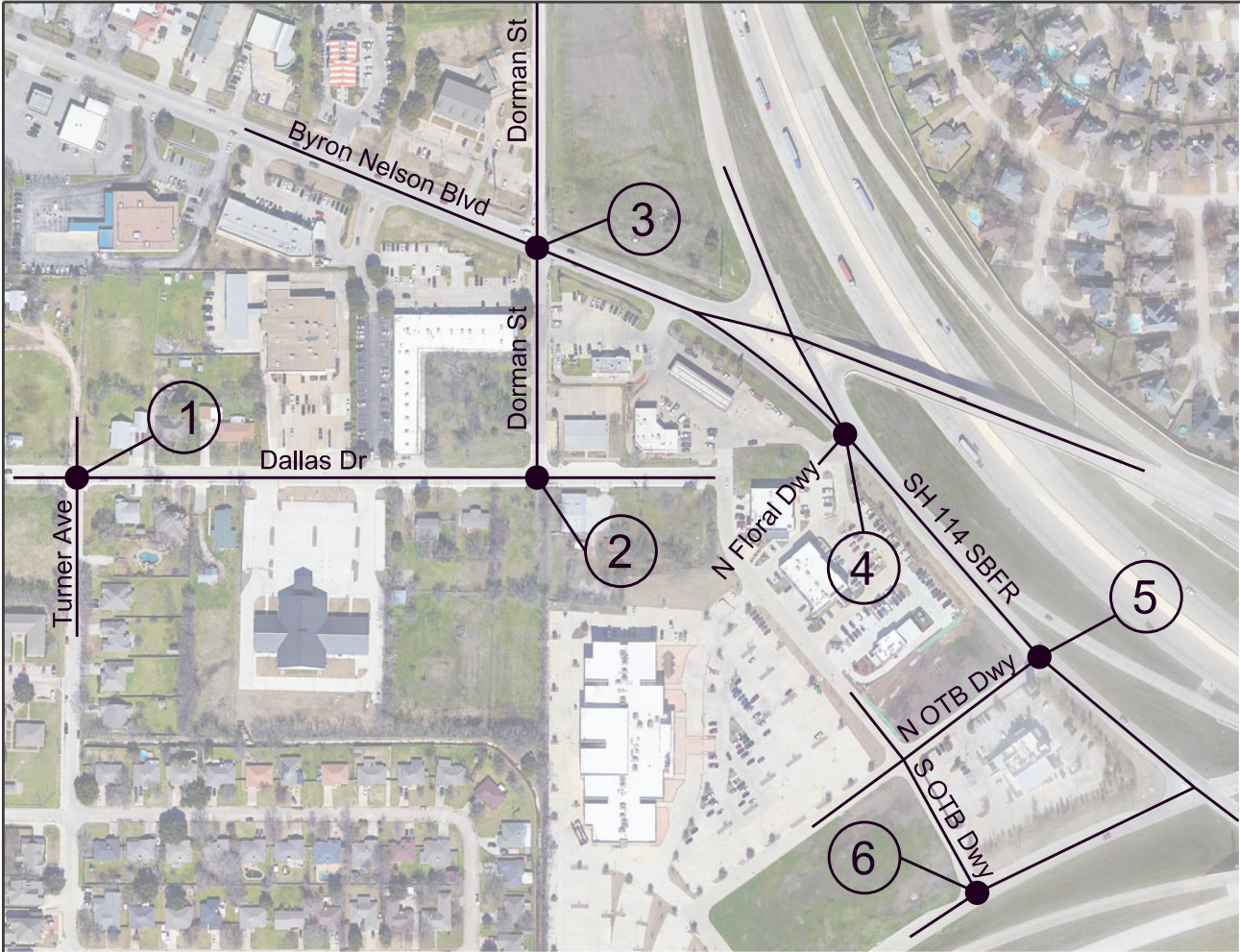
← AM (PM) PEAK HOUR VOLUMES

- Traffic volumes collected on Thursday, January 27, 2022.

- PM Traffic volumes collected at Dallas Drive and Turner Avenue and Dallas Drive and Dorman Street on Tuesday, February 8, 2022.

Existing (2022) Peak Hour Traffic Volumes

Figure 5



LEGEND

● STUDY INTERSECTION

← AM (PM) PEAK HOUR VOLUMES

Build Out Year (2024) Background Peak Hour Traffic Volumes

Figure 6

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Distribution

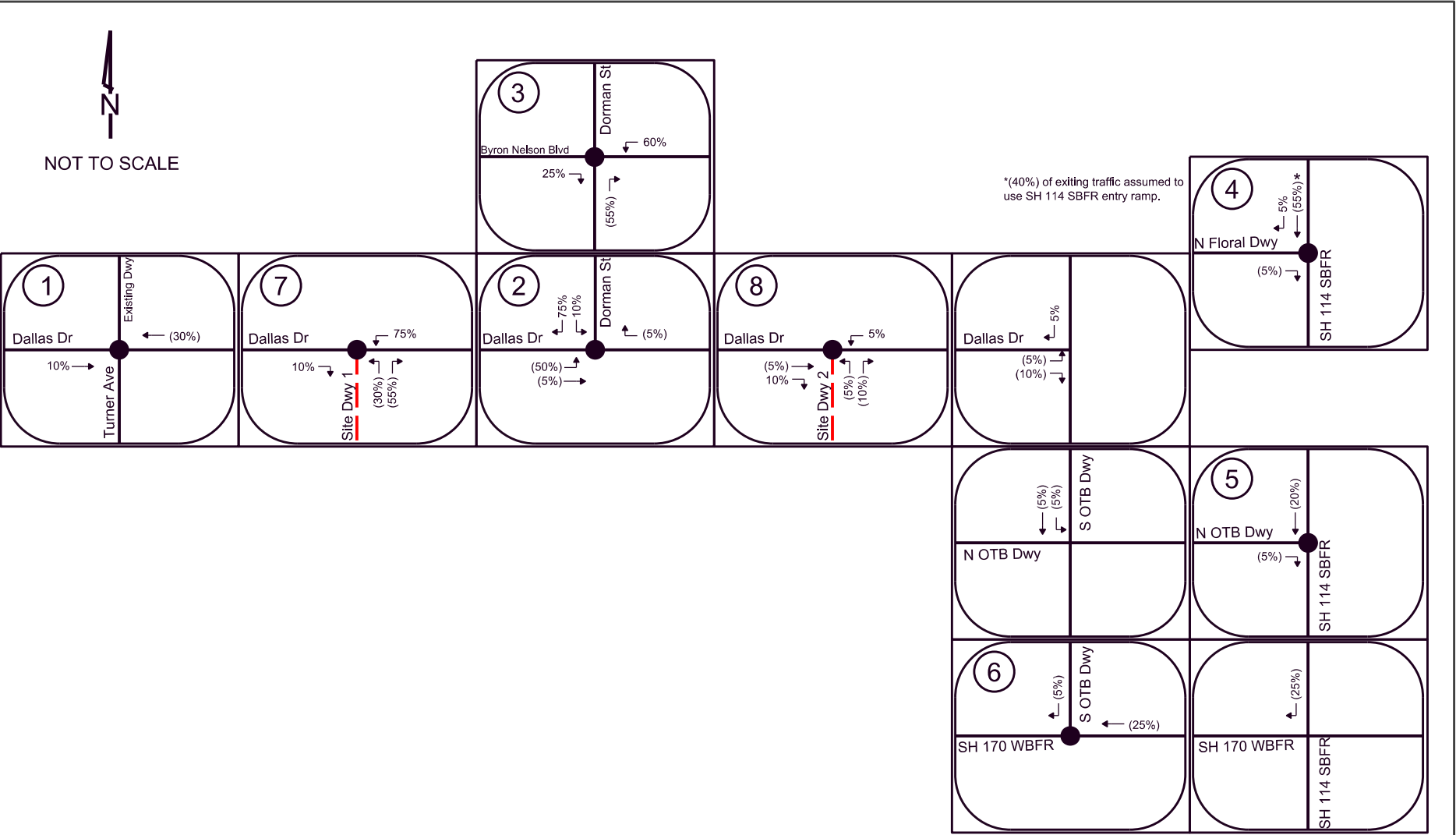
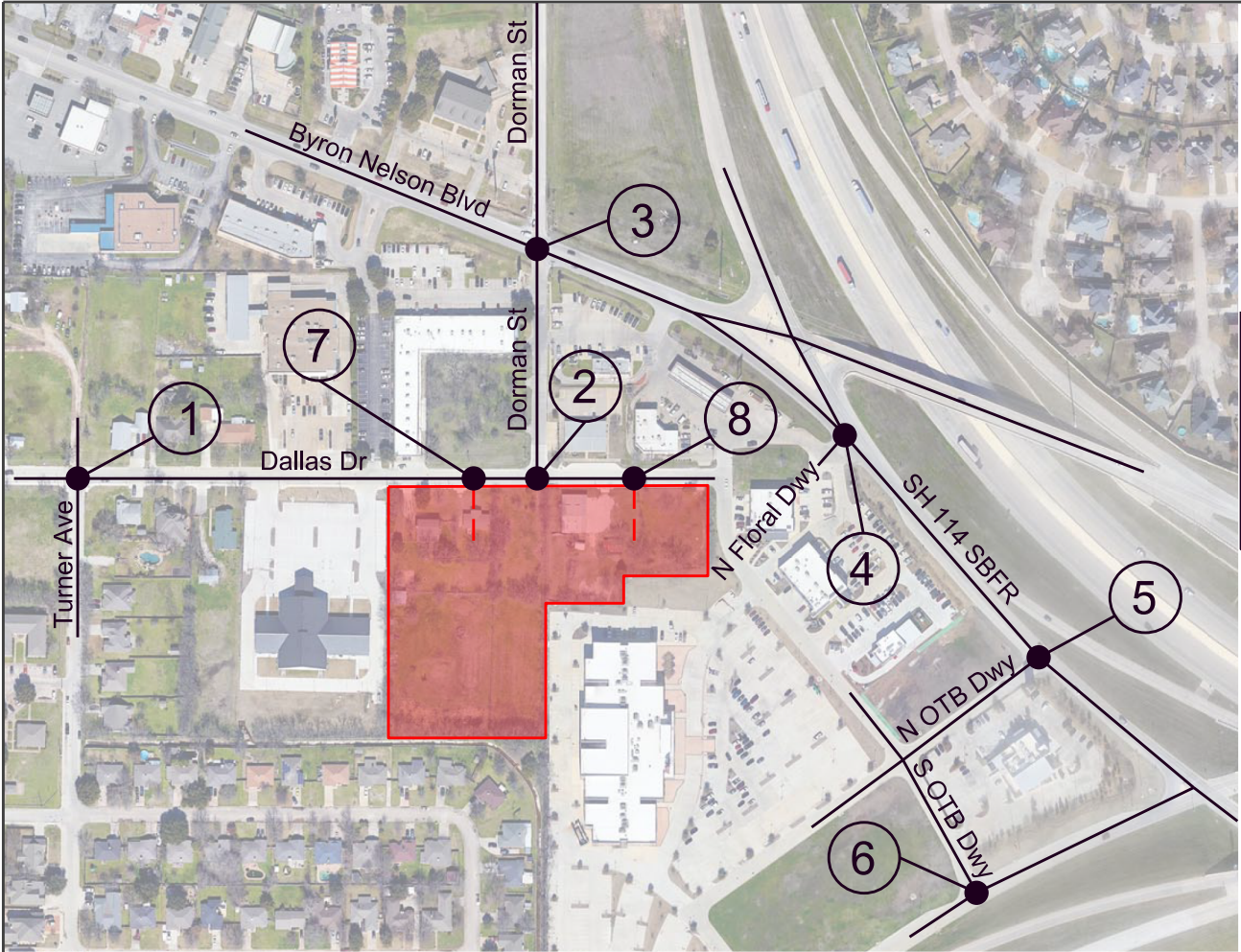
The existing traffic volumes and roadways in the area, along with the proposed site layout, were used to determine the directions from which traffic would approach and depart the proposed Hotels. The assumed directional distribution is provided in **Figure 7**.

Site Traffic Volumes

Traffic volumes expected to be generated by the proposed hotels (Table 1) were assigned to the area roadways and site access points based on the directional distribution identified in Figure 7. The estimated site generated traffic volumes for the weekday AM and PM peak hours are shown in **Figure 8**.

Total Traffic Conditions

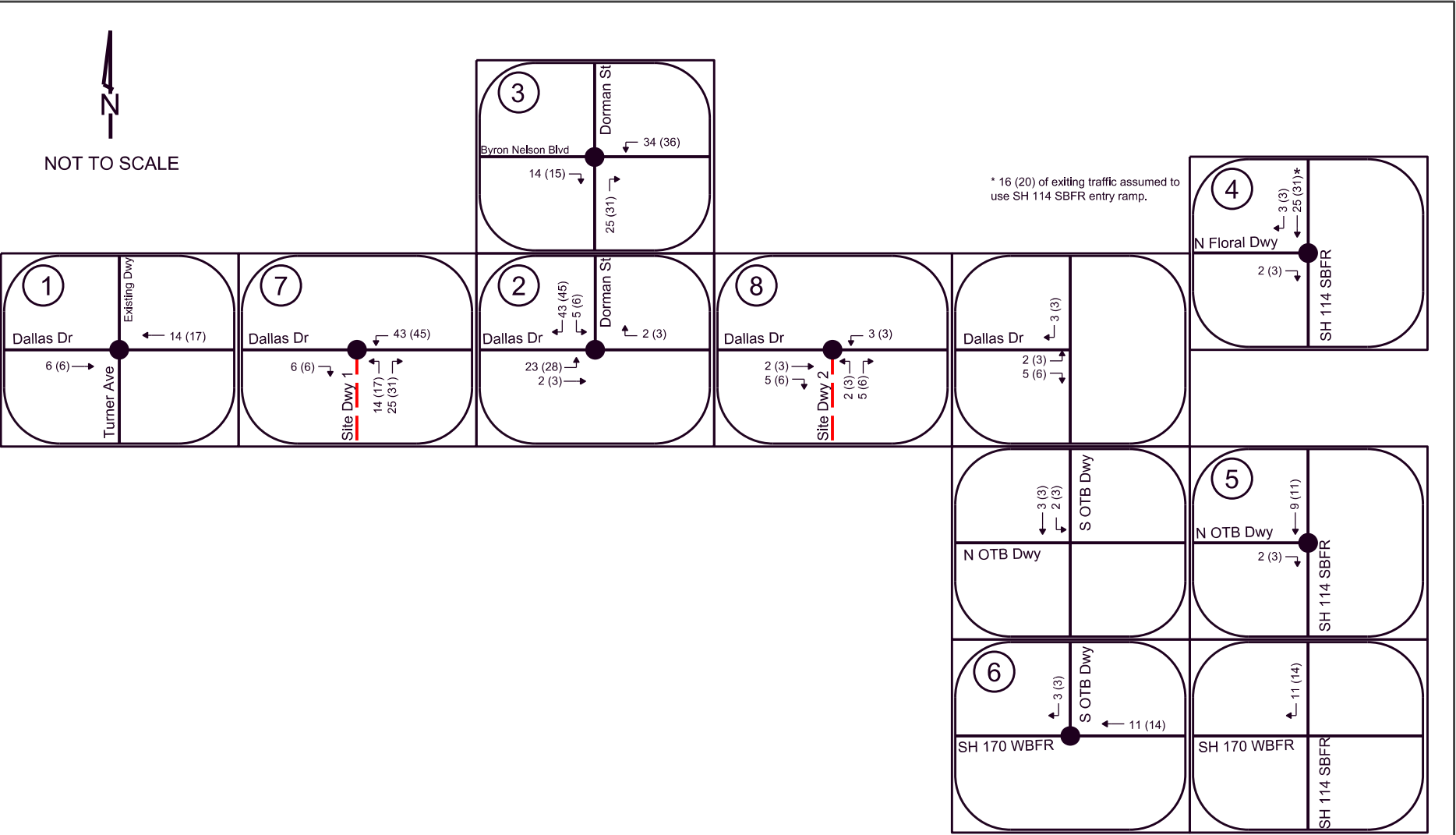
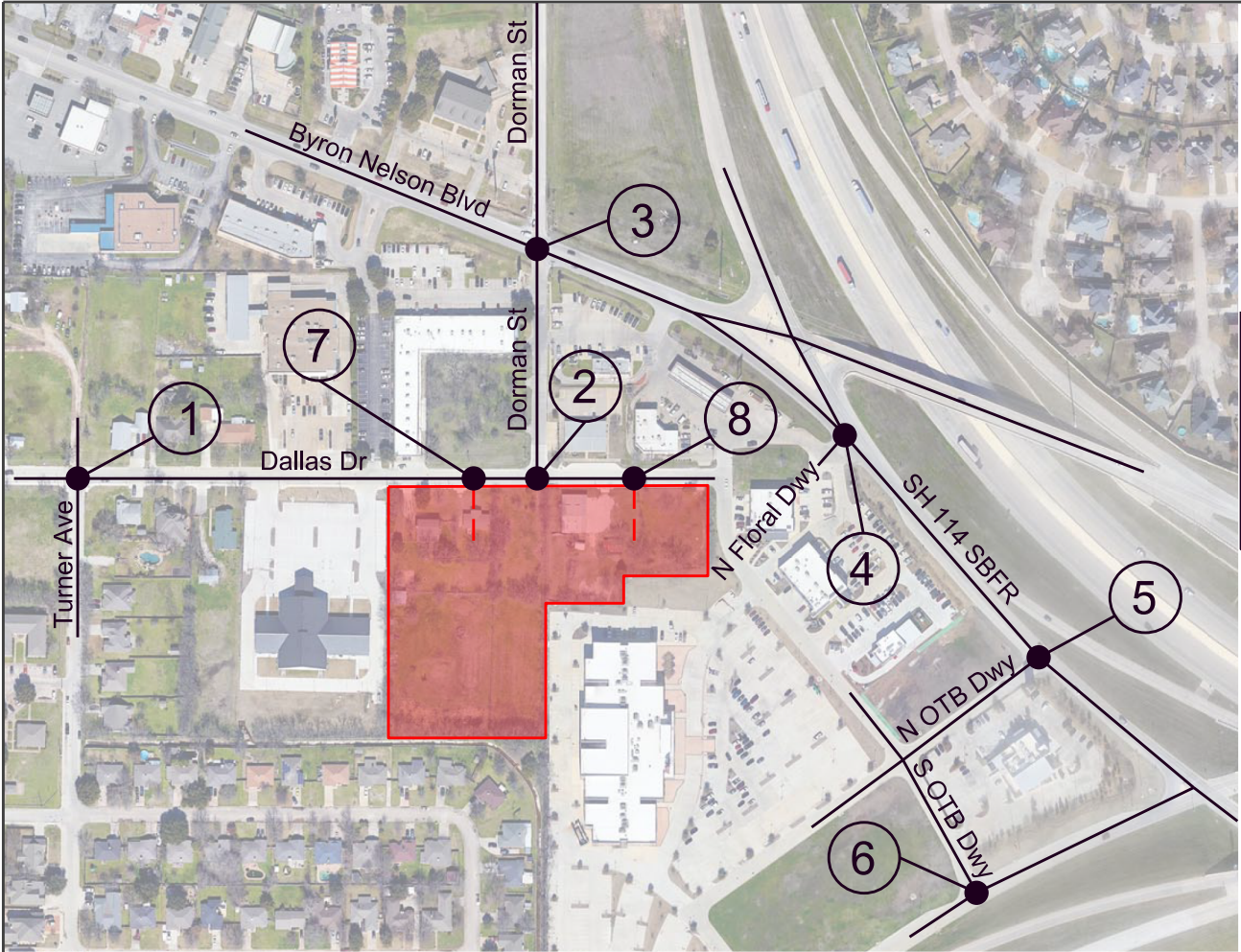
Total (background + site) peak hour traffic conditions at Build-Out Year (2024) of the proposed hotels were obtained by adding the Build-Out Year (2024) Background traffic volumes (Figure 6) to the site generated traffic volumes (Figure 8) and are shown in **Figure 9**.



- LEGEND**
- STUDY INTERSECTION
 - ← INBOUND (OUTBOUND) PERCENTAGES
 - PROPOSED DEVELOPMENT

Assumed Directional Distribution

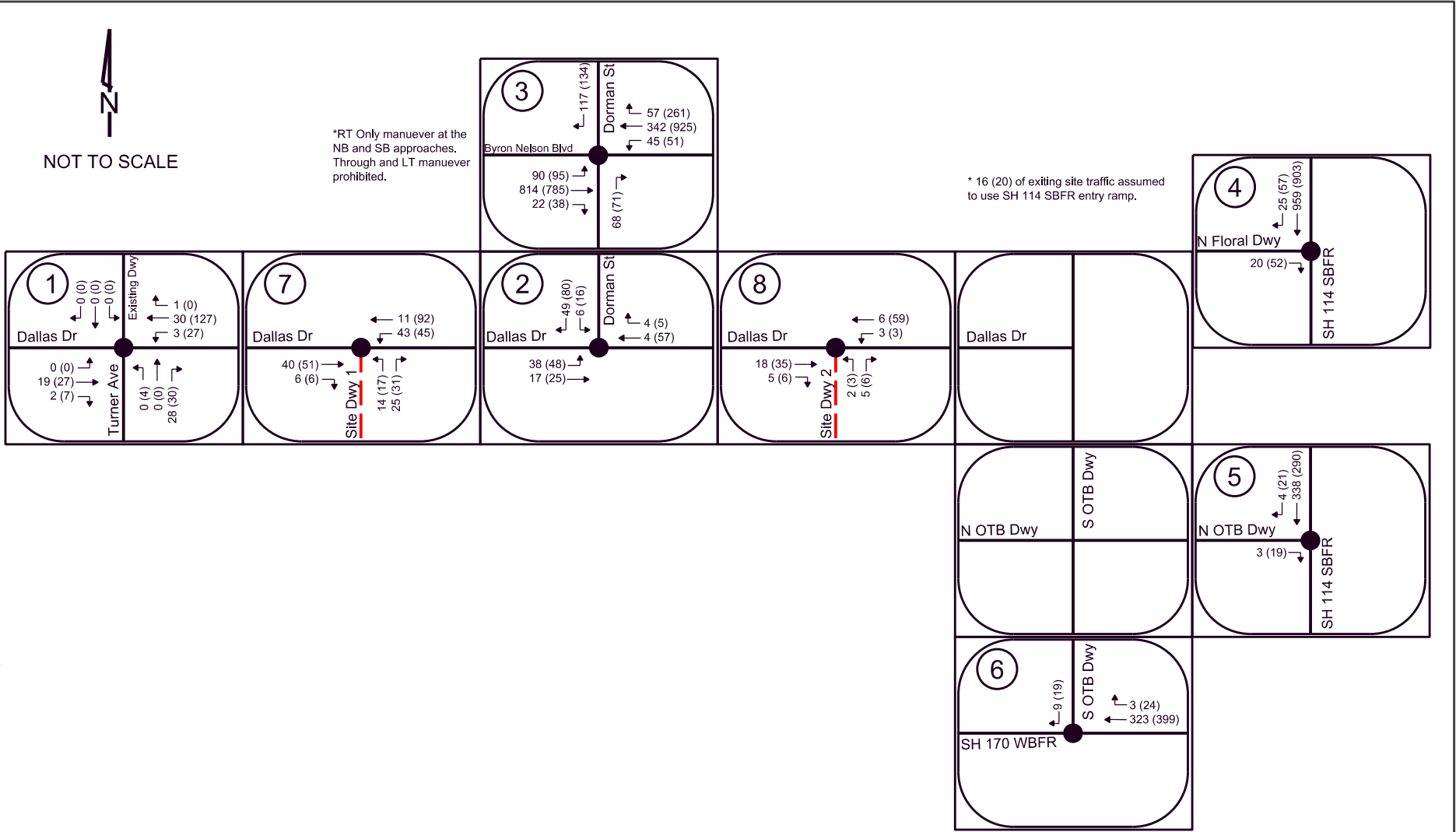
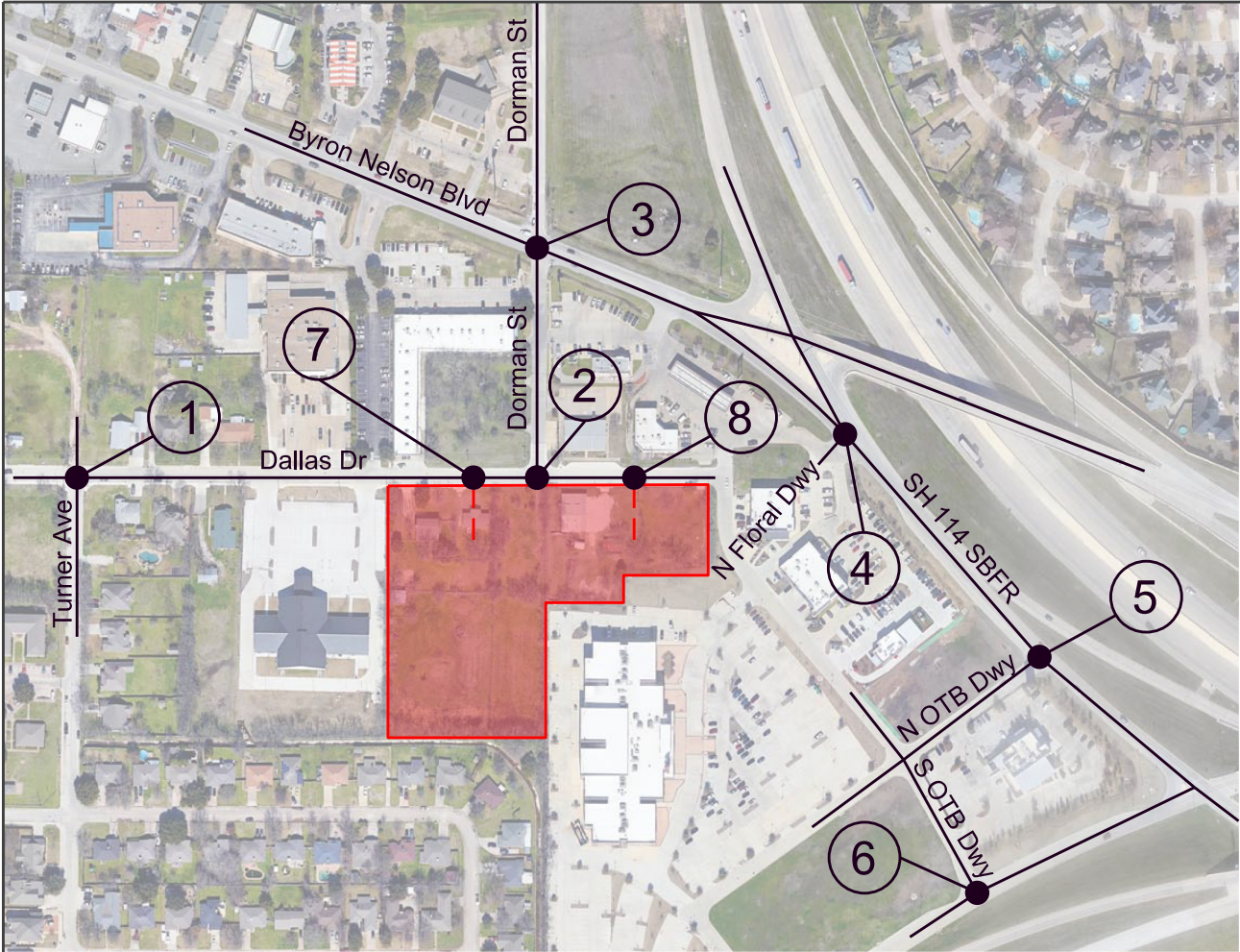
Figure 7



- LEGEND**
- STUDY INTERSECTION
 - ← AM (PM) PEAK HOUR VOLUMES
 - PROPOSED DEVELOPMENT

Total Site Generated Peak Hour Traffic Volumes

Figure 8



- LEGEND**
- STUDY INTERSECTION
 - ← AM (PM) PEAK HOUR VOLUMES
 - PROPOSED DEVELOPMENT

Build-Out Year (2024) Total Peak Hour Traffic Volumes

Figure 9

INTERSECTION CAPACITY ANALYSES

The Level of Service (LOS) of an intersection is a qualitative measure of capacity and operating conditions and is directly related to vehicle delay. The LOS criteria for unsignalized intersections are shown in **Table 3**. LOS is given a letter designation from A to F, with LOS A representing very short delays and LOS F representing very long delays or over-capacity conditions. LOS D is typically considered the minimum acceptable condition for both signalized and unsignalized intersections.

Table 3: Level of Service Criteria for Unsignalized Intersections

Level-of-Service (LOS)	Average Control Delay (seconds/vehicle)	Description
A	≤ 10.0	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.
B	10.1 to 15.0	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.
C	15.1 to 25.0	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	25.1 to 35.0	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No standing long lines formed.
E	35.1 to 50.0	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.
F	> 50.0	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

SOURCE: *Highway Capacity Manual, 6th Edition*, Transportation Research Board, 2016

Capacity analyses were conducted for the study area intersections under the following analysis scenarios:

- Existing (2022) Traffic Conditions
- Build-Out Year (2024) Background Traffic Conditions
- Build-Out Year (2024) Total Traffic Conditions

The intersection capacity analyses were conducted using *Highway Capacity Manual (HCM) 6th Edition* methodologies in *Synchro 11* traffic analysis software package. Printouts of the Synchro analysis results are provided in the Appendix.

Additional performance measures such as volume to capacity (v/c) ratios and queue lengths also provide an indication of operations. For example, at two-way stop-controlled intersections, main street traffic volumes may impose longer average delays for a small number of side-street vehicles, thus creating vehicle delays which correspond to a poor level of service.

Existing Traffic Conditions

The existing lane configurations shown in Figure 3 and the Existing (2022) traffic volumes shown in Figure 5 were used for the existing analyses. **Table 4** presents the capacity analysis results for the study intersections under Existing (2022) conditions.

Table 4: Capacity Analysis Results – Existing Traffic Conditions

1: Dallas Drive and Turner Avenue (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection ¹	EB Left	WB Left	NB	SB
Existing (2022) Conditions	AM	--	0.0 (A) ²	7.3 (A)	8.5 (A)	0.0 (A)
	PM	--	0.0 (A)	7.3 (A)	8.7 (A)	0.0 (A)
2: Dallas Drive and Dorman Street (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB Left	WB	NB	SB
Existing (2022) Conditions	AM	--	7.3 (A)	0.0 (A)	--	8.5 (A)
	PM	--	7.4 (A)	0.0 (A)	--	8.9 (A)
3: Byron Nelson Boulevard and Dorman Street (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB Left	WB Left	NB	SB
Existing (2022) Conditions	AM	--	8.4 (A)	9.6 (A)	16.0 (C)	11.5 (B)
	PM	--	12.3 (B)	9.5 (A)	15.4 (C)	30.3 (D)
4: SH 114 SBFR and North Floral Bar Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Existing (2022) Conditions	AM	--	13.6 (B)	--	--	0.0 (A)
	PM	--	13.7 (B)	--	--	0.0 (A)
5: SH 114 SBFR and North On The Border Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Existing (2022) Conditions	AM	--	9.7 (A)	--	--	0.0 (A)
	PM	--	9.3 (A)	--	--	0.0 (A)
6: SH 170 WBFR and South On The Border Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Existing (2022) Conditions	AM	--	--	0.0 (A)	--	9.3 (A)
	PM	--	--	0.0 (A)	--	9.6 (A)

¹ HCM methodology does not provide intersection-wide delay/level of service for Side-Street/Two-Way Stop-Controlled analysis

² Delay in seconds/vehicle (Level of Service)

The analysis results in Table 4 indicate that all study area stopped controlled approaches and movements operate at acceptable levels of service under Existing (2022) traffic conditions.

Build-Out Year (2024) Background and Total Traffic Conditions

The existing lane configurations shown in Figure 3 and the Build-Out Year (2024) Background traffic volumes shown in Figure 6 were used for the Build-Out Year (2024) Background analyses. The proposed lane configurations shown in Figure 4 and the Build-Out Year (2024) Total traffic volumes shown in Figure 9 were used for the Build-Out Year (2024) Total traffic analyses. **Table 5** presents the capacity analysis results for the study intersections under Build-Out Year (2024) Background and Total conditions. The shaded cells identify intersections or approaches that are predicted to operate at levels of service below the LOS D threshold.

Table 5: Capacity Analysis Results – Build-Out (2024) Background and Total Traffic Conditions

1: Dallas Drive and Turner Avenue (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection ¹	EB	WB Left	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	0.0 (A) ²	7.3 (A)	8.5 (A)	0.0 (A)
	PM	--	0.0 (A)	7.3 (A)	8.8 (A)	0.0 (A)
Build-Out Year (2024) Total Conditions	AM	--	0.0 (A)	7.3 (A)	8.6 (A)	0.0 (A)
	PM	--	0.0 (A)	7.3 (A)	8.8 (A)	0.0 (A)
2: Dallas Drive and Dorman Street (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB Left	WB	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	7.3 (A)	0.0 (A)	--	8.5 (A)
	PM	--	7.4 (A)	0.0 (A)	--	8.9 (A)
Build-Out Year (2024) Total Conditions	AM	--	7.3 (A)	0.0 (A)	--	8.7 (A)
	PM	--	7.4 (A)	0.0 (A)	--	9.3 (A)
3: Byron Nelson Boulevard and Dorman Street (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB Left	WB Left	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	8.5 (A)	9.8 (A)	17.0 (C)	11.9 (B)
	PM	--	13.0 (B)	9.7 (A)	16.3 (C)	36.9 (E), $v/c = 0.57$ [4]
Build-Out Year (2024) Total Conditions	AM	--	8.5 (A)	10.1 (B)	18.3 (C)	11.9 (B)
	PM	--	13.0 (B)	10.0 (B)	17.7 (C)	36.9 (E), $v/c = 0.57$ [4]
4: SH 114 SBFR and North Floral Bar Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	14.1 (B)	--	--	0.0 (A)
	PM	--	14.2 (B)	--	--	0.0 (A)
Build-Out Year (2024) Total Conditions	AM	--	14.3 (B)	--	--	0.0 (A)
	PM	--	14.6 (B)	--	--	0.0 (A)
5: SH 114 SBFR and North On The Border Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	9.8 (A)	--	--	0.0 (A)
	PM	--	9.3 (A)	--	--	0.0 (A)
Build-Out Year (2024) Total Conditions	AM	--	9.9 (A)	--	--	0.0 (A)
	PM	--	9.4 (A)	--	--	0.0 (A)

6: SH 114 SBFR and South On The Border Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	--	0.0 (A)	--	9.4 (A)
	PM	--	--	0.0 (A)	--	9.7 (A)
Build-Out Year (2024) Total Conditions	AM	--	--	0.0 (A)	--	9.4 (A)
	PM	--	--	0.0 (A)	--	9.7 (A)
7: Driveway 1 and Dallas Drive (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB Left	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	0.0 (A)	7.4 (A)	9.0 (A)	--
	PM	--	0.0 (A)	7.4 (A)	9.4 (A)	--
8: Driveway 2 and Dallas Drive (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB Left	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	0.0 (A)	7.3 (A)	8.5 (A)	--
	PM	--	0.0 (A)	7.3 (A)	8.7 (A)	--

¹ HCM methodology does not provide intersection-wide delay/level of service for Side-Street/Two-Way Stop-Controlled analysis

² Delay in seconds/vehicle (Level of Service)

³ *Volume to Capacity (v/c) ratio shown in Italics*

The analysis results in Table 5 indicate that the stop controlled approaches at the existing and proposed unsignalized intersections are predicted to operate at acceptable levels of service under the Build-Out Year (2024) background and total traffic conditions, except the southbound approach of Dorman Street at Byron Nelson Boulevard. The v/c ratio for this approach under future conditions is 0.57, indicating the volume is not predicted to exceed the capacity.

ACCESS MANAGEMENT ANALYSIS

As part of this study, access management analyses were performed to consider the need for deceleration lanes and to determine if adequate driveway spacing and intersection sight distance is provided for the proposed site driveways.

Right Turn Deceleration Lane Analysis

Traffic volumes on Dallas Drive at the site roadway connections were analyzed to determine the necessity of right turn deceleration lanes. In the absence of City of Roanoke guidelines, guidelines in TxDOT's *Access Management Manual* were used for this analysis. TxDOT's guidelines indicated that for roadways with a posted speed limit less than 45 mph, a right turn deceleration lane should be considered when peak right turn volumes are greater than 60 vehicles per hour. **Table 6** summarizes the projected right turn volumes at the site roadway connections under Build-Out Year (2024) Total traffic conditions.

Table 6: Right Turn Deceleration Lane Analysis Results

Intersection	Scenario	Approach	Speed Limit (mph)	Right Turn Entering Volume (vph) AM (PM)	Threshold (vph)	Exceeds Threshold? AM (PM)
Driveway 1 at Dallas Drive	Build-Out Year (2024) Total	EB	25	6 (6)	60	No (No)
Driveway 2 at Dallas Drive	Build-Out Year (2024) Total	EB	25	5 (6)	60	No (No)

Based on the information presented in Table 6, right turn deceleration lanes are not recommended at site driveways.

Sight Distance

As part of this traffic analysis, the available and required intersection sight distance for motorists accessing the adjacent roadway from the proposed site roadway connections were analyzed. The sight distance required was estimated using the procedures developed by the American Association of State Highway and Transportation Officials (AASHTO) and published in the 2018 edition of *A Policy on Geometric Design of Highways and Streets*. At this location, the motorist should be able to see if and when adequate gaps exist to perform their desired maneuver. **Table 7** presents the required and available intersection sight distance for vehicles exiting to the adjacent streets for the proposed development.

Table 7: Intersection Sight Distance Evaluation

Major Roadway	Dallas Drive	
Posted Speed Limit	25 mph	
Design Vehicle	Passenger Vehicle	
Minor Roadway	Driveway 1	Driveway 2
Intersection Sight Distance (Turning from Driveway)		
Required	280'	280'
Available Sight Distance to the Left	>1,000'	>500'
Available > Required to the Left	YES	YES
Available Sight Distance to the Right	>400'	N/A ²
Available > Required to the Right	YES ¹	N/A

¹ Existing vegetation assumed to be removed at the time of construction

² Nearest intersection located approximately 30 feet to the right that has stop control for the side street

Based on the conditions that existed in the field at the time of the site visit, the field investigation results of the available sight distance indicate that adequate sight distance is predicted to be provided at all the proposed site roadway connections.

Access Spacing

In the *City of Roanoke's Technical Standards (Part B)*, required access point spacing is determined based on Street Type designation in the City of Roanoke Thoroughfare Plan. Section I.B.7 indicates that the minimum driveway spacing (edge to edge offset) should be 200 feet on a Collector or Arterial roadway.

Based on the information presented in the site plan, Driveway 1 is planned to be located approximately 330 feet west of Driveway 2 and approximately 200 feet east of an existing driveway.

Driveway 2 is an existing driveway.

CONCLUSIONS & RECOMMENDATIONS

Based on the analysis of the proposed site plan and characteristics of the proposed Hotels, the following **conclusions** can be made:

- The proposed development is predicted to generate 1,872 trips on a daily basis with 103 trips during the AM peak hour and 117 trips during the PM peak hour.

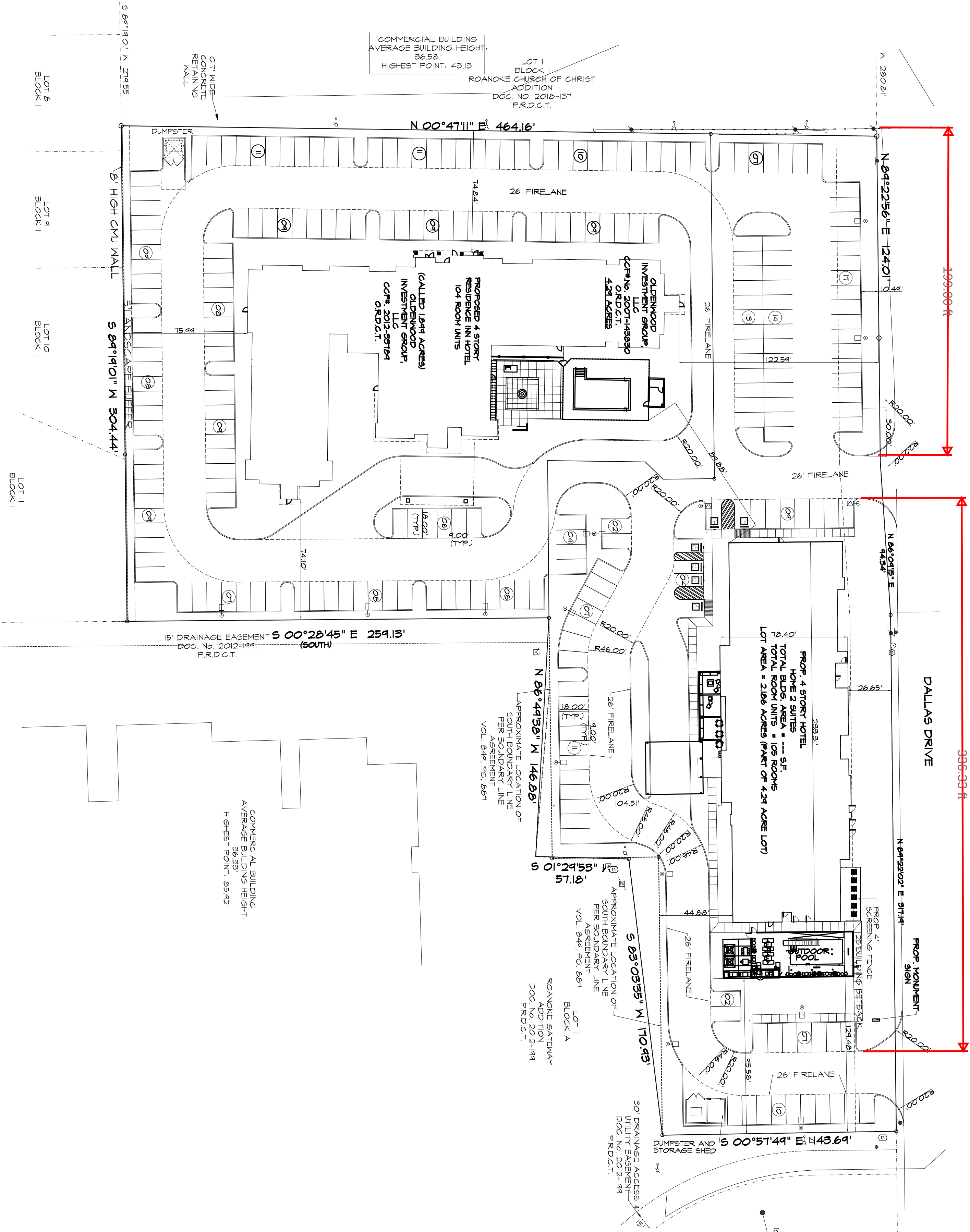
Intersection Capacity Analysis

- All study area stopped controlled approaches and movements operate at acceptable levels of service under Existing (2022) traffic conditions.
- The stop controlled approaches at the existing and proposed unsignalized intersections are predicted to operate at acceptable levels of service under the Build-Out Year (2024) background and total traffic conditions, except the southbound approach of Dorman Street at Byron Nelson Boulevard. The v/c ratio for this approach under future conditions is 0.57, indicating the volume is not predicted to exceed the capacity.

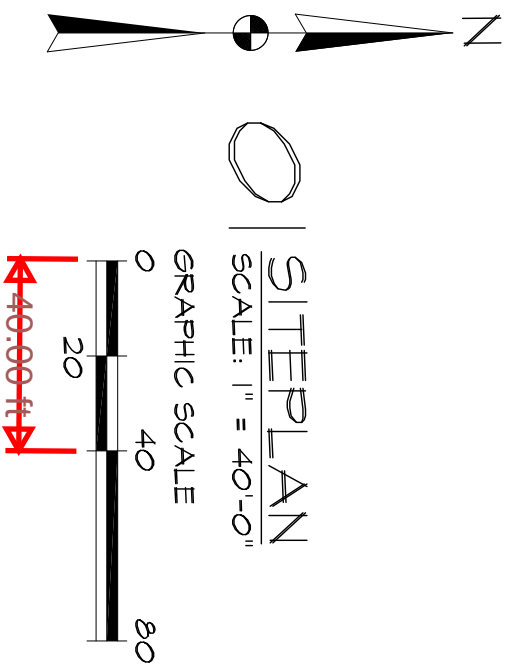
Access Management Analysis

- Right turn deceleration lanes are not recommended at the site driveways.
- Based on the conditions that existed in the field at the time of the site visit, the field investigation results of the available sight distance indicate that adequate sight distance is predicted to be provided at all of the proposed driveway locations.
- Driveway 1 meets the City's access spacing requirements.
- No improvements are recommended with based on study.

APPENDIX



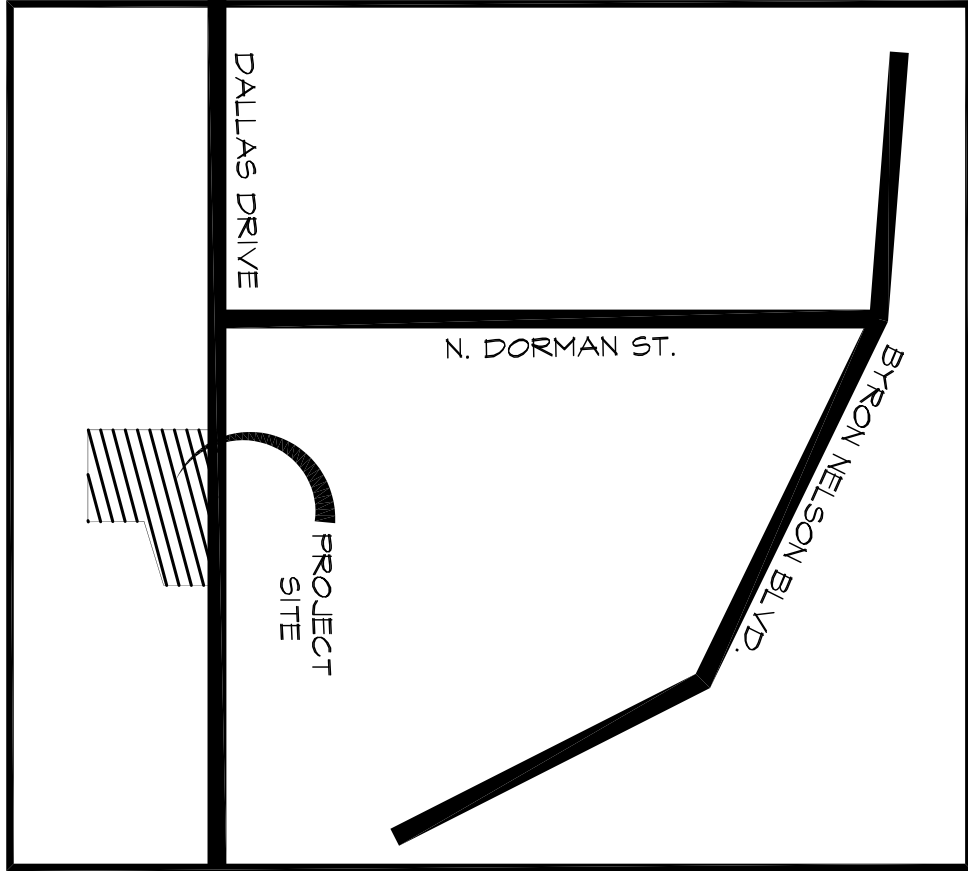
LOT AREA	PROPOSED 4 STORY HOTEL- 105 ROOMS (HOME2 SUITES)	PROPOSED 4 STORY HOTEL- 100 ROOMS (RESIDENCE INN)	TOTAL
TOTAL BLDG. AREA	2,186 ACRES	2,104 ACRES	4,294 ACRES
BUILDING HEIGHT	--- 5.F.	--- 5.F.	73,418.0 S.F.
PARKING REQUIRED	61-11 310' (4 STORY)	--- (4 STORY)	61-11 310' (4 STORY)
PARKING FURNISHED	1 SPACER/M. UNIT= 105 SPACES	1 SPACER/M. UNIT= 100 SPACES	288 SPACES
HC PARKING REQUIRED	6 SPACES	6 SPACES	6 SPACES
HC PARKING PROVIDED	6 SPACES	6 SPACES	6 SPACES



- GENERAL NOTES:
ALL CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS OF THE CITY OF ROANOKE, TEXAS
- CONTRACTOR SHALL PROVIDE "AS BUILT" PLANS TO THE ENGINEER SO THAT THE REPRODUCIBLES OF THE ENGINEERING PLANS MAY BE CORRECTED TO REFLECT "AS BUILT" CONDITIONS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE AND MAINTAIN ALL NECESSARY WARNING AND SAFETY DEVICES (FLASHING LIGHTS, BARRICADES, SIGNS, ETC.) TO PROTECT THE PUBLIC SAFETY AND HEALTH UNTIL THE WORK HAS BEEN COMPLETED AND ACCEPTED BY THE CITY.
- COMPLETION OF WORK BY ANY CONTRACTOR OR SUBCONTRACTOR SHALL BE CONSIDERED EVIDENCE THAT HE HAS INSPECTED AND ACCEPTED ALL CONDITIONS INVOLVED IN HIS WORK AND FINDS THEM SATISFACTORY.
- PRIOR TO THE COMMENCEMENT OF ANY WORK THE CONTRACTOR SHALL ANALYZE THE JOBSITE CONDITIONS, ALL DIMENSIONS, SETBACKS, EXISTING UTILITIES, ETC. AND BE RESPONSIBLE FOR CORRECTING ANY ERRORS OR OMISSIONS IN THE CONTRACT DOCUMENTS HE SHALL PROPERLY NOTIFY THE ARCHITECT FOR CLARIFICATION. IF SUCH WORK PROCEEDS WITHOUT CLARIFICATION IT IS AT THE RISK OF THE CONTRACTOR. ANY CHANGES MADE BY CONTRACTOR PRIOR TO ARCHITECT'S CLARIFICATION SHALL BE AT THE CONTRACTOR'S RISK. THE SETTLEMENT OF ANY COMPLETION OR DISPUTES ARISING FROM THIS SHALL BE AT THE EXTENT OF THE CONTRACTOR.
- THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND IDENTIFY ANY UTILITIES THAT MAY CONFLICT WITH THIS CONSTRUCTION AT LEAST 24 HOURS PRIOR TO BEGINNING CONSTRUCTION IN THE VICINITY OF UNDERGROUND UTILITIES.

BUILDING INSPECTION
DEVELOPMENT SERVICES
FIRE DEPARTMENT
PUBLIC WORKS

817-491-2411
817-491-2411
817-491-2301
817-491-6099



ADR-DESIGNS-LLC
TOTAL DESIGN MANAGERS

601 SADDLE HILL DRIVE, GRAND PRAIRIE, TX 75050
PH: 972-262-1333 FAX: 214-272-2987
E-Mail: adrdesignsllc@adrdesigns.com

HOME 2
SUITES BY HILTON

700 DALLAS DRIVE
ROANOAKE, TX. 76262

PROJECT STATUS:
PRELIMINARY
PROJECT MANAGER:
DESIGN MANAGER:
R.O.M.
PROJECT DATE:
10/16/21
REVISION DATE:
02/08/22

SHEET NUMBER
C1

JOB NUMBER:
PSP - 21692

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

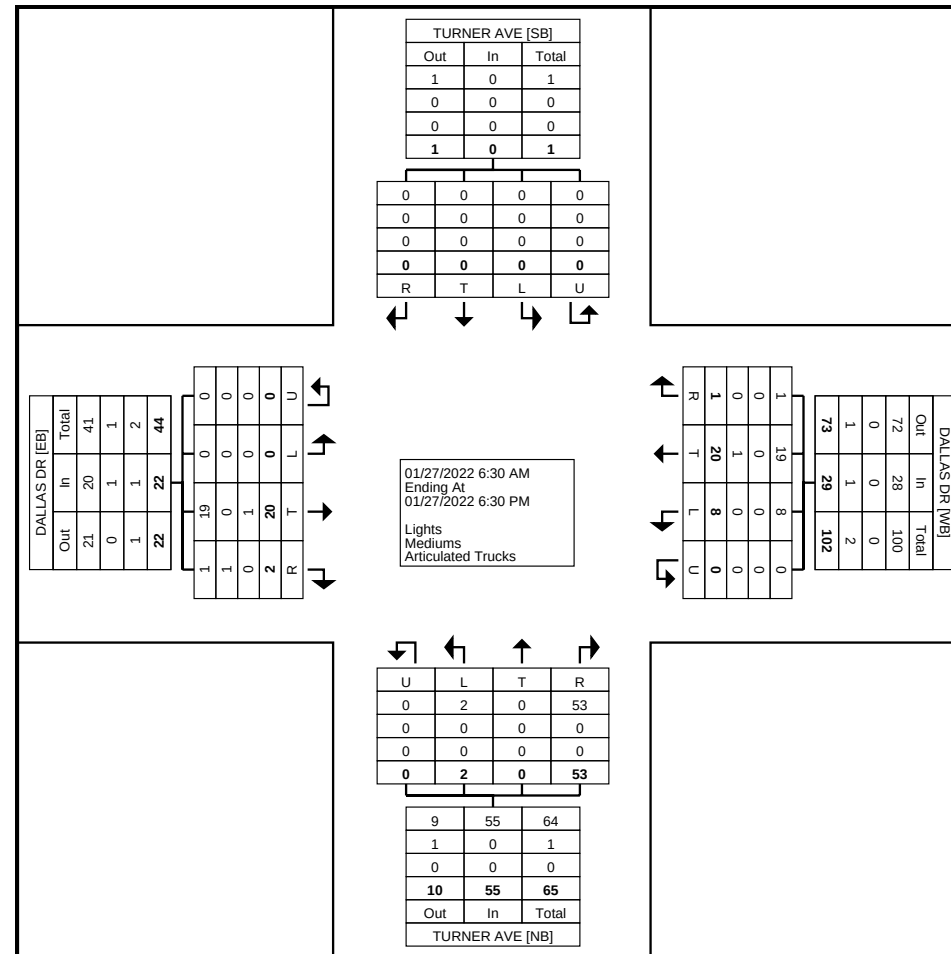
Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
Start Date: 01/27/2022
Page No: 1

Turning Movement Data

Start Time	TURNER AVE Southbound					DALLAS DR Westbound					TURNER AVE Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	0	0	0	0	1	1	0	0	2	1	0	5	0	6	0	2	0	0	2	10
6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	8	0	8	0	3	0	0	3	13
Hourly Total	0	0	0	0	0	1	3	0	0	4	1	0	13	0	14	0	5	0	0	5	23
7:00 AM	0	0	0	0	0	2	2	0	0	4	1	0	5	0	6	0	2	0	0	2	12
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	9	0	9	0	1	0	0	1	12
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	0	3	1	0	4	10
7:45 AM	0	0	0	0	0	2	1	1	0	4	0	0	10	0	10	0	5	0	0	5	19
Hourly Total	0	0	0	0	0	6	5	1	0	12	1	0	28	0	29	0	11	1	0	12	53
8:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	5	0	5	0	2	1	0	3	13
8:15 AM	0	0	0	0	0	1	7	0	0	8	0	0	7	0	7	0	2	0	0	2	17
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	1	12	0	0	13	0	0	12	0	12	0	4	1	0	5	30
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	8	20	1	0	29	2	0	53	0	55	0	20	2	0	22	106
Approach %	0.0	0.0	0.0	0.0	-	27.6	69.0	3.4	0.0	-	3.6	0.0	96.4	0.0	-	0.0	90.9	9.1	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	7.5	18.9	0.9	0.0	27.4	1.9	0.0	50.0	0.0	51.9	0.0	18.9	1.9	0.0	20.8	-
Lights	0	0	0	0	0	8	19	1	0	28	2	0	53	0	55	0	19	1	0	20	103
% Lights	-	-	-	-	-	100.0	95.0	100.0	-	96.6	100.0	-	100.0	-	100.0	-	95.0	50.0	-	90.9	97.2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Mediums	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	0.0	50.0	-	4.5	0.9
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated Trucks	-	-	-	-	-	0.0	5.0	0.0	-	3.4	0.0	-	0.0	-	0.0	-	5.0	0.0	-	4.5	1.9

GRAM Traffic NTX Inc.
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Arlington, Texas, United States 76013
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Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
Start Date: 01/27/2022
Page No: 2



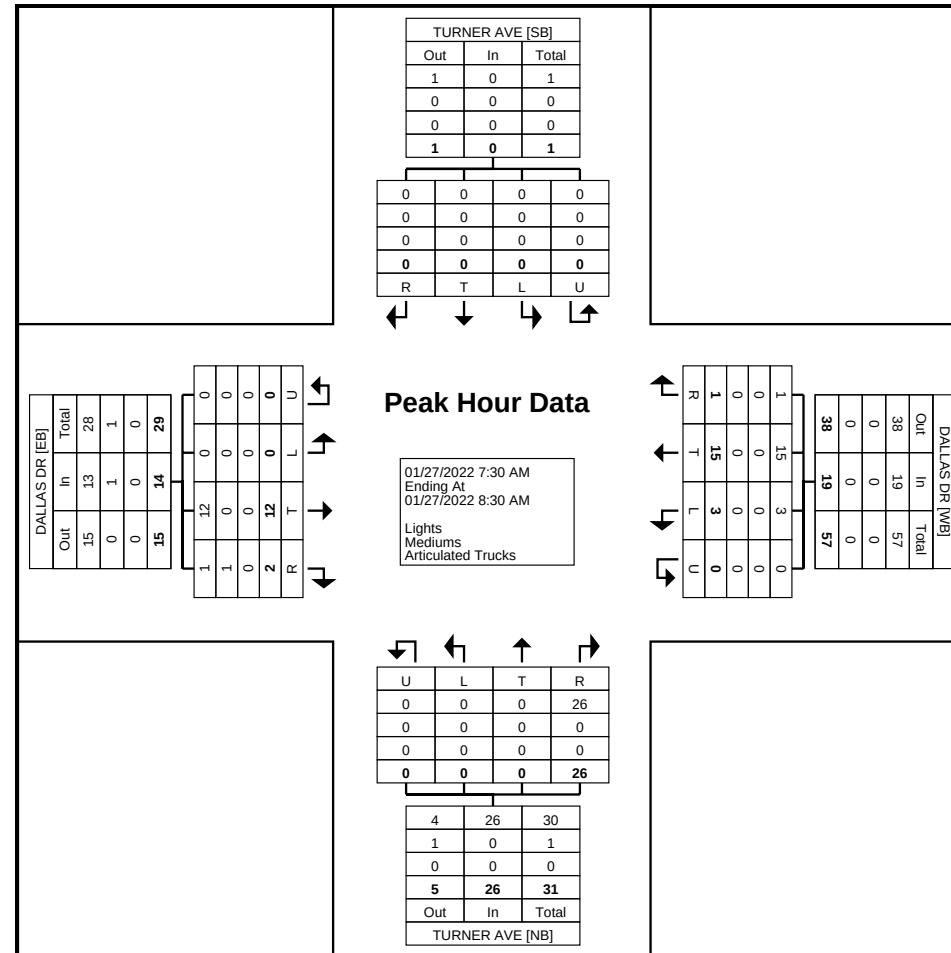
Turning Movement Data Plot

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1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
Start Date: 01/27/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	TURNER AVE Southbound					DALLAS DR Westbound					TURNER AVE Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	0	3	1	0	4	10
7:45 AM	0	0	0	0	0	2	1	1	0	4	0	0	10	0	10	0	5	0	0	5	19
8:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	5	0	5	0	2	1	0	3	13
8:15 AM	0	0	0	0	0	1	7	0	0	8	0	0	7	0	7	0	2	0	0	2	17
Total	0	0	0	0	0	3	15	1	0	19	0	0	26	0	26	0	12	2	0	14	59
Approach %	0.0	0.0	0.0	0.0	-	15.8	78.9	5.3	0.0	-	0.0	0.0	100.0	0.0	-	0.0	85.7	14.3	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	5.1	25.4	1.7	0.0	32.2	0.0	0.0	44.1	0.0	44.1	0.0	20.3	3.4	0.0	23.7	-
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.536	0.250	0.000	0.594	0.000	0.000	0.650	0.000	0.650	0.000	0.600	0.500	0.000	0.700	0.776
Lights	0	0	0	0	0	3	15	1	0	19	0	0	26	0	26	0	12	1	0	13	58
% Lights	-	-	-	-	-	100.0	100.0	100.0	-	100.0	-	-	100.0	-	100.0	-	100.0	50.0	-	92.9	98.3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Mediums	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	50.0	-	7.1	1.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0



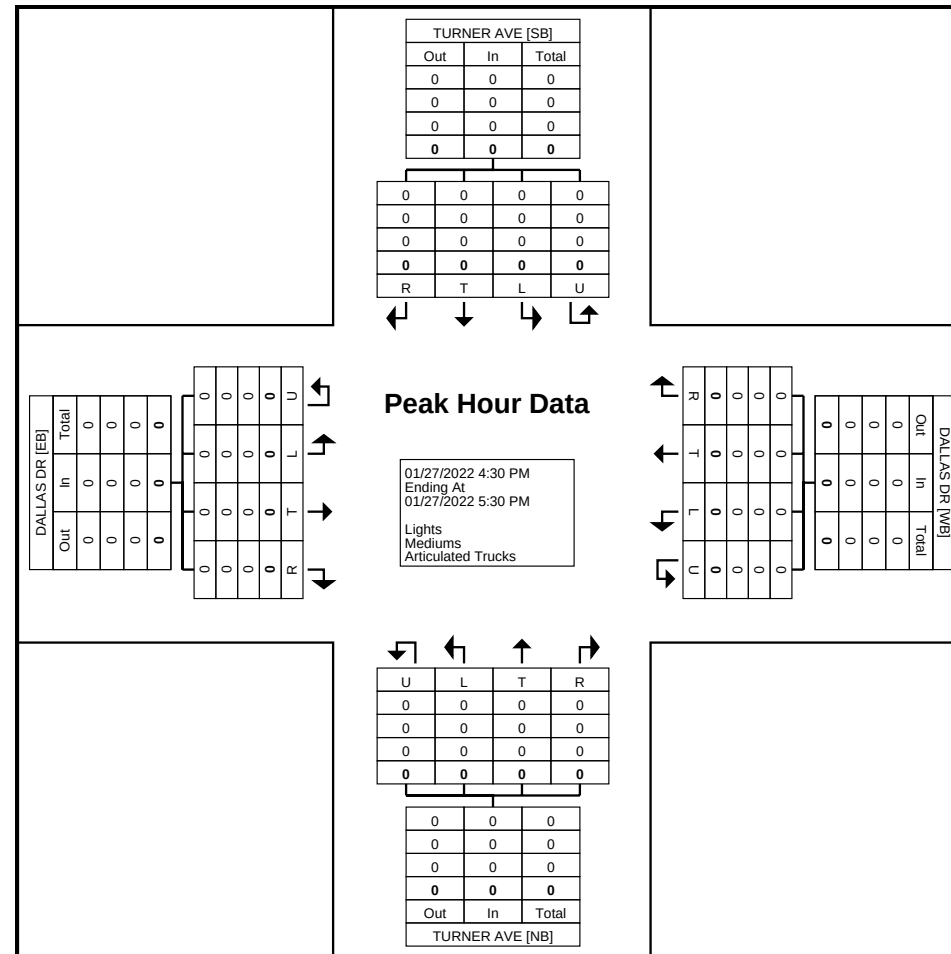
Turning Movement Peak Hour Data Plot (7:30 AM)

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817.265.8968

Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
Start Date: 01/27/2022
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

Start Time	TURNER AVE Southbound					DALLAS DR Westbound					TURNER AVE Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

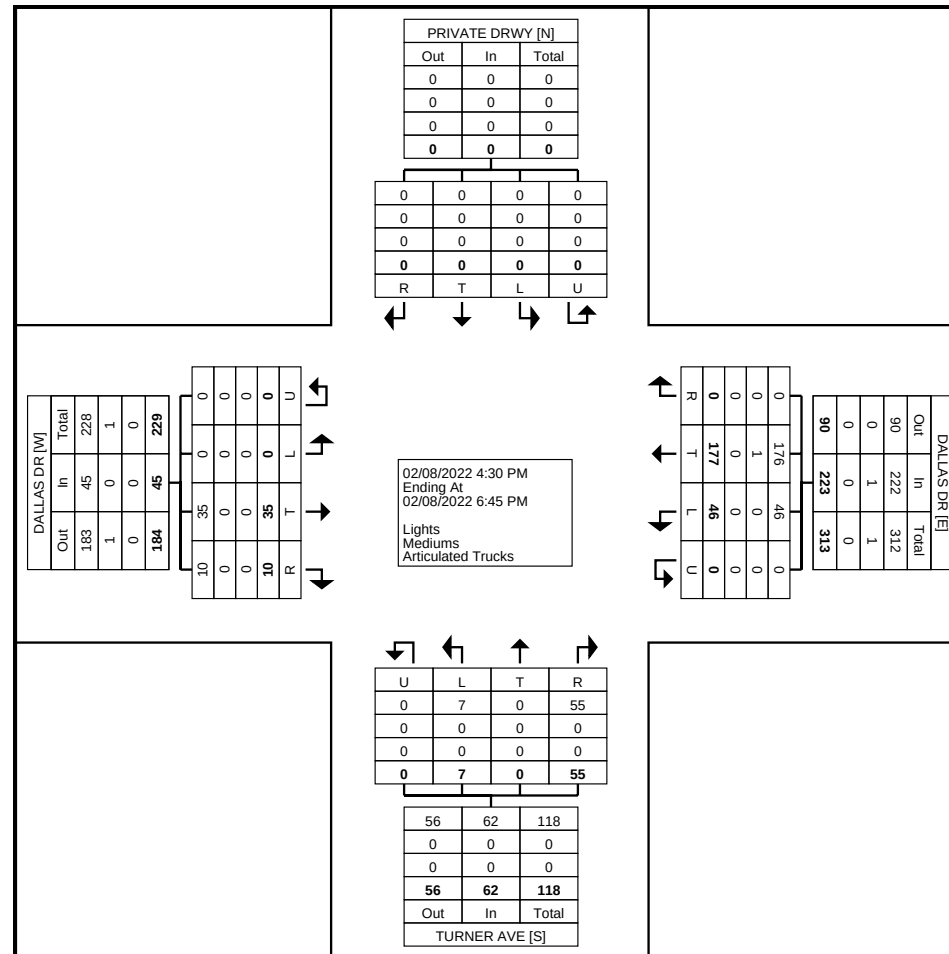
Count Name: DALLAS DR @ TURNER AVE -
PM
Site Code:
Start Date: 02/08/2022
Page No: 1

Turning Movement Data

Start Time	PRIVATE DRWY Southbound					DALLAS DR Westbound					TURNER AVE Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	0	0	0	0	0	4	10	0	0	14	2	0	7	0	9	0	5	1	0	6	29
4:45 PM	0	0	0	0	0	3	28	0	0	31	1	0	7	0	8	0	3	1	0	4	43
Hourly Total	0	0	0	0	0	7	38	0	0	45	3	0	14	0	17	0	8	2	0	10	72
5:00 PM	0	0	0	0	0	8	32	0	0	40	2	0	9	0	11	0	2	1	0	3	54
5:15 PM	0	0	0	0	0	8	29	0	0	37	0	0	4	0	4	0	4	2	0	6	47
5:30 PM	0	0	0	0	0	3	21	0	0	24	1	0	8	0	9	0	7	2	0	9	42
5:45 PM	0	0	0	0	0	6	22	0	0	28	1	0	7	0	8	0	7	2	0	9	45
Hourly Total	0	0	0	0	0	25	104	0	0	129	4	0	28	0	32	0	20	7	0	27	188
6:00 PM	0	0	0	0	0	7	25	0	0	32	0	0	5	0	5	0	2	1	0	3	40
6:15 PM	0	0	0	0	0	7	10	0	0	17	0	0	8	0	8	0	5	0	0	5	30
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	46	177	0	0	223	7	0	55	0	62	0	35	10	0	45	330
Approach %	0.0	0.0	0.0	0.0	-	20.6	79.4	0.0	0.0	-	11.3	0.0	88.7	0.0	-	0.0	77.8	22.2	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	13.9	53.6	0.0	0.0	67.6	2.1	0.0	16.7	0.0	18.8	0.0	10.6	3.0	0.0	13.6	-
Lights	0	0	0	0	0	46	176	0	0	222	7	0	55	0	62	0	35	10	0	45	329
% Lights	-	-	-	-	-	100.0	99.4	-	-	99.6	100.0	-	100.0	-	100.0	-	100.0	100.0	-	100.0	99.7
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Mediums	-	-	-	-	-	0.0	0.6	-	-	0.4	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

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Count Name: DALLAS DR @ TURNER AVE -
PM
Site Code:
Start Date: 02/08/2022
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

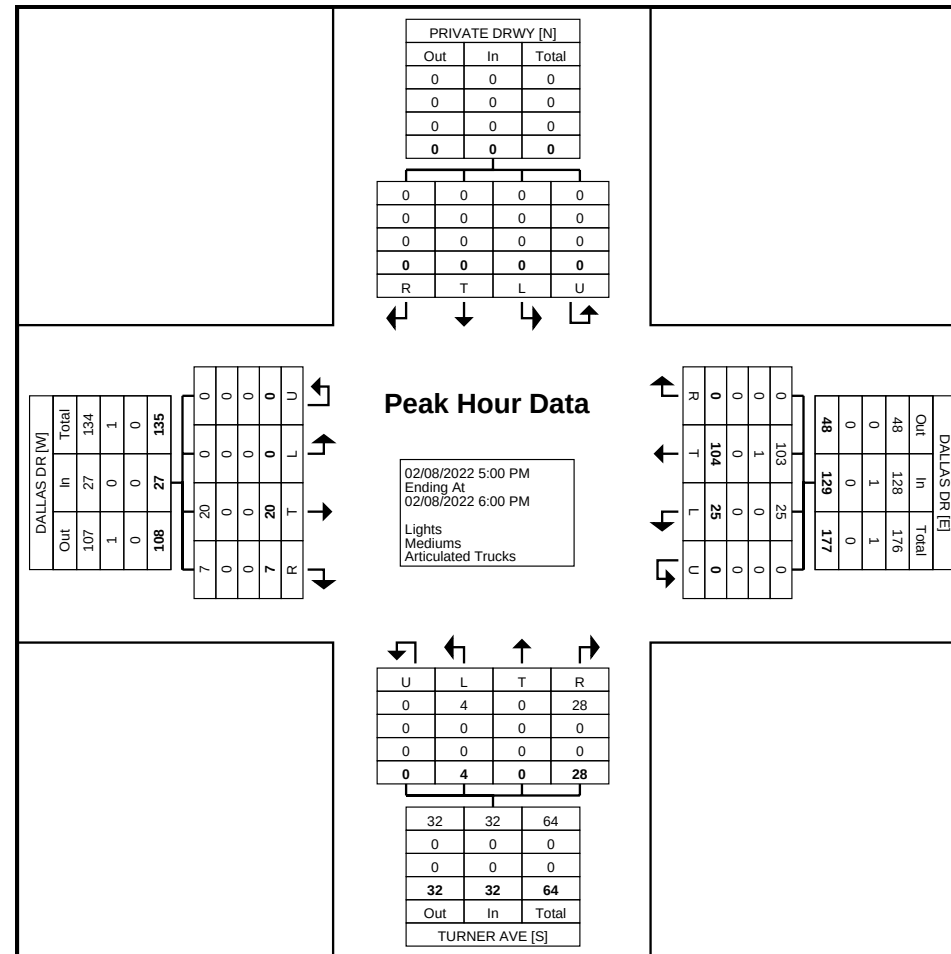
Count Name: DALLAS DR @ TURNER AVE -
PM
Site Code:
Start Date: 02/08/2022
Page No: 3

Turning Movement Peak Hour Data (5:00 PM)

Start Time	PRIVATE DRWY Southbound					DALLAS DR Westbound					TURNER AVE Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
5:00 PM	0	0	0	0	0	8	32	0	0	40	2	0	9	0	11	0	2	1	0	3	54
5:15 PM	0	0	0	0	0	8	29	0	0	37	0	0	4	0	4	0	4	2	0	6	47
5:30 PM	0	0	0	0	0	3	21	0	0	24	1	0	8	0	9	0	7	2	0	9	42
5:45 PM	0	0	0	0	0	6	22	0	0	28	1	0	7	0	8	0	7	2	0	9	45
Total	0	0	0	0	0	25	104	0	0	129	4	0	28	0	32	0	20	7	0	27	188
Approach %	0.0	0.0	0.0	0.0	-	19.4	80.6	0.0	0.0	-	12.5	0.0	87.5	0.0	-	0.0	74.1	25.9	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	13.3	55.3	0.0	0.0	68.6	2.1	0.0	14.9	0.0	17.0	0.0	10.6	3.7	0.0	14.4	-
PHF	0.000	0.000	0.000	0.000	0.000	0.781	0.813	0.000	0.000	0.806	0.500	0.000	0.778	0.000	0.727	0.000	0.714	0.875	0.000	0.750	0.870
Lights	0	0	0	0	0	25	103	0	0	128	4	0	28	0	32	0	20	7	0	27	187
% Lights	-	-	-	-	-	100.0	99.0	-	-	99.2	100.0	-	100.0	-	100.0	-	100.0	100.0	-	100.0	99.5
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Mediums	-	-	-	-	-	0.0	1.0	-	-	0.8	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DALLAS DR @ TURNER AVE -
PM
Site Code:
Start Date: 02/08/2022
Page No: 4



Turning Movement Peak Hour Data Plot (5:00 PM)

GRAM Traffic NTX Inc.
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817.265.8968

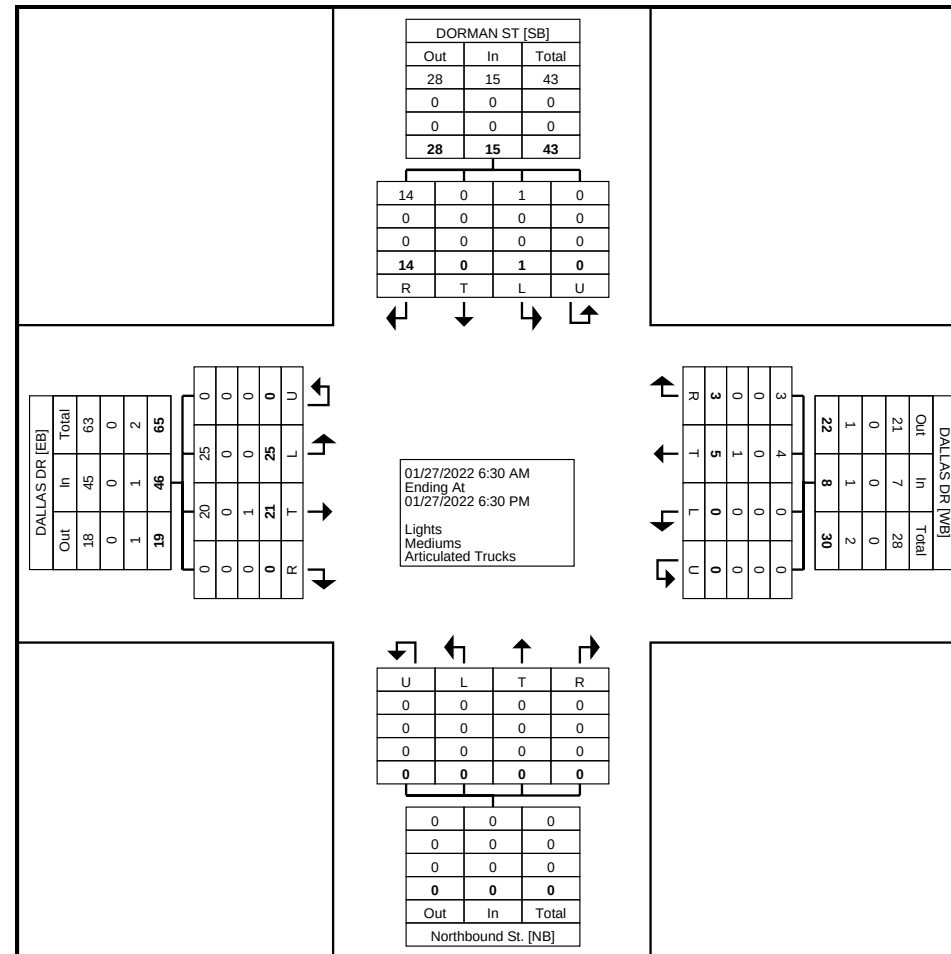
Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
Start Date: 01/27/2022
Page No: 1

Turning Movement Data

Start Time	DORMAN ST Southbound					DALLAS DR Westbound					Northbound St. Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
6:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	8
Hourly Total	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	3	5	0	0	8	12
7:00 AM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	9
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	7
7:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	9
7:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6	6	0	0	12	14
Hourly Total	1	0	6	0	7	0	1	2	0	3	0	0	0	0	0	15	14	0	0	29	39
8:00 AM	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	3	1	0	0	4	8
8:15 AM	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	4	1	0	0	5	10
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	5	0	5	0	3	1	0	4	0	0	0	0	0	7	2	0	0	9	18
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	14	0	15	0	5	3	0	8	0	0	0	0	0	25	21	0	0	46	69
Approach %	6.7	0.0	93.3	0.0	-	0.0	62.5	37.5	0.0	-	0.0	0.0	0.0	0.0	-	54.3	45.7	0.0	0.0	-	-
Total %	1.4	0.0	20.3	0.0	21.7	0.0	7.2	4.3	0.0	11.6	0.0	0.0	0.0	0.0	0.0	36.2	30.4	0.0	0.0	66.7	-
Lights	1	0	14	0	15	0	4	3	0	7	0	0	0	0	0	25	20	0	0	45	67
% Lights	100.0	-	100.0	-	100.0	-	80.0	100.0	-	87.5	-	-	-	-	-	100.0	95.2	-	-	97.8	97.1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated Trucks	0.0	-	0.0	-	0.0	-	20.0	0.0	-	12.5	-	-	-	-	-	0.0	4.8	-	-	2.2	2.9

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Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
Start Date: 01/27/2022
Page No: 2



Turning Movement Data Plot

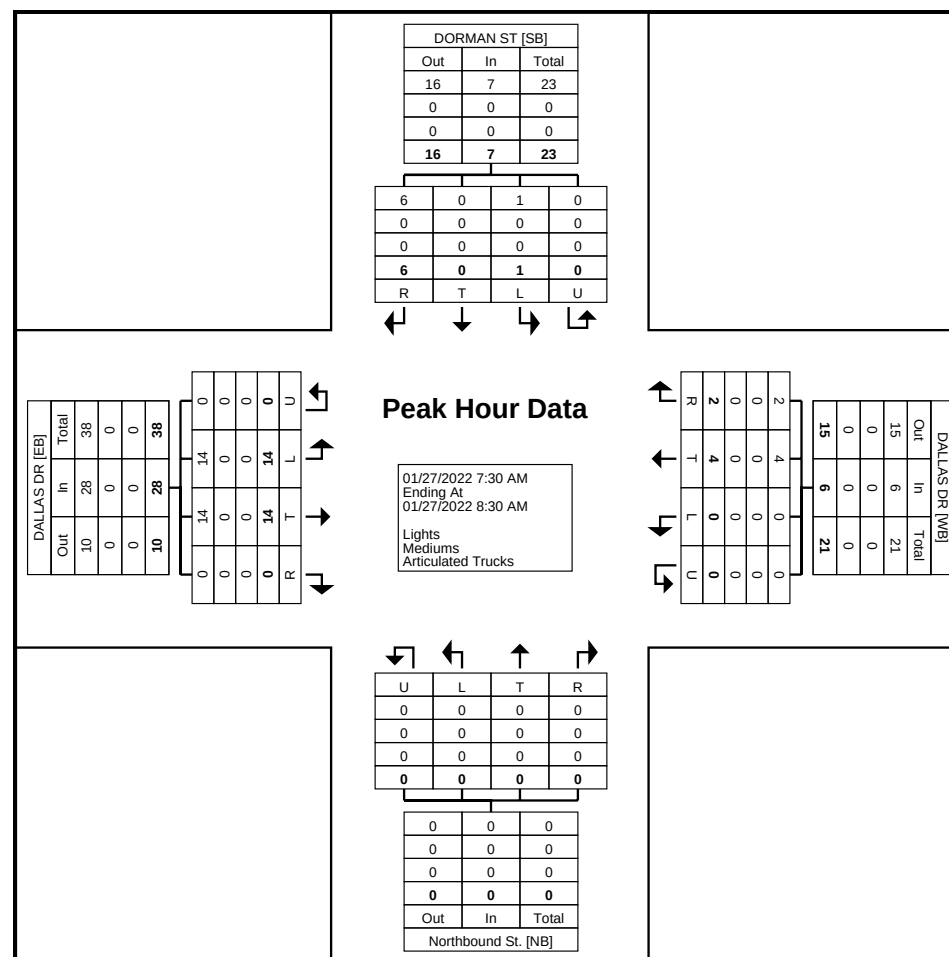
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Arlington, Texas, United States 76013
817.265.8968

Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
Start Date: 01/27/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	DORMAN ST Southbound					DALLAS DR Westbound					Northbound St. Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	9
7:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6	6	0	0	12	14
8:00 AM	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	3	1	0	0	4	8
8:15 AM	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	4	1	0	0	5	10
Total	1	0	6	0	7	0	4	2	0	6	0	0	0	0	0	14	14	0	0	28	41
Approach %	14.3	0.0	85.7	0.0	-	0.0	66.7	33.3	0.0	-	0.0	0.0	0.0	0.0	-	50.0	50.0	0.0	0.0	-	-
Total %	2.4	0.0	14.6	0.0	17.1	0.0	9.8	4.9	0.0	14.6	0.0	0.0	0.0	0.0	0.0	34.1	34.1	0.0	0.0	68.3	-
PHF	0.250	0.000	0.500	0.000	0.583	0.000	0.500	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.583	0.583	0.000	0.000	0.583	0.732
Lights	1	0	6	0	7	0	4	2	0	6	0	0	0	0	0	14	14	0	0	28	41
% Lights	100.0	-	100.0	-	100.0	-	100.0	100.0	-	100.0	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0

Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
Start Date: 01/27/2022
Page No: 4

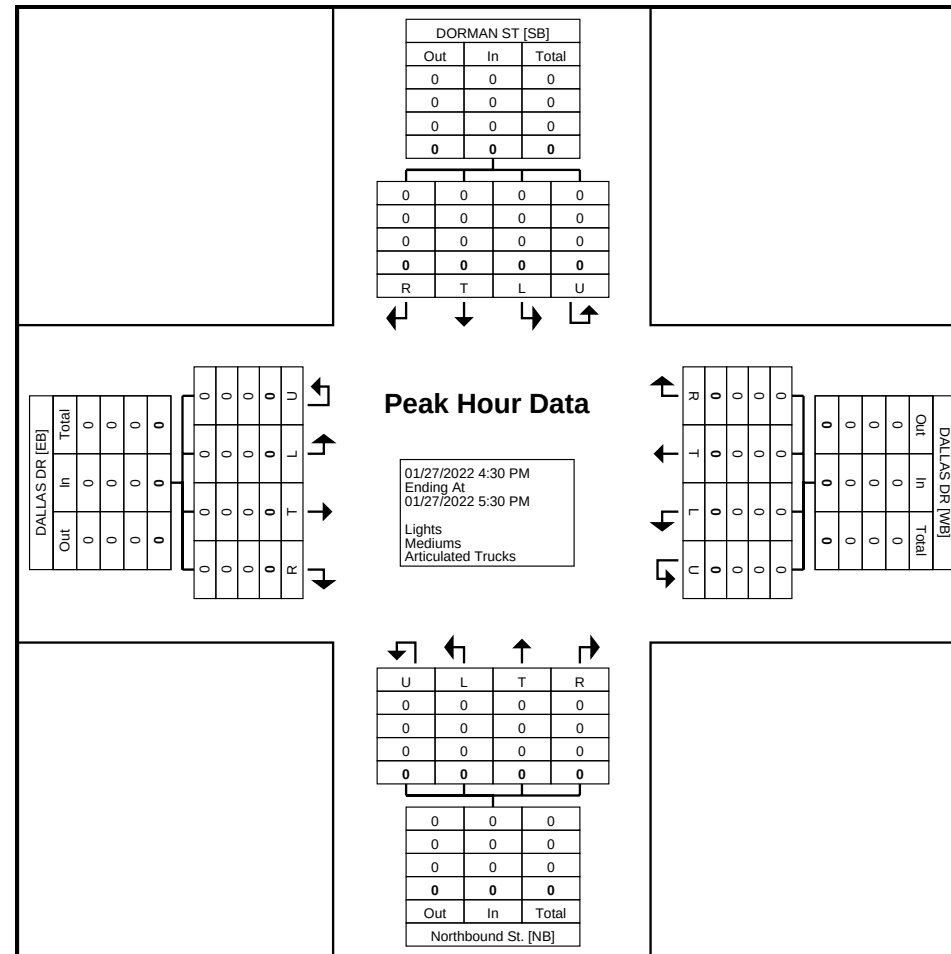


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Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
Start Date: 01/27/2022
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

Start Time	DORMAN ST Southbound					DALLAS DR Westbound					Northbound St. Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

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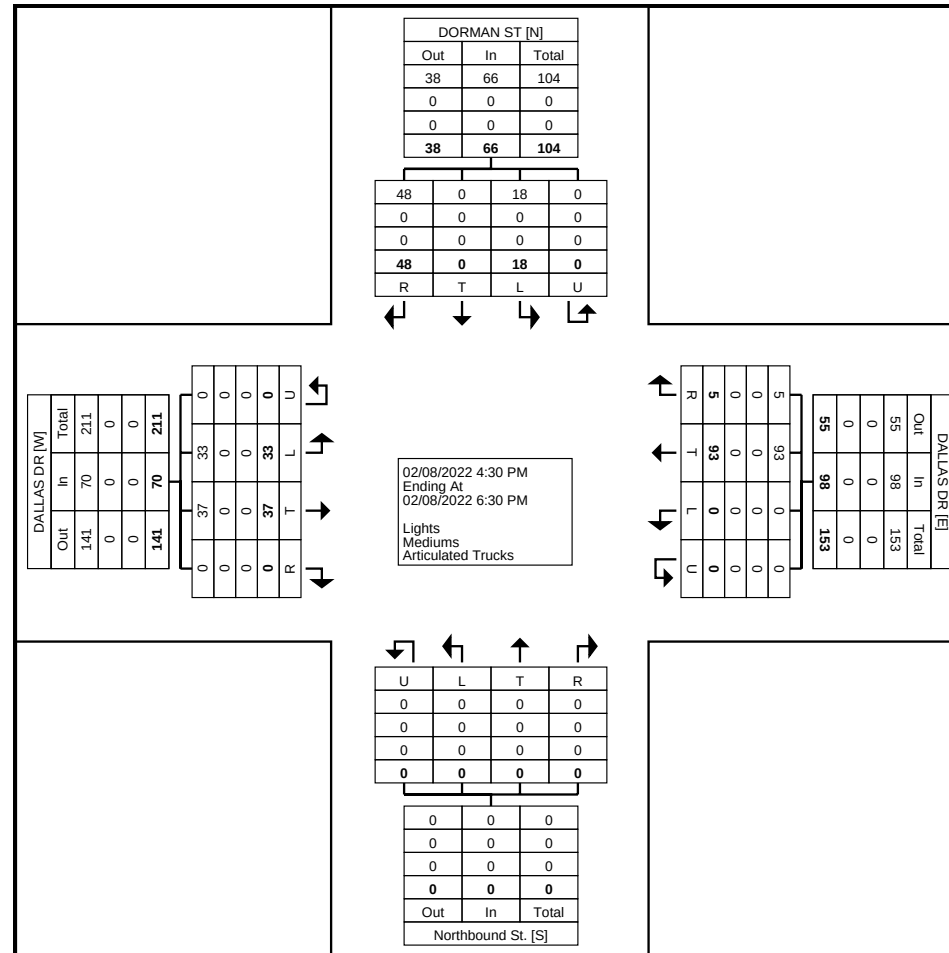
Count Name: DALLAS DR @ DORMAN ST - PM
Site Code:
Start Date: 02/08/2022
Page No: 1

Turning Movement Data

Start Time	DORMAN ST Southbound					DALLAS DR Westbound					Northbound St. Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	2	0	5	0	7	0	5	1	0	6	0	0	0	0	0	7	5	0	0	12	25
4:45 PM	4	0	1	0	5	0	17	2	0	19	0	0	0	0	0	3	1	0	0	4	28
Hourly Total	6	0	6	0	12	0	22	3	0	25	0	0	0	0	0	10	6	0	0	16	53
5:00 PM	4	0	6	0	10	0	16	1	0	17	0	0	0	0	0	3	4	0	0	7	34
5:15 PM	1	0	14	0	15	0	14	0	0	14	0	0	0	0	0	5	2	0	0	7	36
5:30 PM	3	0	9	0	12	0	13	1	0	14	0	0	0	0	0	5	7	0	0	12	38
5:45 PM	1	0	4	0	5	0	11	0	0	11	0	0	0	0	0	5	8	0	0	13	29
Hourly Total	9	0	33	0	42	0	54	2	0	56	0	0	0	0	0	18	21	0	0	39	137
6:00 PM	1	0	5	0	6	0	12	0	0	12	0	0	0	0	0	2	5	0	0	7	25
6:15 PM	2	0	4	0	6	0	5	0	0	5	0	0	0	0	0	3	5	0	0	8	19
Grand Total	18	0	48	0	66	0	93	5	0	98	0	0	0	0	0	33	37	0	0	70	234
Approach %	27.3	0.0	72.7	0.0	-	0.0	94.9	5.1	0.0	-	0.0	0.0	0.0	0.0	-	47.1	52.9	0.0	0.0	-	-
Total %	7.7	0.0	20.5	0.0	28.2	0.0	39.7	2.1	0.0	41.9	0.0	0.0	0.0	0.0	0.0	14.1	15.8	0.0	0.0	29.9	-
Lights	18	0	48	0	66	0	93	5	0	98	0	0	0	0	0	33	37	0	0	70	234
% Lights	100.0	-	100.0	-	100.0	-	100.0	100.0	-	100.0	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0

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Count Name: DALLAS DR @ DORMAN ST - PM
Site Code:
Start Date: 02/08/2022
Page No: 2



Turning Movement Data Plot

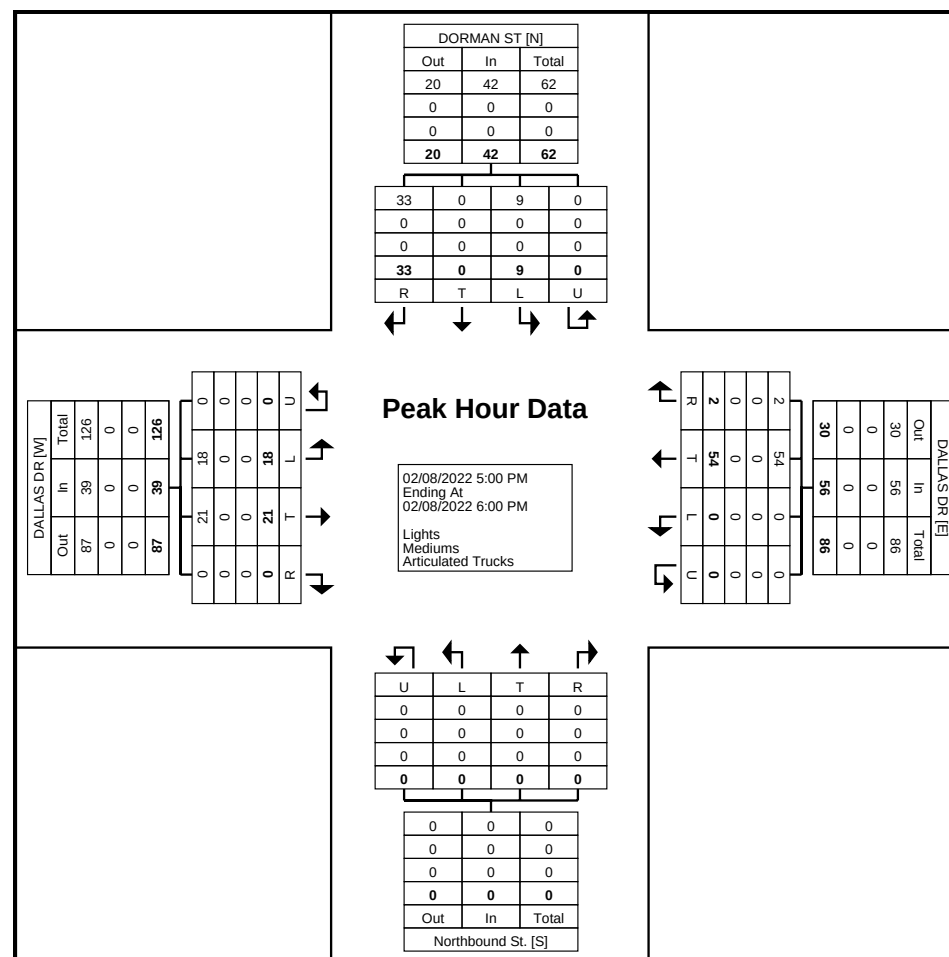
GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DALLAS DR @ DORMAN ST - PM
Site Code:
Start Date: 02/08/2022
Page No: 3

Turning Movement Peak Hour Data (5:00 PM)

Start Time	DORMAN ST Southbound					DALLAS DR Westbound					Northbound St. Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
5:00 PM	4	0	6	0	10	0	16	1	0	17	0	0	0	0	0	3	4	0	0	7	34
5:15 PM	1	0	14	0	15	0	14	0	0	14	0	0	0	0	0	5	2	0	0	7	36
5:30 PM	3	0	9	0	12	0	13	1	0	14	0	0	0	0	0	5	7	0	0	12	38
5:45 PM	1	0	4	0	5	0	11	0	0	11	0	0	0	0	0	5	8	0	0	13	29
Total	9	0	33	0	42	0	54	2	0	56	0	0	0	0	0	18	21	0	0	39	137
Approach %	21.4	0.0	78.6	0.0	-	0.0	96.4	3.6	0.0	-	0.0	0.0	0.0	0.0	-	46.2	53.8	0.0	0.0	-	-
Total %	6.6	0.0	24.1	0.0	30.7	0.0	39.4	1.5	0.0	40.9	0.0	0.0	0.0	0.0	0.0	13.1	15.3	0.0	0.0	28.5	-
PHF	0.563	0.000	0.589	0.000	0.700	0.000	0.844	0.500	0.000	0.824	0.000	0.000	0.000	0.000	0.000	0.900	0.656	0.000	0.000	0.750	0.901
Lights	9	0	33	0	42	0	54	2	0	56	0	0	0	0	0	18	21	0	0	39	137
% Lights	100.0	-	100.0	-	100.0	-	100.0	100.0	-	100.0	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0

Count Name: DALLAS DR @ DORMAN ST - PM
Site Code:
Start Date: 02/08/2022
Page No: 4



GRAM Traffic NTX Inc.
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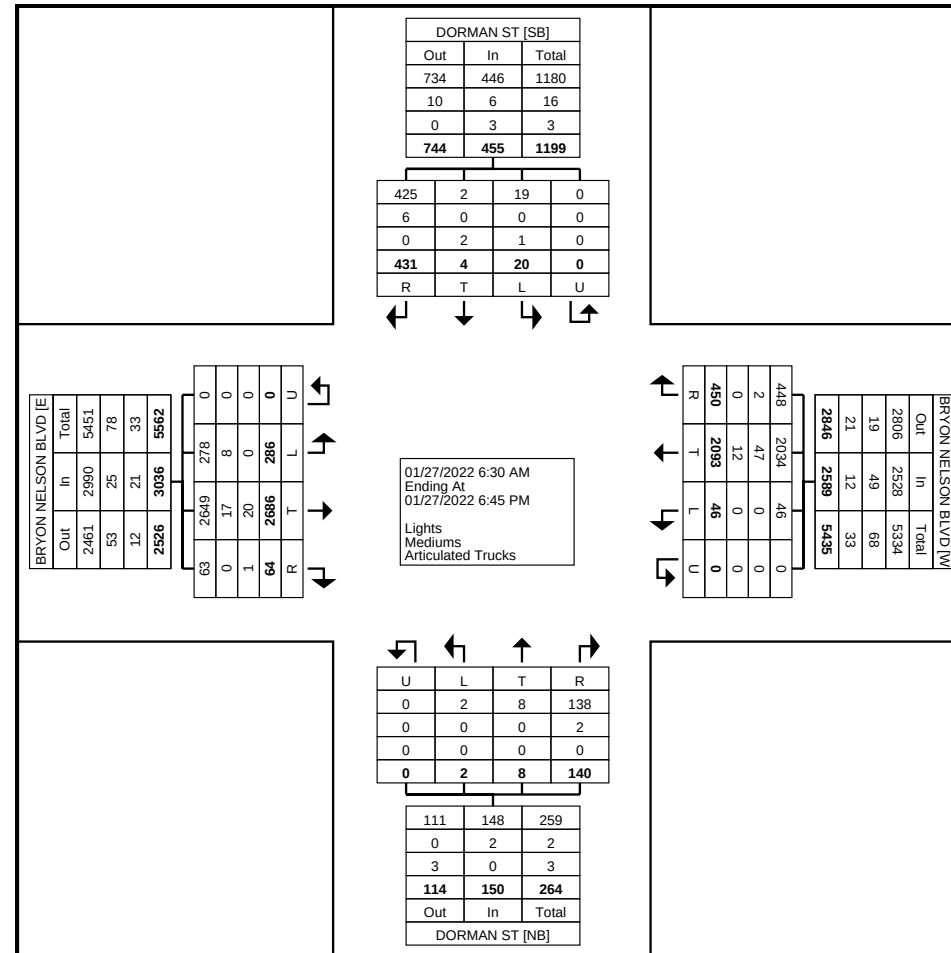
Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
Start Date: 01/27/2022
Page No: 1

Turning Movement Data

Start Time	DORMAN ST Southbound					BRYON NELSON BLVD Westbound					DORMAN ST Northbound					BRYON NELSON BLVD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	1	0	8	0	9	0	49	1	0	50	0	0	5	0	5	7	92	2	0	101	165
6:45 AM	3	1	6	0	10	0	60	3	0	63	0	1	3	0	4	7	121	2	0	130	207
Hourly Total	4	1	14	0	19	0	109	4	0	113	0	1	8	0	9	14	213	4	0	231	372
7:00 AM	1	0	10	0	11	3	51	6	0	60	2	0	8	0	10	7	146	5	0	158	239
7:15 AM	0	0	18	0	18	2	64	4	0	70	0	0	6	0	6	14	161	2	0	177	271
7:30 AM	4	0	19	0	23	4	66	8	0	78	0	0	6	0	6	8	215	2	0	225	332
7:45 AM	1	1	29	0	31	2	86	22	0	110	0	0	10	0	10	16	206	3	0	225	376
Hourly Total	6	1	76	0	83	11	267	40	0	318	2	0	30	0	32	45	728	12	0	785	1218
8:00 AM	1	0	30	0	31	2	87	16	0	105	0	0	13	0	13	35	151	2	0	188	337
8:15 AM	0	0	32	0	32	2	83	8	0	93	0	2	12	0	14	26	195	1	0	222	361
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	1	0	62	0	63	4	170	24	0	198	0	2	25	0	27	61	346	3	0	410	698
4:30 PM	2	0	39	0	41	6	197	59	0	262	0	0	7	0	7	13	173	7	0	193	503
4:45 PM	1	0	32	0	33	5	208	48	0	261	0	0	10	0	10	18	188	5	0	211	515
Hourly Total	3	0	71	0	74	11	405	107	0	523	0	0	17	0	17	31	361	12	0	404	1018
5:00 PM	2	0	27	0	29	3	209	55	0	267	0	0	7	0	7	25	186	7	0	218	521
5:15 PM	1	0	27	0	28	2	230	79	0	311	0	0	13	0	13	26	161	7	0	194	546
5:30 PM	0	0	40	0	40	5	225	64	0	294	0	2	8	0	10	21	205	3	0	229	573
5:45 PM	0	2	34	0	36	3	211	34	0	248	0	1	14	0	15	20	170	2	0	192	491
Hourly Total	3	2	128	0	133	13	875	232	0	1120	0	3	42	0	45	92	722	19	0	833	2131
6:00 PM	2	0	35	0	37	2	149	23	0	174	0	0	12	0	12	23	154	10	0	187	410
6:15 PM	1	0	45	0	46	5	118	20	0	143	0	2	6	0	8	20	162	4	0	186	383
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	20	4	431	0	455	46	2093	450	0	2589	2	8	140	0	150	286	2686	64	0	3036	6230
Approach %	4.4	0.9	94.7	0.0	-	1.8	80.8	17.4	0.0	-	1.3	5.3	93.3	0.0	-	9.4	88.5	2.1	0.0	-	-
Total %	0.3	0.1	6.9	0.0	7.3	0.7	33.6	7.2	0.0	41.6	0.0	0.1	2.2	0.0	2.4	4.6	43.1	1.0	0.0	48.7	-
Lights	19	2	425	0	446	46	2034	448	0	2528	2	8	138	0	148	278	2649	63	0	2990	6112
% Lights	95.0	50.0	98.6	-	98.0	100.0	97.2	99.6	-	97.6	100.0	100.0	98.6	-	98.7	97.2	98.6	98.4	-	98.5	98.1
Mediums	0	0	6	0	6	0	47	2	0	49	0	0	2	0	2	8	17	0	0	25	82
% Mediums	0.0	0.0	1.4	-	1.3	0.0	2.2	0.4	-	1.9	0.0	0.0	1.4	-	1.3	2.8	0.6	0.0	-	0.8	1.3
Articulated Trucks	1	2	0	0	3	0	12	0	0	12	0	0	0	0	0	0	20	1	0	21	36
% Articulated Trucks	5.0	50.0	0.0	-	0.7	0.0	0.6	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.0	0.7	1.6	-	0.7	0.6

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DORMAN ST @ BRYON NELSON
BLVD
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Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

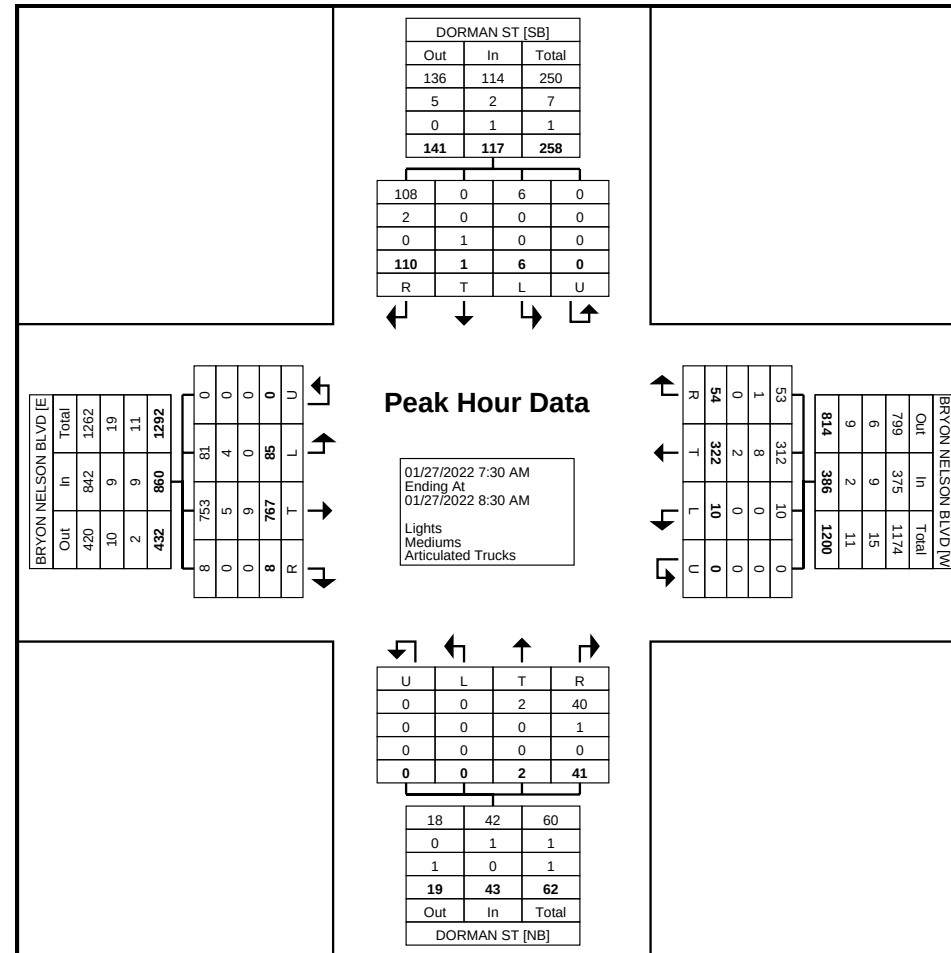
Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
Start Date: 01/27/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	DORMAN ST Southbound					BRYON NELSON BLVD Westbound					DORMAN ST Northbound					BRYON NELSON BLVD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	4	0	19	0	23	4	66	8	0	78	0	0	6	0	6	8	215	2	0	225	332
7:45 AM	1	1	29	0	31	2	86	22	0	110	0	0	10	0	10	16	206	3	0	225	376
8:00 AM	1	0	30	0	31	2	87	16	0	105	0	0	13	0	13	35	151	2	0	188	337
8:15 AM	0	0	32	0	32	2	83	8	0	93	0	2	12	0	14	26	195	1	0	222	361
Total	6	1	110	0	117	10	322	54	0	386	0	2	41	0	43	85	767	8	0	860	1406
Approach %	5.1	0.9	94.0	0.0	-	2.6	83.4	14.0	0.0	-	0.0	4.7	95.3	0.0	-	9.9	89.2	0.9	0.0	-	-
Total %	0.4	0.1	7.8	0.0	8.3	0.7	22.9	3.8	0.0	27.5	0.0	0.1	2.9	0.0	3.1	6.0	54.6	0.6	0.0	61.2	-
PHF	0.375	0.250	0.859	0.000	0.914	0.625	0.925	0.614	0.000	0.877	0.000	0.250	0.788	0.000	0.768	0.607	0.892	0.667	0.000	0.956	0.935
Lights	6	0	108	0	114	10	312	53	0	375	0	2	40	0	42	81	753	8	0	842	1373
% Lights	100.0	0.0	98.2	-	97.4	100.0	96.9	98.1	-	97.2	-	100.0	97.6	-	97.7	95.3	98.2	100.0	-	97.9	97.7
Mediums	0	0	2	0	2	0	8	1	0	9	0	0	1	0	1	4	5	0	0	9	21
% Mediums	0.0	0.0	1.8	-	1.7	0.0	2.5	1.9	-	2.3	-	0.0	2.4	-	2.3	4.7	0.7	0.0	-	1.0	1.5
Articulated Trucks	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	12
% Articulated Trucks	0.0	100.0	0.0	-	0.9	0.0	0.6	0.0	-	0.5	-	0.0	0.0	-	0.0	0.0	1.2	0.0	-	1.0	0.9

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
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Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
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Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

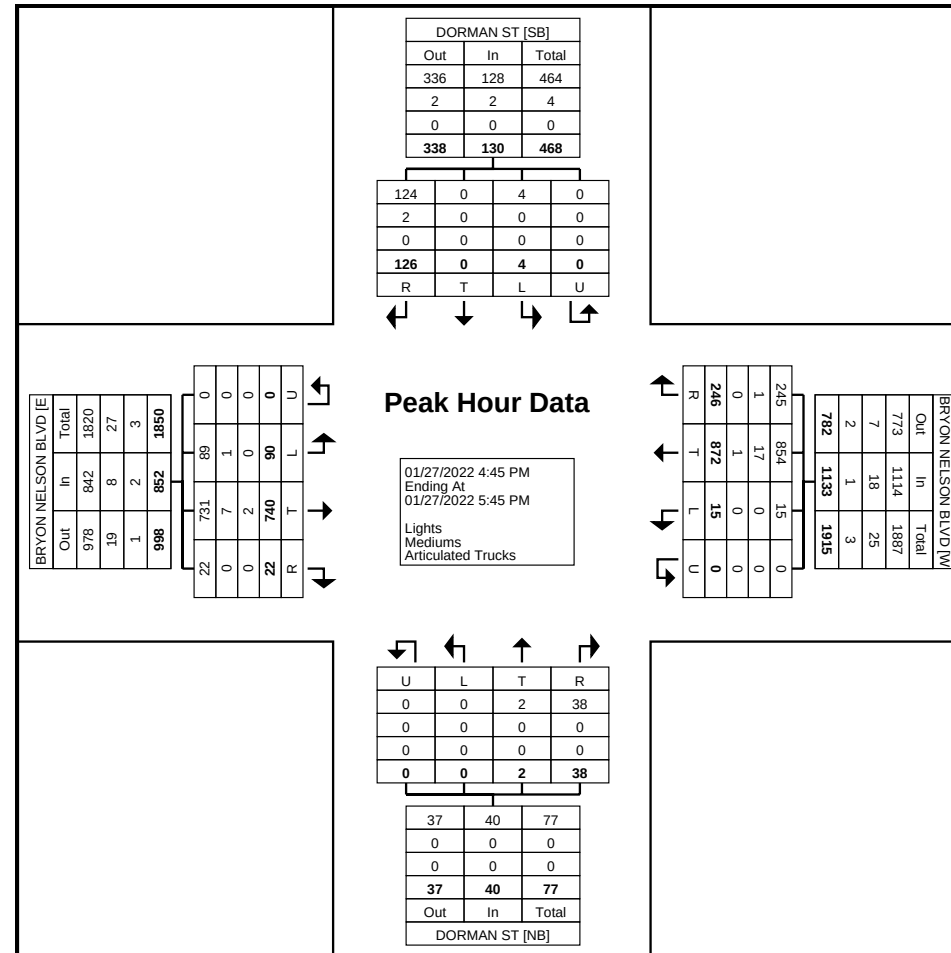
Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
Start Date: 01/27/2022
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

Start Time	DORMAN ST Southbound					BRYON NELSON BLVD Westbound					DORMAN ST Northbound					BRYON NELSON BLVD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:45 PM	1	0	32	0	33	5	208	48	0	261	0	0	10	0	10	18	188	5	0	211	515
5:00 PM	2	0	27	0	29	3	209	55	0	267	0	0	7	0	7	25	186	7	0	218	521
5:15 PM	1	0	27	0	28	2	230	79	0	311	0	0	13	0	13	26	161	7	0	194	546
5:30 PM	0	0	40	0	40	5	225	64	0	294	0	2	8	0	10	21	205	3	0	229	573
Total	4	0	126	0	130	15	872	246	0	1133	0	2	38	0	40	90	740	22	0	852	2155
Approach %	3.1	0.0	96.9	0.0	-	1.3	77.0	21.7	0.0	-	0.0	5.0	95.0	0.0	-	10.6	86.9	2.6	0.0	-	-
Total %	0.2	0.0	5.8	0.0	6.0	0.7	40.5	11.4	0.0	52.6	0.0	0.1	1.8	0.0	1.9	4.2	34.3	1.0	0.0	39.5	-
PHF	0.500	0.000	0.788	0.000	0.813	0.750	0.948	0.778	0.000	0.911	0.000	0.250	0.731	0.000	0.769	0.865	0.902	0.786	0.000	0.930	0.940
Lights	4	0	124	0	128	15	854	245	0	1114	0	2	38	0	40	89	731	22	0	842	2124
% Lights	100.0	-	98.4	-	98.5	100.0	97.9	99.6	-	98.3	-	100.0	100.0	-	100.0	98.9	98.8	100.0	-	98.8	98.6
Mediums	0	0	2	0	2	0	17	1	0	18	0	0	0	0	0	1	7	0	0	8	28
% Mediums	0.0	-	1.6	-	1.5	0.0	1.9	0.4	-	1.6	-	0.0	0.0	-	0.0	1.1	0.9	0.0	-	0.9	1.3
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Articulated Trucks	0.0	-	0.0	-	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.2	0.1

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
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817.265.8968

Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
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Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
Page No: 1

Turning Movement Data

Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF FLORAL BAR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	105	1	0	106	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	108
6:45 AM	0	134	2	0	136	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	141
Hourly Total	0	239	3	0	242	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	249
7:00 AM	0	164	1	0	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165
7:15 AM	0	188	1	0	189	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	190
7:30 AM	0	248	4	0	252	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	258
7:45 AM	0	232	7	0	239	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	243
Hourly Total	0	832	13	0	845	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	856
8:00 AM	0	182	3	0	185	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	188
8:15 AM	0	218	7	0	225	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	229
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	400	10	0	410	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	417
4:30 PM	0	189	10	0	199	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	210
4:45 PM	0	204	11	0	215	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	222
Hourly Total	0	393	21	0	414	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	432
5:00 PM	0	212	14	0	226	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	234
5:15 PM	0	184	12	0	196	0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	215
5:30 PM	0	222	14	0	236	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	248
5:45 PM	0	190	16	0	206	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	216
Hourly Total	0	808	56	0	864	0	0	0	0	0	0	0	0	0	0	0	0	49	0	49	913
6:00 PM	0	178	13	0	191	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	203
6:15 PM	0	189	19	0	208	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	215
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3039	135	0	3174	0	0	0	0	0	0	0	0	0	0	0	0	111	0	111	3285
Approach %	0.0	95.7	4.3	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	92.5	4.1	0.0	96.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	3.4	-
Lights	0	2995	132	0	3127	0	0	0	0	0	0	0	0	0	0	0	0	108	0	108	3235
% Lights	-	98.6	97.8	-	98.5	-	-	-	-	-	-	-	-	-	-	-	-	97.3	-	97.3	98.5
Mediums	0	21	2	0	23	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	24
% Mediums	-	0.7	1.5	-	0.7	-	-	-	-	-	-	-	-	-	-	-	-	0.9	-	0.9	0.7
Articulated Trucks	0	23	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	26
% Articulated Trucks	-	0.8	0.7	-	0.8	-	-	-	-	-	-	-	-	-	-	-	-	1.8	-	1.8	0.8

1120 W. Lovers Lane

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
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GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF FLORAL BAR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	0	248	4	0	252	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	258
7:45 AM	0	232	7	0	239	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	243
8:00 AM	0	182	3	0	185	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	188
8:15 AM	0	218	7	0	225	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	229
Total	0	880	21	0	901	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	918
Approach %	0.0	97.7	2.3	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	95.9	2.3	0.0	98.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	1.9	-
PHF	0.000	0.887	0.750	0.000	0.894	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.000	0.708	0.890
Lights	0	864	19	0	883	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	900
% Lights	-	98.2	90.5	-	98.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	98.0
Mediums	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
% Mediums	-	0.8	4.8	-	0.9	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.9
Articulated Trucks	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
% Articulated Trucks	-	1.0	4.8	-	1.1	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.1

1120 W. Lovers Lane

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
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GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
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Turning Movement Peak Hour Data (4:45 PM)

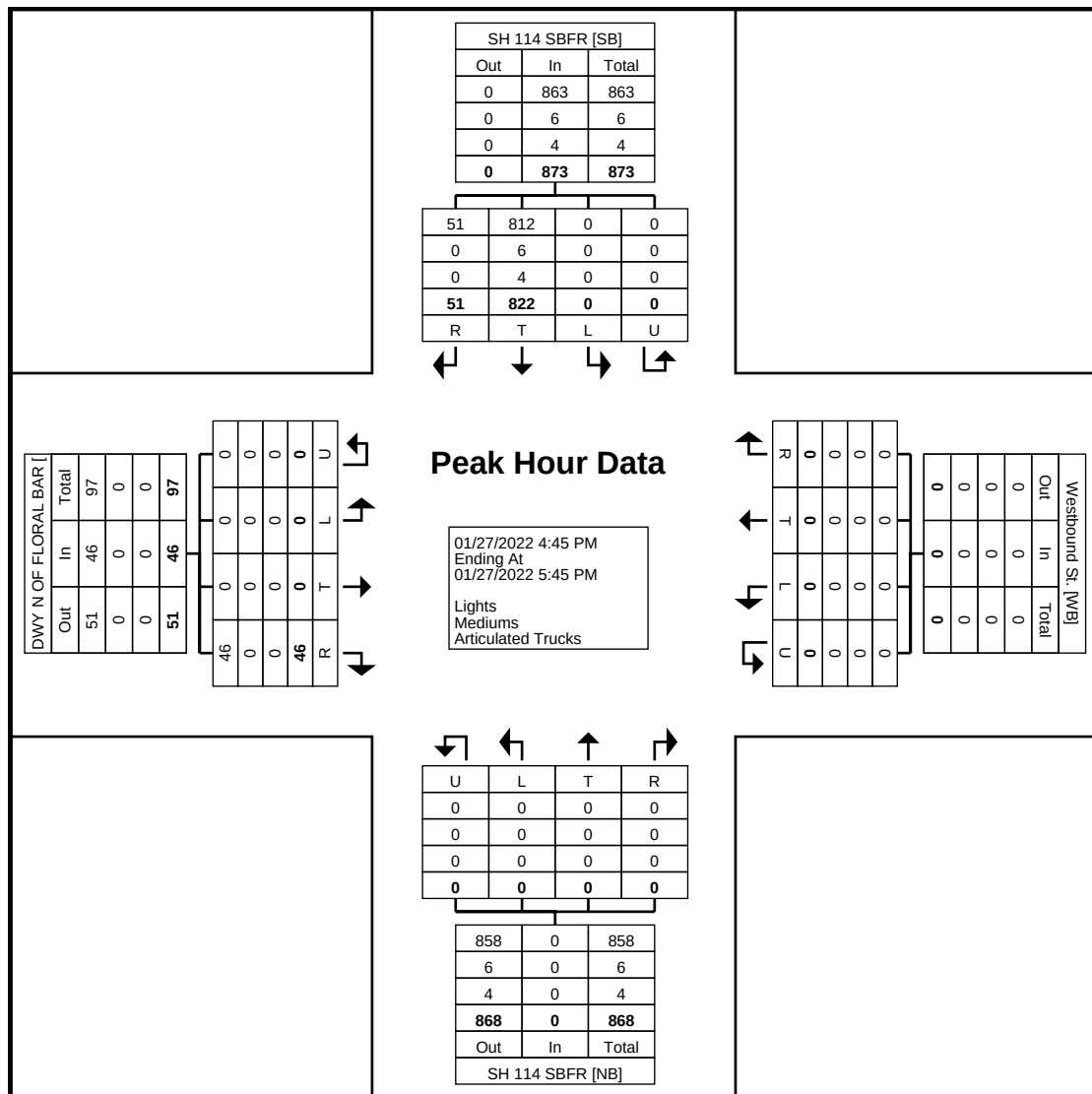
Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF FLORAL BAR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:45 PM	0	204	11	0	215	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	222
5:00 PM	0	212	14	0	226	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	234
5:15 PM	0	184	12	0	196	0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	215
5:30 PM	0	222	14	0	236	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	248
Total	0	822	51	0	873	0	0	0	0	0	0	0	0	0	0	0	0	46	0	46	919
Approach %	0.0	94.2	5.8	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	89.4	5.5	0.0	95.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	5.0	-
PHF	0.000	0.926	0.911	0.000	0.925	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.605	0.000	0.605	0.926
Lights	0	812	51	0	863	0	0	0	0	0	0	0	0	0	0	0	0	46	0	46	909
% Lights	-	98.8	100.0	-	98.9	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	98.9
Mediums	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Mediums	-	0.7	0.0	-	0.7	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.7
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Articulated Trucks	-	0.5	0.0	-	0.5	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
Page No: 6



Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

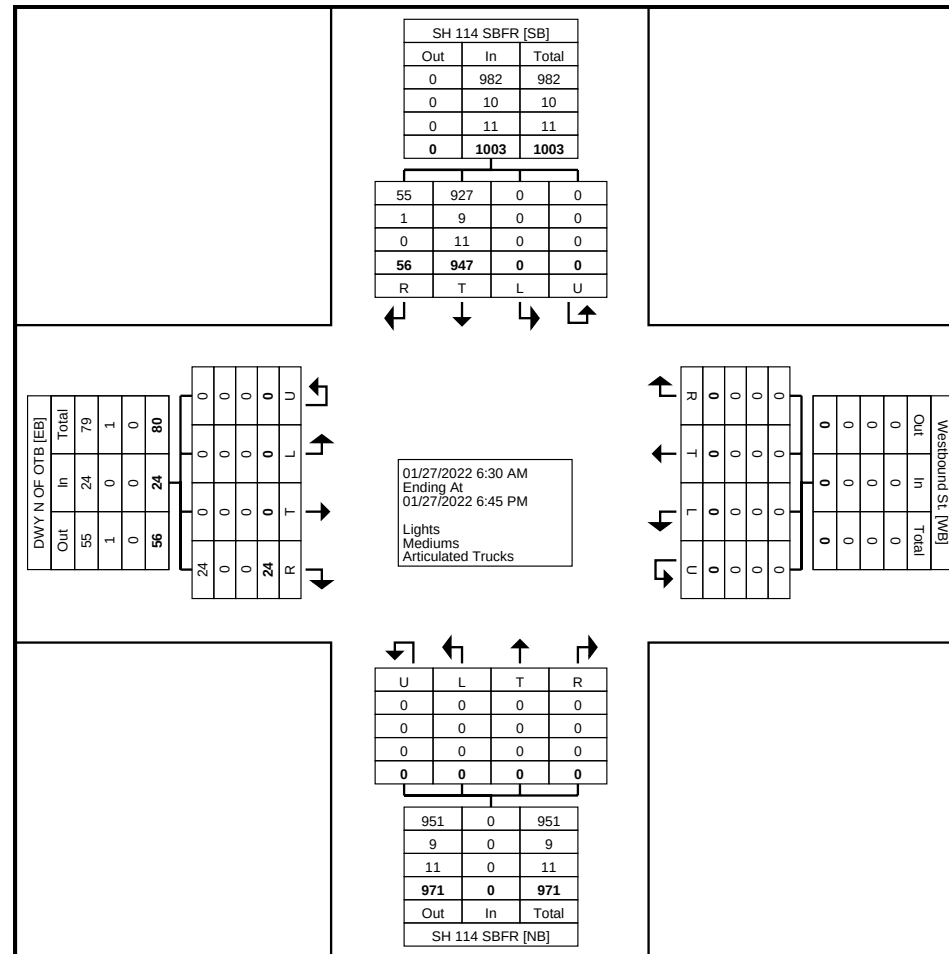
Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
Page No: 1

Turning Movement Data

Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF OTB Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
6:45 AM	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	0	43	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
7:00 AM	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
7:15 AM	0	51	1	0	52	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	53
7:30 AM	0	69	1	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
7:45 AM	0	61	1	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
Hourly Total	0	216	3	0	219	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	220
8:00 AM	0	61	1	0	62	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	63
8:15 AM	0	119	1	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	180	2	0	182	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	183
4:30 PM	0	63	6	0	69	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	71
4:45 PM	0	57	8	0	65	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	66
Hourly Total	0	120	14	0	134	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	137
5:00 PM	0	65	10	0	75	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	76
5:15 PM	0	60	7	0	67	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	70
5:30 PM	0	67	5	0	72	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	73
5:45 PM	0	63	5	0	68	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	72
Hourly Total	0	255	27	0	282	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	291
6:00 PM	0	55	3	0	58	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	64
6:15 PM	0	78	7	0	85	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	89
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	947	56	0	1003	0	0	0	0	0	0	0	0	0	0	0	0	24	0	24	1027
Approach %	0.0	94.4	5.6	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	92.2	5.5	0.0	97.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.3	-
Lights	0	927	55	0	982	0	0	0	0	0	0	0	0	0	0	0	0	24	0	24	1006
% Lights	-	97.9	98.2	-	97.9	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	98.0
Mediums	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
% Mediums	-	1.0	1.8	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.0
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
% Articulated Trucks	-	1.2	0.0	-	1.1	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.1

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Count Name: DWY N OF OTB @ SH 114 SBFR
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Turning Movement Data Plot

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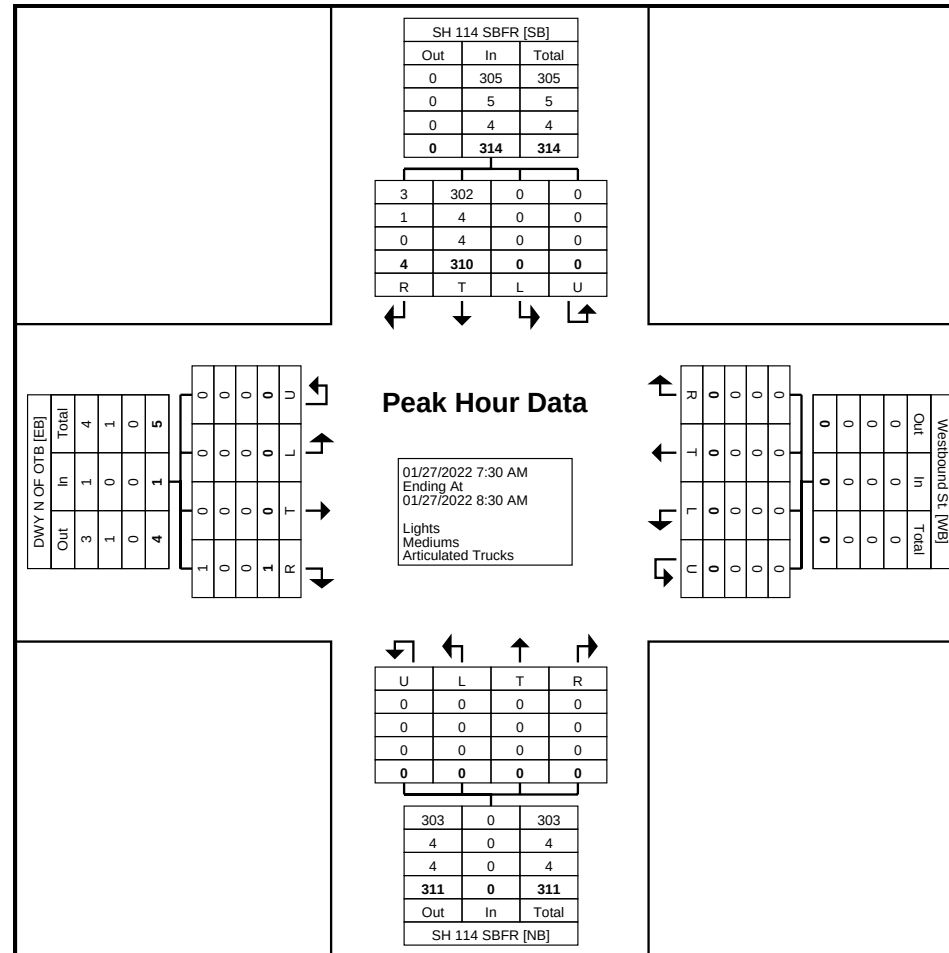
Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF OTB Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	0	69	1	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
7:45 AM	0	61	1	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
8:00 AM	0	61	1	0	62	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	63
8:15 AM	0	119	1	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
Total	0	310	4	0	314	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	315
Approach %	0.0	98.7	1.3	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	98.4	1.3	0.0	99.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	-
PHF	0.000	0.651	1.000	0.000	0.654	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.656
Lights	0	302	3	0	305	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	306
% Lights	-	97.4	75.0	-	97.1	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	97.1
Mediums	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Mediums	-	1.3	25.0	-	1.6	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.6
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Articulated Trucks	-	1.3	0.0	-	1.3	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.3

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Count Name: DWY N OF OTB @ SH 114 SBFR
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Turning Movement Peak Hour Data Plot (7:30 AM)

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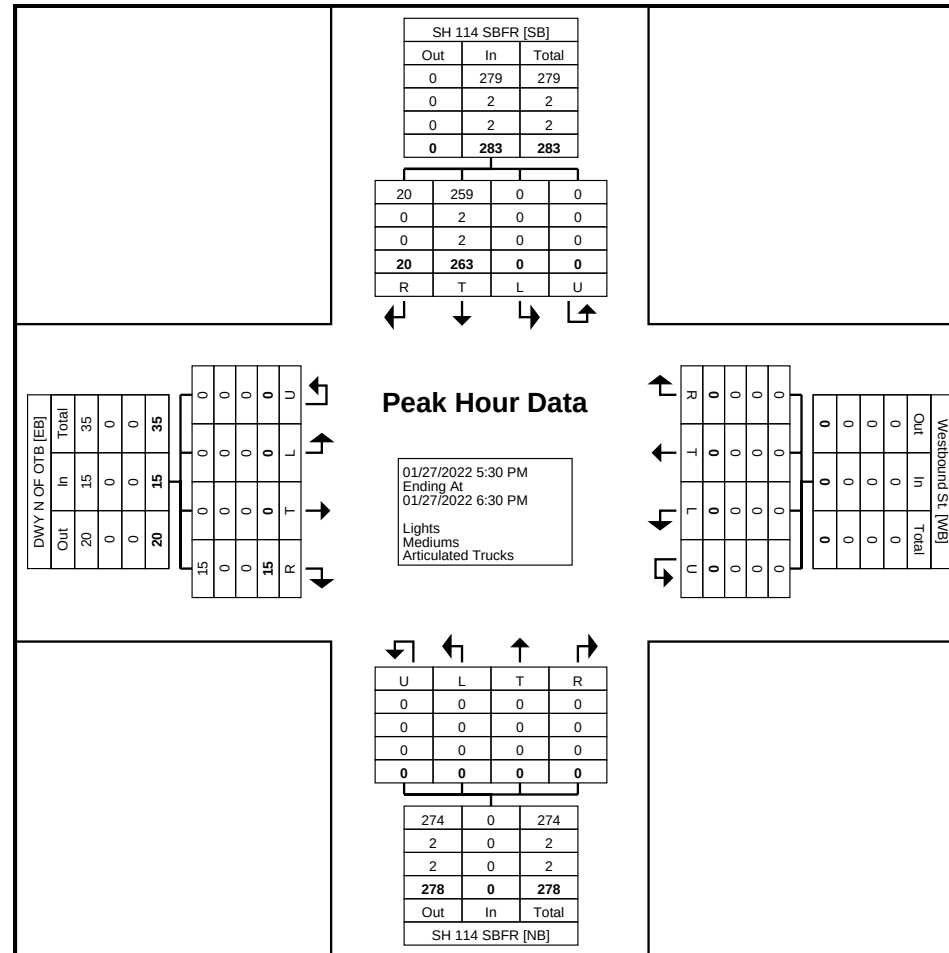
Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
Page No: 5

Turning Movement Peak Hour Data (5:30 PM)

Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF OTB Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
5:30 PM	0	67	5	0	72	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	73
5:45 PM	0	63	5	0	68	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	72
6:00 PM	0	55	3	0	58	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	64
6:15 PM	0	78	7	0	85	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	89
Total	0	263	20	0	283	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	298
Approach %	0.0	92.9	7.1	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	88.3	6.7	0.0	95.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	5.0	-
PHF	0.000	0.843	0.714	0.000	0.832	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.837
Lights	0	259	20	0	279	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	294
% Lights	-	98.5	100.0	-	98.6	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	98.7
Mediums	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Mediums	-	0.8	0.0	-	0.7	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.7
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	-	0.8	0.0	-	0.7	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.7

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Count Name: DWY N OF OTB @ SH 114 SBFR
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Turning Movement Peak Hour Data Plot (5:30 PM)

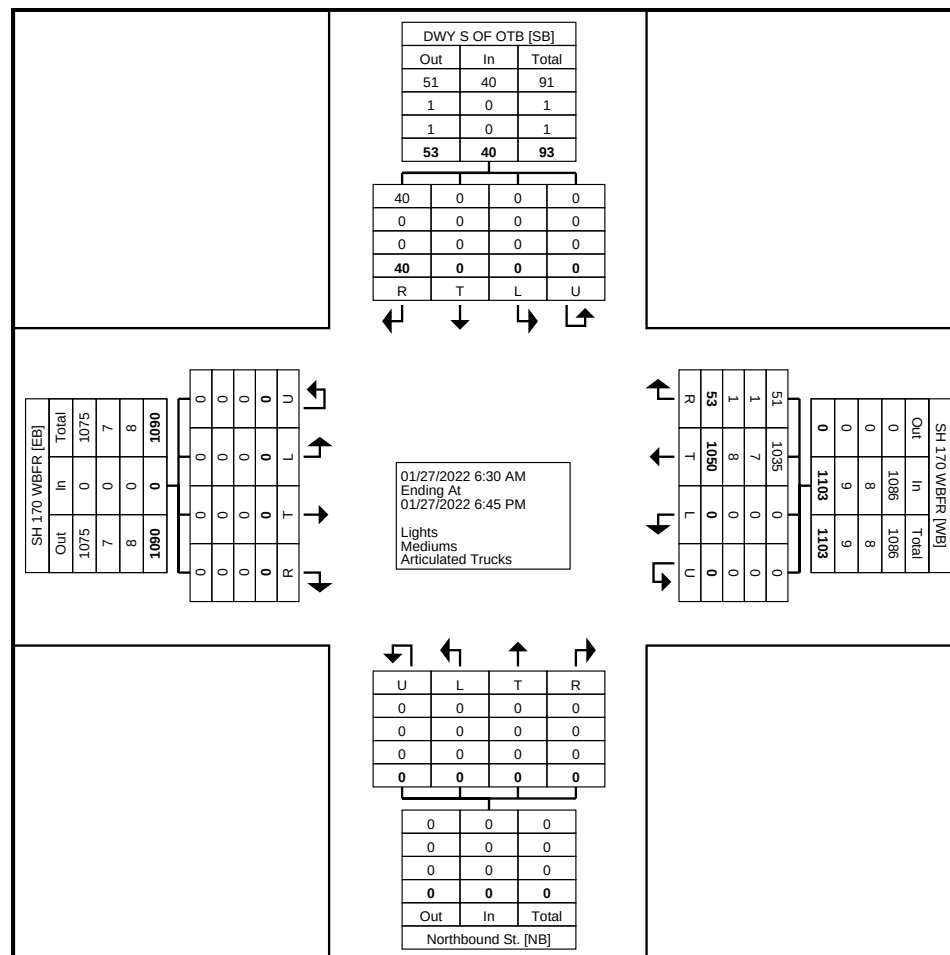
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Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
Start Date: 01/27/2022
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Turning Movement Data

Start Time	DWY S OF OTB Southbound					SH 170 WBFR Westbound					Northbound St. Northbound					SH 170 WBFR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	9
6:45 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	0	0	0	0	0	28	1	0	29	0	0	0	0	0	0	0	0	0	0	29
7:00 AM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	0	0	0	0	36
7:15 AM	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	0	0	0	0	0	44
7:30 AM	0	0	4	0	4	0	85	0	0	85	0	0	0	0	0	0	0	0	0	0	89
7:45 AM	0	0	1	0	1	0	73	0	0	73	0	0	0	0	0	0	0	0	0	0	74
Hourly Total	0	0	5	0	5	0	238	0	0	238	0	0	0	0	0	0	0	0	0	0	243
8:00 AM	0	0	0	0	0	0	53	1	0	54	0	0	0	0	0	0	0	0	0	0	54
8:15 AM	0	0	1	0	1	0	83	2	0	85	0	0	0	0	0	0	0	0	0	0	86
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	1	0	1	0	136	3	0	139	0	0	0	0	0	0	0	0	0	0	140
4:30 PM	0	0	2	0	2	0	77	5	0	82	0	0	0	0	0	0	0	0	0	0	84
4:45 PM	0	0	3	0	3	0	80	3	0	83	0	0	0	0	0	0	0	0	0	0	86
Hourly Total	0	0	5	0	5	0	157	8	0	165	0	0	0	0	0	0	0	0	0	0	170
5:00 PM	0	0	3	0	3	0	89	8	0	97	0	0	0	0	0	0	0	0	0	0	100
5:15 PM	0	0	6	0	6	0	100	5	0	105	0	0	0	0	0	0	0	0	0	0	111
5:30 PM	0	0	3	0	3	0	94	7	0	101	0	0	0	0	0	0	0	0	0	0	104
5:45 PM	0	0	3	0	3	0	69	7	0	76	0	0	0	0	0	0	0	0	0	0	79
Hourly Total	0	0	15	0	15	0	352	27	0	379	0	0	0	0	0	0	0	0	0	0	394
6:00 PM	0	0	7	0	7	0	92	5	0	97	0	0	0	0	0	0	0	0	0	0	104
6:15 PM	0	0	7	0	7	0	47	9	0	56	0	0	0	0	0	0	0	0	0	0	63
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	40	0	40	0	1050	53	0	1103	0	0	0	0	0	0	0	0	0	0	1143
Approach %	0.0	0.0	100.0	0.0	-	0.0	95.2	4.8	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	3.5	0.0	3.5	0.0	91.9	4.6	0.0	96.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Lights	0	0	40	0	40	0	1035	51	0	1086	0	0	0	0	0	0	0	0	0	0	1126
% Lights	-	-	100.0	-	100.0	-	98.6	96.2	-	98.5	-	-	-	-	-	-	-	-	-	-	98.5
Mediums	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	8
% Mediums	-	-	0.0	-	0.0	-	0.7	1.9	-	0.7	-	-	-	-	-	-	-	-	-	-	0.7
Articulated Trucks	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	9
% Articulated Trucks	-	-	0.0	-	0.0	-	0.8	1.9	-	0.8	-	-	-	-	-	-	-	-	-	-	0.8

Count Name: DWY S OF OTB @ SH 170 WBFR
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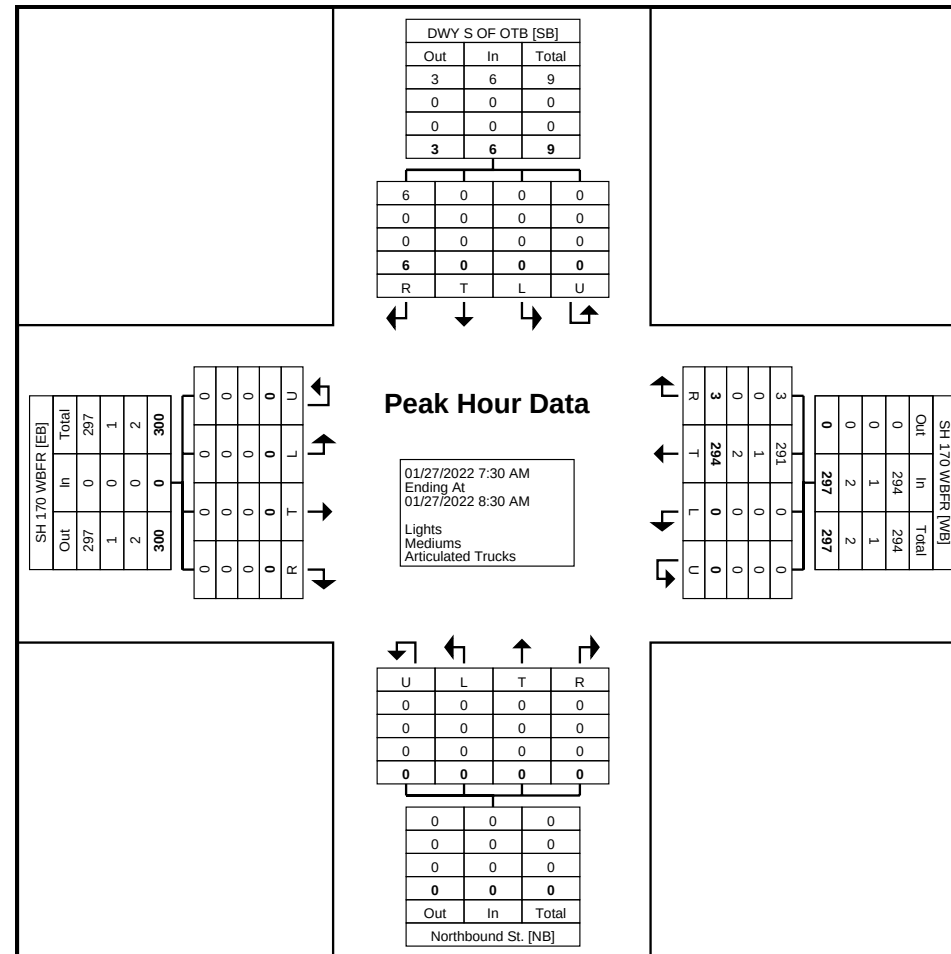
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Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
Start Date: 01/27/2022
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	DWY S OF OTB Southbound					SH 170 WBFR Westbound					Northbound St. Northbound					SH 170 WBFR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	0	0	4	0	4	0	85	0	0	85	0	0	0	0	0	0	0	0	0	0	89
7:45 AM	0	0	1	0	1	0	73	0	0	73	0	0	0	0	0	0	0	0	0	0	74
8:00 AM	0	0	0	0	0	0	53	1	0	54	0	0	0	0	0	0	0	0	0	0	54
8:15 AM	0	0	1	0	1	0	83	2	0	85	0	0	0	0	0	0	0	0	0	0	86
Total	0	0	6	0	6	0	294	3	0	297	0	0	0	0	0	0	0	0	0	0	303
Approach %	0.0	0.0	100.0	0.0	-	0.0	99.0	1.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	2.0	0.0	2.0	0.0	97.0	1.0	0.0	98.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.375	0.000	0.375	0.000	0.865	0.375	0.000	0.874	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.851
Lights	0	0	6	0	6	0	291	3	0	294	0	0	0	0	0	0	0	0	0	0	300
% Lights	-	-	100.0	-	100.0	-	99.0	100.0	-	99.0	-	-	-	-	-	-	-	-	-	-	99.0
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Mediums	-	-	0.0	-	0.0	-	0.3	0.0	-	0.3	-	-	-	-	-	-	-	-	-	-	0.3
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	-	-	0.0	-	0.0	-	0.7	0.0	-	0.7	-	-	-	-	-	-	-	-	-	-	0.7

Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
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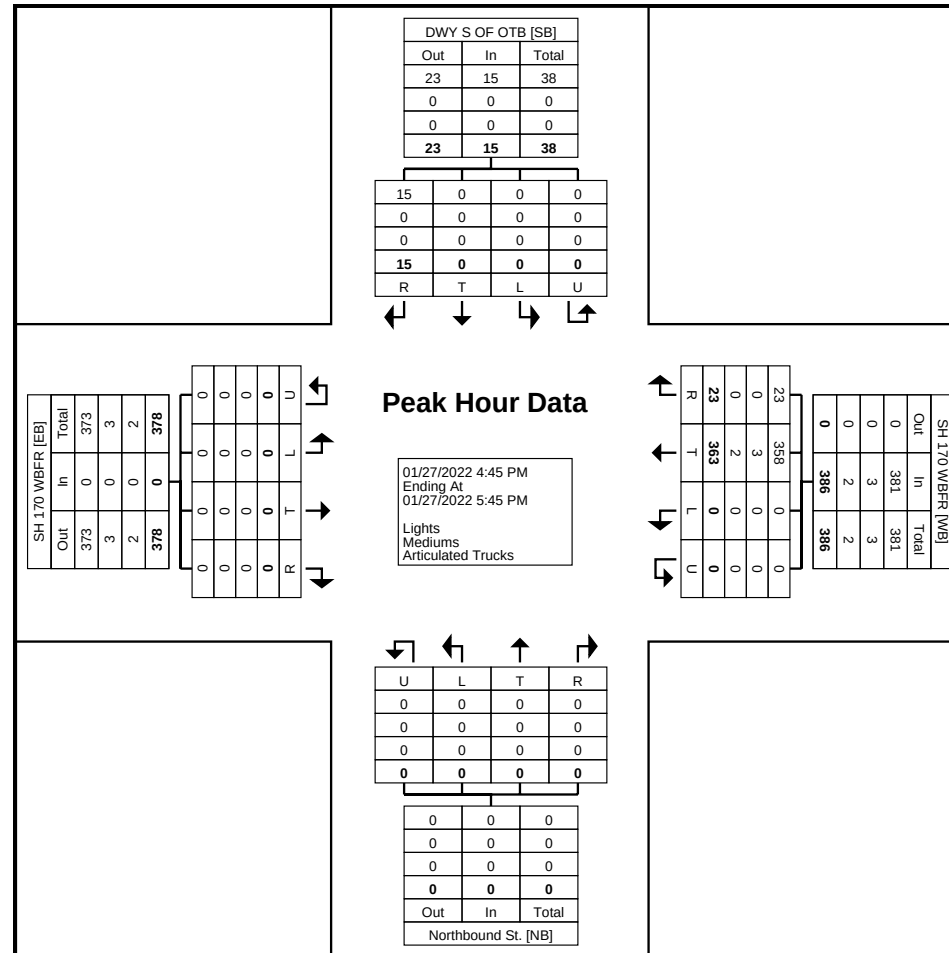


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Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
Start Date: 01/27/2022
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Turning Movement Peak Hour Data (4:45 PM)

Start Time	DWY S OF OTB Southbound					SH 170 WBFR Westbound					Northbound St. Northbound					SH 170 WBFR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:45 PM	0	0	3	0	3	0	80	3	0	83	0	0	0	0	0	0	0	0	0	0	86
5:00 PM	0	0	3	0	3	0	89	8	0	97	0	0	0	0	0	0	0	0	0	0	100
5:15 PM	0	0	6	0	6	0	100	5	0	105	0	0	0	0	0	0	0	0	0	0	111
5:30 PM	0	0	3	0	3	0	94	7	0	101	0	0	0	0	0	0	0	0	0	0	104
Total	0	0	15	0	15	0	363	23	0	386	0	0	0	0	0	0	0	0	0	0	401
Approach %	0.0	0.0	100.0	0.0	-	0.0	94.0	6.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	3.7	0.0	3.7	0.0	90.5	5.7	0.0	96.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.625	0.000	0.625	0.000	0.908	0.719	0.000	0.919	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.903
Lights	0	0	15	0	15	0	358	23	0	381	0	0	0	0	0	0	0	0	0	0	396
% Lights	-	-	100.0	-	100.0	-	98.6	100.0	-	98.7	-	-	-	-	-	-	-	-	-	-	98.8
Mediums	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% Mediums	-	-	0.0	-	0.0	-	0.8	0.0	-	0.8	-	-	-	-	-	-	-	-	-	-	0.7
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	-	-	0.0	-	0.0	-	0.6	0.0	-	0.5	-	-	-	-	-	-	-	-	-	-	0.5



Turning Movement Peak Hour Data Plot (4:45 PM)

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	12	2	3	15	1	0	0	26	0	0	0
Future Vol, veh/h	0	12	2	3	15	1	0	0	26	0	0	0
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	50	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	3	4	19	1	0	0	33	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	18	0	0	45	45	17	61	46	20
Stage 1	-	-	-	-	-	-	17	17	-	28	28	-
Stage 2	-	-	-	-	-	-	28	28	-	33	18	-
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	1596	-	-	1599	-	-	957	847	1062	934	846	1058
Stage 1	-	-	-	-	-	-	1002	881	-	989	872	-
Stage 2	-	-	-	-	-	-	989	872	-	983	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1596	-	-	1599	-	-	955	844	1062	902	843	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	955	844	-	902	843	-
Stage 1	-	-	-	-	-	-	1002	881	-	989	869	-
Stage 2	-	-	-	-	-	-	986	869	-	952	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.1			8.5			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1062	1596	-	-	1599	-	-	-				
HCM Lane V/C Ratio	0.031	-	-	-	0.002	-	-	-				
HCM Control Delay (s)	8.5	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

HCM 6th TWSC
2: Dallas Drive & Dorman Street

Existing AM.syn

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	14	4	2	1	6
Future Vol, veh/h	14	14	4	2	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	19	5	3	1	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	8	0	-	0	64	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1612	-	-	-	942	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1612	-	-	-	931	1075
Mov Cap-2 Maneuver	-	-	-	-	931	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	966	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.6	0		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1612	-	-	-	1052	
HCM Lane V/C Ratio	0.012	-	-	-	0.009	
HCM Control Delay (s)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Existing AM.syn

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	767	8	10	322	54	0	0	41	0	0	110
Future Vol, veh/h	85	767	8	10	322	54	0	0	41	0	0	110
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	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	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, %	5	2	2	2	3	2	2	2	2	2	100	2
Mvmt Flow	91	825	9	11	346	58	0	0	44	0	0	118
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	404	0	0	834	0	0	-	-	830	-	-	375
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.15	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1139	-	-	799	-	-	0	0	370	0	0	671
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1139	-	-	799	-	-	-	-	370	-	-	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.8		0.2			16			11.5			
HCM LOS						C			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	370	1139	-	-	799	-	-	671				
HCM Lane V/C Ratio	0.119	0.08	-	-	0.013	-	-	0.176				
HCM Control Delay (s)	16	8.4	-	-	9.6	-	-	11.5				
HCM Lane LOS	C	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	0.6				

HCM 6th TWSC

4: SH 114 & North Floral Bar Driveway

Existing AM.syn

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑			↑↑↑	
Traffic Vol, veh/h	0	17	0	0	880	21
Future Vol, veh/h	0	17	0	0	880	21
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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	10
Mvmt Flow	0	19	0	0	989	24
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	507	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	437	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	437	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	13.6		0			
HCM LOS	B					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	437	-	-			
HCM Lane V/C Ratio	0.044	-	-			
HCM Control Delay (s)	13.6	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

HCM 6th TWSC
5: SH 114 & North On the Border Driveway

Existing AM.syn

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	0	310	4
Future Vol, veh/h	0	1	0	0	310	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	3	25
Mvmt Flow	0	2	0	0	470	6
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	235	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	767	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	767	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	9.7		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	767	-	-			
HCM Lane V/C Ratio	0.002	-	-			
HCM Control Delay (s)	9.7	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

HCM 6th TWSC
6: SH 170 Ramp & South On the Border Driveway

Existing AM.syn

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	294	3	0	6
Future Vol, veh/h	0	0	294	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	346	4	0	7
Major/Minor	Major2		Minor2			
Conflicting Flow All			-	0	-	173
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.94
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.32
Pot Cap-1 Maneuver			-	-	0	840
Stage 1			-	-	0	-
Stage 2			-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver			-	-	-	840
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach	WB		SB			
HCM Control Delay, s			0	9.3		
HCM LOS			A			
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	840			
HCM Lane V/C Ratio	-	-	0.008			
HCM Control Delay (s)	-	-	9.3			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	20	7	25	104	0	4	0	28	0	0	0
Future Vol, veh/h	0	20	7	25	104	0	4	0	28	0	0	0
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	8	29	120	0	5	0	32	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	120	0	0	31	0	0	205	205	27	221	209	120
Stage 1	-	-	-	-	-	-	27	27	-	178	178	-
Stage 2	-	-	-	-	-	-	178	178	-	43	31	-
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	1468	-	-	1582	-	-	753	691	1048	735	688	931
Stage 1	-	-	-	-	-	-	990	873	-	824	752	-
Stage 2	-	-	-	-	-	-	824	752	-	971	869	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1468	-	-	1582	-	-	742	677	1048	701	674	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	677	-	701	674	-
Stage 1	-	-	-	-	-	-	990	873	-	824	737	-
Stage 2	-	-	-	-	-	-	808	737	-	941	869	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.4			8.7			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	997	1468	-	-	1582	-	-	-				
HCM Lane V/C Ratio	0.037	-	-	-	0.018	-	-	-				
HCM Control Delay (s)	8.7	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-				

HCM 6th TWSC
2: Dallas Drive & Dorman Street

Existing PM.syn

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	21	54	2	9	33
Future Vol, veh/h	18	21	54	2	9	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	23	60	2	10	37
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	62	0	-	0	124	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1541	-	-	-	871	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1541	-	-	-	860	1004
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	960	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.4	0		8.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1541	-	-	-	969	
HCM Lane V/C Ratio	0.013	-	-	-	0.048	
HCM Control Delay (s)	7.4	0	-	-	8.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Existing PM.syn

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	740	22	15	872	246	0	0	38	0	0	126
Future Vol, veh/h	90	740	22	15	872	246	0	0	38	0	0	126
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	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	0	-	-	0
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	96	787	23	16	928	262	0	0	40	0	0	134
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1190	0	0	810	0	0	-	-	799	-	-	1059
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	587	-	-	816	-	-	0	0	386	0	0	273
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	587	-	-	816	-	-	-	-	386	-	-	273
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.1			15.4			30.3		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	386	587	-	-	816	-	-	273				
HCM Lane V/C Ratio	0.105	0.163	-	-	0.02	-	-	0.491				
HCM Control Delay (s)	15.4	12.3	-	-	9.5	-	-	30.3				
HCM Lane LOS	C	B	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	0.3	0.6	-	-	0.1	-	-	2.5				

HCM 6th TWSC
4: SH 114 & North Floral Bar Driveway

Existing PM.syn

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖↖↖	
Traffic Vol, veh/h	0	46	0	0	822	51
Future Vol, veh/h	0	46	0	0	822	51
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	0	0	884	55
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	470	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	462	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	462	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	13.7		0			
HCM LOS	B					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	462	-	-			
HCM Lane V/C Ratio	0.107	-	-			
HCM Control Delay (s)	13.7	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

HCM 6th TWSC
5: SH 114 & North On the Border Driveway

Existing PM.syn

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	0	0	263	20
Future Vol, veh/h	0	15	0	0	263	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	0	0	313	24

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	157	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	861	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	861	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	9.3	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	861	-	-
HCM Lane V/C Ratio	0.021	-	-
HCM Control Delay (s)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 6th TWSC
6: SH 170 Ramp & South On the Border Driveway

Existing PM.syn

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	363	23	0	15
Future Vol, veh/h	0	0	363	23	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	403	26	0	17
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	-	202	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Critical Hdwy		-	-	-	6.94	
Critical Hdwy Stg 1		-	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		-	-	-	3.32	
Pot Cap-1 Maneuver		-	-	0	805	
Stage 1		-	-	0	-	
Stage 2		-	-	0	-	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver		-	-	-	805	
Mov Cap-2 Maneuver		-	-	-	-	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Approach		WB		SB		
HCM Control Delay, s		0		9.6		
HCM LOS				A		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	805			
HCM Lane V/C Ratio	-	-	0.021			
HCM Control Delay (s)	-	-	9.6			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	13	2	3	16	1	0	0	28	0	0	0
Future Vol, veh/h	0	13	2	3	16	1	0	0	28	0	0	0
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	50	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	3	4	21	1	0	0	36	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	20	0	0	49	49	19	67	50	22
Stage 1	-	-	-	-	-	-	19	19	-	30	30	-
Stage 2	-	-	-	-	-	-	30	30	-	37	20	-
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	1593	-	-	1596	-	-	951	843	1059	926	841	1055
Stage 1	-	-	-	-	-	-	1000	880	-	987	870	-
Stage 2	-	-	-	-	-	-	987	870	-	978	879	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1593	-	-	1596	-	-	949	840	1059	893	838	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	949	840	-	893	838	-
Stage 1	-	-	-	-	-	-	1000	880	-	987	867	-
Stage 2	-	-	-	-	-	-	984	867	-	945	879	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.1			8.5			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1059	1593	-	-	1596	-	-	-				
HCM Lane V/C Ratio	0.034	-	-	-	0.002	-	-	-				
HCM Control Delay (s)	8.5	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

HCM 6th TWSC

2: Dallas Drive & Dorman Street

Background 2024 AM.syn

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	15	4	2	1	6
Future Vol, veh/h	15	15	4	2	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	21	5	3	1	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	8	0	-	0	70	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1612	-	-	-	934	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1612	-	-	-	922	1075
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	960	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.6	0		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1612	-	-	-	1050	
HCM Lane V/C Ratio	0.013	-	-	-	0.009	
HCM Control Delay (s)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Background 2024 AM.syn

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	814	8	11	342	57	0	0	43	0	0	117
Future Vol, veh/h	90	814	8	11	342	57	0	0	43	0	0	117
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	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	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, %	5	2	2	2	3	2	2	2	2	2	100	2
Mvmt Flow	97	875	9	12	368	61	0	0	46	0	0	126
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	429	0	0	884	0	0	-	-	880	-	-	399
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.15	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1115	-	-	765	-	-	0	0	346	0	0	651
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1115	-	-	765	-	-	-	-	346	-	-	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.8		0.3			17			11.9			
HCM LOS						C			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	346	1115	-	-	765	-	-	651				
HCM Lane V/C Ratio	0.134	0.087	-	-	0.015	-	-	0.193				
HCM Control Delay (s)	17	8.5	-	-	9.8	-	-	11.9				
HCM Lane LOS	C	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0	-	-	0.7				

HCM 6th TWSC 4: SH 114 & North Floral Bar Driveway

Background 2024 AM.syn

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑			↑↑↑	
Traffic Vol, veh/h	0	18	0	0	934	22
Future Vol, veh/h	0	18	0	0	934	22
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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	10
Mvmt Flow	0	20	0	0	1049	25

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	537	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.14	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.92	-	-
Pot Cap-1 Maneuver	0	418	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	418	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	14.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	418	-	-
HCM Lane V/C Ratio	0.048	-	-
HCM Control Delay (s)	14.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-

HCM 6th TWSC
5: SH 114 & North On the Border Driveway

Background 2024 AM.syn

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	0	329	4
Future Vol, veh/h	0	1	0	0	329	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	3	25
Mvmt Flow	0	2	0	0	498	6
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	249	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	751	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	751	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	9.8		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	751	-	-			
HCM Lane V/C Ratio	0.002	-	-			
HCM Control Delay (s)	9.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

HCM 6th TWSC 6: SH 170 Ramp & South On the Border Driveway

Background 2024 AM.syn

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	312	3	0	6
Future Vol, veh/h	0	0	312	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	367	4	0	7
Major/Minor	Major2		Minor2			
Conflicting Flow All			-	0	-	184
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.94
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.32
Pot Cap-1 Maneuver			-	-	0	827
Stage 1			-	-	0	-
Stage 2			-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver			-	-	-	827
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach	WB		SB			
HCM Control Delay, s	0		9.4			
HCM LOS			A			
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	827			
HCM Lane V/C Ratio	-	-	0.009			
HCM Control Delay (s)	-	-	9.4			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	21	7	27	110	0	4	0	30	0	0	0
Future Vol, veh/h	0	21	7	27	110	0	4	0	30	0	0	0
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	8	31	126	0	5	0	34	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	32	0	0	216	216	28	233	220	126
Stage 1	-	-	-	-	-	-	28	28	-	188	188	-
Stage 2	-	-	-	-	-	-	188	188	-	45	32	-
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	1460	-	-	1580	-	-	740	682	1047	722	678	924
Stage 1	-	-	-	-	-	-	989	872	-	814	745	-
Stage 2	-	-	-	-	-	-	814	745	-	969	868	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	1580	-	-	728	668	1047	687	664	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	728	668	-	687	664	-
Stage 1	-	-	-	-	-	-	989	872	-	814	729	-
Stage 2	-	-	-	-	-	-	797	729	-	937	868	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.4			8.8			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	996	1460	-	-	1580	-	-	-				
HCM Lane V/C Ratio	0.039	-	-	-	0.02	-	-	-				
HCM Control Delay (s)	8.8	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-				

HCM 6th TWSC
2: Dallas Drive & Dorman Street

Background 2024 PM.syn

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	22	57	2	10	35
Future Vol, veh/h	19	22	57	2	10	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	24	63	2	11	39
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	65	0	-	0	130	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	864	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	852	1000
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	957	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.4	0		8.9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1537	-	-	-	963	
HCM Lane V/C Ratio	0.014	-	-	-	0.052	
HCM Control Delay (s)	7.4	0	-	-	8.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Background 2024 PM.syn

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	95	785	23	16	925	260	0	0	40	0	0	134
Future Vol, veh/h	95	785	23	16	925	260	0	0	40	0	0	134
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	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	0	-	-	0
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	101	835	24	17	984	277	0	0	43	0	0	143
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	1261	0	0	859	0	0	-	-	847	-	-	1123
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	551	-	-	782	-	-	0	0	362	0	0	250
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	551	-	-	782	-	-	-	-	362	-	-	250
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	1.4		0.1			16.3			36.9			
HCM LOS						C			E			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	362	551	-	-	782	-	-	250				
HCM Lane V/C Ratio	0.118	0.183	-	-	0.022	-	-	0.57				
HCM Control Delay (s)	16.3	13	-	-	9.7	-	-	36.9				
HCM Lane LOS	C	B	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	0.4	0.7	-	-	0.1	-	-	3.2				

HCM 6th TWSC

4: SH 114 & North Floral Bar Driveway

Background 2024 PM.syn

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↑↑↑	
Traffic Vol, veh/h	0	49	0	0	872	54
Future Vol, veh/h	0	49	0	0	872	54
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	0	0	938	58
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	498	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	443	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	443	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	14.2		0			
HCM LOS	B					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	443	-	-			
HCM Lane V/C Ratio	0.119	-	-			
HCM Control Delay (s)	14.2	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

HCM 6th TWSC 5: SH 114 & North On the Border Driveway

Background 2024 PM.syn

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	0	0	279	21
Future Vol, veh/h	0	16	0	0	279	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	0	0	332	25
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	166	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	849	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	849	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	9.3		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	849	-	-			
HCM Lane V/C Ratio	0.022	-	-			
HCM Control Delay (s)	9.3	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

HCM 6th TWSC
6: SH 170 Ramp & South On the Border Driveway

Background 2024 PM.syn

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	385	24	0	16
Future Vol, veh/h	0	0	385	24	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	428	27	0	18
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	-	214	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Critical Hdwy		-	-	-	6.94	
Critical Hdwy Stg 1		-	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		-	-	-	3.32	
Pot Cap-1 Maneuver		-	-	0	791	
Stage 1		-	-	0	-	
Stage 2		-	-	0	-	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver		-	-	-	791	
Mov Cap-2 Maneuver		-	-	-	-	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Approach		WB		SB		
HCM Control Delay, s		0		9.7		
HCM LOS				A		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	791			
HCM Lane V/C Ratio	-	-	0.022			
HCM Control Delay (s)	-	-	9.7			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

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	0	19	2	3	30	1	0	0	28	0	0	0
Future Vol, veh/h	0	19	2	3	30	1	0	0	28	0	0	0
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	50	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	3	4	38	1	0	0	36	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	27	0	0	73	73	26	91	74	39
Stage 1	-	-	-	-	-	-	26	26	-	47	47	-
Stage 2	-	-	-	-	-	-	47	47	-	44	27	-
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	1571	-	-	1587	-	-	918	817	1050	893	816	1033
Stage 1	-	-	-	-	-	-	992	874	-	967	856	-
Stage 2	-	-	-	-	-	-	967	856	-	970	873	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1571	-	-	1587	-	-	916	815	1050	861	814	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	916	815	-	861	814	-
Stage 1	-	-	-	-	-	-	992	874	-	967	853	-
Stage 2	-	-	-	-	-	-	964	853	-	937	873	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.6			8.6			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1050	1571	-	-	1587	-	-	-				
HCM Lane V/C Ratio	0.034	-	-	-	0.002	-	-	-				
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

HCM 6th TWSC
2: Dallas Drive & Dorman Street

Build Out 2024 AM.syn

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	17	4	4	6	49
Future Vol, veh/h	38	17	4	4	6	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	23	5	5	8	67
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	10	0	-	0	135	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1610	-	-	-	859	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1610	-	-	-	831	1074
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	899	-
Approach	EB	WB		SB		
HCM Control Delay, s	5.1	0		8.7		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1610	-	-	-	1041	
HCM Lane V/C Ratio	0.032	-	-	-	0.072	
HCM Control Delay (s)	7.3	0	-	-	8.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Build Out 2024 AM.syn

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	814	22	45	342	57	0	0	68	0	0	117
Future Vol, veh/h	90	814	22	45	342	57	0	0	68	0	0	117
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	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	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, %	5	2	2	2	3	2	2	2	2	2	100	2
Mvmt Flow	97	875	24	48	368	61	0	0	73	0	0	126
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	429	0	0	899	0	0	-	-	887	-	-	399
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.15	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1115	-	-	756	-	-	0	0	343	0	0	651
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1115	-	-	756	-	-	-	-	343	-	-	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1			18.3			11.9		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	343	1115	-	-	756	-	-	651				
HCM Lane V/C Ratio	0.213	0.087	-	-	0.064	-	-	0.193				
HCM Control Delay (s)	18.3	8.5	-	-	10.1	-	-	11.9				
HCM Lane LOS	C	A	-	-	B	-	-	B				
HCM 95th %tile Q(veh)	0.8	0.3	-	-	0.2	-	-	0.7				

HCM 6th TWSC

4: SH 114 & North Floral Bar Driveway

Build Out 2024 AM.syn

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑			↑↑↑	
Traffic Vol, veh/h	0	20	0	0	959	25
Future Vol, veh/h	0	20	0	0	959	25
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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	10
Mvmt Flow	0	22	0	0	1078	28

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	553	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.14	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.92	-	-
Pot Cap-1 Maneuver	0	408	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	408	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	14.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	408	-	-
HCM Lane V/C Ratio	0.055	-	-
HCM Control Delay (s)	14.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-

HCM 6th TWSC
5: SH 114 & North On the Border Driveway

Build Out 2024 AM.syn

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	0	338	4
Future Vol, veh/h	0	3	0	0	338	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	3	25
Mvmt Flow	0	5	0	0	512	6
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	256	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	743	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	743	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	9.9		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	743	-	-			
HCM Lane V/C Ratio	0.006	-	-			
HCM Control Delay (s)	9.9	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

HCM 6th TWSC
6: SH 170 Ramp & South On the Border Driveway

Build Out 2024 AM.syn

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	323	3	0	9
Future Vol, veh/h	0	0	323	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	380	4	0	11
Major/Minor	Major2		Minor2			
Conflicting Flow All			-	0	-	190
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.94
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.32
Pot Cap-1 Maneuver			-	-	0	820
Stage 1			-	-	0	-
Stage 2			-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver			-	-	-	820
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach	WB		SB			
HCM Control Delay, s	0		9.4			
HCM LOS			A			
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	820			
HCM Lane V/C Ratio	-	-	0.013			
HCM Control Delay (s)	-	-	9.4			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

HCM 6th TWSC

7: Proposed Driveway 1 & Dallas Drive

Build Out 2024 AM.syn

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	6	43	11	14	25
Future Vol, veh/h	40	6	43	11	14	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	7	47	12	15	27
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	50	0	153	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	106	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1557	-	839	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1557	-	814	1022
Mov Cap-2 Maneuver	-	-	-	-	814	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	890	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.9		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	936	-	-	1557	-	
HCM Lane V/C Ratio	0.045	-	-	0.03	-	
HCM Control Delay (s)	9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	5	3	6	2	5
Future Vol, veh/h	18	5	3	6	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	5	3	7	2	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	25
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1589
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1589
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1030	-	-	1589	-
HCM Lane V/C Ratio	0.007	-	-	0.002	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC

1: Turner Avenue/Existing Driveway & Dallas Drive

Build Out 2024 PM.syn

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	27	7	27	127	0	4	0	30	0	0	0
Future Vol, veh/h	0	27	7	27	127	0	4	0	30	0	0	0
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	8	31	146	0	5	0	34	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	146	0	0	39	0	0	243	243	35	260	247	146
Stage 1	-	-	-	-	-	-	35	35	-	208	208	-
Stage 2	-	-	-	-	-	-	208	208	-	52	39	-
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	1436	-	-	1571	-	-	711	659	1038	693	655	901
Stage 1	-	-	-	-	-	-	981	866	-	794	730	-
Stage 2	-	-	-	-	-	-	794	730	-	961	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1436	-	-	1571	-	-	700	645	1038	659	641	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	700	645	-	659	641	-
Stage 1	-	-	-	-	-	-	981	866	-	794	715	-
Stage 2	-	-	-	-	-	-	777	715	-	929	862	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			8.8			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	982	1436	-	-	1571	-	-	-				
HCM Lane V/C Ratio	0.04	-	-	-	0.02	-	-	-				
HCM Control Delay (s)	8.8	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-				

HCM 6th TWSC
2: Dallas Drive & Dorman Street

Build Out 2024 PM.syn

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	25	57	5	16	80
Future Vol, veh/h	48	25	57	5	16	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	28	63	6	18	89
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	69	0	-	0	200	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1532	-	-	-	789	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1532	-	-	-	761	998
Mov Cap-2 Maneuver	-	-	-	-	761	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	892	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.9	0		9.3		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1532	-	-	-	949	
HCM Lane V/C Ratio	0.035	-	-	-	0.112	
HCM Control Delay (s)	7.4	0	-	-	9.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Build Out 2024 PM.syn

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	785	38	51	925	261	0	0	71	0	0	134
Future Vol, veh/h	95	785	38	51	925	261	0	0	71	0	0	134
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	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	0	-	-	0
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	101	835	40	54	984	278	0	0	76	0	0	143
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1262	0	0	875	0	0	-	-	855	-	-	1123
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	551	-	-	771	-	-	0	0	358	0	0	250
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	551	-	-	771	-	-	-	-	358	-	-	250
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.4			17.7			36.9		
HCM LOS							C			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	358	551	-	-	771	-	-	250				
HCM Lane V/C Ratio	0.211	0.183	-	-	0.07	-	-	0.57				
HCM Control Delay (s)	17.7	13	-	-	10	-	-	36.9				
HCM Lane LOS	C	B	-	-	B	-	-	E				
HCM 95th %tile Q(veh)	0.8	0.7	-	-	0.2	-	-	3.2				

HCM 6th TWSC

4: SH 114 & North Floral Bar Driveway

Build Out 2024 PM.syn

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↑↑↑	
Traffic Vol, veh/h	0	52	0	0	903	57
Future Vol, veh/h	0	52	0	0	903	57
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	56	0	0	971	61
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	516	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	431	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	431	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	14.6				0	
HCM LOS	B					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	431	-	-			
HCM Lane V/C Ratio	0.13	-	-			
HCM Control Delay (s)	14.6	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

Intersection

Int Delay, s/veh 0.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 0 19 0 0 290 21

Future Vol, veh/h 0 19 0 0 290 21

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - 0

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 84 84 84 84 84 84

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 23 0 0 345 25

Major/Minor Minor2 Major2

Conflicting Flow All - 173 - 0

Stage 1 - - - -

Stage 2 - - - -

Critical Hdwy - 6.94 - -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 - - - -

Follow-up Hdwy - 3.32 - -

Pot Cap-1 Maneuver 0 840 - -

Stage 1 0 - - -

Stage 2 0 - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - 840 - -

Mov Cap-2 Maneuver - - - -

Stage 1 - - - -

Stage 2 - - - -

Approach EB SB

HCM Control Delay, s 9.4 0

HCM LOS A

Minor Lane/Major Mvmt EBLn1 SBT SBR

Capacity (veh/h) 840 - -

HCM Lane V/C Ratio 0.027 - -

HCM Control Delay (s) 9.4 - -

HCM Lane LOS A - -

HCM 95th %tile Q(veh) 0.1 - -

HCM 6th TWSC 6: SH 170 Ramp & South On the Border Driveway

Build Out 2024 PM.syn

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↗		↗
Traffic Vol, veh/h	0	0	399	24	0	19
Future Vol, veh/h	0	0	399	24	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	443	27	0	21
Major/Minor	Major2		Minor2			
Conflicting Flow All			-	0	-	222
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.94
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.32
Pot Cap-1 Maneuver			-	-	0	782
Stage 1			-	-	0	-
Stage 2			-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver			-	-	-	782
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach	WB		SB			
HCM Control Delay, s	0		9.7			
HCM LOS			A			
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	782			
HCM Lane V/C Ratio	-	-	0.027			
HCM Control Delay (s)	-	-	9.7			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

HCM 6th TWSC

7: Proposed Driveway 1 & Dallas Drive

Build Out 2024 PM.syn

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	6	45	92	17	31
Future Vol, veh/h	51	6	45	92	17	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	7	49	100	18	34
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	62	0	257	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1541	-	732	1007
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	707	1007
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	807	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.4		9.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	875	-	-	1541	-	
HCM Lane V/C Ratio	0.06	-	-	0.032	-	
HCM Control Delay (s)	9.4	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	6	3	59	3	6
Future Vol, veh/h	35	6	3	59	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	7	3	64	3	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	45
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1563
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1563
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	975	-	-	1563	-
HCM Lane V/C Ratio	0.01	-	-	0.002	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

March 31, 2022

J. R. Hames
Development Services Administrator
City of Roanoke
500 S Oak Street
Roanoke TX 76262

**RE: Integrated Real Estate Group Resubmittal for 704 Dallas Drive
Traffic Impact Analysis Review for submittal dated 3/11/2022**

Mr. Hames

Teague Nall and Perkins, Inc. (tnp), on behalf of the City of Roanoke, has reviewed the above referenced Traffic Impact Analysis (TIA), dated March 2022 by Lee Engineering. The assumptions and projections are reasonable.

No Comments

Please let me know if you have any questions.
Sincerely,

tnp
teague nall & perkins



Christopher Hartke, P.E., CFM
Director of Engineering Services, Associate Principal



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Site plan (SP 2022-10) Two Hotels on Dallas Drive

MEETING DATE: October 25, 2022

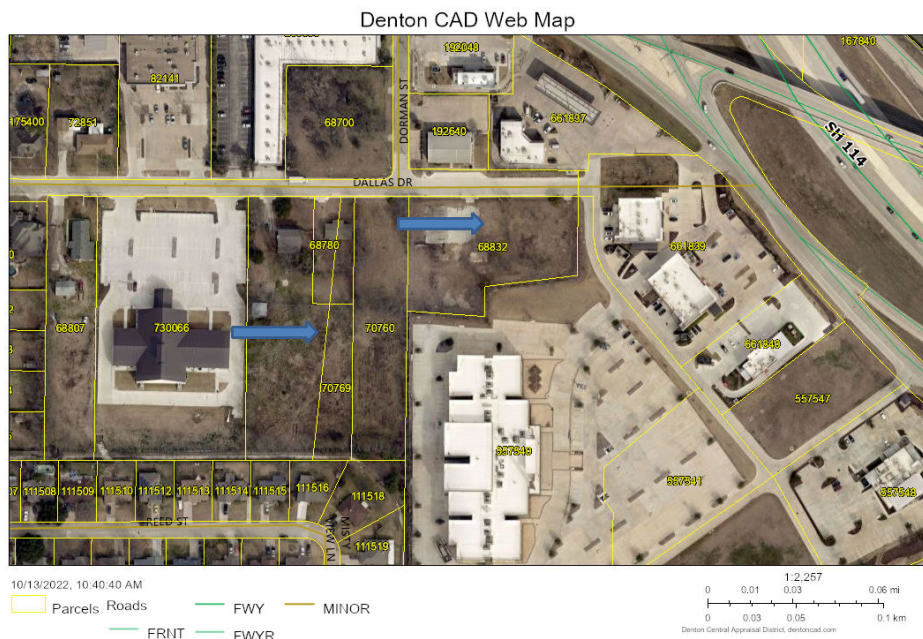
DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and action on a site plan (SP 2022-10) request from ICON Lodging for two hotels on lots 1 and 2 Block A of Roanoke Lodging Addition, an addition to the City of Roanoke, Denton County, Texas. The property is generally located on Dallas Drive between Turner Ave and Hwy 114, adjacent to the Cinemark and Church of Christ properties.

INFORMATION:

Location:



Zoning: Office-O. Limited service hotels are allowed by a Specific Use Permit. The land use may



AGENDA ITEM

be approved as a conditional use/Specific Use Permit (SUP) in the zoning district indicated

History

A zoning change from Retail to Office was approved on July 26, 2022.

A text amendment from three floors to four floors for limited service hotels was approved on January 11, 2022.

Planning Analysis: The applicant is proposing to build two four-story limited service hotels. Each hotel has a pool and a meeting room that meet the minimum requirements as outlined in our code of ordinances for Limited Service Hotels.

- Residence Inn - 104 Rooms
- Home 2 Suites - 105 Rooms
- Parking - the parking requirement is met
- Landscape - the landscape requirement is met
- An engineered utility plan will be accepted prior to construction.
- An engineered drainage plan will be accepted prior to construction.
- A traffic study was accepted by our engineering consultant.

Planning and Zoning Commission:

The board recommended approval of the site plan on October 17, 2022.

STAFF RECOMMENDATION:

Recommend approval

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. Site Plan Application - Icon Lodging
2. Residence Inn Colored Elevation
3. Home 2 Suites Colored Elevation
4. 2022-09-14 SPEC21071 704 Dallas Drive - McAdams - Landscape Plan



CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TEXAS 76262
(817) 491-2411

SITE PLAN APPLICATION
FEE OF \$400.00 IS DUE WITH SUBMITTAL

Name of Applicant ICON Lodging / Viren Patel	Address of Applicant 3501 Olympus Blvd, STE 340, Dallas, TX 75019	Phone Number 919-673-4443
Legal Interest		
Owner Oldenwood Investment Group LLC	Address 33014 Westover Ct, Grapevine, TX 76051	Phone Number
Firm preparing Site Plan Package McAdams	Address 201 Country View, Roanoke, TX 76262	Phone Number 972-436-9712
		Email dpowell@mcadamsco.com
Location of Property 704 Dallas Drive	Name of Addition/Subdivision	Lot / Block
		Present Zoning R / SF-7 <i>Retail</i>

Proposed Site Plan Contains:

LAND USE	NUMBER OF LOTS	ACRES FOR USE
Single Family		
Multi-Family		
Planned Development		
Office		
Retail		
Commercial	1	4.521
Industrial		
Flood Plain		

A copy of the final plat or re-plat of the approved subdivision by the City Council showing property boundary lines and dimensions and easements, roadways, rail lines and public right-of-way crossing and adjacent to the subject property should be included.

If the property is subject to a Plan Development a statement showing that the proposed use substantially conforms to the Plan Development.

(P&Z two (2) folded copies (24"X36") & an electronic copy (pdf) City Council) Site Plan fee is \$400.00. Fees are subject to change as amended by Ordinance.

Viren Patel

Digitally signed by Viren Patel
DN: cn=Viren Patel, o=ou,
email=viren@zealhotelsgroup.com, c=US
Date: 2022.02.04 13:22:12 -06'00'

2/4/2022

Applicants Signature

Date

FOR OFFICE USE ONLY

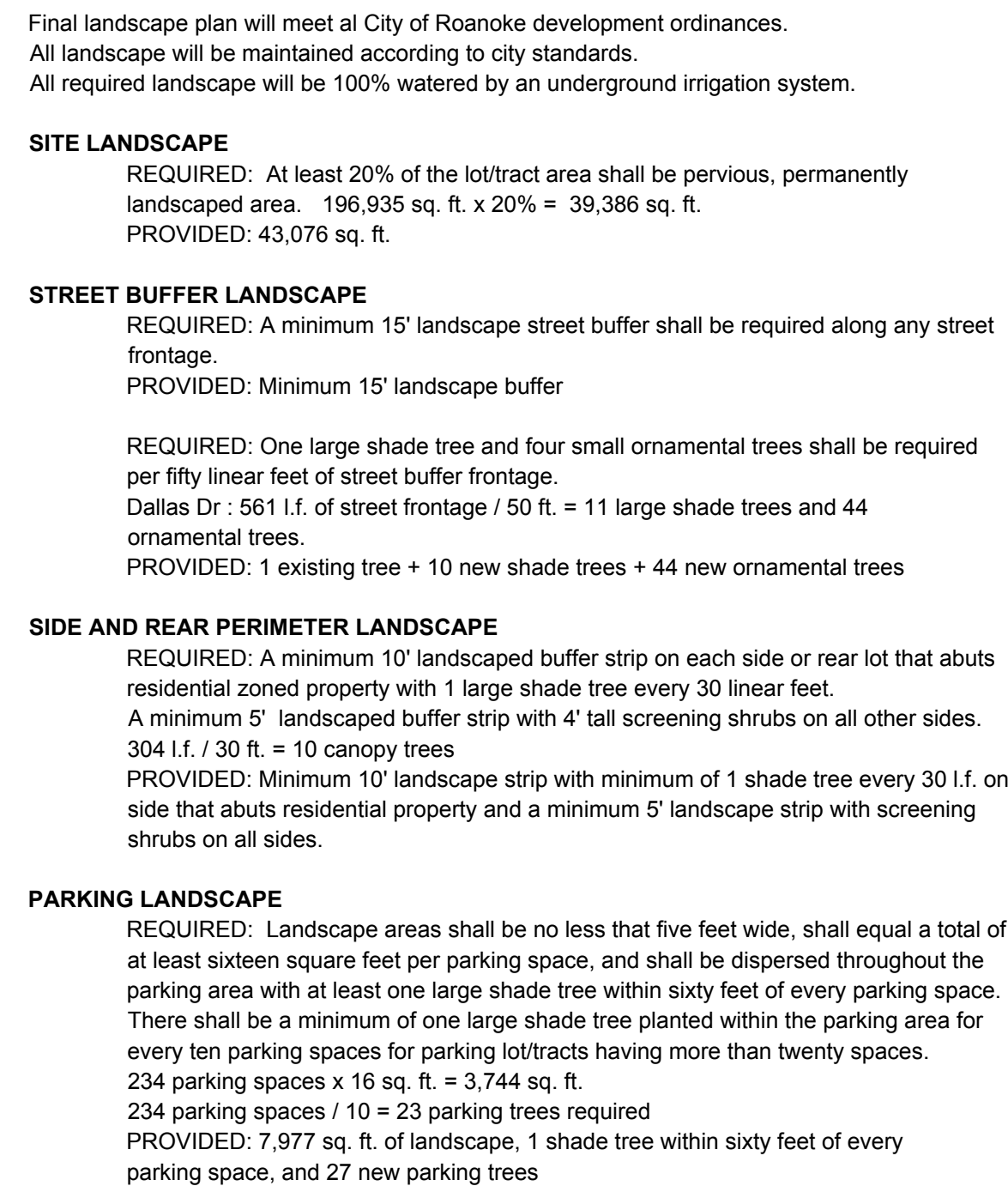
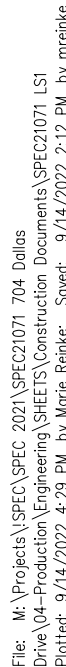
Site Plan Fee	P&Z Meeting	CC Meeting	File for Record
	10/17/2022	10/25/2022	SP- 2022 - 10

08/23/2019



Dallas Drive
Roanoke, Texas





*NOTES:
234 INCHES PROVIDED IN REPLACEMENT TREES = 10 (3") CANOPY TREES
AND 51 (4") CANOPY TREES

PRELIMINARY PLANS
THIS DOCUMENT IS FOR INTERIM REVIEW
AND IS NOT INTENDED FOR CONSTRUCTION.
NO BIDDING OR PERMIT PURPOSES LANDSCAPE ARCHITECT
JAMESON PINSON LAN JSC # 286
DATED 9/14/2022

STATE OF TEXAS

SPEC21071

L5.01

LANDSCAPE PLAN



**The John R. McAdams
Company, Inc.**
(DBA, G&A | McAdams)
111 Hillside Drive
Lewisville, Texas 75057
972.436.9712

201 Country View Drive
Roanoke, Texas 76262
940.240.1012

TBPE: 19762 TBPLS: 101944401
www.gacon.com
www.mcadamsco.com

704 DALLAS DRIVE
www.mcadamsco.com



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Site plan (SP 2022-11) 620 Lois St.

MEETING DATE: October 25, 2022

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and action on a site plan (SP 2022-11) from Dino Idoski for townhomes on an approximate 0.96 acre tract of land located in the First United Methodist Church Of Roanoke Blk A Lot 2(E Pt), and having an address of 620 Lois, Roanoke, Denton County, Texas.

INFORMATION:

History:

On December 12, 2019 a Variance (V-2019-02) request from Dino Idoski, regarding side yard setbacks for said property was carried unanimously, with the stipulation that no windows on the east side facing the Trophy Club residents of Building #1 in this plan.

On March 25, 2020 this plan was approved by the City Council.. The applicant did not develop the property and the site plan expired.

Sec. 12.169. - Lapse of Site Plan Approval.

The approval of a site plan shall be effective for a period of two (2) years, in accordance with the provisions of Section 245.005 of the Texas Local Government Code,

August 9, 2022. the applicant requested to rezone the front parcel from Retail to Multi-family in order build a 24 unit apartment complex. City Council denied the request. .

Planning Analysis: The applicant has filed a new application and fee for the same proposal that was approved in March of 2020.

- **Zoning:** Multi-family -MF12
- **Parking:** A two-car garage is provided for each unit and guest parking is also included.



AGENDA ITEM

- **Landscaping:** The landscaping meets the minimum requirements in area and material.
- **Access:** The access drive to the site will be off of Lois Street, crossing the adjacent one acre parcel that has frontage on Lois Street. The applicant owns both lots.
- **Buildings:**
 - Five (5) two-story buildings, total of ten units
 - Proposed Building height - 35 ft.- Max. Permitted - 35 ft.
 - Proposed lot coverage -49.5% - Max. Permitted - 50%

Planning and Zoning Commission:

The board recommended approval on October 17, 2022.

STAFF RECOMMENDATION:

Staff recommends approval

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. SP-2022-11- Dino Idoski - Lois Monterey 1st United Methodist Church Trophy Club Addition (003)
2. Site Plan
3. Elevations



CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TEXAS 76262
(817) 491-2411

SITE PLAN APPLICATION

FEE OF \$400.00 IS DUE WITH SUBMITTAL

Name of Applicant Alejandro Delgadillo	Address of Applicant 400 Chisholm Pl, Suite 310, Plano, TX	Phone Number 469-971-0848
Legal Interest Architect		
Owner Beadin Idoski	Address 505 W. Northwest Hwy, Grapevine, TX	Phone Number
Firm preparing Site Plan Package FK+architect, LLC	Address 400 Chisholm Pl, Suite 310, Plano, TX	Phone Number 469-971-0848
		Email alejandro@fkarchitect.com
Location of Property 40 Monterey Dr. Roanoke TX	Name of Addition/Subdivision First United Methodist Church Roanoke - Trophy Club Addition	Lot / Block Lot 2
		Present Zoning Multi-Family

Proposed Site Plan Contains:

LAND USE	NUMBER OF LOTS	ACRES FOR USE
Single Family		
Multi-Family	1	1 acre
Planned Development		
Office		
Retail		
Commercial		
Industrial		
Flood Plain		

A copy of the final plat or re-plat of the approved subdivision by the City Council showing property boundary lines and dimensions and easements, roadways, rail lines and public right-of-way crossing and adjacent to the subject property should be included.

If the property is subject to a Plan Development a statement showing that the proposed use substantially conforms to the Plan Development.

(P&Z two (2) folded copies (24"X36") & an electronic copy (pdf) City Council) Site Plan fee is \$400.00. Fees are subject to change as amended by Ordinance.

Applicants Signature

Date

10-07-2022

FOR OFFICE USE ONLY

Site Plan Fee Paid Feb 11, 2022 by KW	P&Z Meeting 10/17/2022	CC Meeting 10/25/2022	File for Record SP- 2022 - 11
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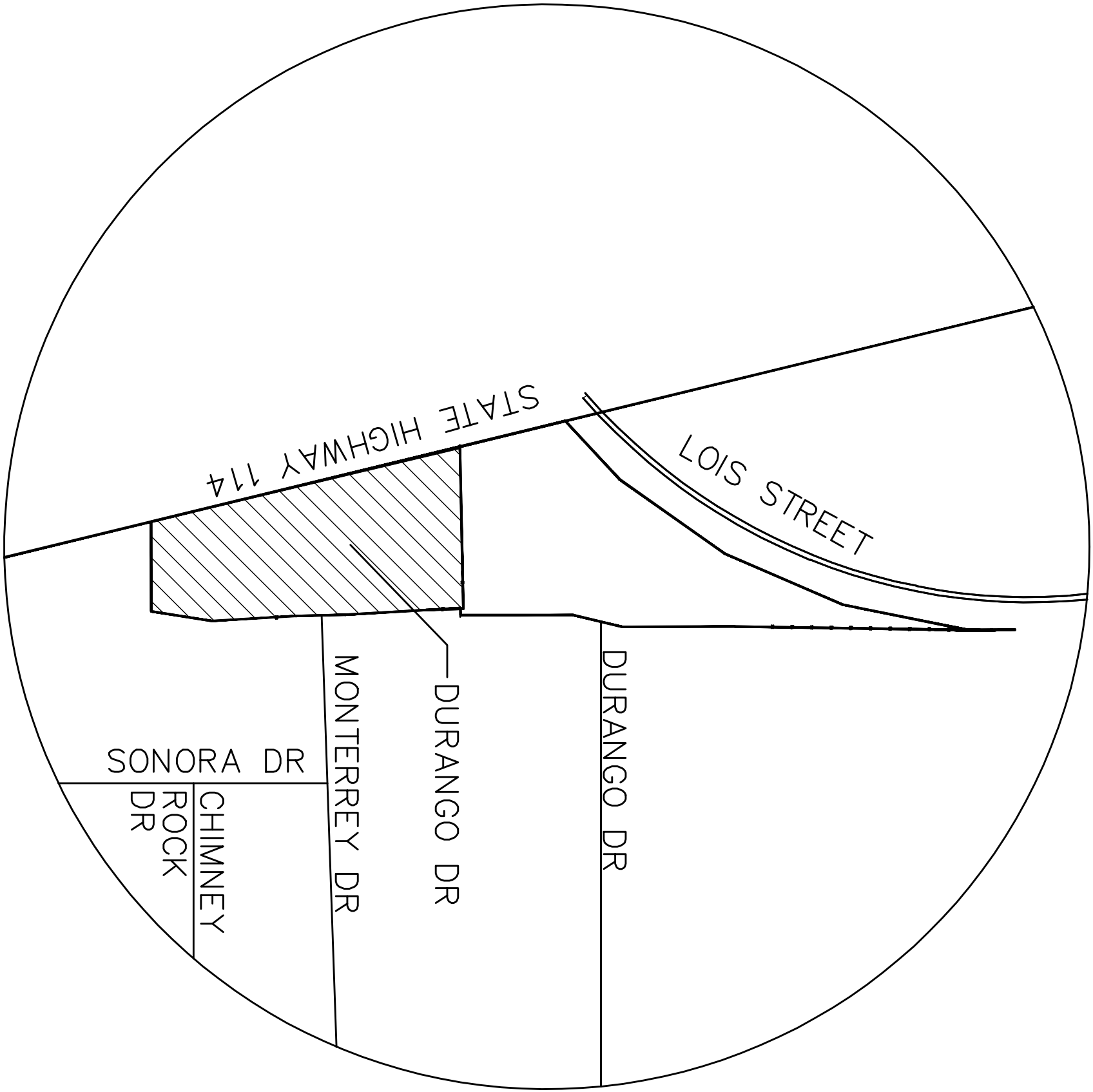
CONDOMINIUM DEVELOPMENT

BEADIN IDOSKI, INST. # 2016-10456

40 MONTEREY DRIVE, ROANOKE

2.089 ACRES BEING A PORTION OF 1.12 ACRES
AND

LOT 2 FIRST UNITED METHODIST CHURCH
ROANOKE -TROPHY CLUB ADDITION IN THE
JESSE EADS SURVEY, ABSTRCT NO. 392
SITUATED IN DENTON COUNTY, TEXAS



INDEX

- C-1 COVER SHEET
- C-2 PLAT
- C-3 SITE PLAN
- C-4 CITY OF ROANOKE GENERAL NOTES
- C-5 GENERAL NOTES
- C-6 EXISTING CONDITION & DEMOLITION PLAN
- C-7 PAVING & DIMENSION CONTROL PLAN
- C-8 GRADING PLAN
- C-9 DRAINAGE AREA MAP & CALCULATIONS
- C-10 WATER, STORM & SANITARY SEWER PLAN
- C-11 EROSION CONTROL PLAN
- C-12 EROSION CONTROL PLAN DETAILS

LANDSCAPE PLAN



CAUTION !!! UNDERGROUND UTILITIES

EXISTING UTILITIES AND UNDERGROUND FACILITIES INDICATED ON THESE PLANS HAVE BEEN LOCATED FROM REFERENCE INFORMATION SUPPLIED BY VARIOUS OWNERS OF THE FACILITIES. THE ENGINEER DOES NOT ACCEPT THE RESPONSIBILITY FOR THE UTILITY LOCATIONS SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY BOTH THE LOCATION AND DEPTH OF ALL UTILITIES AND FACILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION. ANY DAMAGE BY THE CONTRACTOR TO EXISTING UTILITIES SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OR HER EXPENSE. CONTRACTOR TO CONTACT ALL POSSIBLE UTILITY AND UNDERGROUND FACILITY OWNERS.
CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.

OWNER/DEVELOPER

TEXAS DINO LLC
CONTACT: DINO
ADDRESS: 505 W. NORTHWEST HWY, GRAPVINE, TEXAS
PH: 817 966 9729

CITY OF ROANOKE DENTON COUNTY, TEXAS

June, 2019



PRELIMINARY NOT FOR CONSTRUCTION FOR REVIEW ONLY

Md. Naim Uddin Khan 6-10-2019
ENGINEER NO. 8776. THESE PLANS WERE
PREPARED UNDER THE RESPONSIBLE SUPERVISION
OF MD. NAIM UDDIN KHAN REGISTERED
PROFESSIONAL ENGINEER
THE SEAL APPEARING ON THIS DOCUMENT WAS
AUTHORIZED BY MD. NAIM UDDIN KHAN P.E.
#8776

ND & Associates, LLC
2105 Canyon Creek Dr.
Garland, Texas 75042
PH: (214) 533 7181
EMAIL: naim1207@yahoo.com
FIRM # F - 13340

- LEGEND
- | | | | |
|---|--------------------------|------|--|
| ⊗ | WATER MANHOLE | 🔥 | FIRE HYDRANT |
| ⌚ | TELEPHONE RISER | IRSC | IRON ROD SET WITH A "TO BURKS #5509 CAP" |
| ⚙ | WATER METER | IRF | IRON ROD FOUND |
| ⚙ | WATER VALVE | ⌚ | AIR CONDITIONER |
| ⌚ | UNDERGROUND CABLE MARKER | ⊗ | SANITARY SEWER MANHOLE |
| ⊗ | IRRIGATION CONTROL VALVE | ⚙ | EXIST. LIGHT POLE |
| ⚙ | POWER POLE | | |

SITE DATA SUMMARY TABLE

GENERAL SITE DATA	
ZONING	MF
LAND USE (from zoning ordinance)	MULTI-FAMILY CONDOMINIUM
LOT AREA (square feet & acres)	42,075.78 SF ± (0.9669 AC±)
PROP. TOTAL BUILDING FOOT PRINT AREAS	20,840 S.F.
BUILDING HEIGHT	TWO-STORY
MAXIMUM BUILDING HEIGHT	35 FT.
PROPOSED LOT COVERAGE	49.52%
FLOOR AREA RATIO	0.4952:1
IMPERVIOUS AREA	25,176 SF

BUILDING SUMMARY TABLE

TYPE-A	
FLOOR PLAN AREA CALCULATION:	
1ST FLOOR AREA:	310SF
GARAGE AREA:	590SF
CONDITIONED AREA:	900SF
TOTAL 1ST FLOOR AREA:	900SF
2ND FLOOR AREA:	860SF
CONDITIONED AREA:	40SF
PATIO AREA:	40SF
TOTAL 2ND FLOOR AREA:	900SF
TYPE-B	
FLOOR PLAN AREA CALCULATION:	
1ST FLOOR AREA:	310SF
GARAGE AREA:	900SF
CONDITIONED AREA:	900SF
TOTAL 1ST FLOOR AREA:	1,210SF
2ND FLOOR AREA:	1,160SF
CONDITIONED AREA:	50SF
PATIO AREA:	50SF
TOTAL 2ND FLOOR AREA:	1,210SF

BUILDING AREA CALCULATION:	
BUILDING-1 (2-TYPE-B) NON CONDITION AREA:	720SF
CONDITIONED AREA:	4,120SF
TOTAL 1ST FLOOR AREA:	4,840SF
BUILDING-2 (2-TYPE-A) NON CONDITION AREA:	700SF
CONDITIONED AREA:	2,900SF
TOTAL 2ND FLOOR AREA:	3,600SF
BUILDING-3 (2-TYPE-B) NON CONDITION AREA:	720SF
CONDITIONED AREA:	4,120SF
TOTAL 2ND FLOOR AREA:	4,840SF
BUILDING-4 (2-TYPE-A) NON CONDITION AREA:	700SF
CONDITIONED AREA:	2,900SF
TOTAL 1ST FLOOR AREA:	3,600SF
BUILDING-5 (2-TYPE-A) NON CONDITION AREA:	700SF
CONDITIONED AREA:	2,900SF
TOTAL 2ND FLOOR AREA:	3,600SF
TOTAL BUILDING AREA:	20,840SF

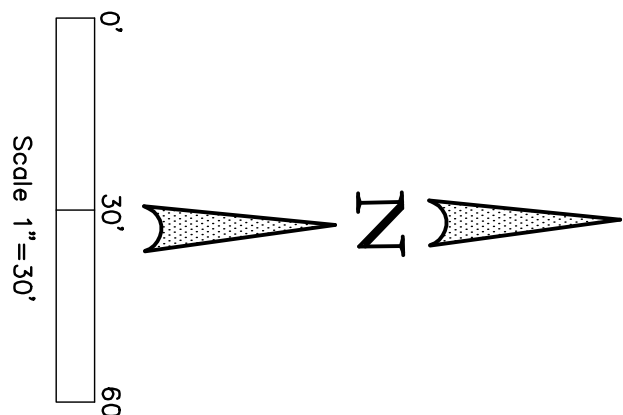
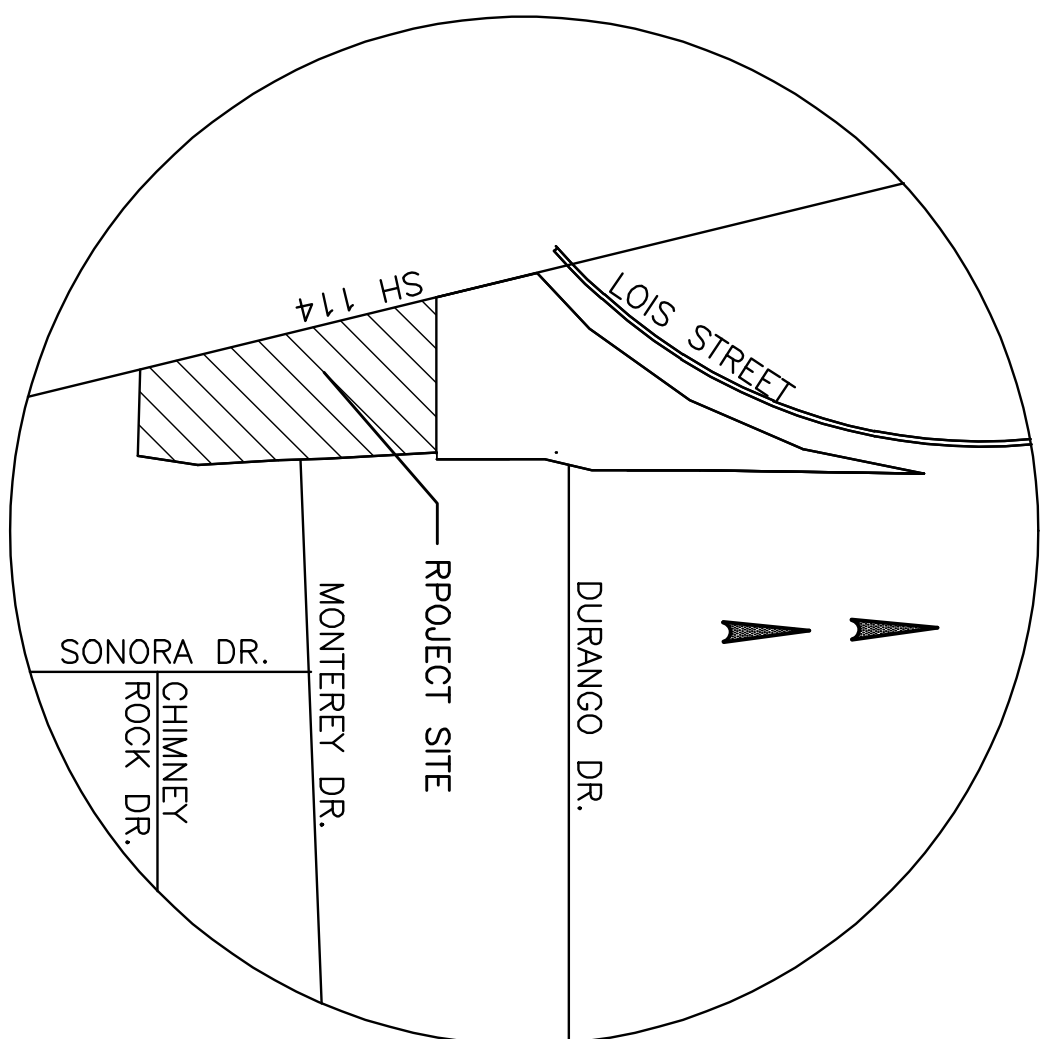
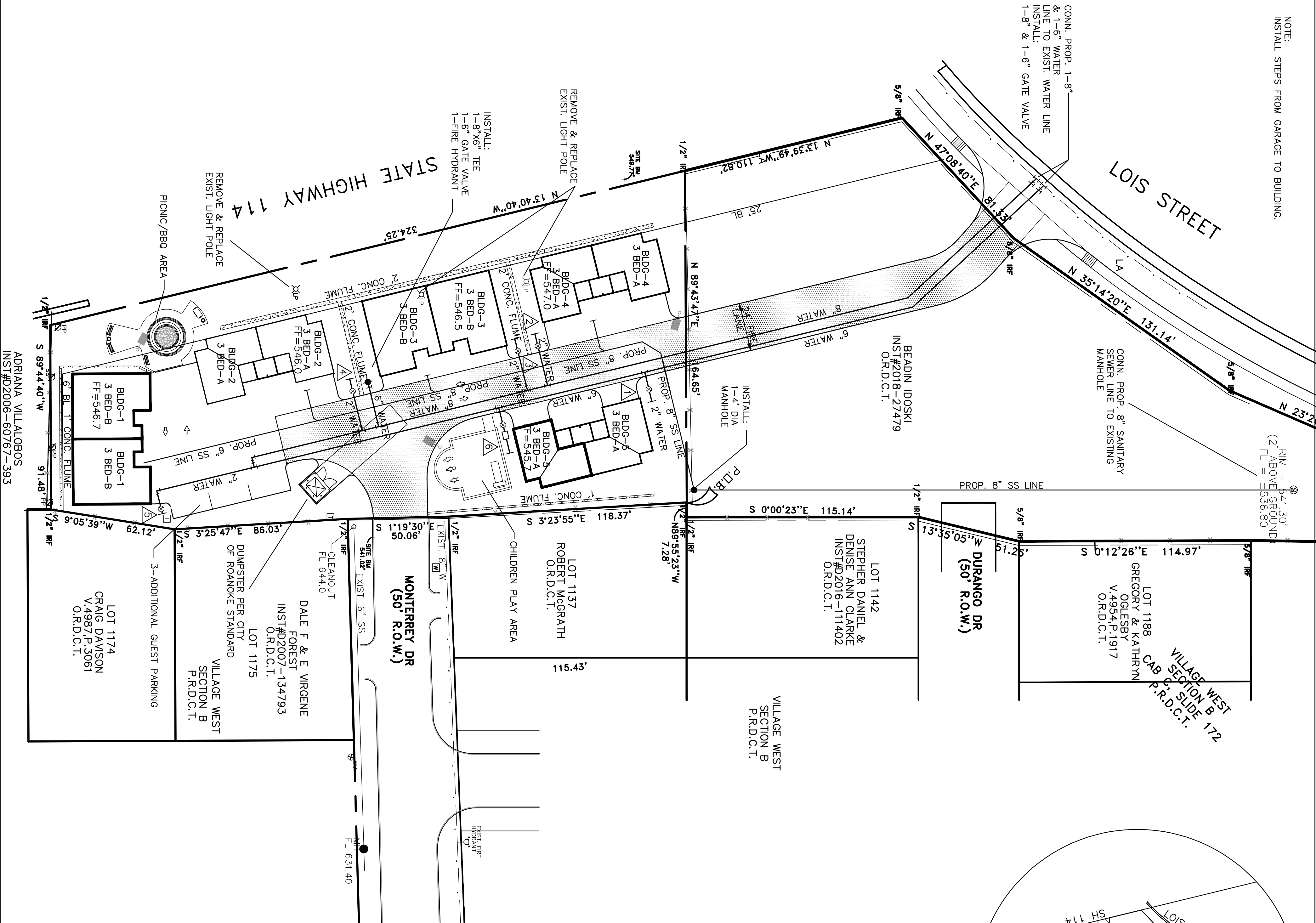
OWNER/APPLICANT:
TEXAS ONO, LLC
CONTACT: DINO
ADDRESS: 505 W. NORTHWEST HWY, GRAPVINE, TEXAS
PH. 817 966 9729

ARCHITECT
FK DESIGN
Contact: Fahm Khan, RA, LEED AP
400 Chisholm Place, Suite 410
Ph. 972 424 1325 (W)
Ph. 469 256 9372 (C)
E-MAIL: fahm2582@gmail.com
WEB: fk-architects.com

ENGINEER
ND & ASSOCIATES, LLC
Contact: Naim Khan, P.E., CFM
2105 Canyon Creek Dr.
Gardland, Texas 75042
Ph: 214 533 7181
E-MAIL: naim1207@naho.com

LANDSCAPE ARCHITECT
ARODS LANDSCAPE
Contact: Arodis Arodis, P.E.
5901 Indian Hills Drive
GARLAND, TX 75044
Ph. 214-403-2034

NOTE:
INSTALL STEPS FROM GARAGE TO BUILDING.



ID	TYPE	SIZE	NO.	SAN SEWER	REMARKS
1	DOMESTIC	2.0"	1	6"	PROPOSED
2	DOMESTIC	2.0"	1	6"	PROPOSED
3	DOMESTIC	2.0"	1	6"	PROPOSED
4	DOMESTIC	2.0"	1	6"	PROPOSED
5	DOMESTIC	2.0"	1	6"	PROPOSED
6	IRRIGATION	1.0"	1	N/A	PROPOSED

* IRRIGATION LINE W/BACK FLOW PREVENTER



Naim Khan
Md. Naim Uddin Khan
06-10-19
ENGINEER NO. 8776, THESE PLANS WERE
PREPARED UNDER THE RESPONSIBLE SUPERVISION
OF NAIM UDDIN KHAN, A REGISTERED
PROFESSIONAL ENGINEER.
THE SEAL APPEARING ON THIS DOCUMENT WAS
ISSUED BY MD. NAIM UDDIN KHAN P.E.
#8776

SITE PLAN

BEADIN IDOSKI
INST. # 2016-10456
40 MONTEREY DRIVE, ROANOKE
AND
LOT 2 FIRST UNITED METHODIST CHURCH
ROANOKE - TROPHY CLUB ADDITION
IN THE
JESSE EADS SURVEY, ABSTRACT NO. 392
SITUATED IN
DENTON COUNTY, TEXAS

ND & Associates, LLC
2105 Canyon Creek Drive
Gardland, Texas 75042
Contact: Naim Khan, P.E., CFM
Ph: (214) 533 7181
EMAIL: naim1207@naho.com
FIRM # F - 13340

Scale: 1"=30'

Date : 6/10/2019

Design : ND

Draft : ND

Checked : ND

PROJECT NO :
2019-822-ROAN

File: Site

C-3

[illegible]

**PRELIMINARY / NOT FOR CONSTRUCTION
FOR REVIEW ONLY**

[illegible]

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITION OF THE CITY OF ROANOKE STANDARDS, SPECIFICATIONS, AND DETAILS WITH ALL SUBSEQUENT AMENDMENTS ADDED THERETO.
2. ALL PUBLIC INFRASTRUCTURE SHALL BE CONSTRUCTED TO THE MINIMUM REQUIREMENTS SPECIFIED BY THE CITY OF ROANOKE SPECIFICATIONS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL MATERIALS, EQUIPMENT, TOOLS AND LABOR TO CONSTRUCT THE FACILITY AS SHOWN AND DESCRIBED IN THE CONSTRUCTION DOCUMENTS IN ACCORDANCE WITH THE APPROPRIATE APPROVING AUTHORITY'S SPECIFICATIONS AND REQUIREMENTS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SHIPPING, LOADING AND UNLOADING OF ALL CONSTRUCTION MATERIALS TO THE JOB SITE. THE CONTRACTOR SHALL PERFORM THIS OPERATION IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED PRACTICES. OLD, USED, DEFECTIVE OR DAMAGED MATERIALS WILL BE REJECTED.
5. NO CONNECTIONS SHALL BE MADE TO EXISTING WATER LINES OR SANITARY SEWER LINES UNTIL ALL PROPOSED LINES ARE THOROUGHLY CLEANED, TESTED, AND APPROVED.
6. THE CONTRACTOR SHALL COMPLY WITH OSHA REGULATIONS AND STATE OF TEXAS LAWS CONCERNING EXCAVATION, TRENCHING AND SHORING AS SPECIFIED BY LOCAL CODES AND REGULATIONS.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE PERMITS AND PAYING ALL REQUIRED FEES. CONTRACTOR SHALL COORDINATE WITH AND ADVISE THE CITY AND OTHER LOCAL AGENCIES THE CONSTRUCTION START DATE AND AFFORD THE AGENCIES THE REQUIRED TIME TO INSPECT THE WORK/ACTIVITY.
8. ALL SIGNS, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" – LATEST EDITION. TRAFFIC CONTROL DEVICES AND PLANS WILL BE CONTRACTOR'S RESPONSIBILITIES.
9. EXISTING UTILITIES SHOWN ON THE PLANS WERE TAKEN FROM FIELD SURVEYS AND INFORMATION PROVIDED BY OTHERS AT THE TIME THE DRAWINGS WERE PREPARED AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. THE COMPLETENESS AND THE ACCURACY OF THIS DATA IS NOT GUARANTEED. FINDING THE ACTUAL LOCATION OF ANY EXISTING UTILITIES IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE DONE BEFORE COMMENCING ANY WORK IN THE VICINITY OF THE CONSTRUCTION SITE.
10. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY UTILITIES (WET AND FRANCHISED), EXISTING FEATURES AND STRUCTURES. THE OWNER OR ANY OF HIS CONSULTANTS, AGENT OR STAFF WILL ASSUME NO LIABILITY FOR ANY DAMAGES SUSTAINED OR INCURRED BY THE CONTRACTOR BECAUSE OF THE LOCATION OF SAME. IF IT IS NECESSARY TO SHORE, BRACE, SHIM OR RELOCATE A UTILITY, THE CONTRACTOR SHALL CONTACT AND OBTAIN PERMISSION FROM THE AFFECTED COMPANY OR DEPARTMENT REGARDING THE METHOD FOR SUCH WORK.
11. BEFORE BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL PREPARE A CONSTRUCTION SEQUENCE SCHEDULE. THE CONSTRUCTION SCHEDULE SHALL BE SUCH THAT THERE IS THE MINIMUM INTERFERENCE WITH TRAFFIC ALONG OR ADJACENT TO THE PROJECT AND SHALL MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES ALONG THE PROJECT.
12. CONTRACTOR SHALL KEEP THE CONSTRUCTION SITE SECURE FROM TRESPASSERS AT ALL TIMES.
13. ENCROACHMENT ONTO DEVELOPED OR UNDEVELOPED AREAS WILL NOT BE ALLOWED. ANY DAMAGE RESULTING THEREFROM SHALL BE CONTRACTOR'S RESPONSIBILITY TO REPAIR.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A TRENCH SAFETY PLAN PREPARED AS PER THE CITY, STATE AND OSHA REQUIREMENT BEFORE COMMENCING THE WORK TO APPROPRIATE AUTHORITY FOR ALL EXCAVATION MORE THAN 5 FEET IN DEPTH. NO OPEN TRENCHES WILL BE ALLOWED OVERNIGHT WITHOUT THE PRIOR SPECIFIC APPROVAL BY THE CITY OF ROANOKE. ONSITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
15. BEFORE POURING CONCRETE FOR PAVEMENT, CONTRACTOR MUST CHECK ALL AREAS TO MAKE SURE THAT THERE IS NO PONDING (LOW SPOT WITHOUT PROPER STORM WATER DISCHARGE SYSTEM) WITHIN THE SITE AND INFORM THE DESIGN ENGINEER IMMEDIATELY IF HE/SHE FINDS ANY LOW POINT WITHOUT ANY CATCHMENTS OR DRAINAGE WAY.
16. THE CITY AND THE DESIGN ENGINEER MUST APPROVE ALL FIELD CHANGES.
17. THE COST OF MATERIALS, LABOR, AND EQUIPMENT FOR THE CONSTRUCTION/INSTALLATION WILL BE SAME AS THE ACCEPTED BID IF ANY FIELD CHANGE IS NEEDED DURING THE CONSTRUCTION.
18. ALL JOB MUST MEET OR EXCEED ALL TESTS (INCLUDING BUT NOT LIMITED TO PROCTOR, COMPACTION, TV, PRESSURE, BACTERIOLOGICAL, ETC.)
19. CONTRACTOR TO RUN DIRT NUMBER AS PER THE GRADING PLAN AND INCLUDE THE PRICE FOR DIRT HAUL OFF OR HAUL IN. THE BIDDER WILL NOT PAY EXTRA MONEY FOR DIRT HAUL OFF OR HAUL IN AFTER THE ACCEPTANCE OF THE BID.
20. MOBILIZATION (AS MANY AS NEEDED TO MEET THE CITY'S ACCEPTANCE) COST TO BE INCLUDED IN THE BID PRICE.
21. ANY CONSTRUCTION ACTIVITY/ACTIVITIES DONE WITHOUT THE CITY OF ROANOKE APPROVED PLANS, WILL NOT BE PAID.
22. CONTRACTOR TO MARK THE APPROVED FIELD CHANGES IN RED INK WITH DATE IN THE SET OF PLANS AND PROVIDE THE SET OF PLANS TO DESIGN ENGINEER FOR AS-BUILT DRAWING PREPARATION.
23. FIRE PROTECTION WATER SUPPLIER AND FIRE LANES SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING CONSTRUCTION.
24. FROM SOIL DISTURBANCE UNTIL THE ROADWAYS ARE PAVED AND ALL STORM SEWER SYSTEMS ARE INSTALLED, CONTRACTOR WILL BE FULLY RESPONSIBLE FOR MAINTAINING EXISTING OPEN DRAINAGE, DRAINAGE, AND MAKE SURE THAT PROJECT SITE AND ALL SURROUNDING AREAS ARE NOT FLOODED BY CONSTRUCTION ACTIVITIES AND/OR ANY KIND OF NATURAL PRECIPITATION.
25. CONTRACTOR IS SOLELY RESPONSIBLE FOR UNAUTHORIZED DISCHARGE OF WATER & WASTEWATER FROM THIS PROPERTY, AND SHALL CLEANUP ALL AFFECTED AREAS AT HIS/HER OWN EXPENSE.

GRADING AND PAVING NOTE

1. VEGETATION, DEBRIS, AND TOPSOIL CONTAINING ORGANIC MATERIALS SHOULD BE CLEARED AND GRUBBED FROM THE ENTIRE SITE (APPROX. DEPTH OF 6 INCH) AT THE BEGINNING OF EARTHWORK.
2. REFERENCE GEOTECHNICAL REPORT FOR ALL DIRTWORK AND PAVING SPECIFICATIONS.
3. PROPOSED CONTOURS AND SPOT ELEVATIONS SHOWN IN PAVED AREAS REFLECT TOP OF PAVEMENT SURFACE (TP), TOP OF CURB (TO) AT CURB LINE, TOP OF NATURAL GROUND (TG/NG) AND TOP OF GUTTER (TG). THE LIMIT OF EARTHWORK IN PAVED AREAS IS THE BOTTOM OF PAVEMENT. PROPOSED CONTOURS/PROPOSED SPOT ELEVATIONS SHOWN OUTSIDE PAVED AREAS ARE THE EXACT LIMIT OF GRADING.
4. THE CONTRACTOR SHALL MAINTAIN ADEQUATE SITE DRAINAGE DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL USE SILT FENCES (OR OTHER METHOD APPROVED BY THE CITY OF ROANOKE) AS REQUIRED TO PREVENT SILT AND CONSTRUCTION DEBRIS FROM FLOWING ONTO ADJACENT PROPERTIES. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, OR LOCAL EROSION CONTROL, CONSERVATION, AND SILTATION ORDINANCES. CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION CONTROL DEVICES UPON COMPLETION OF PERMANENT DRAINAGE FACILITIES AND THE ESTABLISHMENT OF A STAND OF GRASS OR OTHER GROWTH TO PREVENT EROSION.
5. ROUGH GRADING UNDER PROPOSED PAVING AND ALL GENERAL SITE SHALL BE BUGHT TO WITHIN +/-0.01 FOOT. ROUGH GRADING ELEVATIONS IN PAVED AREAS ARE TO BOTTOM OF PAVEMENT. SEE LANDSCAPE PLANS FOR ADDITIONAL GRADING ELEVATIONS IN LANDSCAPE AREA.
6. ALL EXCAVATION IS UNCLASSIFIED AND SHALL INCLUDE ALL MATERIALS ENCOUNTERED, UNUSABLE EXCAVATED MATERIALS AND ALL WASTE RESULTING FROM SITE CLEARING AND GRUBBING SHALL BE DISPOSED OFF-SITE BY THE GRADING CONTRACTOR AT HIS/HER EXPENSE.
7. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY EXISTING STRUCTURES, FENCES, DEBRIS OR TREES ON SITE AND SHALL COORDINATE ALL REMOVAL WITH THE GENERAL CONTRACTOR. NO TREES OR OTHER ITEMS SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ARCHITECT, ENGINEER OR THE OWNER.
8. BEFORE ANY EARTHWORK IS DONE, THE CONTRACTOR SHALL STAKE OUT AND MARK THE LIMITS OF PAVEMENT AND OTHER ITEMS ESTABLISHED BY THE PLANS. THE CONTRACTOR SHALL PROTECT AND PRESERVE CONTROL POINTS AT ALL TIMES DURING THE COURSE OF THE PROJECT.
9. THE CONTRACTOR SHALL SALVAGE AND PROTECT ALL EXISTING POWER POLES, SIGNS, MANHOLES, TELEPHONE RISERS, WATER VALVES, ETC. DURING ALL CONSTRUCTION PHASES.
10. FOR ALL WORK WITHIN THE CITY OF ROANOKE RIGHT-OF-WAY, THE CONTRACTOR SHALL:
A. NOTIFY THE CITY A MINIMUM OF 2 WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION AND HAVE ALL NECESSARY PERMITS.
B. NOT STORE MATERIALS, EXCESS DIRT OR EQUIPMENT ON THE SHOULDERS OF PAVEMENT OR IN MEDIAN STRIPS. THE PAVEMENT SHALL BE KEPT CLEAN, FREE OF ANY MUD OR EXCAVATION WASTE FROM TRUCKS OR OTHER EQUIPMENT. ON COMPLETION OF THE WORK, ALL DEBRIS AND EXCESS MATERIALS SHALL BE REMOVED FROM THE RIGHT OF WAY.
C. PROVIDE ALL NECESSARY AND ADEQUATE SAFETY PRECAUTIONS SUCH AS SIGNS, FLAGMAN, LIGHTS AND BARRICADES AS REQUIRED BY THE CITY OF ROANOKE AND IN ACCORDANCE WITH THE TEXAS MOTOR VEHICLE CODE. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND HOLD HARMLESS THE STATE OF TEXAS, THE CITY OF ARLINGTON, THE OWNER, AND THE CONSULTANTS FROM ANY CLAIMS FOR DAMAGE DONE TO EXISTING PROPERTY, PUBLIC UTILITIES, OR TO THE TRAVELING PUBLIC.
D. POST NECESSARY BONDS AS REQUIRED BY THE CITY AND/OR STATE.
11. THE CONTRACTOR SHALL GRADE THE SITE TO THE ELEVATIONS AS INDICATED IN THE PLANS AND SHALL REGRADE ANY WASHOUTS WHERE THEY OCCUR AFTER EVERY RAINFALL EVENT UNTIL THE SOIL IS STABILIZED.
12. ALL SUBGRADE AND TREATED SOILS SHALL BE COMPACTED AT A MOISTURE CONTENT OF +2% or HIGHER OF OPTIMUM MOISTURE AT A MINIMUM DENSITY OF 95% STANDARD PROCTOR (ASTM D-698) SHOULD BE USED FOR CLAY SOIL AND TEXTURE SHOULD BE USED FOR BASE MATERIALS AND TREATED SOILS IN ACCORDANCE WITH TxDOT METHODS.
13. PAVING CONSTRUCTION, MATERIALS, AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE CITY OF ROANOKE TROLES, REGULATIONS, AND REQUIREMENTS.
14. WHEN THE CONTRACTOR NEEDS TO CONNECT WITH EXISTING PAVEMENT, HE WILL SAW CUT FILL DEPTH EXISTING PAVEMENT, PREPARE A SMOOTH SOUND VERTICAL FACE AND MATCH THE EXISTING PAVEMENT ELEVATION UNLESS OTHERWISE NOTED.
15. PAYEMENTS SHALL BE PLACED ON LINE STABILIZED SUBGRADE WITH A LINE CONTENT OF NOT LESS THAN 6% TO ACHIEVE A P.I. LESS THAN 15. THE OPTIMUM AMOUNT OF LIME MAY BE DETERMINED USING THE PH METHOD AS PER TxDOT METHOD. THE CITY SHALL BE PRESENT FOR THE TEST AND RECEIVE A COPY OF THE TEST RESULTS FOR REVIEW PRIOR TO LIME APPLICATION.
16. ALL CURBS AND GUTTER SHALL BE INSTALLED BEFORE ASPHALT LAYDOWN. MINIMUM CURB RADIUS IS 2 FEET UNLESS OTHERWISE NOTED.
19. DOUBLE REFLECTORIZED BLUE TRAFFIC MARKERS SHALL BE PLACED 6 INCHES OFFSET OF THE CENTERLINE AT ALL FIRE HYDRANT LOCATIONS BY THE PAVEMENT CONTRACTOR.
20. PAVING CONTRACTOR IS RESPONSIBLE FOR ALL LAY DOWN CURBS AT INTERSECTION WHERE BARRIER FREE RAMPS ARE TO BE CONSTRUCTED.
21. CONTRACTOR MUST KEEP ACCESS OPEN IN E. ROANOKE PARKWAY AT ALL TIMES AND COORDINATE LANE CLOSURES WITH THE CITY'S ON-SITE INSPECTOR.

WATER AND SANITARY SEWER CONSTRUCTION NOTE

1. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL ADHERE TO THE CITY OF ROANOKE STANDARD DETAILS AND SPECIFICATIONS.
2. ALL MATERIALS SHALL BE NEW, U.L. LISTED AND AS SPECIFIED IN THE CONTRACT. CONTRACTOR SHALL PROVIDE CERTIFICATION FROM THE MANUFACTURERS FOR ALL MATERIALS TO THE OWNER OR HIS DESIGNEE ATTESTING COMPLIANCE TO APPROPRIATE ASTM, ASHTO, AWWA, CITY OF ROANOKE AND PROJECT SPECIFICATIONS.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS SHOWN, COORDINATING THE HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITY SERVICES ENTERING THE BUILDING AND/OR CROSSING OTHER UTILITIES.
4. ALL WATER AND SANITARY SEWER SERVICES SHALL TERMINATE AT PROPERTY LINE, UNLESS NOTED OTHERWISE. THE END OF THESE SERVICES SHALL BE TIGHTLY PLUGGED OR CAPPED AND MARKED UNTIL THE CONNECTION IS MADE TO THE BUILDING PIPING.
5. ALL WATER AND SANITARY SEWER MAINS BE BACKFILLED AND BEDDED IN ACCORDANCE WITH THE CITY OF ROANOKE STANDARD DETAILS.
6. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SITE TRENCH SAFETY DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A TRENCH EXCAVATION PROTECTION PLAN PREPARED, SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF TEXAS FOR ALL CONSTRUCTION IN EXCAVATION DEEPER THAN 3 FEET PRIOR TO THE START OF CONSTRUCTION. SAID PLAN SHALL COMPLY WITH ALL APPLICABLE FEDERAL AND STATE LAWS REGARDING EXCAVATION AND TRENCHING OPERATIONS.
7. ALL SANITARY SEWER PIPE SHALL BE PVC AND SHALL CONFORM TO ASTM D-2241. PVC PIPE MATERIAL SHALL CONFORM TO ASTM D-1784 WITH A RESIN CELL CLASSIFICATION OF 12454-B (PVC 1120). PVC PIPES SHALL HAVE ELASTOMERIC JOINTS CONFORMING TO ASTM D-3139 AND GASKETS CONFORMING TO ASTM F-477.
8. ALL SEWER LINES THAT REQUIRE DEWATERING FOR INSTALLATION SHALL BE BEDDED AND INSTALLED IN GENERAL CONFORMANCE WITH CITY OF ROANOKE STANDARD DRAWING.
9. ALL 6" SANITARY SERVICE LINES SHALL BE LAID WITH A MINIMUM OF 2.0% DEFLECTION. TESTS SHALL BE PERFORMED ON ALL FLEXIBLE AND SEMI-RIGID PIPE, EXCEPT SERVICE LEADS. THE TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS. NO PIPE SHALL EXCEED A DEFLECTION OF 5%.
11. SANITARY SEWER LINE PARALLEL TO WATER LINES SHALL BE INSTALLED WITH AT LEAST A 9 FEET CLEARANCE AND IN SEPARATE TRENCHES.
12. SANITARY SEWER LINES CROSSING BELOW WATER LINES MUST HAVE A FULL LENGTH JOINT (20" NOMINAL) CENTERED AT THE CROSSING WITH A MINIMUM SEPARATION DISTANCE OF TWELVE INCHES.
13. SANITARY SEWER LINES CROSSING ABOVE WATER LINES MUST HAVE A FULL LENGTH JOINT (20" NOMINAL) CENTERED AT THE CROSSING WITH A MINIMUM SEPARATION DISTANCE TWO FEET.
14. SANITARY SEWER LEADS CROSSING WATER LINES SHALL BE 6900 DR18 PVC.
15. ALL SANITARY SEWER LINE SHALL BE TV TESTED MANHOLE TO MANHOLE.
16. ALL GRAVITY SANITARY SEWER LINES SHALL BE AIR TESTED PER SPECIFICATIONS. AIR FORCE MAINS SHALL BE HYDROSTATICALLY TESTED 1.5 TIMES THE DESIGN PRESSURE OF THE FORCE MAIN.
17. WATER MAINS SHALL BE AWWA C-900 PVC DR 18 UNLESS OTHERWISE NOTED. UTILITIES, WHICHEVER IS GREATER.
18. TRACER MARKING TAPE SHALL BE INSTALLED OVER PVC MAINS.
19. FITTINGS FOR PRIVATE PVC WATER LINES SHALL BE DUCTILE IRON AND BE ENCASED IN POLYETHYLENE SHEATH.
20. ALL UNDERGROUND PRIVATE WATER SYSTEM PIPE FITTINGS SHALL FITTED WITH POLYWRAPPED MEG-A-LUG JOINT RESTRAINTS.
21. THE CITY OF ROANOKE WILL INSPECT ALL "PUBLIC" CONSTRUCTION. THE CONTRACTOR'S BID PRICE SHALL INCLUDE ALL INSPECTION FEES.
22. PUBLIC UTILITIES MAY NOT BE DEFLECTED MORE THAN 75% OF THE MAXIMUM RECOMMENDED BY THE MANUFACTURER.
23. WATER SERVICE TO BE AWWA C901 POLYETHYLENE.

- NOTE:
1. THE NOTES APPLY TO ALL SHEETS.
 2. CITY DETAILS TAKE PRECEDENCE IN RIGHT OF WAY AND EASEMENTS.

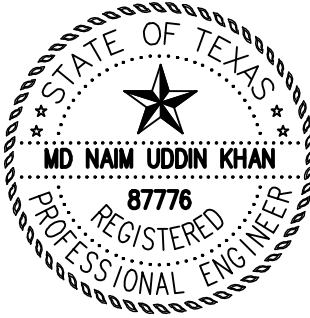
SWPPP CONSTRUCTION NOTES

1. REFERENCE TO EROSION CONTROL PLANS INCLUDED IN THIS PLAN SET.
2. THE CONTRACTOR MUST REVIEW AND MAINTAIN A COPY OF THE STORM WATER PERMIT COMPLIANCE WITH ALL CONDITIONS, ATTACHMENTS, EXHIBITS, AND PERMIT PRELIMINATIONS IN GOOD CONDITION, AT THE CONSTRUCTION SITE. THE COMPLETE PRELIMINATIONS MUST BE AVAILABLE FOR REVIEW UPON REQUEST BY JURISDICTIONAL AGENCIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROL OF DUST AND DIRT RAISING AND SCATTERING IN THE AIR DURING CONSTRUCTION AND SHALL PROVIDE WATER SPRINKLING OR OTHER SUITABLE METHODS OF CONTROL. AT NO ADDITIONAL COST TO THE OWNER, THE CONTRACTOR SHALL COMPLY WITH ALL COVERING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION AGENCY, TCEQ, AND CITY OF ROANOKE.
4. THE CONTRACTOR SHALL TAKE ALL MEASURES TO CONTROL TURBIDITY, INCLUDING BUT NOT LIMITED TO THE INSTALLATION OF BMPs AT ALL LOCATIONS WHERE THE POSSIBILITY OF TRANSPORTING SUSPENDED SOLIDS INTO THE RECEIVING WATER BODY DUE TO THE PROPOSED WORK. BMPs MUST BE MAINTAINED IN EFFECTIVE CONDITION THROUGHOUT CONSTRUCTION. THE CONTRACTOR MUST BE RESPONSIBLE FOR THE STABILIZATION OF EXPOSED AREAS AFTER THE CONTRACTOR MOVED BEYOND THE TEMPORARY BARRIERS. AT NO TIME SHALL THERE BE ANY OFF-SITE DISCHARGE WHICH VIOLATES LOCAL, STATE, OR FEDERAL WATER QUALITY STANDARDS.
5. CONTRACTOR SHALL CLEAN UP THE EXISTING STREET INTERSECTIONS AND DRIVEWAYS DAILY AS NECESSARY TO REMOVE ANY EXCESS MUD, SILT, OR ROCK TRACKED FROM THE EXCAVATED AREA.
6. CONTRACTOR SHALL INSTALL INLET PROTECTION DEVICES AND REINFORCED FILTER FABRIC BARRIER ALONG ROAD AND SIDE DITCHES AT LOCATIONS SHOWN ON THE TYPICAL STORM WATER POLLUTION PREVENTION PLANS.
7. CONTRACTOR SHALL INSPECT AND MAINTAIN THE AREAS LISTED BELOW EITHER ONCE EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT OF $\frac{1}{2}$ -INCH OR GREATER, OR WEEKLY AT A SPECIFIED DAY AND TIME, REGARDLESS OF PRECIPITATION. A WRITTEN SWPPP INSPECTION REPORT SHALL BE COMPLETED FOR EACH INSPECTION.
- A. DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
- B. AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION.
- C. STRUCTURAL CONTROL MEASURES.
- D. LOCATIONS WHERE VEHICLES ENTER OR EXIST THE SITE.

CAUTION !!!
UNDERGROUND UTILITIES

EXISTING UTILITIES AND UNDERGROUND FACILITIES INDICATED ON THESE PLANS HAVE BEEN LOCATED FROM REFERENCE INFORMATION SUPPLIED BY VARIOUS OWNERS OF THE FACILITIES. THE ENGINEER DOES NOT ACCEPT THE RESPONSIBILITY FOR THE UTILITY LOCATIONS SHOWN OR NOT SHOWN IN THIS SET OF PLANS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY BOTH HORIZONTALLY AND VERTICALLY THE LOCATION OF ALL EXISTING UTILITIES AND UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. TO MAKE NECESSARY PRECAUTIONS IN ORDER TO AVOID ANY DAMAGE TO EXISTING UTILITIES AND UNDERGROUND UTILITIES. THE CONTRACTOR SHALL RESERVE AND PROTECT ALL EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION. ANY DAMAGE BY THE CONTRACTOR TO EXISTING UTILITIES SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OR HER EXPENSE. CONTACT ALL POSSIBLE UTILITY AND UNDERGROUND FACILITY OWNERS.
CALL 1-800-DIG-TESS AT LEAST 72 HOURS PRIOR TO COMMENCING CONSTRUCTION IN VICINITY.
CITY OF ROANOKE LOCATE REQUEST # 817-788-7212

PRELIMINARY / NOT FOR CONSTRUCTION
FOR REVIEW ONLY



Md. Naim Uddin Khan
ENGINEER NO. 87776. THESE PLANS WERE PREPARED UNDER THE RESPONSIBLE SUPERVISION OF MD. NAIM UDDIN KHAN, REGISTERED PROFESSIONAL ENGINEER. THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MD. NAIM UDDIN KHAN, P.E. #87776

No.	DATE	REVISION
2	6/10/19	
2	4/29/19	
1	2/27/19	

ND & Associates, LLC
2105 Canyon Creek Drive
Garland, Texas 75042
PH: (214) 533 7181
EMAIL: naim1207@yahoo.com
FIRM # F - 13340

CONDOMINIUM DEVELOPMENT

BEADIN IDDSKT, INST. # 2016-10456
40 MONTEREY DRIVE, ROANOKE
2.089 ACRES BEING A PORTION OF 1.12 ACRES AND LOT 2 FIRST UNITED METHODIST CHURCH ROANOKE – TROPHY CLUB ADDITION NO. 392 JESSE EADS SURVEY ABSTRACT NO. 392 SITUATED IN DENTON COUNTY, TEXAS
OWNER/DEVELOPER: TEXAS DIND LLC
CONTACT: DIND, ADDRESS: 505 W. NORTHWEST HWY, GRAPVINE, TEXAS
PH. 817 966 9729

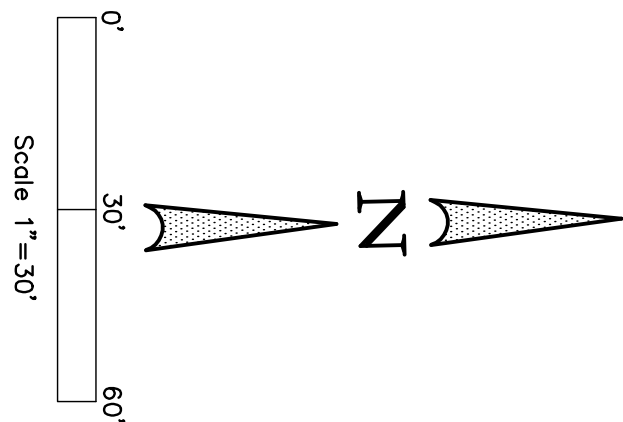
GENERAL NOTES

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6/10/19	N.T.S.
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NDA	NDA

PROJECT /
2019-822-ROAN

SHEET NO.

C-5



1. SUBMISSION OF PROPOSAL WILL BE CONSIDERED AN ACKNOWLEDGMENT THAT THE CONTRACTOR HAS VISITED THE PROJECT SITE AND HAS VERIFIED ALL EXISTING CONDITIONS WITH REGARD TO THE SCOPE OF WORK. IF DURING DEMOLITION THE CONTRACTOR SUSPECTS HE/SHE HAS ENCOUNTERED ASBESTOS CONTAINING MATERIALS AND/OR ANY HAZARDOUS MATERIAL, WORK SHALL HALT UNTIL FURTHER TESTING CAN BE COMPLETED ON SUSPECTED MATERIALS.
2. ANY ITEM NOT INDICATED TO REMOVE SHALL BE PROTECTED AT ALL TIMES.
3. EXISTING BUILDINGS, FEATURES (POST BOX, SIGN, MONUMENTS ETC.), STREETS, FRANCHISE (PHONE, ELECTRIC, GAS, CABLE, FIBER OPTICS ETC.), & WET (WATER, SEWER, STORAGE LINE, METER, VALVE, FIRE HYDRANT, MANHOLE, CLEANOUT, INLET, HEADWALL ETC.) UTILITIES, PAVING, CURBS, SIDEWALKS ETC., WHICH ARE DAMAGED DURING DEMOLITION SHALL BE REMOVED, REPAIRED AND/OR REPLACED TO A LIKE NEW CONDITIONS AS DIRECTED BY THE ARCHITECT/ENGINEER AT NO COST TO THE OWNER, OR ANY OF HIS STAFF, AGENT OR CONSULTANTS.
4. DEMOLITION WORK SHALL COMPLY WITH AND BE COORDINATED SO AS TO COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES, ORDINANCES, AND THE STANDARDS.
5. CONTRACTOR SHALL LEGALLY DISPOSE ALL CONSTRUCTION DEBRIS, EXCESS SOIL, EXTRA MATERIALS AND DEMOLISHED ITEMS, NOT BURY ANY PART OF THE DEMOLITION MATERIALS ON SITE.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE PERMITS AND PAVING ALL REQUIRED FEES. CONTRACTOR SHALL COORDINATE WITH AND ADVISE THE CITY OF PLANO AND OTHER LOCAL AGENCIES THE DEMOLITION START DATE AND AFFORD THE AGENCY THE REQUIRED TIME TO INSPECT THE WORK/ACTIVITY.
7. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE OWNER AND NOTIFY ALL APPROPRIATE UTILITY COMPANIES PRIOR TO BEGINNING ANY DEMOLITION WORK.
8. SEE APPROVED TREE MITIGATION PLAN BEFORE REMOVING ANY TREE.
9. TRAFFIC CONTROL IS THE RESPONSIBILITY OF THE CONTRACTOR.
10. CONTRACTOR TO INSTALL CONSTRUCTION FENCE AND SILT FENCE (IF ANY DIRT WORK IS REQUIRED DURING THE DEMOLITION WORK) BEFORE STARTING DEMOLITION WORK AT NO COST TO THE OWNER OR HIS STAFF, AGENT OR CONSULTANTS.
11. CONTRACTOR SHALL TAKE NECESSARY AND ADEQUATE MEASURES TO PREVENT POLLUTION LIKE NOISE, DUST ETC.

STATE OF TEXAS
★
MD NAM UDDIN KHAN
87776
REGISTERED
PROFESSIONAL ENGINEER

2	6/10/19	
2	4/29/19	
1	2/27/19	
No.	DATE	REVISIONREVISION

CONDONATION DEVELOPMENT
BEADIN IDOSKI, INST. # 2016-10456
40 MONTEREY DRIVE, ROANOKE
2.089 ACRES BEING A PORTION OF 1.12 ACRES AND
LOT 2 FIRST UNITED METHODIST CHURCH
ROANOKE - TROPHY CLUB ADDITION IN THE
JESSE EADS SURVEY, ABSTRACT NO. 392
SITUATED IN DENTON COUNTY, TEXAS

OWNER/DEVELOPER: TEXAS DINO LLC
CONTACT: DINO, ADDRESS: 505 W. NORTHWEST HWY.,
GRAPVINE, TEXAS
PH. 817 966 9729

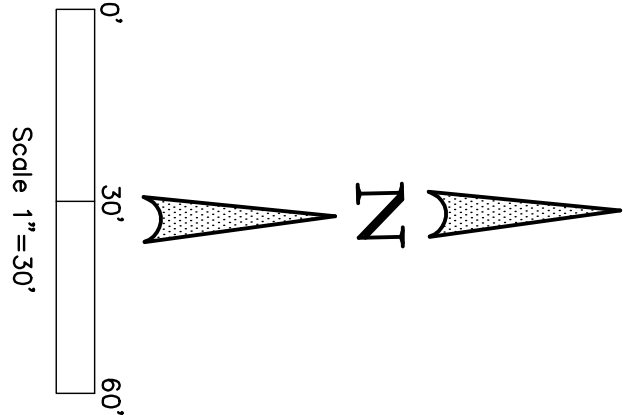
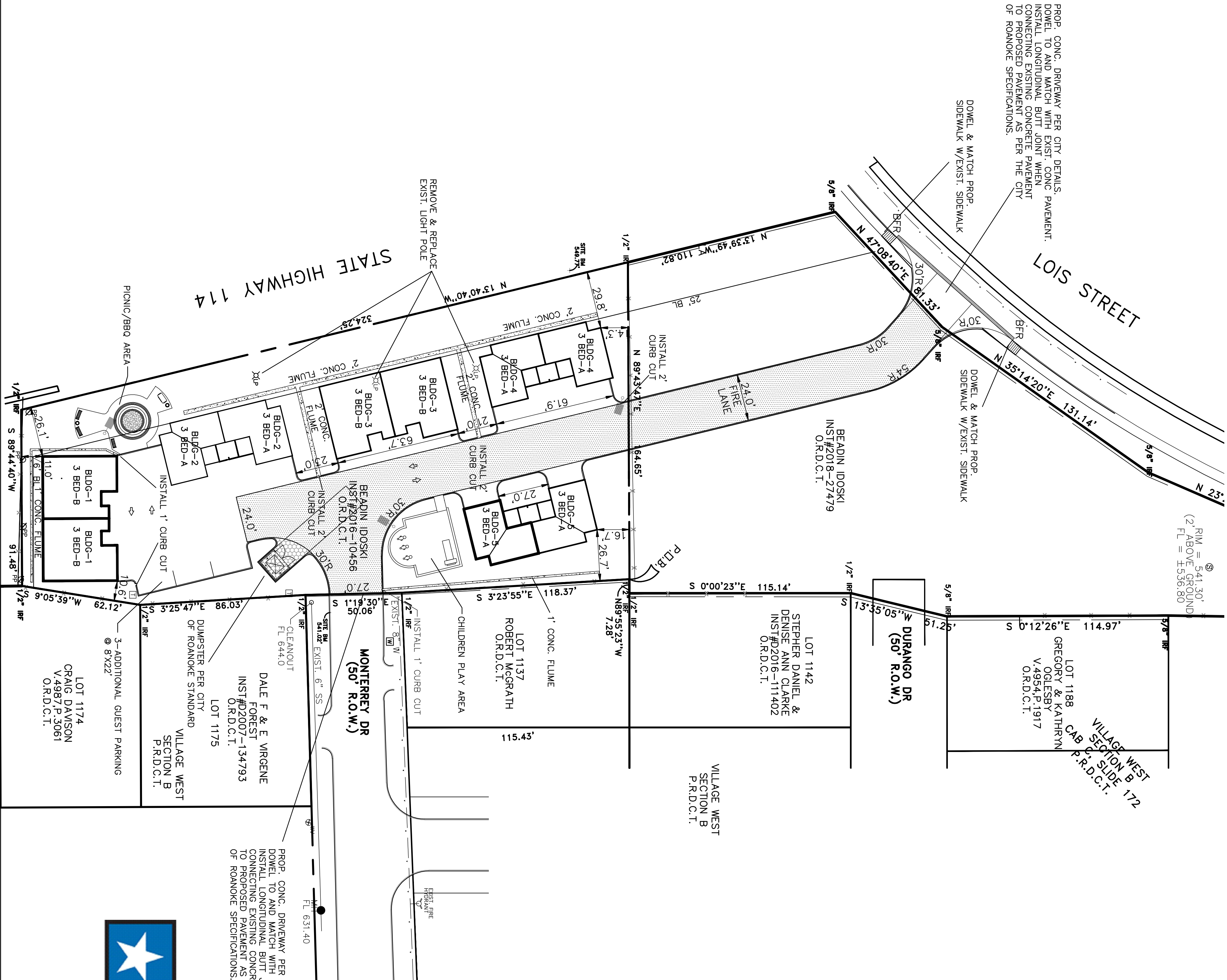
EXIST. CONDITION & DEMOLITION PLAN	
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6/10/19	1"=30'
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NDA	NDA

PROJECT #

2019-822-ROAN

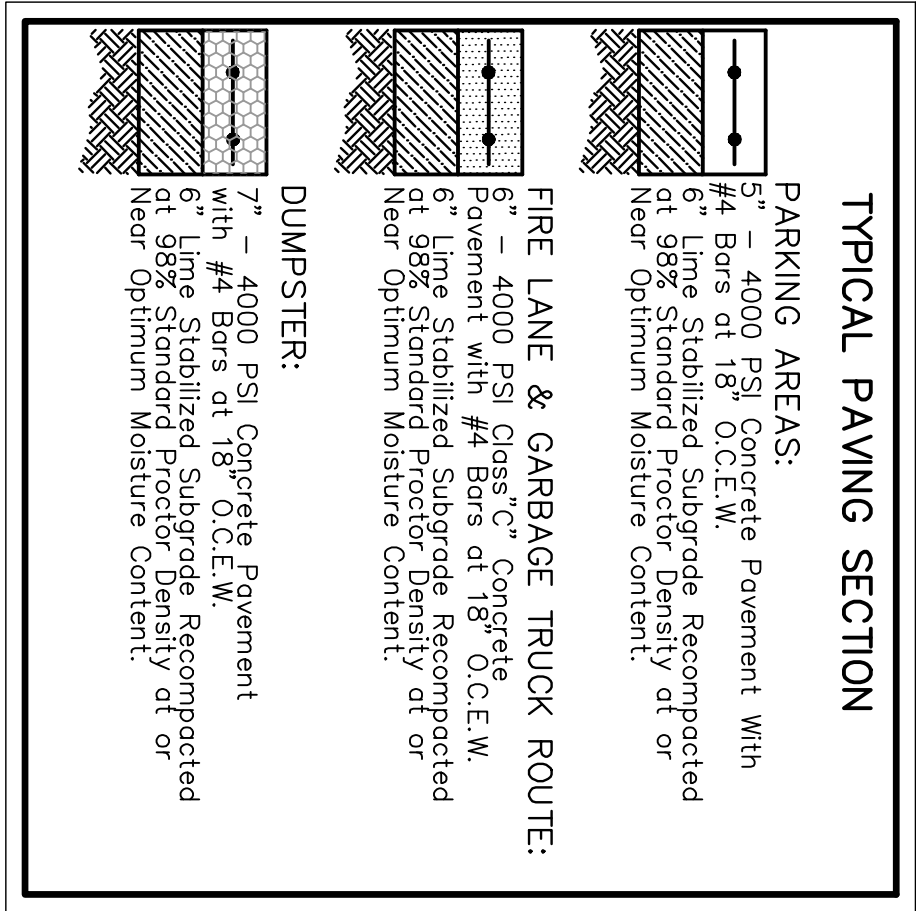
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C-6



- ### GENERAL NOTES
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF ROANOKE STANDARDS, SPECIFICATIONS AND DETAILS.
 2. ALL SIGNS INCLUDING HANDICAP SIGNS, SYMBOL, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" - LATEST EDITION. TRAFFIC CONTROL WILL BE CONTRACTOR'S RESPONSIBILITIES.
 3. CONTRACTOR SHALL FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES BEFORE CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES(SHOWN OR NOT SHOWN) WITHIN THE SCOPE OF CONSTRUCTION. IF ANY EXISTING STRUCTURES, FEATURES AND UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT HIS OR HER EXPENSE.
 4. CONTRACTOR SHALL FURNISH ALL PAVEMENT MARKINGS FOR FIRE LANES, PARKING STALLS, HANDICAPPED PARKING SYMBOLS, AND MISCELLANEOUS STRIPING.
 5. ALL DIMENSION SHOWN ARE FACE OF CURB UNLESS INDICATED OTHERWISE.
 6. ALL CURB RADI ARE 25' UNLESS INDICATED OTHERWISE.
 7. THE CONTRACTOR SHALL SUBMIT A JOINT LAYOUT PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF PAVEMENT CONSTRUCTION
 8. ALL JOINT SHALL EXTEND THRU THE CURB.
 9. MINIMUM LENGTH OF OFFSET JOINTS AT RADIUS POINTS IS 1.5 FEET.
 10. ALL JOINTS INCLUDING EXPANSION JOINTS WITH REMOVABLE TACK STRIPS SHALL BE SEALED WITH JOINT SEALANT WITH CITY OF ROANOKE APPROVED MATERIALS.
 11. TRANSVERSE JOINTS MAY BE SKEWED OR ADJUSTED BY SHIFTING TO MEET MANHOLES, INLETS, OTHER STRUCTURES, ETC.
 12. ALL REINFORCING STEEL SHALL BE NEW DOMESTIC BILLET STEEL CONFORMING TO ASTM A-615, GRADE 60, AND SHALL BE SUPPORTED BY BAR CHAIRS.
 13. SEE LANDSCAPE PLANS FOR SIDEWALKS AND HANDICAP RAMPS LOCATIONS
 14. ALL STEEVES FOR LIGHTING, IRRIGATION, ELECTRIC, CABLE AND TELEPHONE SHALL BE INSTALLED PRIOR TO PAVEMENT INSTALLATION.
 15. BUILDING FOOTPRINT SHOWN ARE FOUNDATION OUTLINE.
 16. SEE ARCHITECTURAL PLANS FOR BUILDING DIMENSION.
 17. BARRIER FREE RAMPS MUST COMPLY WITH FEDERAL AND STATE ADA REQUIREMENTS.
 18. REFER TO GEOTECHNICAL REPORT BEFORE STARTING ANY DIRT WORK AND ALSO TO DETERMINE THE PERCENTAGE OF LIME FOR SUBGRADE STABILIZATION. SUBGRADE SHOULD BE MINIMUM 6" LIME STABILIZED.
 19. FIRE LANE STRIPING IS TO BE AS PER THE CITY OF ROANOKE STANDARDS.
 20. PAVEMENT UNDER DUMPSTER PAD TO BE 7" THICK.
 21. USE LONGITUDINAL BUTT JOINT WHEN CONNECTING NEW TO EXISTING PAVING IN THE RIGHT OF WAY.
 22. GENERAL CONTRACTOR TO PROVIDE AND GET THE APPROVAL OF TRAFFIC CONTROL PLAN FROM THE CITY BEFORE CONSTRUCTION.
 23. EXISTING PAVEMENT REPAIR AFTER UTILITY INSTALLATION MUST BE AS PER CITY OF ROANOKE STANDARD DETAILS AND SPECIFICATIONS.
 24. SEE MEP DRAWINGS FOR EXACT LOCATION OF PROPOSED LIGHTS. EXISTING LIGHT POLES ARE SHOWN IN THIS DRAWING.
 25. FIRE PROTECTION WATER SUPPLIES AND FIRE LANES SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING CONSTRUCTION.
 26. ENGINEERING DEPARTMENT WILL INSPECT PARKING LOT & FIRE LANE PAVING INSTALLATION.
 27. CONSTRUCTION WITHIN TxDOT ROW MUST BE AS PER TxDOT STANDARDS & SPECIFICATIONS.

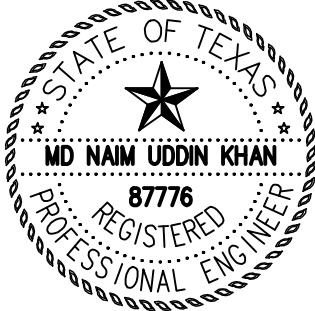
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FOR REVIEW ONLY



REVISION	
No.	DATE
2	6/10/19
2	4/29/19
1	2/27/19

ND & Associates, LLC
2105 Canyon Creek Drive
Garland, Texas 75042
PH: (214) 533 7181
EMAIL: naim1207@yahoo.com
FIRM # F - 13340

CONDOMINIUM DEVELOPMENT
BEADIN IDOSKI, INST. # 2016-10456
40 MONTEREY DRIVE, ROANOKE
2.089 ACRES BEING A PORTION OF 112 ACRES AND
LOT 2 FIRST UNITED METHODIST CHURCH
ROANOKE - TROPHY CLUB ADDITION IN THE
JESSE EADS SURVEY, ABSTRACT NO. 392
SITUATED IN DENTON COUNTY, TEXAS
OWNER/DEVELOPER: TEXAS DIND LLC
CONTACT: DIND, ADDRESS: 505 W. NORTHWEST HWY,
GRAPVINE, TEXAS
PH. 817 966 9729



Md. Naim Uddin Khan
ENGINEER NO. 87776. THESE PLANS WERE
PREPARED UNDER THE RESPONSIBLE SUPERVISION
OF MD. NAIM UDDIN KHAN REGISTERED
PROFESSIONAL ENGINEER
THE SEAL APPEARING ON THIS DOCUMENT WAS
AUTHORIZED BY MD. NAIM UDDIN KHAN P.E.
#87776

**PAVING & DIMENSION
CONTROL PLAN**

DATE: 6/10/19
SCALE: 1"=30'
DRAWN: NDA
CHECKED BY: NDA
PROJECT # 2019-822-ROAN
SHEET NO. C-7

GRADING GENERAL NOTES:

1. REFER TO GEOTECHNICAL REPORT BEFORE COMMENCING ANY GRADING WORK. REMOVE AND DISCARD ALL VEGETATION WHERE GRADING IS PROCEED.
2. GRADING PLAN IS DESIGNED AS PER THE EXISTING CONTOURS AND SPOT ELEVATIONS INFORMATION PROVIDED BY THE OWNER AND HIS SURVEYOR. DESIGN ENGINEER WILL NOT TAKE RESPONSIBILITY FOR THE DISCREPANCIES RESULTING FROM SURVEY DATA. CONTRACTOR MUST VERIFY ALL PROJECT BENCHMARKS AND EXISTING SITE TOPOGRAPHY BEFORE STARTING ANY GRADING WORK AND NOTIFY DESIGN ENGINEER ANY DISCREPANCIES.
3. THE SPREADING AND COMPACTION OF ANY WASTE OR EXCESS MATERIALS NOT SUITABLE FOR FILLING, SUCH AS LARGE ROCK, CONCRETE, TREES, TRASH AND VEGETATION, SHALL BE DISPOSED OFFSITE AT THE CONTRACTOR'S EXPENSE ONLY IN THE CITY APPROVED DISPOSAL SITE. NO BURNING OF ANY MATERIALS AT ANY TIME SHALL BE ALLOWED ON THIS SITE UNLESS PERMITTED BY CITY FIRE DEPARTMENT.
4. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION AND REMOVAL OF ANY EXISTING UTILITIES ONSITE AS PER THE DEMOLITION PLAN. UTILITIES ARE TO BE REMOVED TO THE RIGHT OF WAY UNLESS OTHERWISE NOTED.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL SAFETY LAWS IN ACCORDANCE WITH THE CITY, STATE, AND FEDERAL LAWS WHICH GOVERN CONSTRUCTION.
6. CONTRACTOR SHALL ADHERE TO ALL TERMS & CONDITIONS AS OUTLINED IN THE EPA OR APPLICABLE STATE GENERAL N.P.D.E.'S PERMIT FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
7. MINIMUM SLOPE IN ANY DIRECTION IN UNPAVED AREA IS 1.0% UNLESS OTHERWISE MENTIONED.
8. MAXIMUM SLOPE IN ANY DIRECTION IS 3:1 OR FLATTER UNLESS INDICATED OTHERWISE.
9. ALL WALKS SHALL NOT EXCEED THE MAXIMUM SLOPES ALLOWED BY THE TEXAS ACCESSIBILITY STANDARDS (TAS). THE MAXIMUM CROSS SLOPE IS 2% AND THE MAXIMUM DIRECTIONAL SLOPE IS 5%.
10. H.C. ACCESSIBLE PARKING SPACES AND ACCESS AISLES MUST HAVE SLOPES NOT EXCEEDING A MAXIMUM OF 2.0% SLOPE IN ANY DIRECTION. H.C. ACCESSIBLE PARKING SPACES AND ACCESS AISLES EXCEEDING A 2.0% SLOPE IN ANY DIRECTION WILL BE REJECTED. NO TOLERANCE WILL BE ALLOWED.
11. ALL SPOT ELEVATIONS ARE TOP OF PAVEMENT OR GUTTER ELEVATIONS UNLESS OTHERWISE NOTED.
12. ALL PROPOSED GRADE MUST MATCH WITH EXIST. GRADE AT PROPERTY LINE.
13. ALL SPOT ELEVATIONS ARE 500 PLUS THE NUMBER SHOWN IN THIS SHEET.
14. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDING FOR ALL NATURAL AND PAVED AREAS AND ENSURE THERE ARE NO AREAS OF PONDING. PRIOR TO PLACING PAVEMENT, NOTIFY THE DESIGN ENGINEER OF ANY DISCREPANCIES IDENTIFIED IN THE FIELD. GRADE SHALL FALL A MINIMUM OF 6 INCHES WITHIN THE FIRST 10 FEET. ROOF DOWNSPOUTS AND DRAINS SHALL BE EXTENDED AND DRAIN AWAY FROM FOUNDATION.
15. ALL AREAS SHALL BE TRIMMED AND COMPACTED TO THE FINISHED GRADE TO PRODUCE SMOOTH SURFACES AND UNIFORM CROSS-SECTIONS. THE SLOPES OF ALL EXCAVATIONS AND EMBANKMENTS SHALL BE LEFT IN A NEAT AND ORDERLY CONDITION. ALL STONES, ROOTS, TREES, AND OTHER SITE MATERIALS SHALL BE REMOVED AND DISPOSED OFFSITE. ALL ODDS SHALL BE FILLED AND ANY SOFT SPOTS OCCURRING ON THIS SITE SHALL BE RECOMPACTED PER THE GEOTECHNICAL REPORT OR THE SPECIFICATIONS. VERIFY ALL GRADES TO AVOID PONDING OF WATER.
16. PARKWAY TO BE GRADED AT ¼" PER FOOT.
17. CONTRACTOR MUST CONTACT DESIGN ENGINEER AFTER PRELIMINARY GRADING AND BEFORE POURING CONCRETE.
18. INSTALL STEPS FROM GARAGE TO BUILDING AS NECESSARY.

RETAINING WALL NOTES:

1. RETAINING WALLS AND TYPICAL WALL DETAIL SHOWN ON THIS PLAN ARE FOR LOCATION AND ELEVATION PURPOSES ONLY. STRUCTURAL AND STABILITY ENGINEERING OF THE RETAINING WALLS ARE NOT PART OF THE DESIGN RESPONSIBILITY OF ND & ASSOCIATES, LLC.
2. BOTTOM OF WALLS (BW) SHOWN IN THIS DRAWING ARE THE FINISHED GRADE/BOTTOM OF EXPOSED WALL, NOT BOTTOM OF FOOTING.
3. FACE OF WALL MUST BE AT LEAST 2' OFF THE PAVEMENT.
4. NO PORTION OF THE RETAINING WALL IS ALLOWED WITHIN ANY PUBLIC EASEMENT

LEGEND

X TC

EXISTING TOP OF CURB

X GT

EXISTING GUTTER

X TSW

EXISTING TOP OF SIDEWALK

● TC

PROPOSED TOP OF CURB

● TSW

PROPOSED TOP OF SIDEWALK

● TSW

PROPOSED TOP OF PAVEMENT

● TSW

PROPOSED BOTTOM OF WALL

● BW

PROPOSED END OF WALL

● EW

EXISTING FIRE HYDRANT

●

EXISTING MANHOLE

●

EXISTING POWER POLE

●

TOP OF WALL

●

BOTTOM OF WALL

●

END OF WALL

●

TOP OF GROUND

●

LIGHT POLE

●

GAS MARKER

★

EXISTING TRAFFIC SIGNAL

★

EXISTING TRAFFIC SIGNAL BOX

—

EXISTING WATER LINE

—

EXISTING SANITARY SEWER LINE

—

EXISTING GAS LINE

—

EXISTING OVERHEAD POWER LINE

—

PROPOSED GRADE LINE

—

TELEPHONE RISER

—

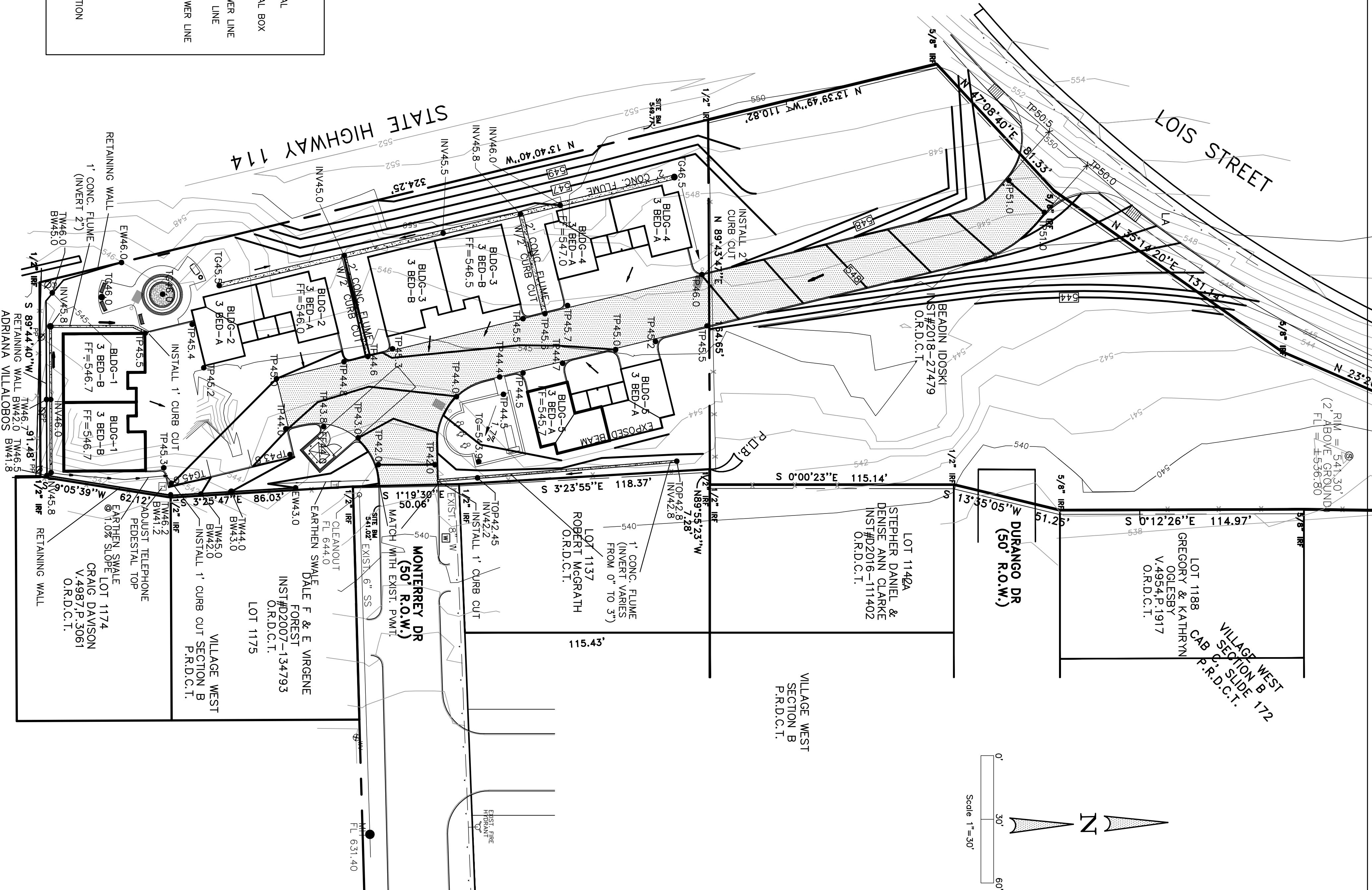
WATER METER

—

FINISHED FLOOR ELEVATION

—

IRON ROD FOUND



PRELIMINARY / NOT FOR CONSTRUCTION
FOR REVIEW ONLY

GRADING PLAN

DATE: 6/10/19

SCALE: 1"=30'

DRAWN: NDA

CHECKED BY: NDA

PROJECT: 2019-822-ROAN

SHEET NO: C-8

STATE OF TEXAS

MD. NAIM UDDIN KHAN

REGISTERED PROFESSIONAL ENGINEER

87776

Md. Naim Uddin Khan

ENGINEER NO. 87776. THESE PLANS WERE PREPARED UNDER THE RESPONSIBLE SUPERVISION OF MD. NAIM UDDIN KHAN, REGISTERED PROFESSIONAL ENGINEER.

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2	4/29/19	
3	2/27/19	

ND & Associates, LLC

2105 Canyon Creek Drive

Garland, Texas 75042

PH: (214) 533 7181

EMAIL: naim1207@yahoo.com

FIRM # F - 13340

CONDOMINIUM DEVELOPMENT

BEADIN IDOSKI, INST. # 2016-10456

40 MONTEREY DRIVE, ROANOKE

2.089 ACRES BEING A PORTION OF 1.12 ACRES AND LOT 2 FIRST UNITED METHODIST CHURCH ROANOKE—TROPHY CLUB ADDITION IN THE JESSE EADS SURVEY, ABSTRACT NO. 392

SITUATED IN DENTON COUNTY, TEXAS

OWNER/DEVELOPER: TEXAS DIND LLC

CONTACT: DIND, ADDRESS: 505 W. NORTHWEST HWY, GRAPVINE, TEXAS

PH. 817 966 9729

LEGEND

TC

TP

TG

TW

BW

EW

Top of Curb
Top of Pavement
Top of Ground
Top of Wall
Bottom of Wall
End of Wall

1

0.90

7.08

Existing Drainage Area Designation
Existing Drainage Area (Ac.)
Pre-developed 100-yr Flow (cfs)

A

0.90

7.08

Proposed Drainage Area Designation
Proposed Drainage Area (Ac.)
Post-developed 100-yr Flow (cfs)

625

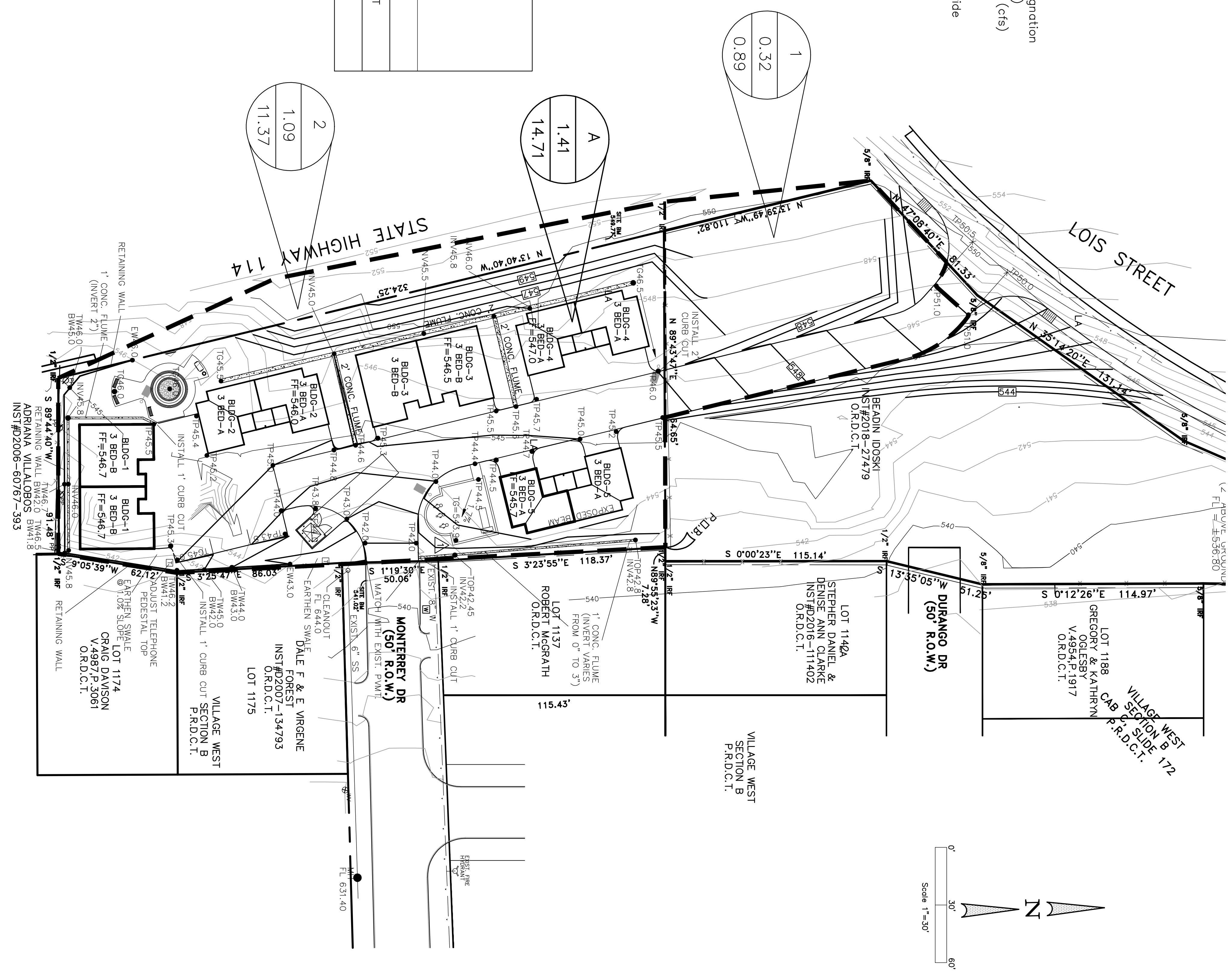
625

00.00

00.00

X00.00

Existing Contour
Proposed Contours
Proposed Spot Elevation
Existing Spot Elevation

Existing Drainage Divide
Proposed Drainage Divide

HYDROLOGIC COMPUTATIONS (RATIONAL METHOD - TP 40)										
AREA DESIGNATION	AREA (AC.)	PRE-DEVELOPED CONDITION				POST-DEVELOPED CONDITION				COMMENTS
		RUNOFF COEFF. C	TIME OF CONC. (MIN.)	INTENSITY I ₁₀₀ (IN./HR.)	"Q ₁₀₀ " = C*I*A (CFS)	RUNOFF COEFF. C	TIME OF CONC. (MIN.)	INTENSITY I ₁₀₀ (IN./HR.)	"Q ₁₀₀ " = C*I*A (CFS)	
A	1.41					0.90	10	11.59	14.71	TOWARDS MONTERREY DRIVE
1	0.32	0.40	20	6.93	0.89					TOWARDS PROPERTY ON THE EAST
2	1.09	0.90	10	11.59	11.37					TOWARDS MONTERREY DRIVE

PRELIMINARY / NOT FOR CONSTRUCTION
FOR REVIEW ONLY

DATE: 6/10/19

DRAWN: NDA

CHECKED BY: NDA

PROJECT # 2019-022-ROAN

SHEET NO: C-9

STATE OF TEXAS

MD NAIM UDDIN KHAN

REGISTERED PROFESSIONAL ENGINEER

87776

Md. Naim Uddin Khan

ENGINEER NO. 87776. THESE PLANS WERE PREPARED UNDER THE RESPONSIBLE SUPERVISION OF MD. NAIM UDDIN KHAN, REGISTERED PROFESSIONAL ENGINEER.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MD. NAIM UDDIN KHAN, P.E. #87776

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1	2/27/19	

ND & Associates, LLC

2105 Canyon Creek Drive

Garland, Texas 75042

PH: (214) 533 7181

EMAIL: naim1207@yahoo.com

FIRM # F - 13340

CONDOMINIUM DEVELOPMENT

BEADIN IDOSKI, INST. # 2016-10456

40 MONTEREY DRIVE, ROANOKE

2,089 ACRES BEING A PORTION OF 1.12 ACRES AND LOT 2 FIRST UNITED METHODIST CHURCH ROANOKE -TROPHY CLUB ADDITION IN THE JESSE EADS SURVEY, ABSTRACT NO. 392 SITUATED IN DENTON COUNTY, TEXAS

OWNER/DEVELOPER: TEXAS DINO LLC

CONTACT: DINO, ADDRESS: 505 W. NORTHWEST HWY, GRAPVINE, TEXAS

PH. 817 966 9729

Page 193 of 232

WATER AND SANITARY SEWER GENERAL NOTES

1. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL ADHERE TO THE CITY OF ROANOKE STANDARDS, DETAILS AND SPECIFICATIONS. ALL MATERIALS SHALL BE U.L. LISTED UNLESS DIRECTED OTHERWISE BY THE ARCHITECT, ENGINEER, OR THE CITY OF ROANOKE.
2. THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND ARCHITECT IMMEDIATELY IF A CONFLICT IS DISCOVERED.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS SHOWN, COORDINATING THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITY SERVICES ENTERING THE BUILDING AND/OR CROSSING OTHER UTILITIES.
4. THE CONTRACTOR SHALL PROVIDE ALL MATERIALS AND APPURTENANCES NECESSARY FOR COMPLETE INSTALLATION OF THE UTILITIES. ALL PIPES, STRUCTURES, AND FITTINGS SHALL BE INSPECTED BY THE CITY OF ROANOKE WATER DEPARTMENT AND/OR CODE ENFORCEMENT INSPECTOR PRIOR TO BE COVERED. THE INSPECTOR MUST ALSO BE PRESENT DURING DISINFECTION AND PRESSURE TESTING OF ALL MAINS.
5. ALL WATER MAINS ARE TO BE AS SHOWN ON THE DRAWINGS. WATER MAINS SHALL HAVE A MINIMUM COVER OF 42 INCH FROM FINISHED GRADE TO TOP OF PIPE AND SHALL BE BEDDED AND BACKFILLED IN ACCORDANCE WITH THE CITY OF ROANOKE STANDARD DETAILS. ALL FIRE HYDRANTS, BENDS AND PIPE ENDS SHALL BE RESTRAINED WITH MECHANICAL JOINT W/EBBA SERIES 2000 PV RESTRAINTS OR EQUAL APPROVED BY THE CITY OF ROANOKE.
6. ALL FIRE HYDRANTS SHALL BE PRUNED AND PAINTED WITH A MACHINE IMLEMENT GRADE ENAMEL PAINT. THE HYDRANT BODY AND BONNET SHALL BE PAINTED IN ACCORDANCE WITH THE CITY OF ROANOKE STANDARDS.
7. ALL APPURTENANCES USED FOR FIRE PROTECTION SHALL CONFORM TO THE CURRENT THE CITY OF ROANOKE FIRE DEPARTMENT STANDARDS AND SPECIFICATIONS.
8. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SITE TRENCH SAFETY DURING ALL PHASE OF CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN PROTECTIVE SHIELDING AND SAFETY BARRIERS SIGNED AND SEALED BY A GEOTECHNICAL ENGINEER REGISTERED IN THE STATE OF TEXAS FOR ALL CONSTRUCTION IN EXCAVATIONS DEEPER THAN 5 FEET. PRIOR TO START OF CONSTRUCTION, SAID SAFETY PLAN SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS REGARDING EXCAVATION AND TRENCHING OPERATIONS.
9. FIRE HYDRANTS & WATER METER TO BE PROTECTED BY BOLLARDS/CONCRETE CURB
10. ALL PVC PIPE FOR WATER LINE MUST CONFORM TO AWMA C900 OR C905 (FOR LARGER PIPE). FIRE MAIN TO BE DR-14 (CLASS 200).
11. ALL FITTINGS MUST CONFORM TO AWMA C-110 AND SHALL BE EQUIPPED WITH MECHANICAL RESTRAINTS (EBBA OR ENGINEER-APPROVED EQUAL)
12. CONTRACTOR MUST CHECK WITH THE CITY FOR THRUST BLOCK REQUIREMENTS; PROVIDE THE DETAIL TO THE CITY AND GET APPROVAL BEFORE INSTALLATION.
13. CONTRACTOR RESPONSIBLE FOR:
 - a. APPROPRIATE TRAFFIC CONTROL AND SAFETY MEASURES.
 - b. PROTECTION OF TREES FROM DAMAGE BY HEAVY EQUIPMENT
 - c. RESTORATION OF ALL DISTURBED AREAS TO PRE-PROJECT CONDITION.
14. SANOUT REMOVE AND REPLACE CONCRETE PAVING ON LOIS STREET FOR WATER LINE INSTALLATION PER CITY DETAILS.
15. FIRE PROTECTION WATER SUPPLIES AND FIRE LANES SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING CONSTRUCTION.
16. BUILDING INSPECTIONS INSPECTS WATER AND SANITARY SEWER SERVICES FROM PROPERTY LINE TO STRUCTURE.
17. PUBLIC WORKS DEPARTMENT INSPECTS WATER AND SEWER SERVICES FROM MAIN TO PROPERTY LINE/WATER METER.
18. ALL SANITARY SEWER SERVICE LINES WILL BE 6" PVC

WATER METER SCHEDULE

ID	TYPE	SIZE	NO.	SAN. SEWER	REMARKS
△	DOMESTIC	2.0"	1	6"	PROPOSED
△	DOMESTIC	2.0"	1	6"	PROPOSED
△	DOMESTIC	2.0"	1	6"	PROPOSED
△	DOMESTIC	2.0"	1	6"	PROPOSED
△	DOMESTIC	2.0"	1	6"	PROPOSED
△	DOMESTIC	2.0"	1	6"	PROPOSED
△	DOMESTIC	2.0"	1	6"	PROPOSED
△	IRRIIGATION	1.0"	1	N/A	PROPOSED

* IRRIGATION LINE W/BACK FLOW PREVENTER

LEGEND

- TC

TOP OF CURB
- TSW

TOP OF SIDEWALK
- GT

GUTTER
- TI

TELEPHONE RISER
- WI

WATER METER
- WV

WATER VALVE
- WM

WATER MARKER
- PP

POWER POLE
- PLP

PLUG LIGHT POLE
- IRF

IRON ROD FOUND
- LA

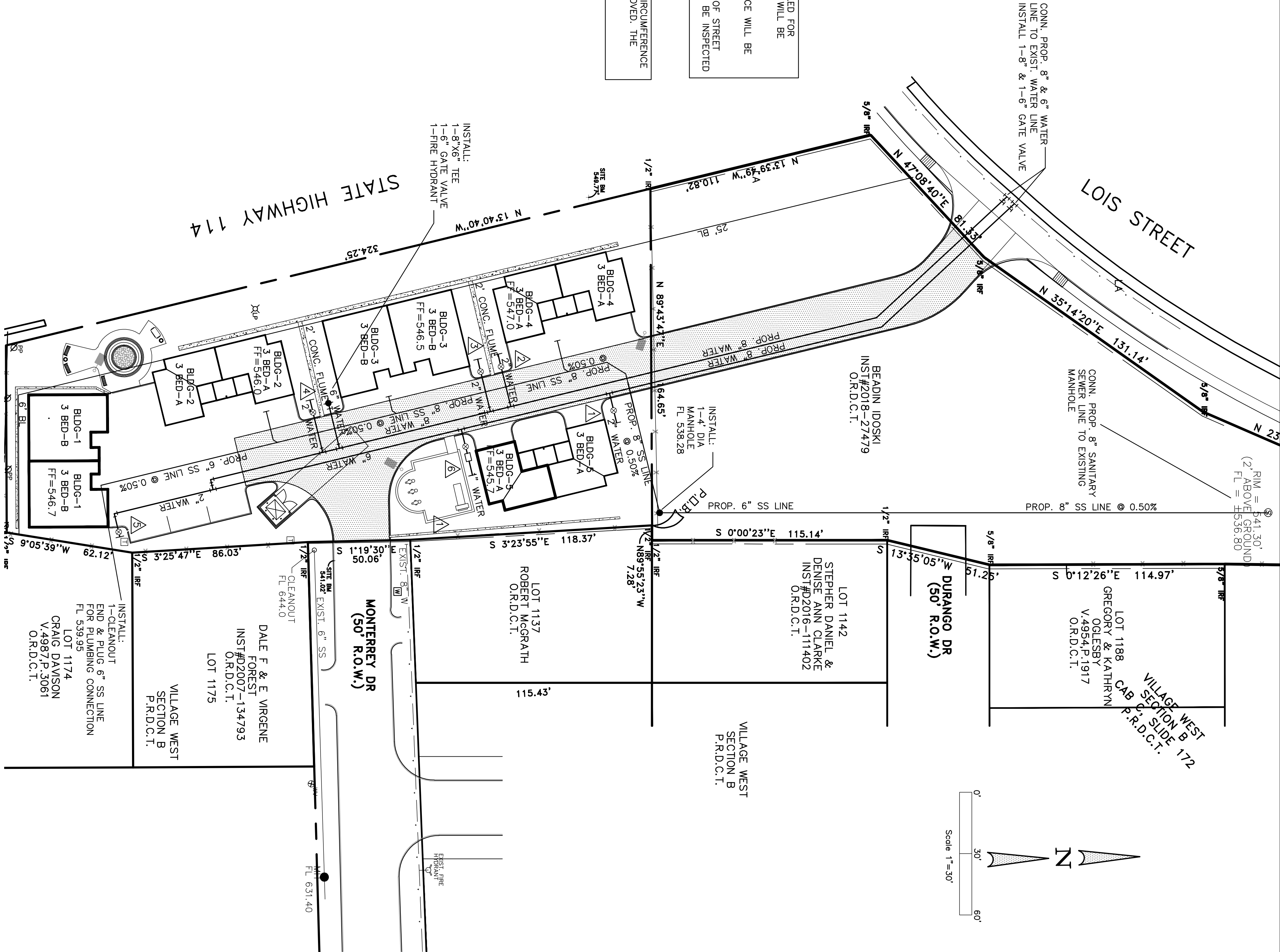
LANDSCAPE AREA
- EXISTING FIRE HYDRANT

WATER & SANITARY SEWER NOTES:

1. 5-2" WATER METER WITH 5-2" WATER LINE WILL BE INSTALLED FOR DOMESTIC WATER LINE. SERVICE FOR DOMESTIC WATER SERVICE WILL BE INSTALLED BY THE OWNER/DEVELOPER AT OWNER'S EXPENSE.
2. 1" WATER METER AND SERVICE FOR IRRIGATION WATER SERVICE WILL BE INSTALLED BY THE OWNER/DEVELOPER AT OWNER'S EXPENSE.
3. ANY WATER OR SANITARY SEWER SERVICE LOCATED OUTSIDE OF STREET ROW SHALL BE INSTALLED BY A STATE LICENSED PLUMBER AND BE INSPECTED BY CODE ENFORCEMENT.

FIRE HYDRANT NOTE:

1. A 3-FOOT CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF FIRE HYDRANTS EXCEPT AS OTHERWISE REQUIRED OR APPROVED. THE EXPANSION OF THE TREES MUST BE CONSIDERED.



PRELIMINARY / NOT FOR CONSTRUCTION
FOR REVIEW ONLY

CONDOMINIUM DEVELOPMENT

BEADIN IDOSKI, INST. # 2016-10456
40 MONTEREY DRIVE, ROANOKE
2.089 ACRES BEING A PORTION OF 1.12 ACRES AND
LOT 2 FIRST UNITED METHODIST CHURCH
ROANOKE -TROPHY CLUB ADDITION IN THE
JESSE EADS SURVEY, ABSTRACT NO. 392
SITUATED IN DENTON COUNTY, TEXAS
OWNER/DEVELOPER: TEXAS DIND LLC
CONTACT: DIND, ADDRESS: 505 W. NORTHWEST HWY,
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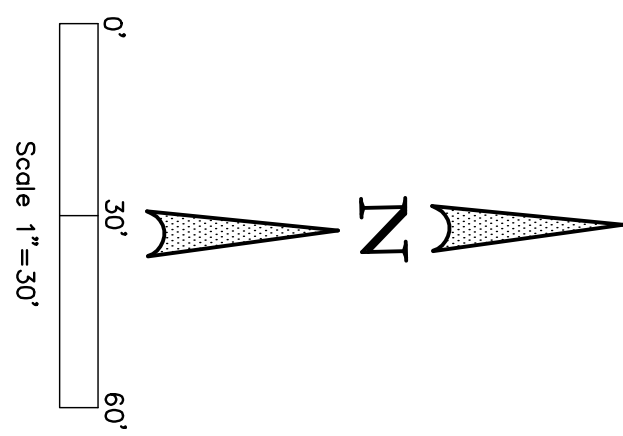
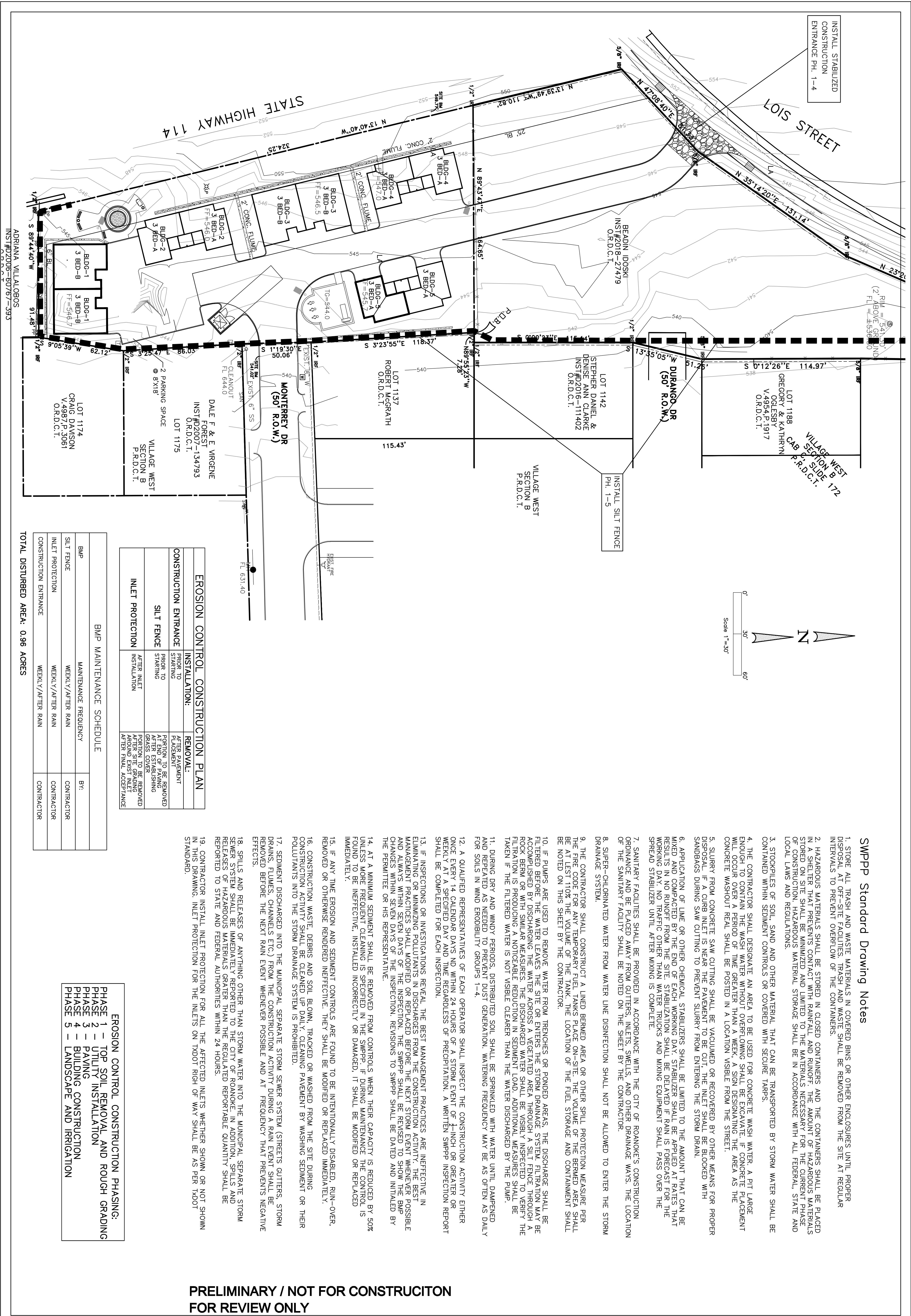
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ENGINEER NO. 87776. THESE PLANS WERE
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PROFESSIONAL ENGINEER
THE SEAL APPEARING ON THIS DOCUMENT WAS
AUTHORIZED BY: MD. NAIM UDDIN KHAN P.E.
#87776

**WATER, SANITARY
& STORM
SEWER PLAN**

DATE: 6/10/19
SCALE: 1"=30'
DRAWN: NDA
CHECKED BY: NDA
PROJECT / SHEET NO.: 2019-822-ROAN C-10



SWPPP Standard Drawing Notes

1. STORE ALL TRASH AND WASTE MATERIALS IN COVERED BINS OR OTHER ENCLOSURES UNTIL PROPER DISPOSAL AT OFF-SITE FACILITIES. TRASH AND WASTE SHALL BE REMOVED FROM THE SITE AT REGULAR INTERVALS TO PREVENT OVERFLOW OF THE CONTAINERS.
2. HAZARDOUS MATERIALS SHALL BE STORED IN CLOSED CONTAINERS AND THE CONTAINERS SHALL BE PLACED IN A SHELTER THAT PREVENTS CONTACT WITH RAINFALL AND RUNOFF. THE AMOUNT OF HAZARDOUS MATERIALS STORED ON SITE SHALL BE MINIMIZED AND LIMITED TO THE MATERIALS NECESSARY FOR THE CURRENT PHASE OF CONSTRUCTION. HAZARDOUS MATERIAL STORAGE SHALL BE IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS.
3. STOCKPILES OF SOIL, SAND AND OTHER MATERIAL THAT CAN BE TRANSPORTED BY STORM WATER SHALL BE CONTAINED WITHIN SEDIMENT CONTROLS OR COVERED WITH SECURE TARP.
4. THE CONTRACTOR SHALL DESIGNATE AN AREA TO BE USED FOR CONCRETE WASH WATER. A PIT LARGE ENOUGH TO CONTAIN THE WASH WATER WITHOUT OVERFLOWING SHALL BE EXCAVATED. IF CONCRETE PLACEMENT WILL OCCUR OVER A PERIOD OF TIME GREATER THAN A WEEK, A SIGN DESIGNATING THE AREA AS THE CONCRETE WASHOUT REAL SHALL BE POSTED IN A LOCATION VISIBLE FROM THE STREET.
5. SLURRY FROM CONCRETE SAW CUTTING SHALL BE VACUUMED OR RECOVERED BY OTHER MEANS FOR PROPER DISPOSAL. IF A CURB INLET IS NEAR THE PAVEMENT TO BE CUT, THE INLET SHALL BE BLOCKED WITH SANDBAGS DURING SAW CUTTING TO PREVENT SLURRY FROM ENTERING THE STORM DRAIN.
6. APPLICATION OF LIME OR OTHER CHEMICAL STABILIZERS SHALL BE LIMITED TO THE AMOUNT THAT CAN BE MIXED AND COMPACTED BY THE END OF EACH WORKING DAY. STABILIZER SHALL BE APPLIED AT RATES THAT RESULTS IN NO RUNOFF FROM THE SITE. STABILIZATION SHALL BE DELAYED IF RAIN IS FORECAST FOR THE WORKING DAY. NO TRAFFIC OTHER THAN WATER TRUCKS AND MIXING EQUIPMENT SHALL PASS OVER THE SPREAD STABILIZER UNTIL AFTER MIXING IS COMPLETE.
7. SANITARY FACILITIES SHALL BE PROVIDED IN ACCORDANCE WITH THE CITY OF ROANOKE'S CONSTRUCTION ORDINANCE AND BE PLACED AWAY FROM GUTTERS, INLETS, SWEELS, AND OTHER DRAINAGE WAYS. THE LOCATION OF THE SANITARY FACILITY SHALL BE NOTED ON THE SHEET BY THE CONTRACTOR.
8. SUPER-CHLORINATED WATER FROM WATER LINE DISINFECTION SHALL NOT BE ALLOWED TO ENTER THE STORM DRAINAGE SYSTEM.
9. THE CONTRACTOR SHALL CONSTRUCT A LINED BERMED AREA OR OTHER SPILL PROTECTION MEASURE PER THE FIRE CODE FOR ANY TEMPORARY FUEL TANKS PLACE ON-SITE. THE VOLUME OF THE BERMED AREA SHALL BE AT LEAST 110% THE VOLUME OF THE TANK. THE LOCATION OF THE FUEL STORAGE AND CONTAINMENT SHALL BE NOTED ON THIS SHEET BY THE CONTRACTOR.
10. IF PUMPS ARE USED TO REMOVE WATER FROM TRENCHES OR PONDED AREAS, THE DISCHARGE SHALL BE FILTERED BEFORE THE WATER LEAVES THE SITE OR ENTERS THE STORM DRAINAGE SYSTEM. FILTRATION MAY BE ACCOMPLISHED BY DISCHARGING THE WATER ACROSS A VEGETATED AREA THROUGH A SILT FENCE THROUGH A ROCK BERM OR WITH SIMILAR MEASURES. THE DISCHARGED WATER SHALL BE VISIBLY INSPECTED TO VERIFY THE FILTRATION IS PRODUCING A NOTICEABLE REDUCTION IN SEDIMENT LOAD. ADDITIONAL MEASURES SHALL BE TAKEN IF THE FILTERED WATER IS NOT VISIBLY CLEARER THAN THE WATER DISCHARGED BY THE PUMP.
11. DURING DRY AND WINDY PERIODS, DISTRIBUTED SOIL SHALL BE SPRINKLED WITH WATER UNTIL DAMPENED AND REPEATED AS NEEDED TO PREVENT DUST GENERATION. WATERING FREQUENCY MAY BE AS OFTEN AS DAILY FOR SOILS IN WIND ERODIBILITY GROUPS 1-4.
12. A QUALIFIED REPRESENTATIVES OF EACH OPERATOR SHALL INSPECT THE CONSTRUCTION ACTIVITY EITHER ONCE EVERY 14 CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT OF 1-INCH OR GREATER OR WEEKLY AT A SPECIFIED DAY AND TIME REGARDLESS OF PRECIPITATION. A WRITTEN SWPPP INSPECTION REPORT SHALL BE COMPLETED FOR EACH INSPECTION.
13. IF INSPECTIONS OR INVESTIGATIONS REVEAL THE BEST MANAGEMENT PRACTICES ARE INEFFECTIVE IN ELIMINATING OR MINIMIZING POLLUTANTS IN DISCHARGES FROM THE CONSTRUCTION ACTIVITY, THE BEST MANAGEMENT PRACTICES SHALL BE IDENTIFIED OR REPLACED WITH AN ALTERNATE MEASURE. WHENEVER POSSIBLE, WORK AREAS WITHIN SEVEN DAYS OF THE INSPECTION, REVISIONS TO SWPPP SHALL BE DATED AND INITIALED BY THE PERMITEE OR HIS REPRESENTATIVE.
14. AT A MINIMUM SEDIMENT SHALL BE REMOVED FROM CONTROLS WHEN THEIR CAPACITY IS REDUCED BY 50% UNLESS MORE FREQUENT CLEANING IS SPECIFIED IN THE SWPPP. IF DURING MAINTENANCE THE CONTROL IS FOUND TO BE INEFFECTIVE, INSTALLED INCORRECTLY OR DAMAGED, IT SHALL BE MODIFIED OR REPLACED IMMEDIATELY.
15. IF ANY TIME EROSION AND SEDIMENT CONTROLS ARE FOUND TO BE INTENTIONALLY DISABLED, RUN-OVER, REMOVED OR OTHERWISE RENDERED INEFFECTIVE, THEY SHALL BE MODIFIED OR REPLACED IMMEDIATELY.
16. CONSTRUCTION WASTE, DEBRIS AND SOIL BLOWN, TRACKED OR WASHED FROM THE SITE DURING CONSTRUCTION ACTIVITY SHALL BE CLEANED UP DAILY. CLEANING PAVEMENT BY WASHING SEDIMENT OR THEIR POLLUTANTS INTO THE STORM DRAINAGE SYSTEM IS PROHIBITED.
17. SEDIMENT DISCHARGED INTO THE MUNICIPAL SEPARATE STORM SEWER SYSTEM (STREETS, GUTTERS, STORM DRAINS, FLUMES, CHANNELS ETC.) FROM THE CONSTRUCTION ACTIVITY DURING A RAIN EVENT SHALL BE REMOVED BEFORE THE NEXT RAIN EVENT WHENEVER POSSIBLE AND AT FREQUENCY THAT PREVENTS NEGATIVE EFFECTS.
18. SPILLS AND RELEASES OF ANYTHING OTHER THAN STORM WATER INTO THE MUNICIPAL SEPARATE STORM SEWER SYSTEM SHALL BE IMMEDIATELY REPORTED TO THE CITY OF ROANOKE. IN ADDITION, SPILLS AND RELEASES OF HAZARDOUS MATERIALS GREATER THAN THE REGULATED REPORTABLE QUANTITY SHALL BE REPORTED TO STATE AND FEDERAL AUTHORITIES WITHIN 24 HOURS.
19. CONTRACTOR INSTALL INLET PROTECTION FOR ALL THE AFFECTED INLETS WHETHER SHOWN OR NOT SHOWN IN THIS DRAWING. INLET PROTECTION FOR THE INLETS ON TxDOT RIGHT OF WAY SHALL BE AS PER TxDOT STANDARD.

EROSION CONTROL CONSTRUCTION PLAN			
CONSTRUCTION ENTRANCE		INSTALLATION:	REMOVAL:
SILT FENCE		PRIOR TO STARTING	AFTER PAVEMENT
INLET PROTECTION		PRIOR TO STARTING	PORTION TO BE REMOVED AFTER ESTABLISHING GRASS COVER
INLET PROTECTION		AFTER INLET INSTALLATION	PORTION TO BE REMOVED AFTER SITE GRADING AND STABILIZATION
INLET PROTECTION		AFTER FINAL ACCEPTANCE	PORTION TO BE REMOVED AFTER FINAL ACCEPTANCE

BMP MAINTENANCE SCHEDULE	
BMP	MAINTENANCE FREQUENCY
SILT FENCE	WEEKLY/AFTER RAIN
INLET PROTECTION	WEEKLY/AFTER RAIN
CONSTRUCTION ENTRANCE	WEEKLY/AFTER RAIN

EROSION CONTROL CONSTRUCTION PHASING:	
PHASE 1	TOP SOIL REMOVAL AND ROUGH GRADING
PHASE 2	UTILITY INSTALLATION
PHASE 3	PAVING
PHASE 4	BUILDING CONSTRUCTION
PHASE 5	LANDSCAPE AND IRRIGATION

PRELIMINARY / NOT FOR CONSTRUCTION
FOR REVIEW ONLY

DATE: 6/10/19
DRAWN: NDA
PROJECT: 2019-822-ROAN
SHEET NO: C-11

SCALE: 1"=30'
CHECKED BY: NDA

EROSION CONTROL PLAN

Md. Naim Uddin Khan

ENGINEER NO. 87776. THESE PLANS WERE PREPARED UNDER THE RESPONSIBLE SUPERVISION OF MD. NAIM UDDIN KHAN, REGISTERED PROFESSIONAL ENGINEER. THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MD. NAIM UDDIN KHAN P.E. #87776

No.	DATE	REVISION
2	6/10/19	
2	4/29/19	
1	2/27/19	

ND & Associates, LLC

2105 Canyon Creek Drive
Garland, Texas 75042
PH: (214) 533 7181
EMAIL: naim1207@yahoo.com
FIRM # F - 13340

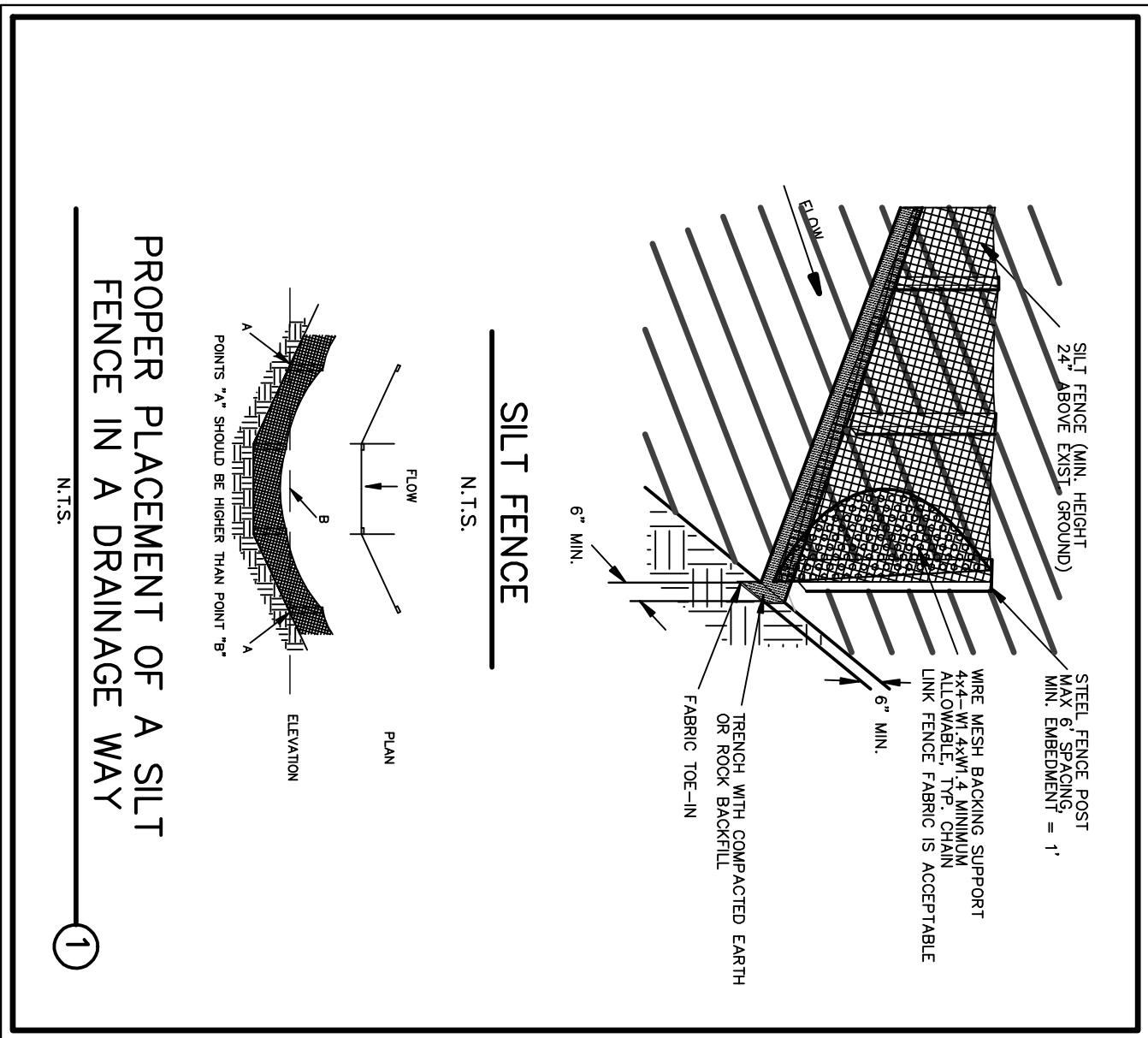
CONDOMINIUM DEVELOPMENT

BEADIN IDOSKI, INST. # 2016-10456
40 MONTEREY DRIVE, ROANOKE
2,089 ACRES BEING A PORTION OF 112 ACRES AND LOT 2 FIRST UNITED METHODIST CHURCH ROANOKE - TROPHY CLUB ADDITION IN THE JESSE EADS SURVEY, ABSTRACT NO. 392 SITUATED IN DENTON COUNTY, TEXAS

OWNER/DEVELOPER: TEXAS DIND LLC
CONTACT: DIND, ADDRESS: 505 W. NORTHWEST HWY, GRAPVINE, TEXAS
PH. 817 966 9729

EROSION CONTROL NOTES

1. EROSION CONTROL DEVICES SHOWN ON THIS PLAN SHALL BE INSTALLED PRIOR TO THE START OF LAND DISTURBING ACTIVITIES ON THE PROJECT.
 2. ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED IN ACCORDANCE WITH THE APPROVAL PLANS AND SPECIFICATIONS FOR THIS PROJECT. CHANGES ARE TO BE APPROVED BEFORE CONSTRUCTION BY THE DESIGN ENGINEER AND THE CITY OF ROANOKE ENGINEERING DIVISION.
 3. IF THE EROSION CONTROL PLAN AS APPROVED CANNOT CONTROL EROSION AND OFF-SITE SEDIMENTATION FROM THE PROJECT THE EROSION CONTROL PLAN WILL BE REQUIRED TO BE REVISED AND/OR ADDITIONAL EROSION CONTROL DEVICES WILL BE REQUIRED ON SITE.
 4. OFF-SITE SOIL BORROW AND SPOIL AREAS ARE CONSIDERED AS PART OF THE PROJECT SITE. AND MUST ALSO COMPLY WITH THE EROSION CONTROL REQUIREMENTS FOR THIS PROJECT. THIS INCLUDES THE INSTALLATION OF BMPs TO CONTROL OFFSITE SEDIMENTATION AND THE ESTABLISHMENT OF PERMANENT GROUND COVER ON DISTURBED AREAS PRIOR TO FINAL APPROVAL OF THE PROJECT.
 5. INSPECTIONS SHALL BE MADE WEEKLY AND AFTER RAIN STORM EVENTS TO INSURE THAT THE DEVICES ARE FUNCTIONING PROPERLY. WHEN SEDIMENT OF MUD HAS CLOGGED THE VOID SPACES BETWEEN STONES OR MUD IS BEING TRACKED ONTO A PUBLIC ROADWAY THE AGGREGATE PAD MUST BE WASHED DOWN OR REPLACED. RUNOFF FROM THE WASH DOWN OPERATION SHALL NOT BE ALLOWED TO DRAIN DIRECTLY OFF SITE WITHOUT FIRST GOING THROUGH ANOTHER BMP TO CONTROL OFF SITE SEDIMENTATION. PERIODIC RE-GRADING OF THE ADDITION OF NEW STONE MAY BE REQUIRED TO MAINTAIN THE EFFICIENCY OF THE INSTALLATION.
 6. CONTRACTOR SHALL HAVE A COPY OF THE CITY OF ROANOKE EROSION AND SEDIMENT CONTROL MANUAL ON SITE AT ALL TIME.
 7. CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTAL OF N.O.I., N.O.T AND ANY ADDITIONAL INFORMATION REQUIRED BY EPA, AND TCEQ. CONTRACTOR SHALL COMPLY WITH ALL EPA AND TCEQ STORM WATER POLLUTION PREVENTION REQUIREMENTS.
 8. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL EROSION CONTROL STANDARDS AND REQUIREMENTS. CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION CONTROL DEVICES UPON COMPLETION OF PERMANENT DRAINAGE FACILITIES AND THE ESTABLISHMENT OF A STAND OF GRASS OR OTHER GROWTH TO PREVENT EROSION.
 10. ALL SEEDING AND FERTILIZATION OF DISTURBED AREAS WILL BE THE RESPONSIBILITY OF THE EROSION CONTROL CONTRACTOR.
 11. EROSION PROTECTION WILL BE DELETED OR ADDED PER THE CITY OF ROANOKE.
 12. THE EROSION CONTROL CONTRACTOR SHALL MAKE INSPECTIONS OF THE EROSION CONTROL DEVICES EVERY 7 DAYS OR WITHIN 24 HOURS OF A STORM OF 0.5 INCHES OR MORE IN DEPTH.
 13. THE EROSION CONTROL CONTRACTOR SHALL SEED, WATER, AND FERTILIZE ALL DISTURBED AREAS BY THE 14TH DAY AFTER THE LAST DISTURBANCE (EXCEPT THOSE WITHIN LANDSCAPED AREAS) UNTIL SUFFICIENT GRASS GROWTH HAS BEEN PROVIDED TO STOP EROSION. SILT FENCES SHALL REMAIN IN GOOD WORKING CONDITION UNTIL GRASS HAS BEEN ESTABLISHED.
 14. THE POST DEVELOPMENT RUNOFF COEFFICIENT IS 0.90.
- EROSION CONTROL SEQUENCING
1. THE EROSION CONTROL CONTRACTOR SHALL INSTALL SILT FENCE ALONG THE PERIMETER OF THE SITE AND CONSTRUCT THE STABILIZED CONSTRUCTION ENTRANCES AT THE LOCATIONS SHOWN ON THIS PLAN PRIOR TO CONSTRUCTION.
 2. THE GRADING CONTRACTOR SHALL STRIP, CLEAR AND MASS GRADE THE SITE. THE GRADING CONTRACTOR IS TO ASSUME RESPONSIBILITY OF THE EROSION CONTROL DEVICES REMAINING IN GOOD WORKING ORDER AFTER GRADING IS COMPLETE. THE EROSION CONTRACTOR SHALL INSPECT THE DEVICES TO ENSURE THAT THEY REMAIN IN GOOD WORKING ORDER.
 3. BEGIN UTILITY INSTALLATION. THE UTILITY CONTRACTOR SHALL ASSUME RESPONSIBILITY OF THE EROSION CONTROL DEVICES DURING UTILITY CONSTRUCTION AND ENSURE THAT THESE DEVICES REMAIN IN GOOD WORKING ORDER. AFTER THE STORM DRAIN INLET INVERT AND WALLS ARE ERECTED, THE CONTRACTOR SHALL PROTECT THE INLET FROM SILTATION BY SURROUNDING IT WITH SILT FENCE OR HAY BALES. AFTER THIS PHASE OF UTILITY INSTALLATION IS COMPLETE, THE UTILITY CONTRACTOR SHALL INSPECT THE DEVICES PRIOR TO MOWING OFF-SITE TO ENSURE THAT THEY REMAIN IN GOOD WORKING ORDER.
 4. BEGIN PAVING CONSTRUCTION. THE PAVING CONTRACTOR SHALL ASSUME RESPONSIBILITY OF THE EROSION CONTROL DEVICES DURING PAVING CONSTRUCTION AND ENSURE THAT THESE DEVICES REMAIN IN GOOD WORKING ORDER. AFTER PAVING CONSTRUCTION IS COMPLETE, THE PARKWAY'S SHALL BE BACKFILLED TO A FINISHED SLOPE OF 1/4" PER FOOT. THE PAVING CONTRACTOR SHALL INSPECT THE DEVICES PRIOR TO MOVING OFF-SITE TO ENSURE THAT THEY REMAIN IN GOOD WORKING ORDER.
 5. THE UTILITY CONTRACTOR SHALL RENOVULATE AND FINISH THE STORM DRAIN INLET. THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE OF THE EROSION CONTROL DEVICES UPON COMPLETION OF UTILITY CONSTRUCTION IS COMPLETE. THE UTILITY CONTRACTOR SHALL INSPECT THE DEVICES TO ENSURE THAT THEY REMAIN IN GOOD WORKING ORDER.
 6. THE EROSION CONTROL CONTRACTOR SHALL INSTALL THE CURB INLET PROTECTION DETAILED ON THIS PLAN.
 7. BEGIN FRANCHISE UTILITY CONSTRUCTION. EACH FRANCHISE UTILITY CONTRACTOR SHALL ASSUME RESPONSIBILITY OF THE EROSION CONTROL DEVICES DURING FRANCHISE UTILITY CONSTRUCTION AND ENSURE THAT THESE DEVICES REMAIN IN GOOD WORKING ORDER. AFTER FRANCHISE UTILITY CONSTRUCTION IS COMPLETE, THE CONTRACTOR SHALL INSPECT THE DEVICES TO ENSURE THAT THEY REMAIN IN GOOD WORKING ORDER.
 8. AFTER CONSTRUCTION IS COMPLETE, THE EROSION CONTROL CONTRACTOR SHALL SEED ALL DISTURBED AREAS. WHEN SUFFICIENT GRASS GROWTH HAS BEEN ESTABLISHED, ALL SILT FENCE AND OTHER EROSION CONTROL DEVICES SHALL BE REMOVED FROM THE SITE.



STANDARDS FOR SILT FENCE

1

DEFINITION

TEMPORARY BARRIER FENCE MADE OF BURLAP OR POLYPROPYLENE MATERIAL WHICH IS WATER PERMEABLE BUT WILL TRAP WATER – BORNE SEDIMENT.

PURPOSE

TO INTERCEPT AND DETAIN WATER – BORNE SEDIMENT FROM UNPROTECTED AREAS OF LIMITED EXTENT.

CONDITIONS WHERE PRACTICE APPLIES

SILT FENCE IS USED DURING THE PERIOD OF CONSTRUCTION NEAR THE PERIMETER OF A DISTURBED AREA. THIS FENCE SHALL REMAIN IN PLACE UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED. SILT FENCE SHOULD NOT BE USED WHERE THERE IS A CONCENTRATION OF WATER IN A CHANNEL OR OTHER DRAINAGE WAY.

DESIGN CRITERIA

DISTURBED AREA TO INTERCEPT SEDIMENT WHILE ALLOWING WATER TO PERCOLATE THROUGH. SILT FENCE IS CONSTRUCTED NEAR THE PERIMETER OF A DISTURBED SITE WITHIN THE DISTURBED AREA. IT IS TO BE MAINTAINED IN GOOD WORKING ORDER AND INSPECTED WITHOUT OBTAINING A LETTER OF PERMISSION FROM THE AFFECTED ADJACENT PROPERTY OWNERS.

A DESIGN IS NOT REQUIRED FOR THE INSTALLATION OF THE SILT FENCE. HOWEVER, THE FOLLOWING CRITERIA SHALL BE OBSERVED :

- DRAINAGE AREA – LESS THAN TWO ACRES
- HEIGHT – 30 INCHES MINIMUM HEIGHT MEASURED FROM EXISTING OR GRADED GROUND.
- MATERIAL – BURLAP, POLYPROPYLENE FABRIC, OR NYLON REINFORCED WITH POLYESTER NETTING. THE WULLEN BURST STRENGTH SHALL BE GREATER THAN 150 PSI. THE EDGES SHALL BE TREATED TO PREVENT UNRAVELING.
- SUPPORT – STEEL FENCE POSTS SPACED A MAXIMUM OF 8 FEET APART. WOVEN WIRE WILL BE USED TO SUPPORT THE MATERIAL.

STEEL POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE.

THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW.

THE TRENCH SHOULD BE A MINIMUM OF 4 INCHES DEEP AND 4 INCHES WIDE TO ALLOW SILT FENCE TO BE LAID IN THE GROUND AND BACKFILLED.

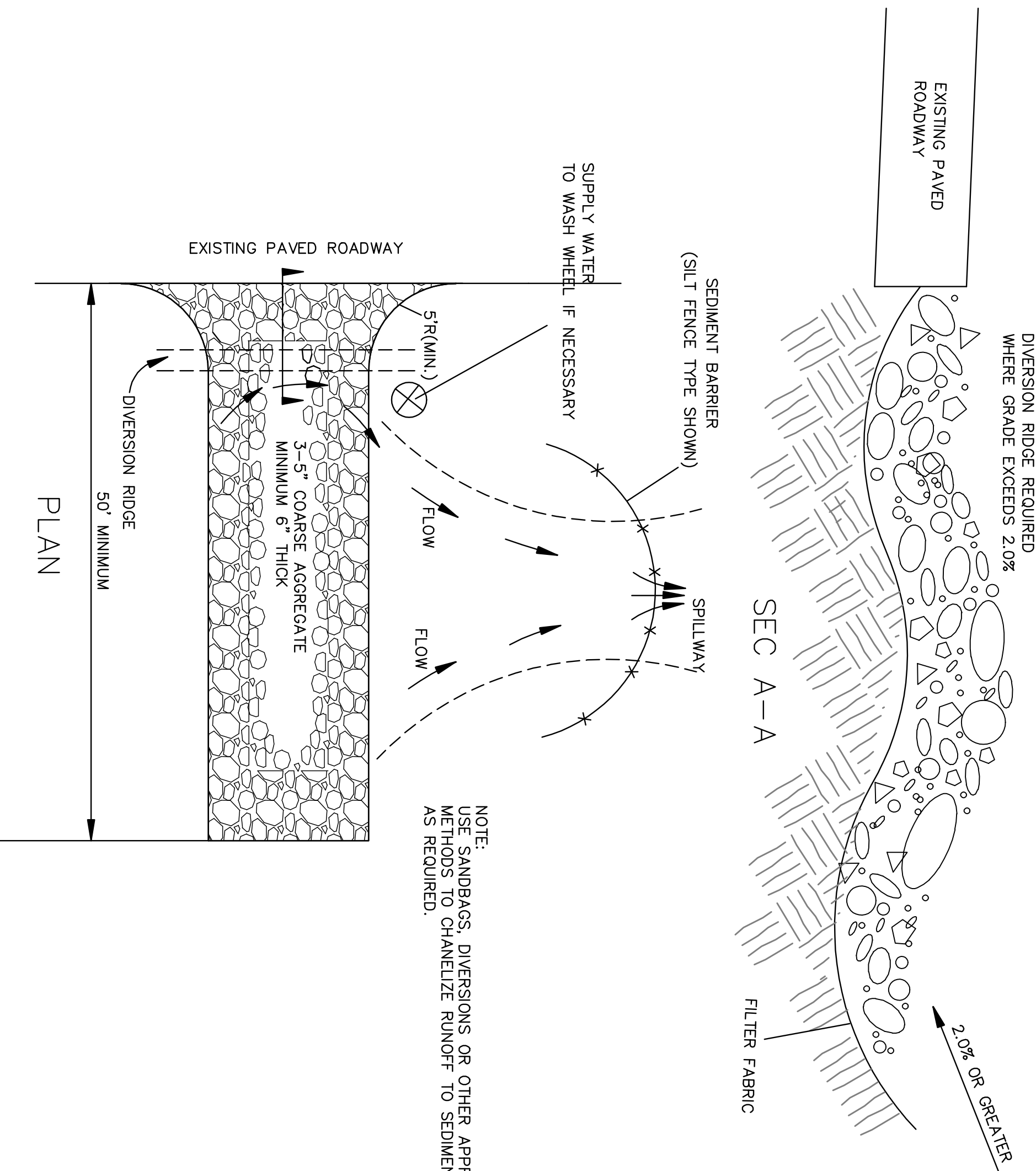
SILT FENCE SHOULD BE SECURELY FASTENED TO EACH STEEL SUPPORT POST OR TO WOVEN WIRE, WHICH IS IN TURN ATTACHED TO THE STEEL FENCE POSTS.

SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFULNESS, SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

OUTLET

SILT FENCE SHALL BE PLACED AND CONSTRUCTED IN SUCH A MANNER THAT RUNOFF FROM A DISTURBED SURFACE OR EXPOSED UPLAND AREA SHALL BE INTERCEPTED, SEDIMENT TRAPPED, AND THE SURFACE RUNOFF ALLOWED TO PERCOLATE THROUGH THE STRUCTURE. SILT FENCE SHALL BE PLACED IN SUCH A MANNER THAT SURFACE RUNOFF WHICH PERCOLATES THROUGH WILL FLOW ONTO AN UNDISTURBED STABILIZED AREA OR STABILIZED OUTLET.

WHEN SILT REACHES 4-6 INCHES HIGH, THE SILT SHALL BE REMOVED AND DISPOSED OF PROPERLY BY THE CONTRACTOR.



TEMPORARY STONE CONSTRUCTION ENTRANCE/EXIT

2

GENERAL NOTES – STABILIZED CONSTRUCTION ENTRANCE

1. STONE SHALL BE 3 TO 5 INCH DIAMETER CRUSHED ROCK OR ACCEPTABLE CRUSHED PORTLAND CEMENT CONCRETE.
2. LENGTH SHALL BE SHOWN ON PLANS, WITH A MINIMUM LENGTH OF 30 FEET FOR LOTS WHICH ARE LESS THAN 150 FEET FROM EDGE OF PAVEMENT. THE MINIMUM DEPTH IN ALL OTHER CASES SHALL BE 50 FEET.
3. THE THICKNESS SHALL NOT BE LESS THAN 6 INCHES.
4. THE WIDTH SHALL BE NO LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
5. WHEN NECESSARY, VEHICLES SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO A PUBLIC ROADWAY. WHEN WASHING IS REQUIRED IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WITH DRAINAGE FLOWING AWAY FROM BOTH THE STREET AND THE STABILIZED ENTRANCE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE USING APPROVED METHODS.
6. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PAVED SURFACES. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PAVED SURFACES MUST BE REMOVED IMMEDIATELY.
7. THE ENTRANCE MUST BE PROPERLY GRADED OR INCORPORATE A DRAINAGE SWALE TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.

STORM DRAIN INLET PROTECTION CONSTRUCTION SPECIFICATIONS

3

1. WOODEN LUMBER.
2. WIRE MESH MUST BE OF SUFFICIENT STRENGTH TO SUPPORT FILTER FABRIC, AND STONE FOR CURB INLETS, WITH WATER FULLY IMPOUNDED AGAINST IT.
3. FILTER CLOTH MUST BE OF A TYPE APPROVED FOR THIS PURPOSE; RESISTANT TO SUNLIGHT WITH SIEVE SIZE, TOS, 40-85, TO ALLOW SUFFICIENT PASSAGE OF WATER AND REMOVAL OF SEDIMENT.
4. STONE IS TO BE 2" IN SIZE AND CLEAN, SINCE FINES WOULD CLOG THE CLOTH.
5. THE ASSEMBLY SHALL BE PLACED SO THAT THE END SPACERS ARE A MINIMUM 1" BEYOND BOTH ENDS OF THE THROAT OPENING.
6. FORM THE WIRE MESH AND FILTER CLOTH TO THE CONCRETE GUTTER AND AGAINST THE FACE OF CURB ON BOTH SIDES OF THE INLET. PLACE CLEAN 2" STONE OVER THE WIRE MESH AND FILTER FABRIC IN SUCH A MANNER AS TO PREVENT WATER FROM ENTERING THE INLET UNDER OR AROUND THE FILTER CLOTH.
7. THIS TYPE OF PROTECTION MUST BE INSPECTED FREQUENTLY AND THE FILTER CLOTH AND STONE REPLACED WHEN CLOGGED WITH SEDIMENT.
8. ASSURE THAT STORM FLOW DOES NOT BYPASS INLET BY INSTALLING TEMPORARY EARTH OR ASPHALT DIKES DIRECTING FLOW INTO INLET.

CONDOMINIUM DEVELOPMENT

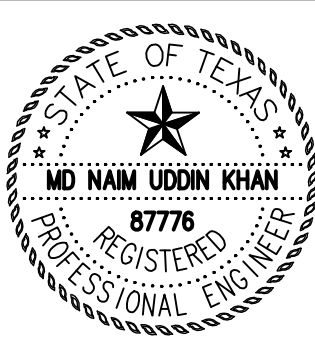
BEADIN IDDSKI, INST. # 2016-10456
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2.089 ACRES BEING A PORTION OF 1.12 ACRES AND
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ROANOKE –TROPHY CLUB ADDITION IN THE
JESSE EADS SURVEY, ABSTRCT NO. 392
SITUATED IN DENTON COUNTY, TEXAS

DWNER/DEVELOPER: TEXAS DIND LLC
CONTACT: DIND, ADDRESS: 505 W. NORTHWEST HWY,
GRAPVINE, TEXAS
PH. 817 966 9729

ND & Associates, LLC
2105 Canyon Creek Drive
Garland, Texas 75042
PH: (214) 533 7181
EMAIL: naim1207@yahoo.com
FIRM # F - 13340

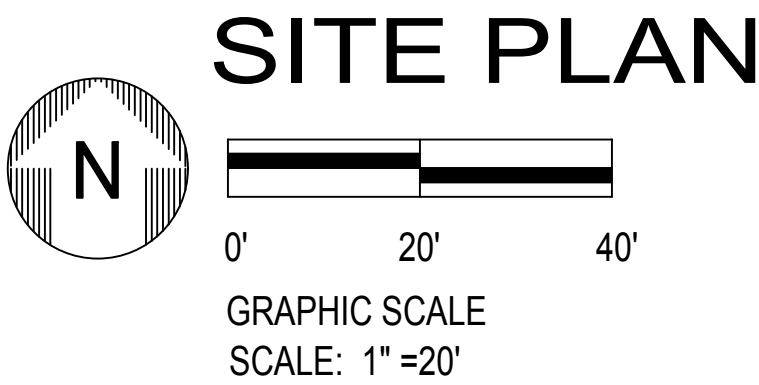
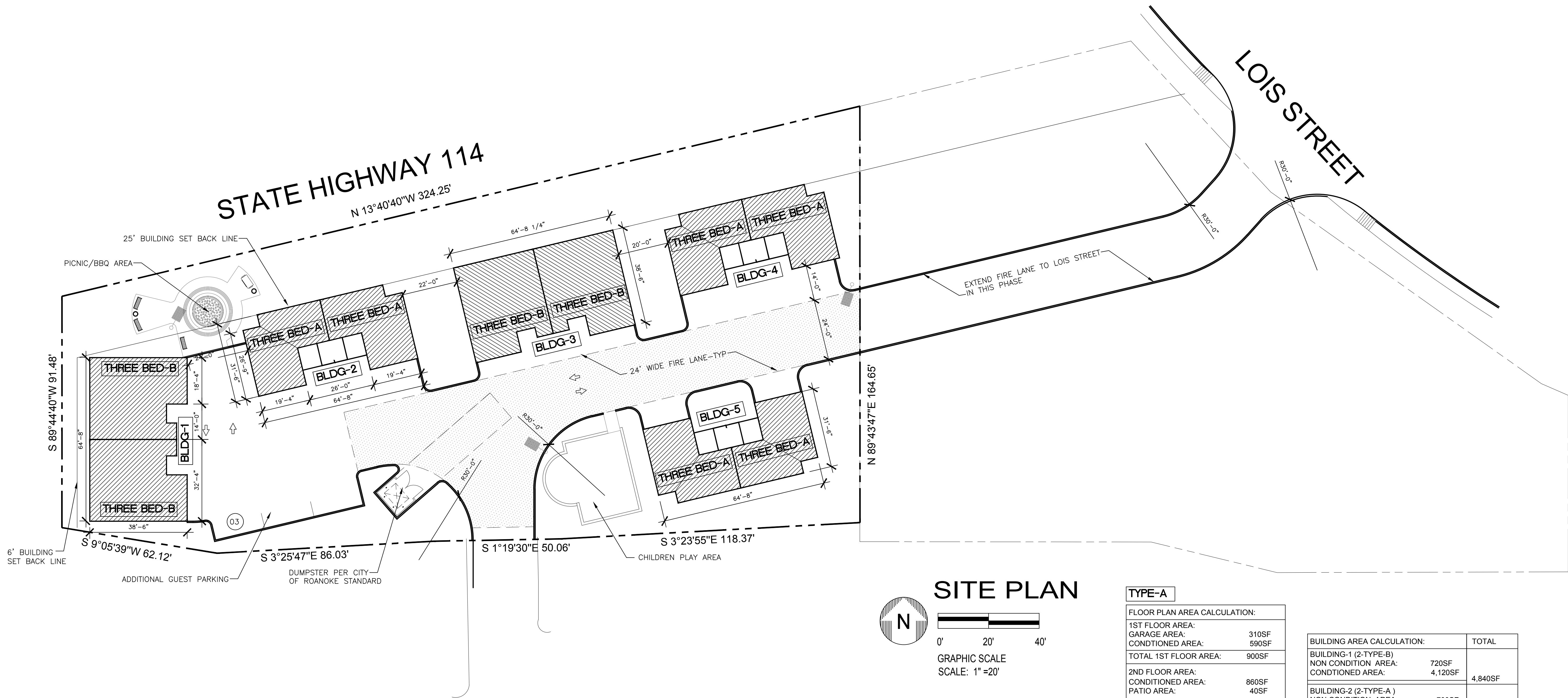
No.	DATE	REVISION
2	6/10/19	
2	4/29/19	
1	2/27/19	

Md. Naim Uddin Khan
ENGINEER NO. 87776. THESE PLANS WERE
PREPARED UNDER THE RESPONSIBLE SUPERVISION
OF MD. NAIM UDDIN KHAN REGISTERED
PROFESSIONAL ENGINEER
THE SEAL APPEARING ON THIS DOCUMENT WAS
AUTHORIZED BY MD. NAIM UDDIN KHAN P.E.
#87776



EROSION CONTROL PLAN DETAILS

DATE	07/01/19	SCALE	N.T.S.
DRAWN	NDA	CHECKED BY:	NDA
PROJECT	2019-8322-ROAN		
SHEET NO.	C-12		



TYPE-A	
FLOOR PLAN AREA CALCULATION:	
1ST FLOOR AREA:	
GARAGE AREA:	310SF
CONDITIONED AREA:	590SF
TOTAL 1ST FLOOR AREA:	900SF
2ND FLOOR AREA:	
CONDITIONED AREA:	860SF
PATIO AREA:	40SF
TOTAL 2ND FLOOR AREA:	900SF

TYPE-B	
FLOOR PLAN AREA CALCULATION:	
1ST FLOOR AREA:	
GARAGE AREA:	310SF
CONDITIONED AREA:	900SF
TOTAL 1ST FLOOR AREA:	1,210SF
2ND FLOOR AREA:	
CONDITIONED AREA:	1,160SF
PATIO AREA:	50SF
TOTAL 2ND FLOOR AREA:	1,210SF

BUILDING AREA CALCULATION:		TOTAL
BUILDING-1 (2-TYPE-B)		
NON CONDITION AREA:	720SF	4,840SF
CONDITIONED AREA:	4,120SF	
BUILDING-2 (2-TYPE-A)		
NON CONDITION AREA:	700SF	3,600SF
CONDITIONED AREA:	2,900SF	
BUILDING-3 (2-TYPE-B)		
NON CONDITION AREA:	720SF	4,840SF
CONDITIONED AREA:	4,120SF	
BUILDING-4 (2-TYPE-A)		
NON CONDITION AREA:	700SF	3,600SF
CONDITIONED AREA:	2,900SF	
BUILDING-5 (2-TYPE-A)		
NON CONDITION AREA:	700SF	3,600SF
CONDITIONED AREA:	2,900SF	
TOTAL BUILDING AREA:		20,840SF

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fk + architect, llc

400 chisholm place
suite 410
plano, texas 75075
972-424 1325 (w)
469-258-9322 (c)
fahim2582@aol.com
web: fk-architect.com

02/27/2020

REGISTERED ARCHITECT
STATE OF TEXAS

SEAL ONLY VALID IF SIGNED AND DATED

Original Date:
MARCH 21, 2019
Issue Log
ISSUED FOR PERMIT 05/20/2019
ISSUED FOR CONSTRUCTION 05/20/2019
ISSUED FOR SITE PLAN APPROVAL 02/27/2020

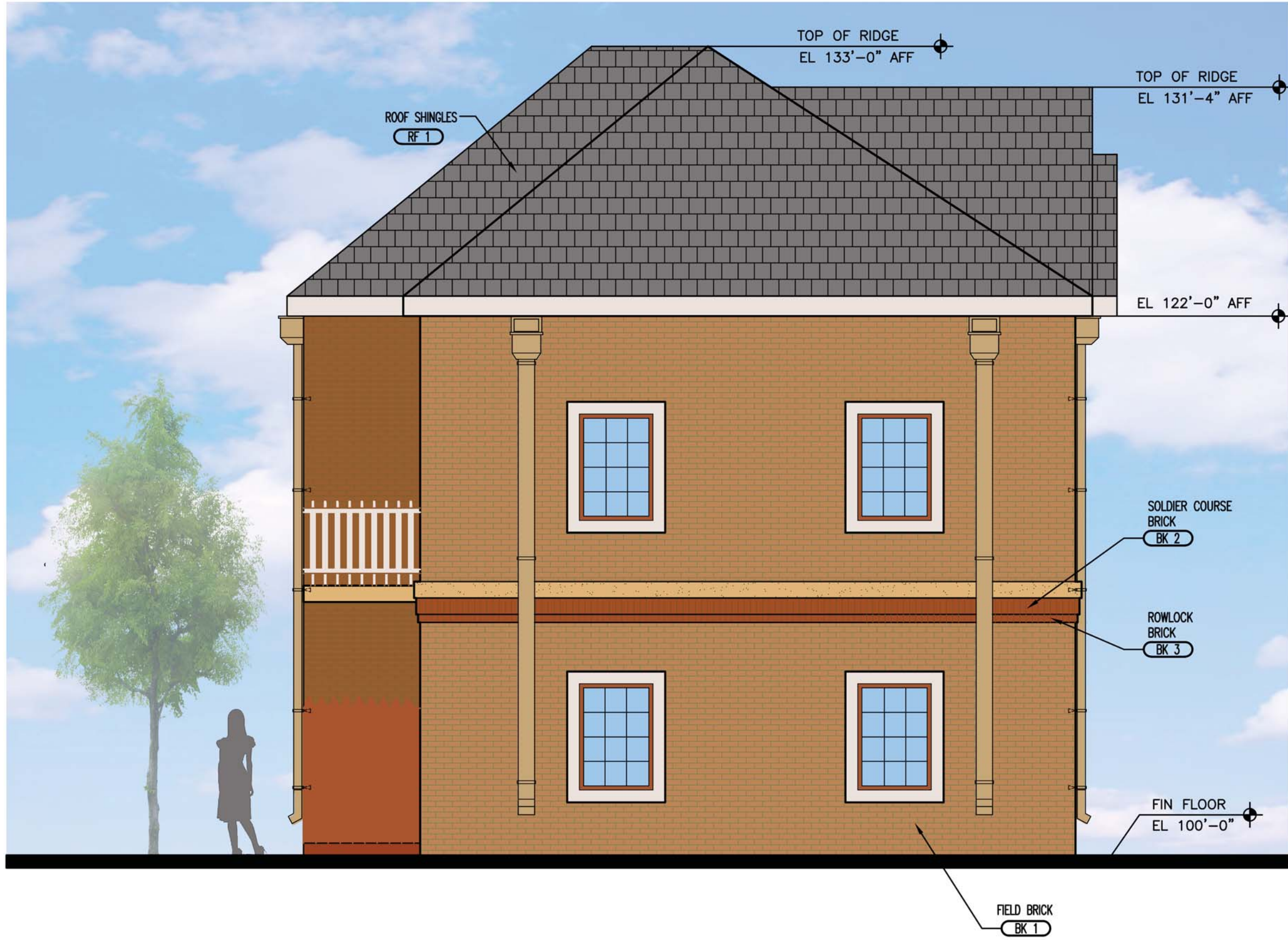
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CHECKED BY: MFK
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MULTI-FAMILY
SHELL AND INTERIOR FINISH OUT
AT 40 MONTERREY DRIVE
ROANOKE, TEXAS 76262

Sheet Number:
A100
Project Number:
19-022



01 FRONT ELEVATION (TYPE A)
SCALE: 1/4"=1'-0"



02 LEFT SIDE ELEVATION (TYPE A)
SCALE: 1/4"=1'-0"

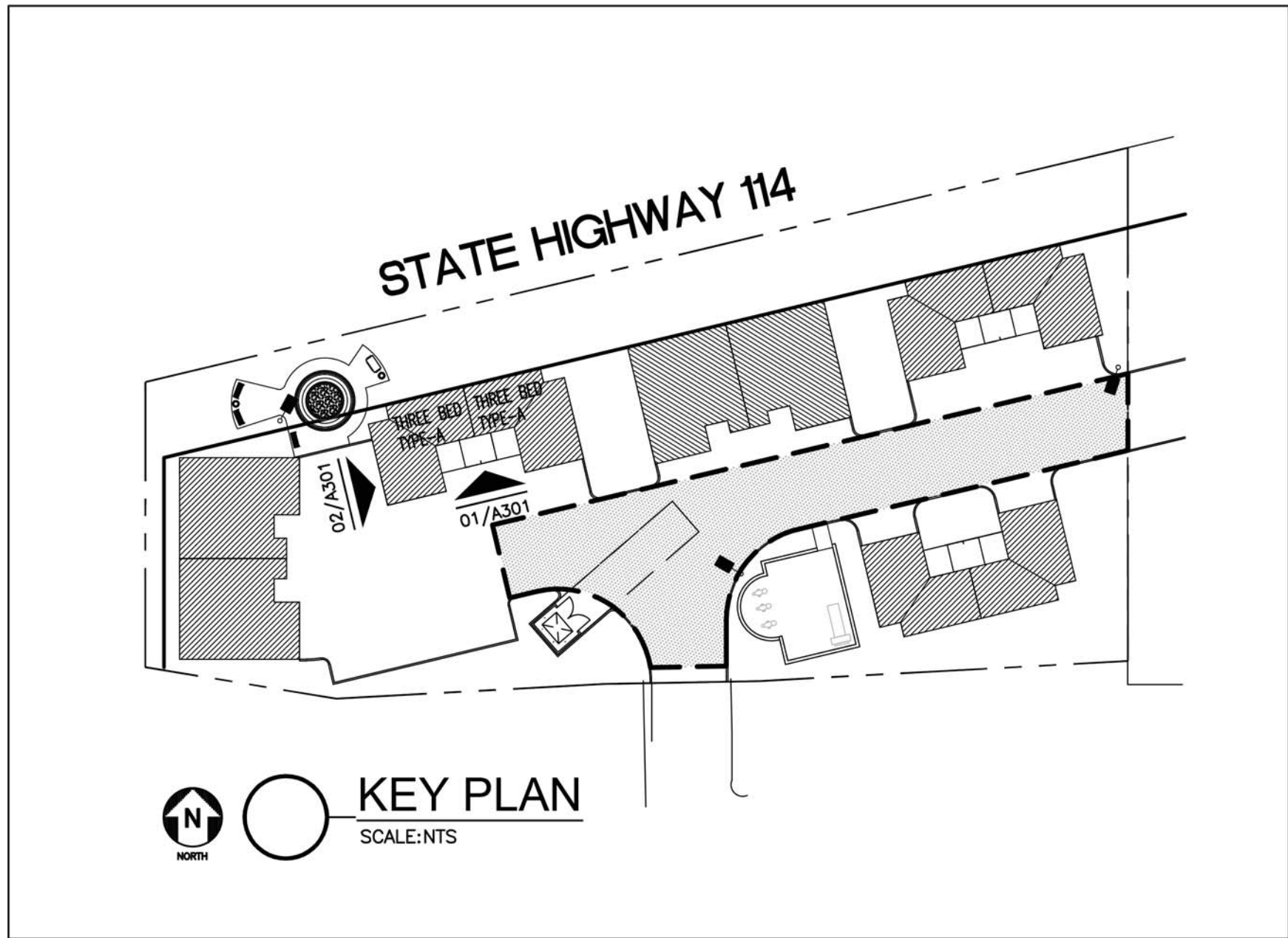
FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	18 SF	2.98%
BRICK	585 SF	97.02%
TOTAL MASONRY	603 SF	100%
TOTAL (EXCLUDING GLASS AREA)	603 SF	100%

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	200 SF	20.49%
CAST STONE/CMU	176 SF	18.03%
BRICK	600 SF	61.48%
TOTAL MASONRY	976 SF	100%
TOTAL (EXCLUDING GLASS AREA)	976 SF	100%

EXTERIOR MATERIAL LIST

- BRICK**
BK 1-ACME BLEND TWILIGHT (FIELD)
BK 2-ACME BLEND SLATE (ACCENT)
BK 3-ACME BLEND SLATE (ACCENT)
BK 1-ELGIN PLANT
BK 2-DENVER PLANT
BK 3-DENVER PLANT
ACME BRICK
P-(972) 241-1400
F-(972) 406-9374
- MANUFACTURED STONE**
MS 1-CHIPPEWA FALLS LEDGESTONE
SUPPLIER: LONE STAR STONE
MORTAR: NATURAL GREY
P-(972) 517-9997
F (972) 661-3322
- ROOF SHINGLES**
RF 1- WEATHERED WOOD
CERTAIN TEED ROOFING
P-(800)-233-8990
- STUCCO**
ST 1-PPG1094-3
ST 1-BIRCH BEIGE
PPG: (PITTSBURGH PAINTS)
P-(888) PPG-IDEA
- PAVERS**
PV 1-ACME PINE HALL BURGUNDY BLEND

NOTES:
PAINTS AND GLAZING ARE SUBJECT TO THE APPROVAL OF THE OWNER. GC TO PROVIDE SAMPLE OF ALL PAINT COLOR TO THE OWNER BEFORE PURCHASING ANY PAINT. GC TO MAKE A MOCK UP SAMPLE OF ALL PAINT AND GET APPROVAL OF THE OWNER AND THE ARCHITECT PRIOR TO APPLICATION.



fk + architect, llc
400 chisholm place
suite 410
plano, texas 75075
972-424 1325 (w)
469-258-9922 (c)
fahim2582@aol.com
web: fk-architect.com



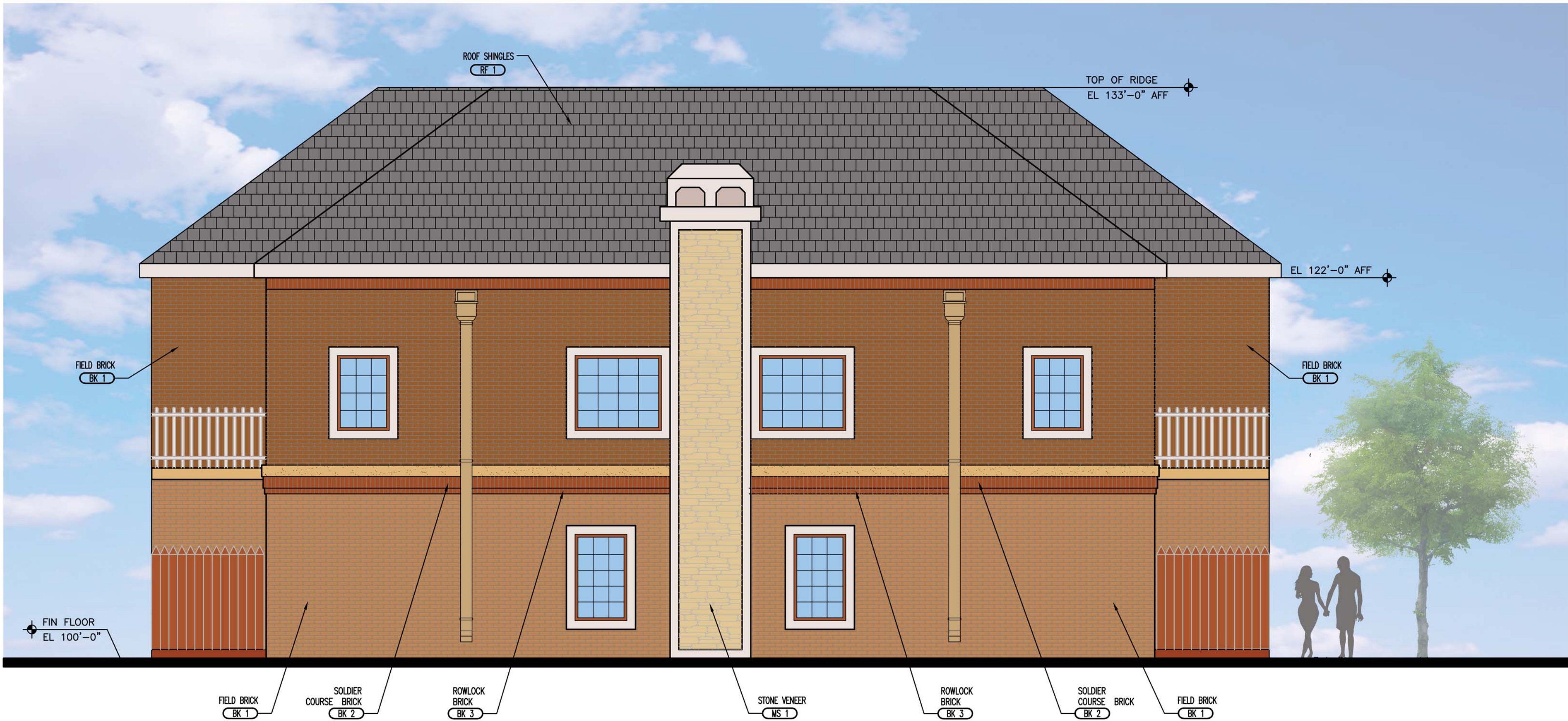
Original Date:
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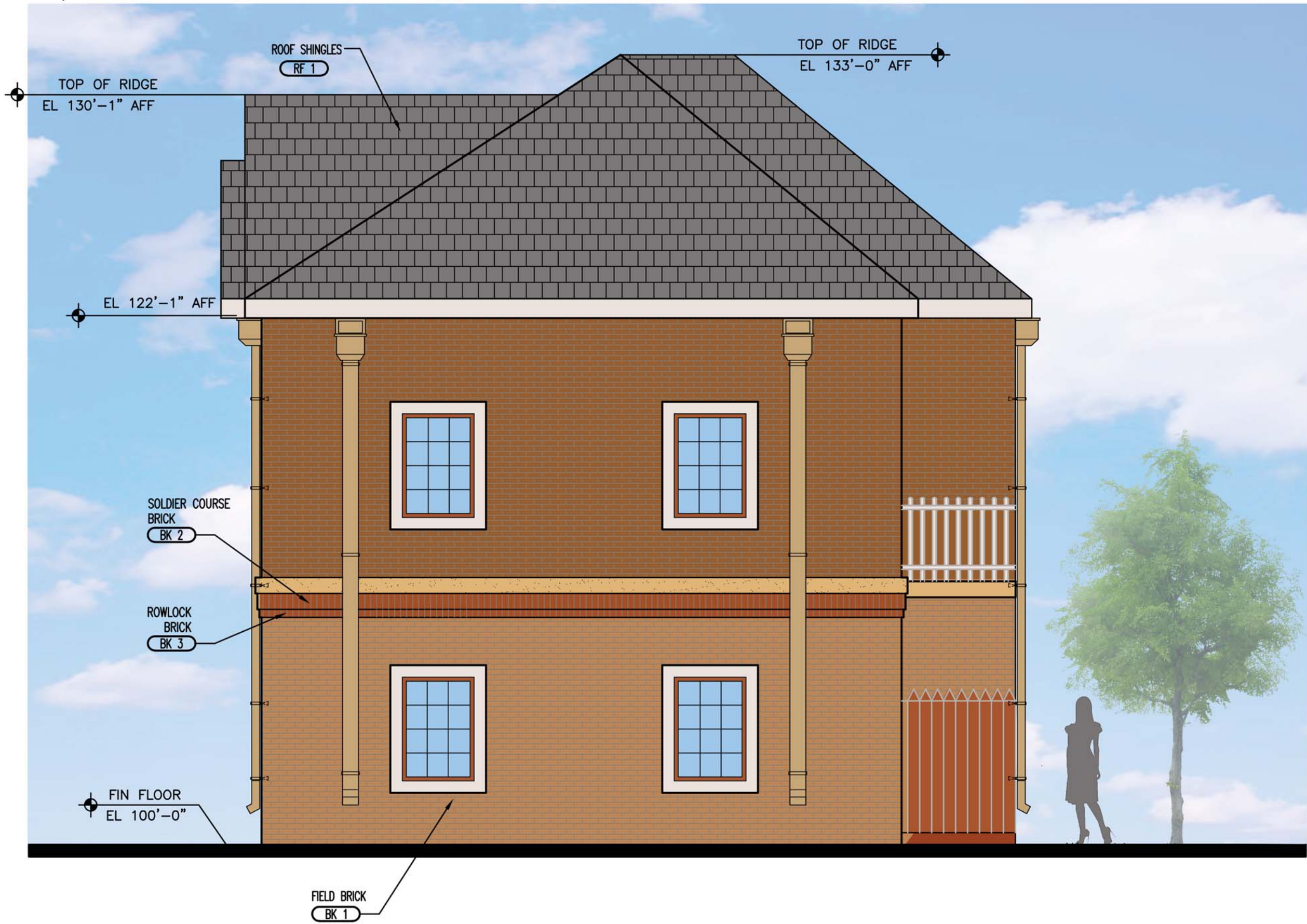
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Sheet Number:
A301
Project Number:
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01 REAR ELEVATION (TYPE A)
SCALE: 1/4"=1'-0"



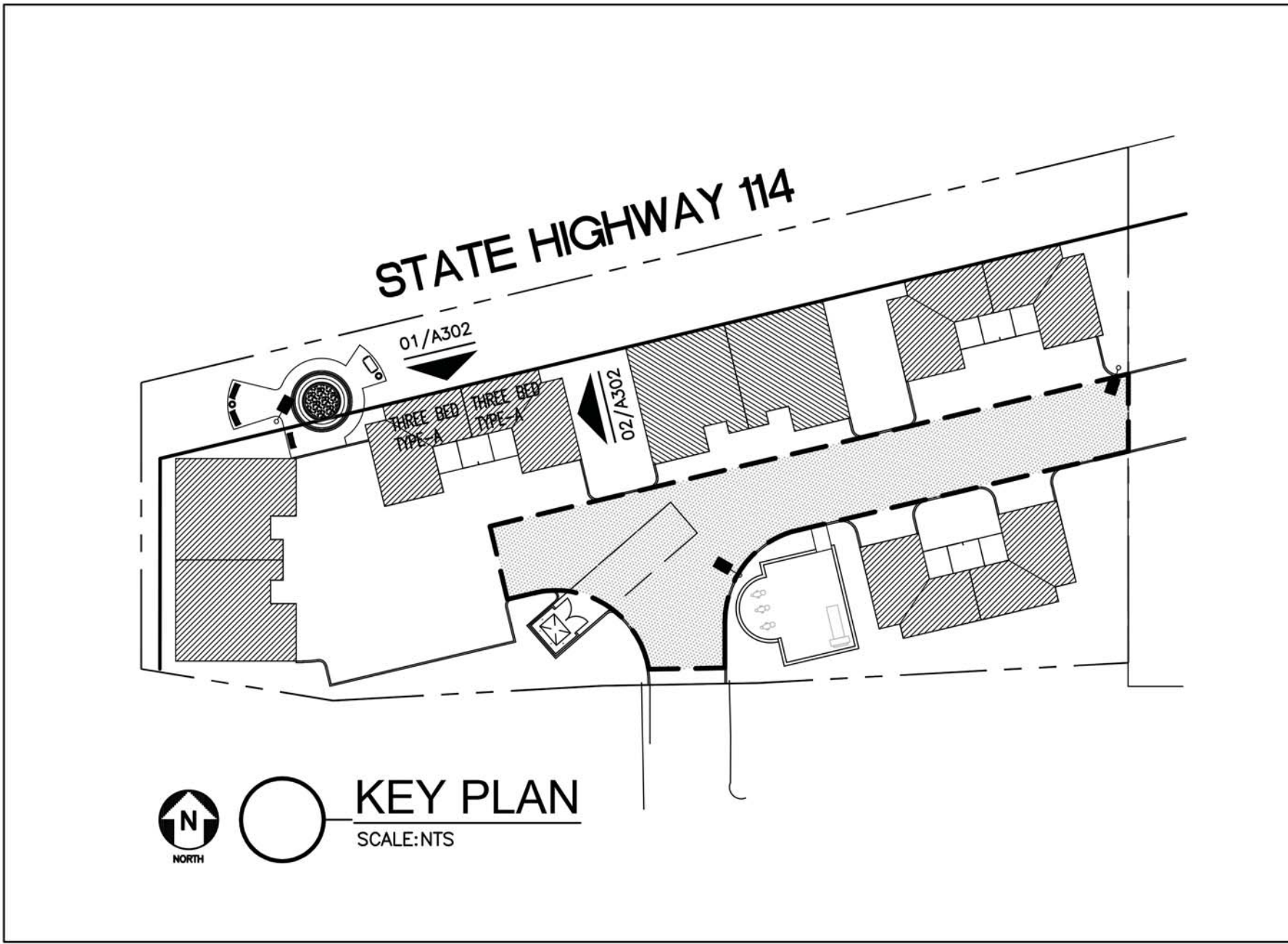
02 RIGHT SIDE ELEVATION (TYPE A)
SCALE: 1/4"=1'-0"

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	32 SF	2.58%
CAST STONE/CMU	89 SF	7.17%
BRICK	1120 SF	90.25%
TOTAL MASONRY	1241 SF	100%
TOTAL (EXCLUDING GLASS AREA)	1241 SF	100%

EXTERIOR MATERIAL LIST

BRICK BK 1-ACME BLEND TWILIGHT (FIELD) BK 2-ACME BLEND SLATE (ACCENT) BK 3-ACME BLEND SLATE (ACCENT) BK 1-ELGIN PLANT BK 2-DENVER PLANT BK 3-DENVER PLANT ACME BRICK P-(972) 241-1400 F-(972) 406-9374	ROOF SHINGLES RF 1- WEATHERED WOOD CERTAIN TEED ROOFING P-(800)-253-8990
MANUFACTURED STONE MS 1-CHIPPEWA FALLS LEDGESTONE SUPPLIER: LONE STAR STONE MORTAR: NATURAL GREY P-(972) 517-9997 F (972) 661-3322	STUCCO ST 1-PPG1094-3 ST 1-BIRCH BEIGE PPG: (PITTSBURGH PAINTS) P-(888) PPG-IDEA
	PAVERS PV 1-ACME PINE HALL BURGUNDY BLEND

NOTES:
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FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	18 SF	2.98%
BRICK	585 SF	97.02%
TOTAL MASONRY	603 SF	100%
TOTAL (EXCLUDING GLASS AREA)	603 SF	100%

400 chisholm place
suite 410
plano, texas 75075
972-424 1325 (w)
469-258-9322 (c)
fahim2502@aol.com
web: fk-architect.com

05/21/2019
W. Shukhan



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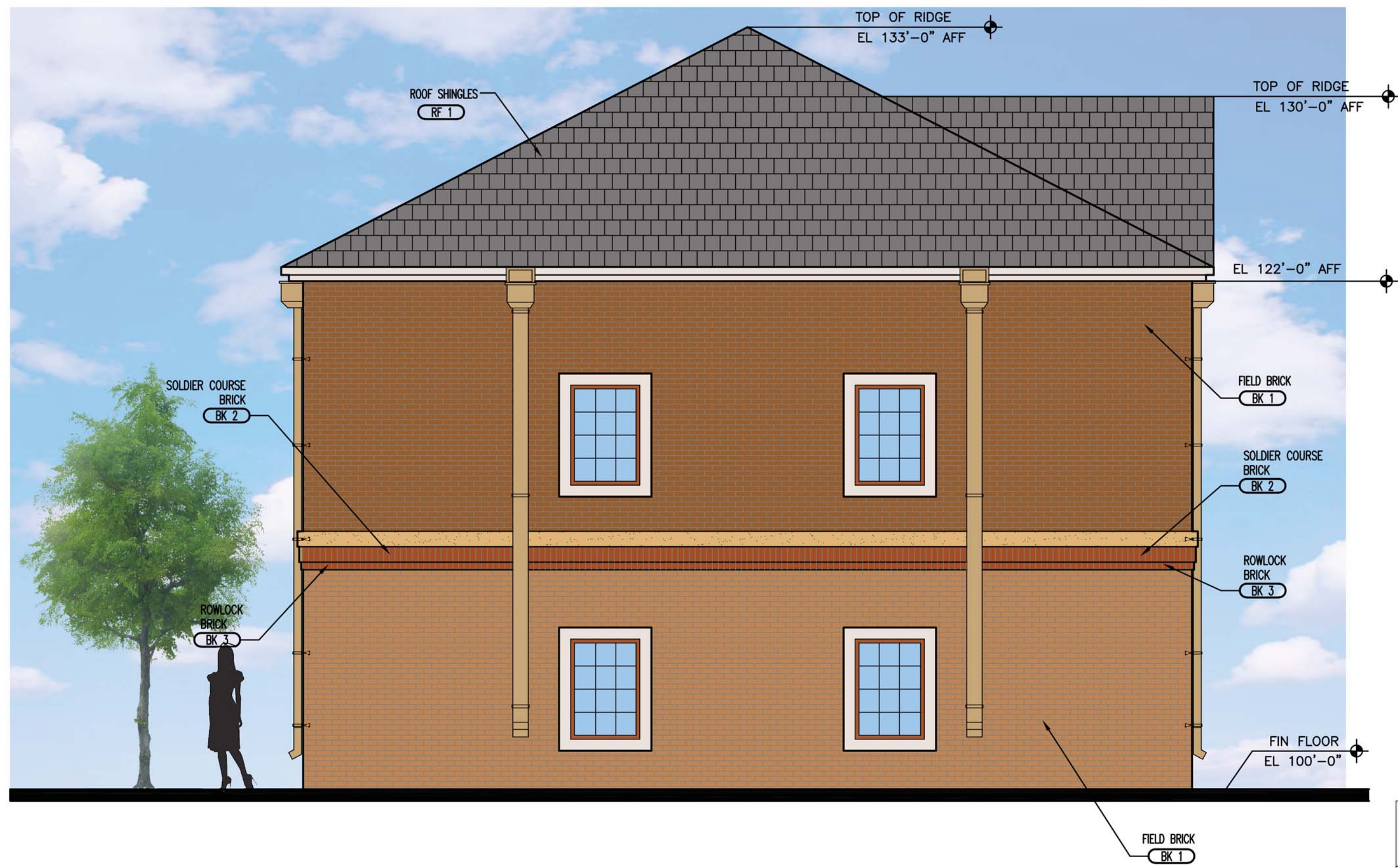
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Sheet Number:
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Project Number:
19-022



01 FRONT ELEVATION (TYPE B)
SCALE: 1/4"=1'-0"

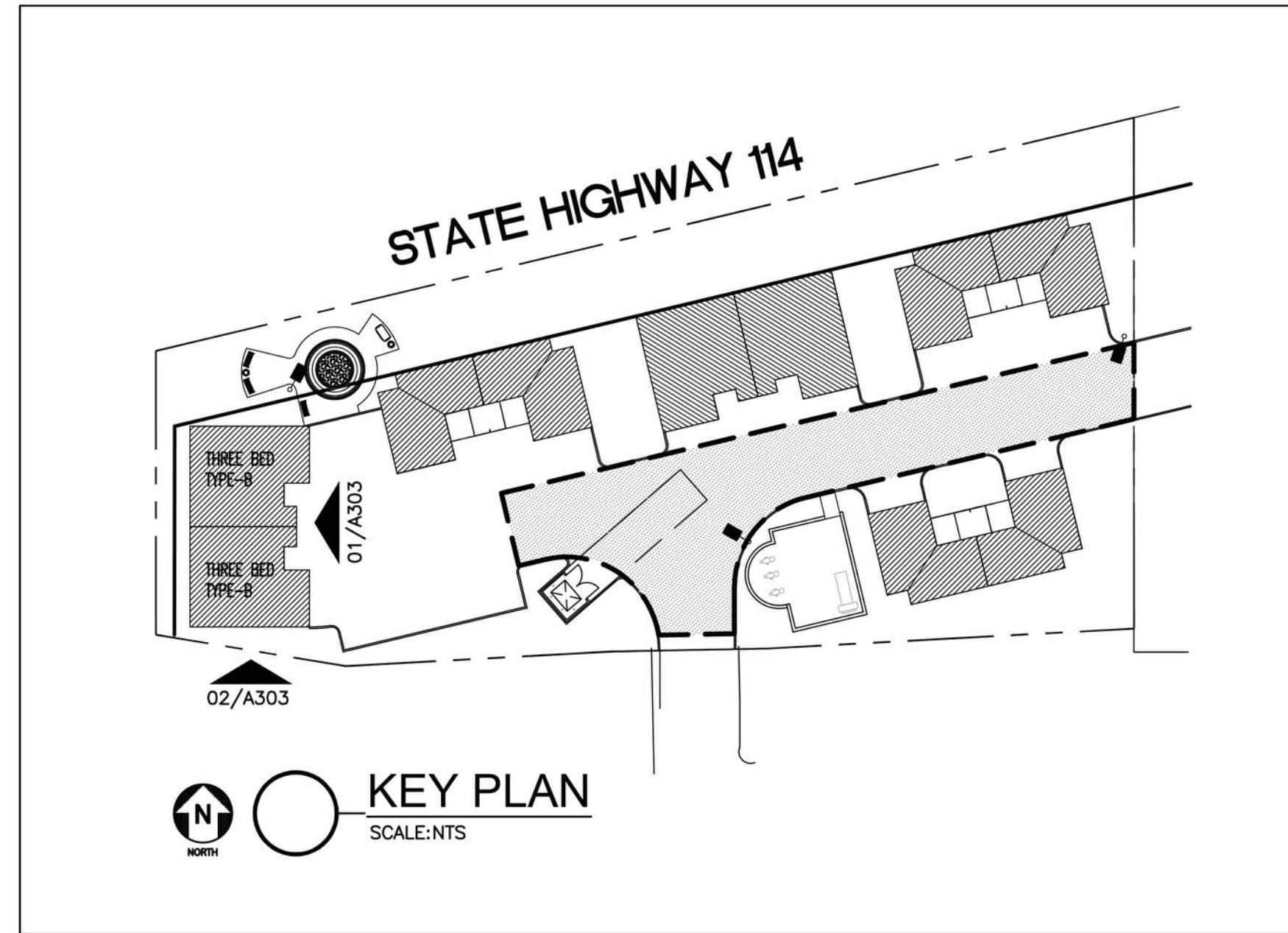


02 LEFT SIDE ELEVATION (TYPE B)
SCALE: 1/4"=1'-0"

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	109 SF	20.49%
CAST STONE/CMU	195 SF	18.03%
BRICK	491 SF	61.48%
TOTAL MASONRY	976 SF	100%
TOTAL (EXCLUDING GLASS AREA)	976 SF	100%

EXTERIOR MATERIAL LIST	
BRICK BK 1-ACME BLEND TWILIGHT (FIELD) BK 2-ACME BLEND SLATE (ACCENT) BK 3-ACME BLEND SLATE (ACCENT) BK 1-ELGIN PLANT BK 2-DENVER PLANT BK 3-DENVER PLANT ACME BRICK P-(972) 241-1400 F-(972) 406-9374	ROOF SHINGLES RF 1- WEATHERED WOOD CERTAIN TEED ROOFING P-(800)-233-8990 STUCCO ST 1-PPG1094-3 ST 1-BIRCH BEIGE PPG: (PITTSBURGH PAINTS) P-(888) PPG-IDEA PAVERS PV 1-ACME PINE HALL BURGUNDY BLEND
MANUFACTURED STONE MS 1-CHIPPEWA FALLS LEDGESTONE SUPPLIER: LONE STAR STONE MORTAR: NATURAL GREY P-(972) 517-9997 F (972) 661-3322	

NOTES:
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FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	26 SF	3.40%
BRICK	738 SF	96.60%
TOTAL MASONRY	764 SF	100%
TOTAL (EXCLUDING GLASS AREA)	764 SF	100%

fk + architect, llc
400 chisholm place
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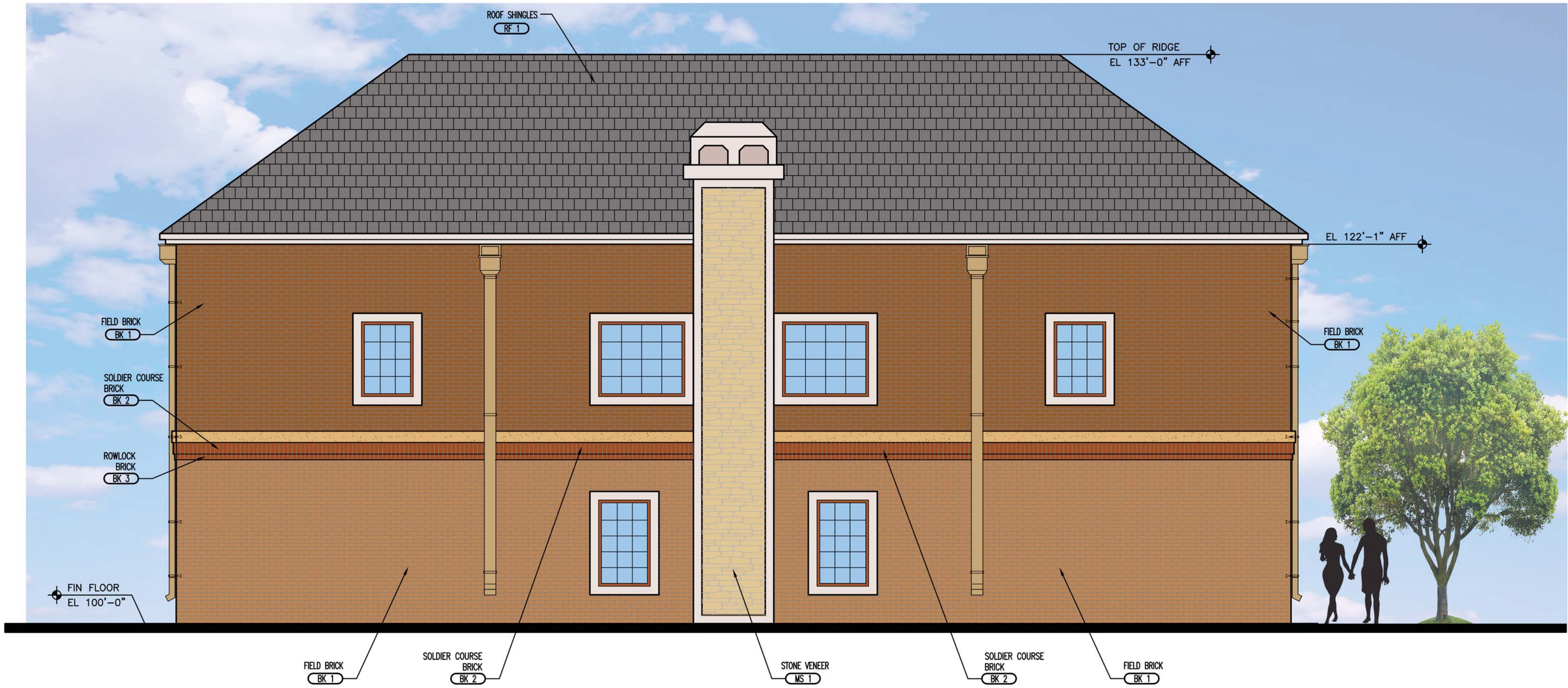
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Sheet Number:
A303
Project Number:
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01 REAR ELEVATION (TYPE B)
SCALE: 1/4"=1'-0"



02 RIGHT SIDE ELEVATION (TYPE B)
SCALE: 1/4"=1'-0"

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	26 SF	3.40%
BRICK	738 SF	96.60%
TOTAL MASONRY	764 SF	100%
TOTAL (EXCLUDING GLASS AREA)	764 SF	100%

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	40 SF	3.18%
CAST STONE/CMU	91 SF	7.24%
BRICK	1126 SF	89.58%
TOTAL MASONRY	1257 SF	100%
TOTAL (EXCLUDING GLASS AREA)	1257 SF	100%

EXTERIOR MATERIAL LIST

BRICK

BK 1-ACME BLEND TWILIGHT (FIELD)
BK 2-ACME BLEND SLATE (ACCENT)
BK 3-ACME BLEND SLATE (ACCENT)
BK 1-ELGIN PLANT
BK 2-DENVER PLANT
BK 3-DENVER PLANT
ACME BRICK
P-(972) 241-1400
F-(972) 408-9374

MANUFACTURED STONE

MS 1-CHIPPEWA FALLS LEDGESTONE
SUPPLIER: LONE STAR STONE
MORTAR: NATURAL GREY
P-(972) 517-9997
F (972) 661-3322

ROOF SHINGLES

RF 1- WEATHERED WOOD
CERTAIN TEED ROOFING
P-(800)-233-8990

STUCCO

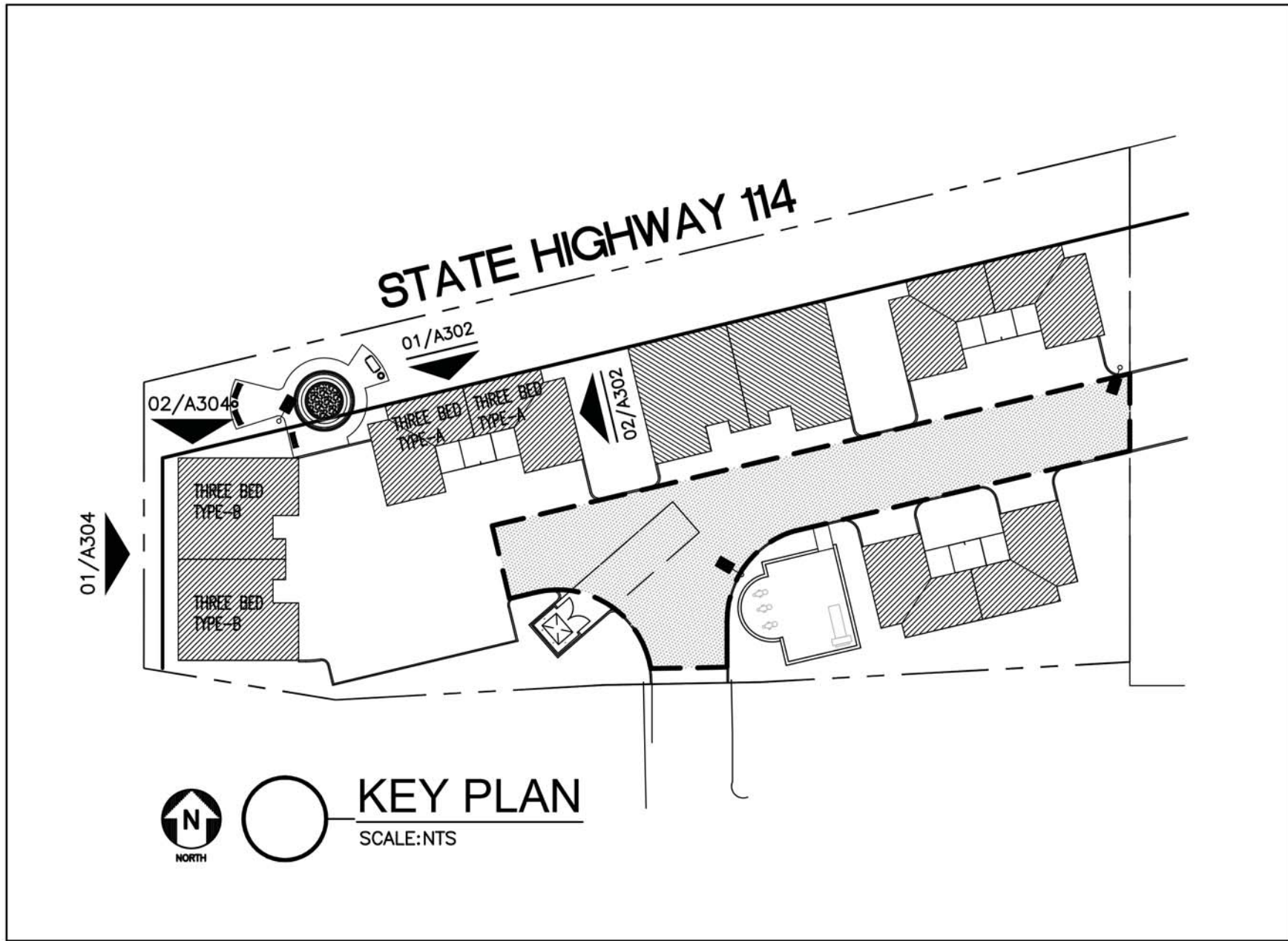
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ST 1-BIRCH BEIGE
PPG: (PITTSBURGH PAINTS)
P-(888) PPG-IDEA

PAVERS

PV 1-ACME PINE HALL BURGUNDY BLEND

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fk + architect, llc
400 chisholm place
suite 410
plano, texas 75075
972-424 1325 (w)
469-258-9922 (c)
fahim2582@aol.com
web: fk-architect.com

05/21/2019
J. Khan



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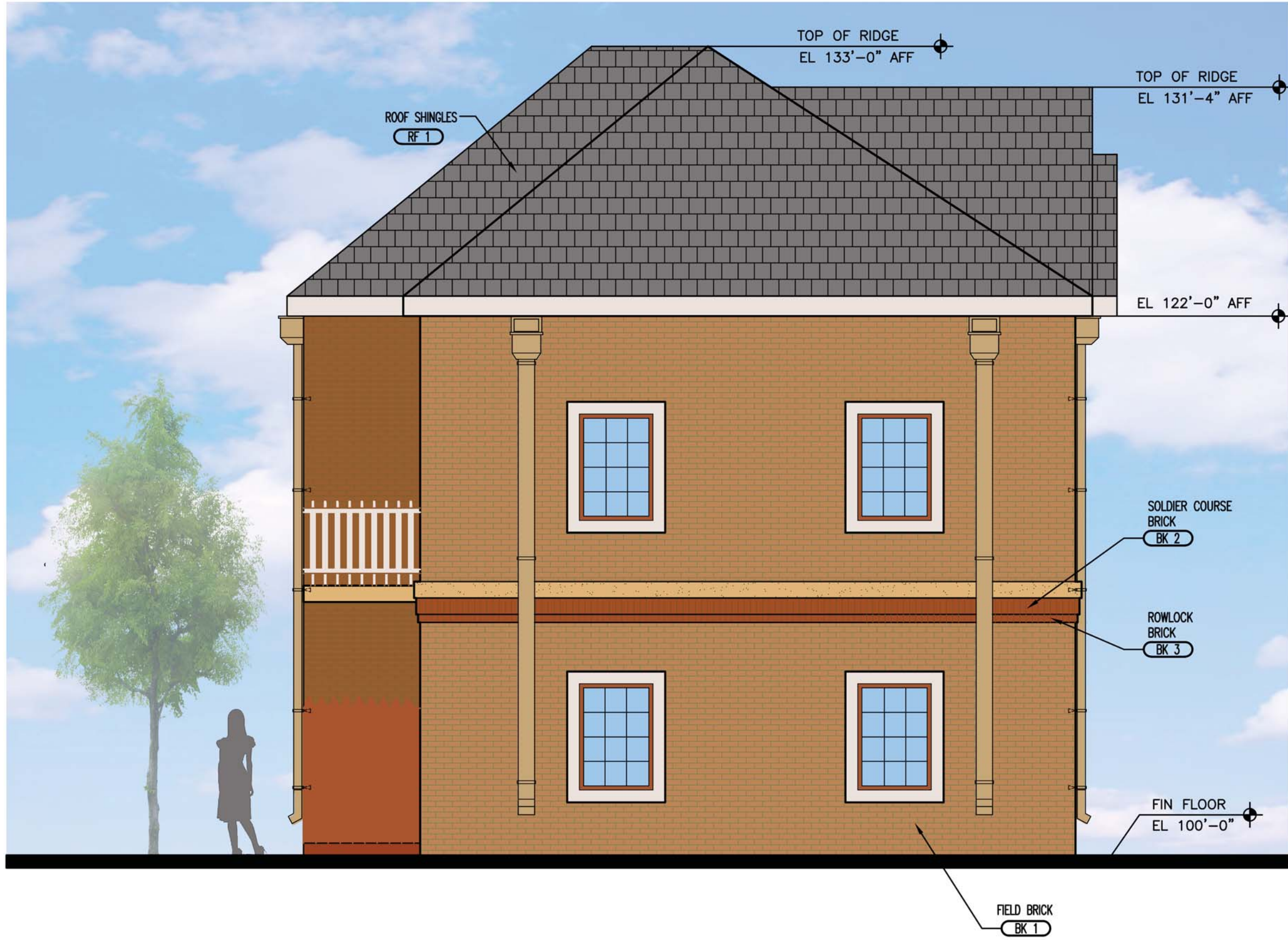
A304

Project Number:

19-022



01 FRONT ELEVATION (TYPE A)
SCALE: 1/4"=1'-0"



02 LEFT SIDE ELEVATION (TYPE A)
SCALE: 1/4"=1'-0"

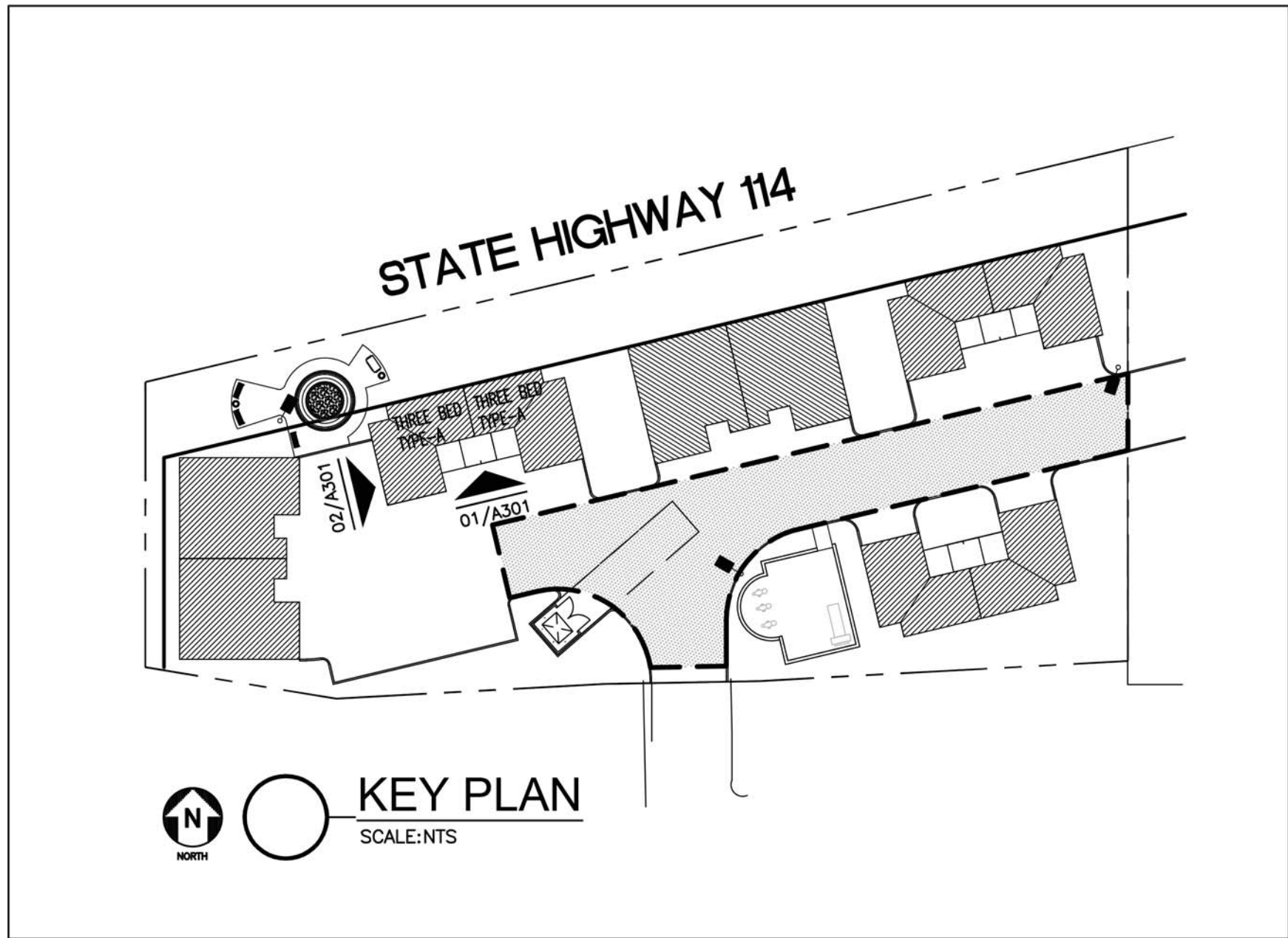
FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	18 SF	2.98%
BRICK	585 SF	97.02%
TOTAL MASONRY	603 SF	100%
TOTAL (EXCLUDING GLASS AREA)	603 SF	100%

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	200 SF	20.49%
CAST STONE/CMU	176 SF	18.03%
BRICK	600 SF	61.48%
TOTAL MASONRY	976 SF	100%
TOTAL (EXCLUDING GLASS AREA)	976 SF	100%

EXTERIOR MATERIAL LIST

BRICK BK 1-ACME BLEND TWILIGHT (FIELD) BK 2-ACME BLEND SLATE (ACCENT) BK 3-ACME BLEND SLATE (ACCENT) BK 1-ELGIN PLANT BK 2-DENVER PLANT BK 3-DENVER PLANT ACME BRICK P-(972) 241-1400 F-(972) 406-9374	ROOF SHINGLES RF 1- WEATHERED WOOD CERTAIN TEED ROOFING P-(800)-233-8990
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fk + architect, llc
400 chisholm place
suite 410
plano, texas 75075
972-424 1325 (w)
469-258-9922 (c)
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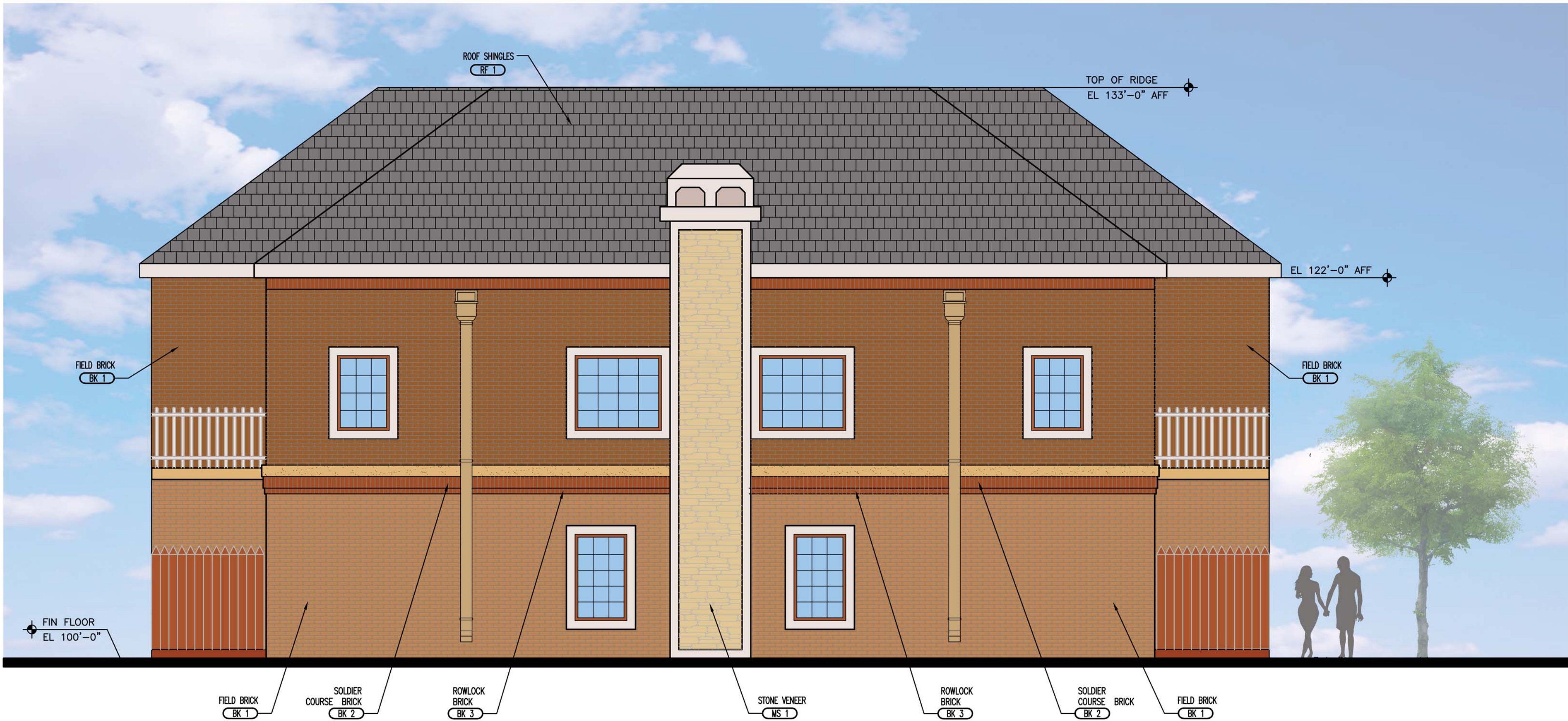
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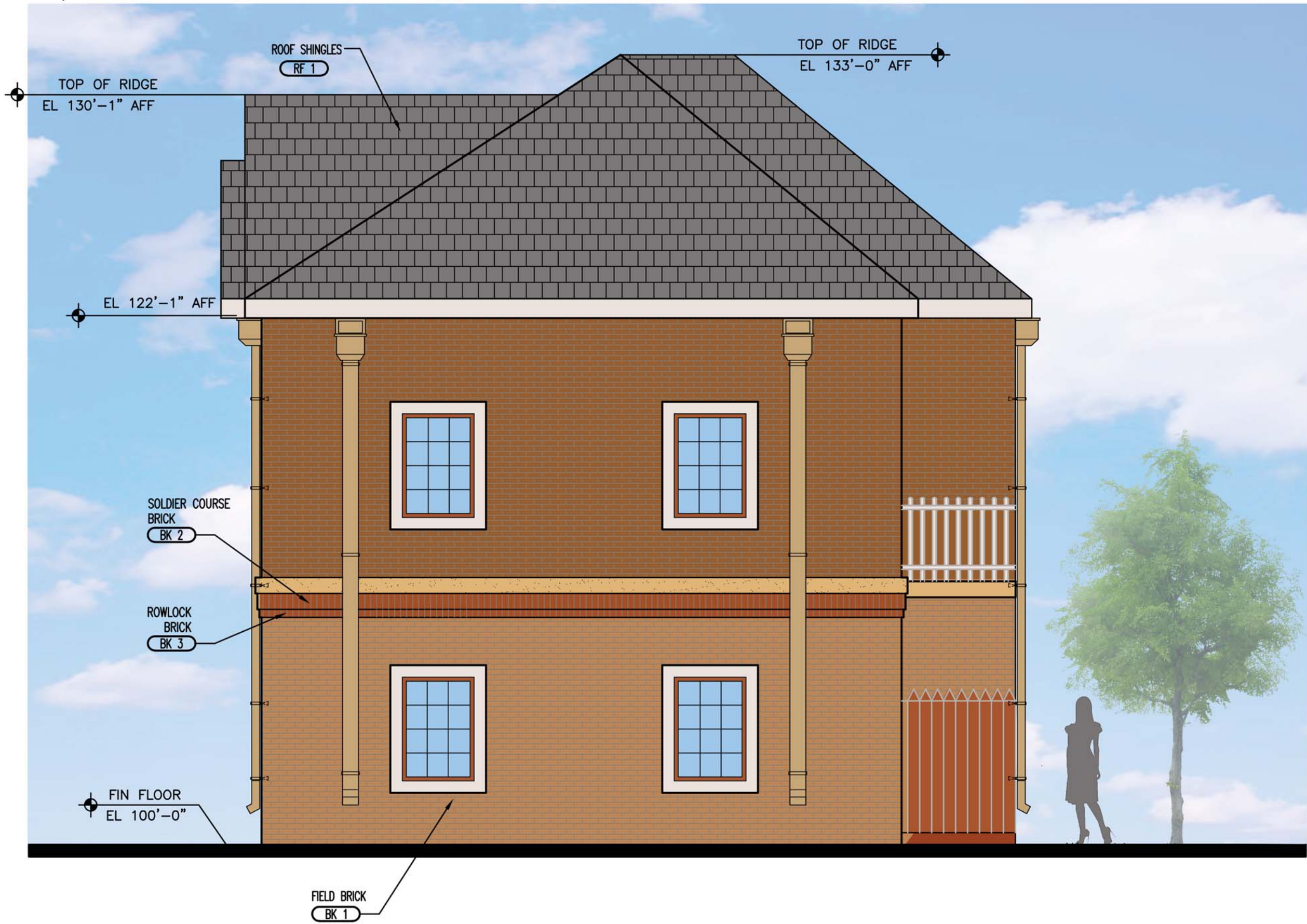
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01 REAR ELEVATION (TYPE A)
SCALE: 1/4"=1'-0"



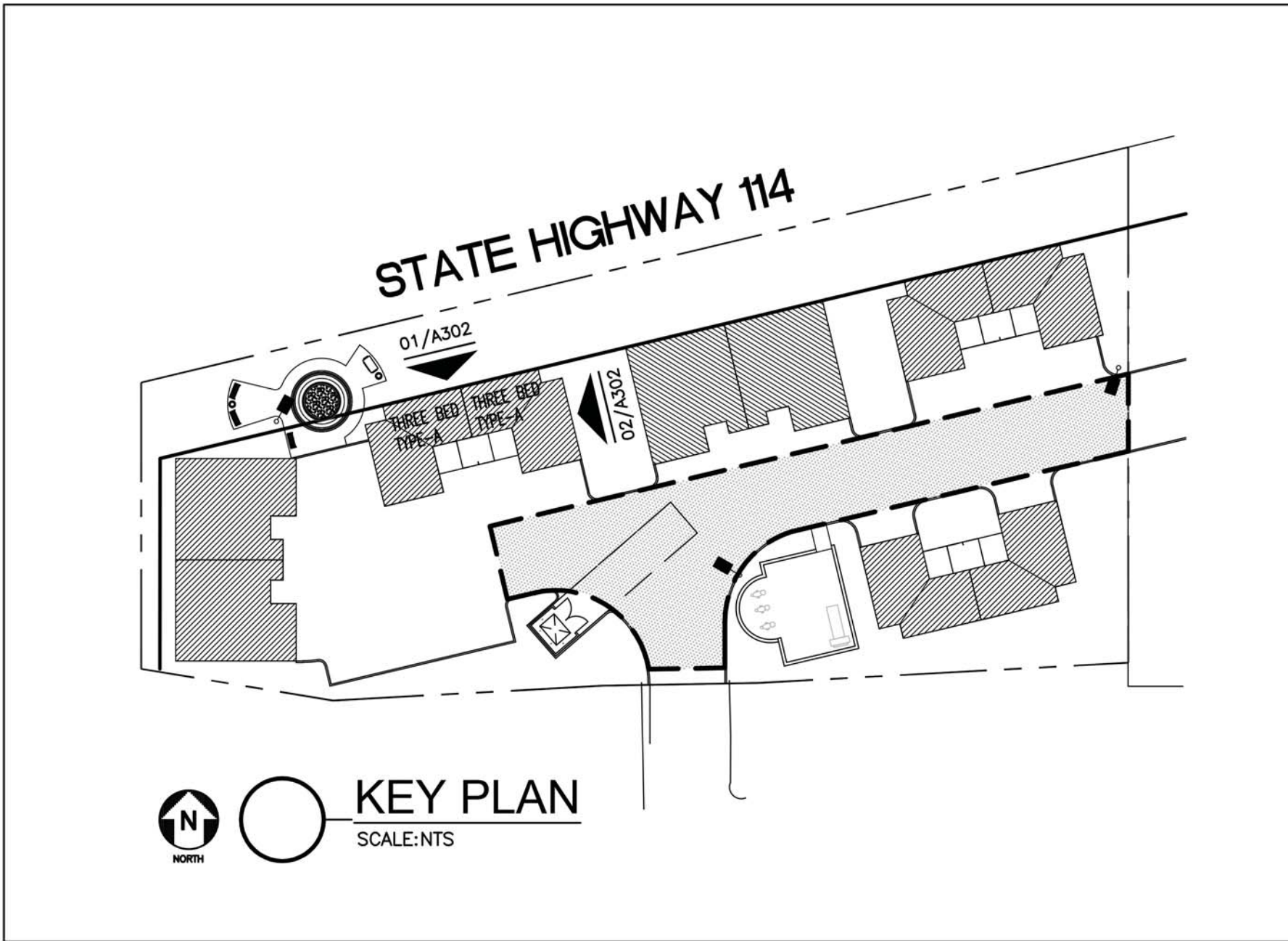
02 RIGHT SIDE ELEVATION (TYPE A)
SCALE: 1/4"=1'-0"

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	32 SF	2.58%
CAST STONE/CMU	89 SF	7.17%
BRICK	1120 SF	90.25%
TOTAL MASONRY	1241 SF	100%
TOTAL (EXCLUDING GLASS AREA)	1241 SF	100%

EXTERIOR MATERIAL LIST

BRICK BK 1-ACME BLEND TWILIGHT (FIELD) BK 2-ACME BLEND SLATE (ACCENT) BK 3-ACME BLEND SLATE (ACCENT) BK 1-ELGIN PLANT BK 2-DENVER PLANT BK 3-DENVER PLANT ACME BRICK P-(972) 241-1400 F-(972) 406-9374	ROOF SHINGLES RF 1- WEATHERED WOOD CERTAIN TEED ROOFING P-(800)-253-8990
MANUFACTURED STONE MS 1-CHIPPEWA FALLS LEDGESTONE SUPPLIER: LONE STAR STONE MORTAR: NATURAL GREY P-(972) 517-9997 F (972) 661-3322	STUCCO ST 1-PPG1094-3 ST 1-BIRCH BEIGE PPG: (PITTSBURGH PAINTS) P-(888) PPG-IDEA
	PAVERS PV 1-ACME PINE HALL BURGUNDY BLEND

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FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	18 SF	2.98%
BRICK	585 SF	97.02%
TOTAL MASONRY	603 SF	100%
TOTAL (EXCLUDING GLASS AREA)	603 SF	100%

fk +architect, llc
400 chisholm place
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972-424 1325 (w)
469-258-9322 (c)
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web: fk-architect.com



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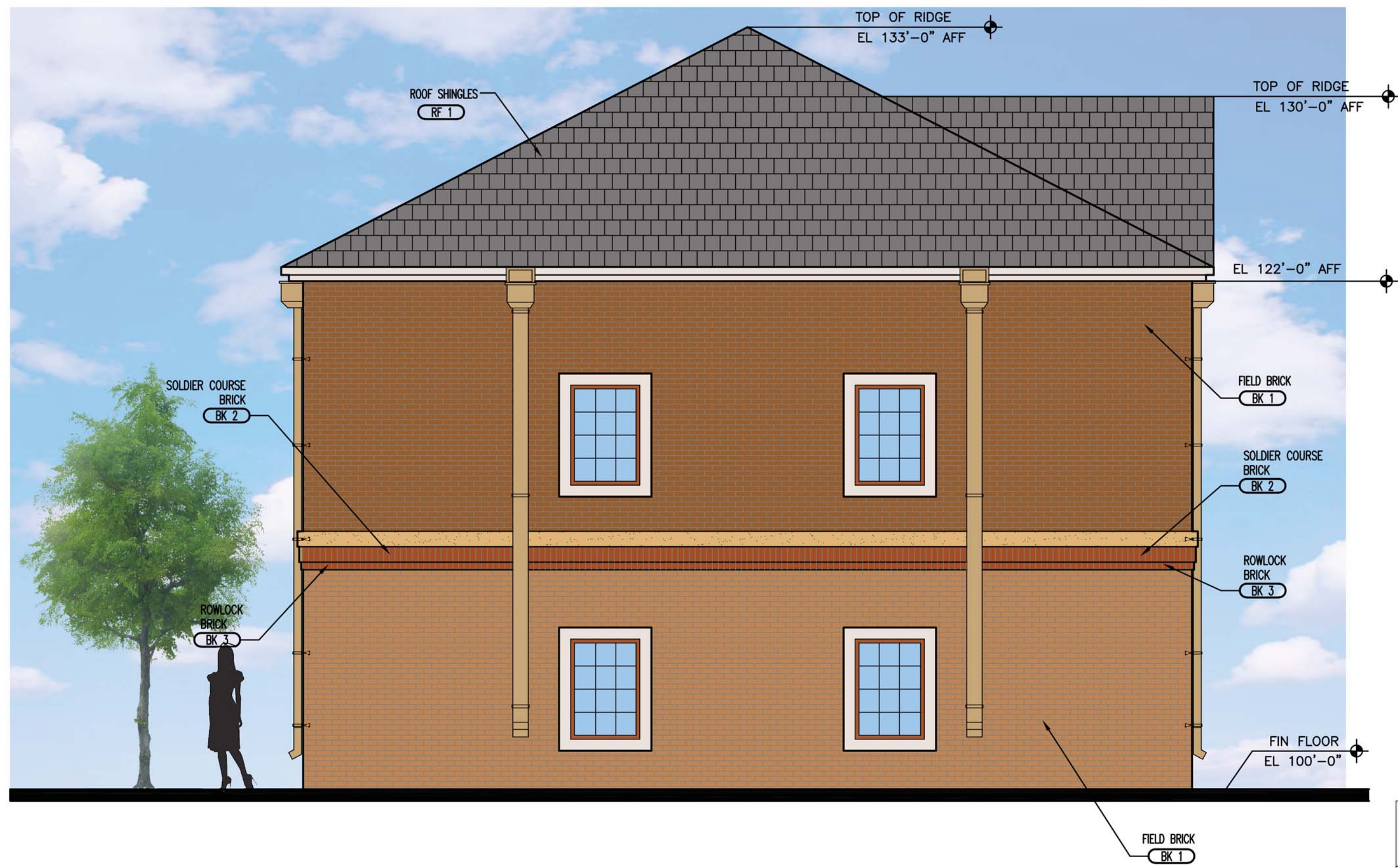
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Sheet Number:
A302
Project Number:
19-022



01 FRONT ELEVATION (TYPE B)
SCALE: 1/4"=1'-0"



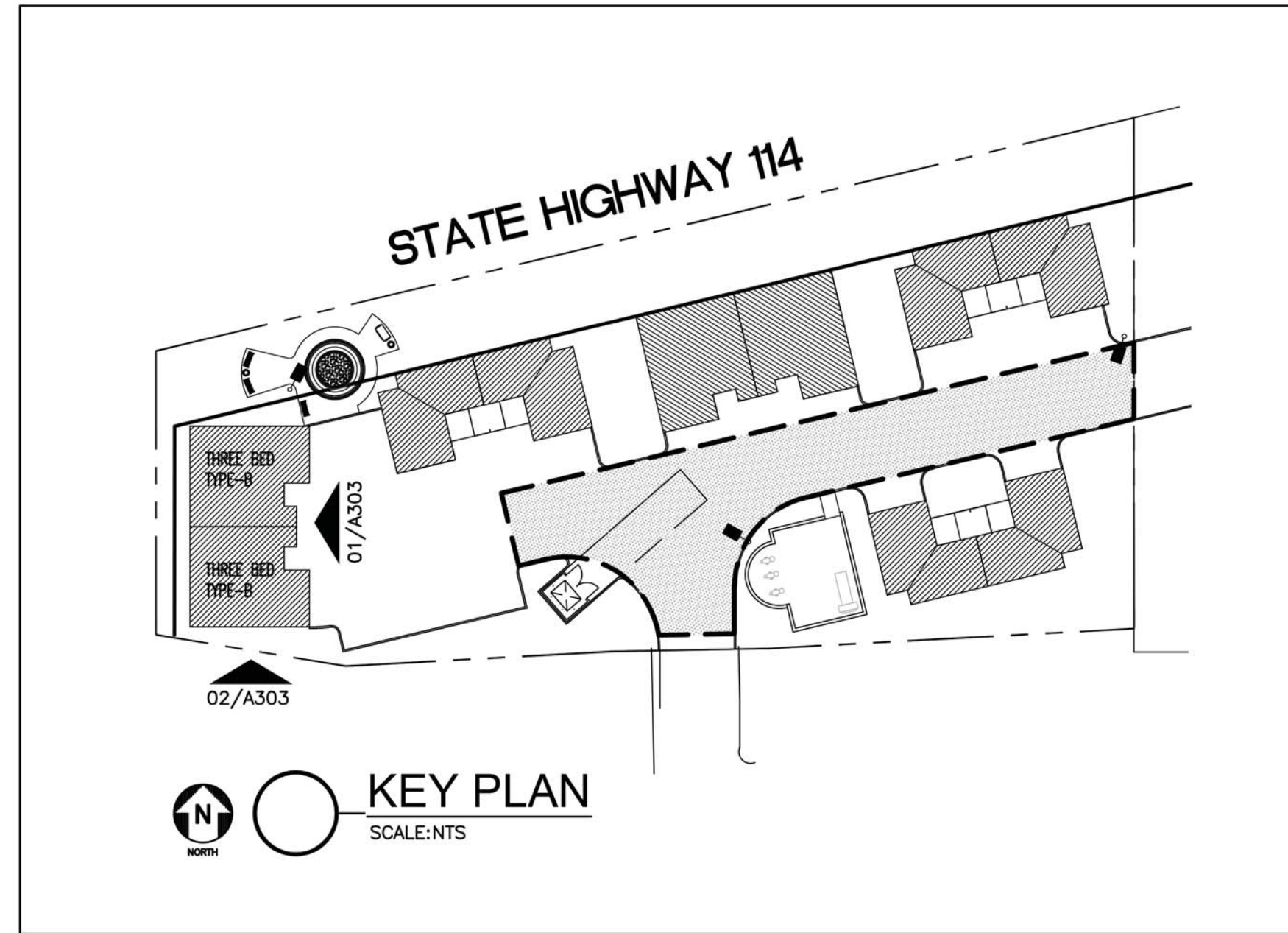
02 LEFT SIDE ELEVATION (TYPE B)
SCALE: 1/4"=1'-0"

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	109 SF	20.49%
CAST STONE/CMU	195 SF	18.03%
BRICK	491 SF	61.48%
TOTAL MASONRY	976 SF	100%
TOTAL (EXCLUDING GLASS AREA)	976 SF	100%

EXTERIOR MATERIAL LIST

BRICK BK 1-ACME BLEND TWILIGHT (FIELD) BK 2-ACME BLEND SLATE (ACCENT) BK 3-ACME BLEND SLATE (ACCENT) BK 1-ELGIN PLANT BK 2-DENVER PLANT BK 3-DENVER PLANT ACME BRICK P-(972) 241-1400 F-(972) 406-9374	ROOF SHINGLES RF 1- WEATHERED WOOD CERTAIN TEED ROOFING P-(800)-233-8990 STUCCO ST 1-PPG1094-3 ST 1-BIRCH BEIGE PPG: (PITTSBURGH PAINTS) P-(888) PPG-IDEA PAVERS PV 1-ACME PINE HALL BURGUNDY BLEND
MANUFACTURED STONE MS 1-CHIPPEWA FALLS LEDGESTONE SUPPLIER: LONE STAR STONE MORTAR: NATURAL GREY P-(972) 517-9997 F (972) 661-3322	

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FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	26 SF	3.40%
BRICK	738 SF	96.60%
TOTAL MASONRY	764 SF	100%
TOTAL (EXCLUDING GLASS AREA)	764 SF	100%

fk + architect, llc
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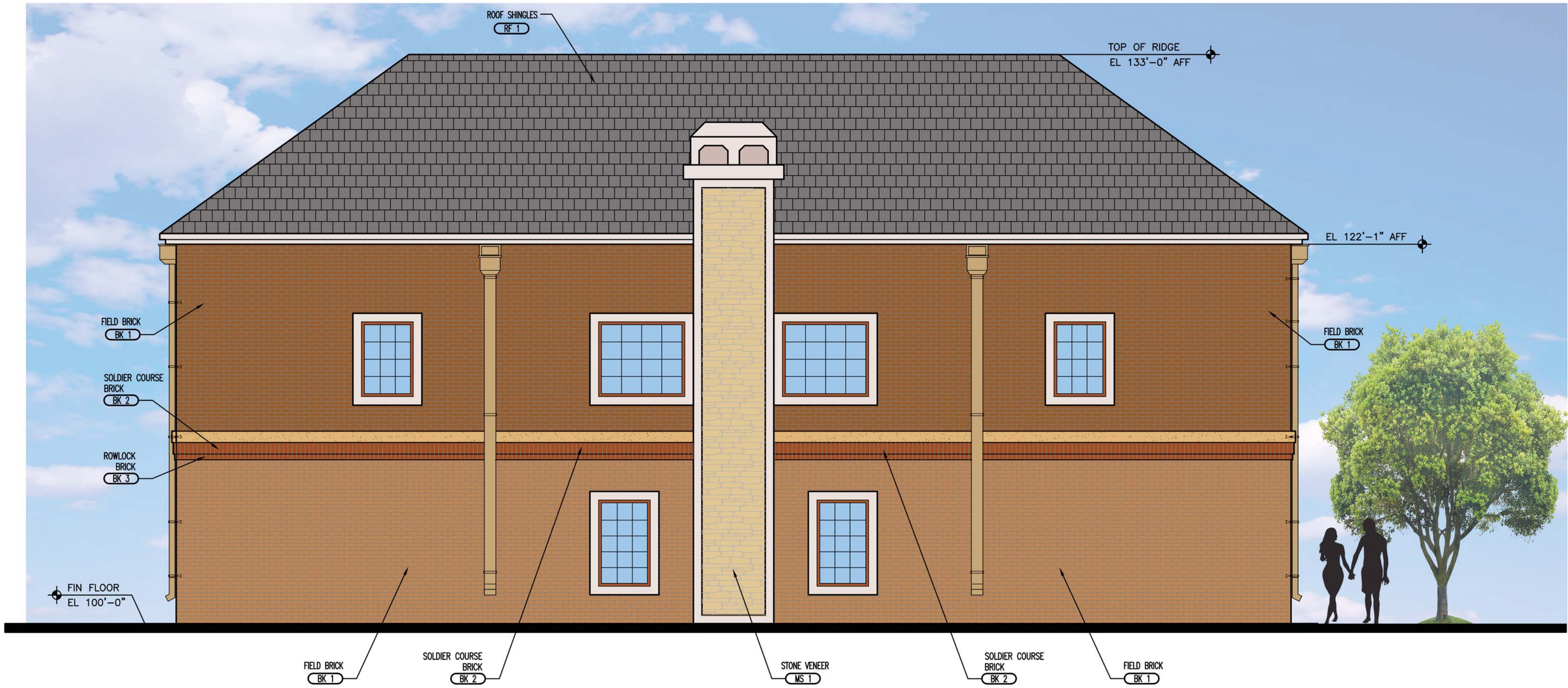
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Sheet Number:
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01 REAR ELEVATION (TYPE B)
SCALE: 1/4"=1'-0"



02 RIGHT SIDE ELEVATION (TYPE B)
SCALE: 1/4"=1'-0"

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	26 SF	3.40%
BRICK	738 SF	96.60%
TOTAL MASONRY	764 SF	100%
TOTAL (EXCLUDING GLASS AREA)	764 SF	100%

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STUCCO ON WALL	40 SF	3.18%
CAST STONE/CMU	91 SF	7.24%
BRICK	1126 SF	89.58%
TOTAL MASONRY	1257 SF	100%
TOTAL (EXCLUDING GLASS AREA)	1257 SF	100%

EXTERIOR MATERIAL LIST

BRICK

BK 1-ACME BLEND TWILIGHT (FIELD)
BK 2-ACME BLEND SLATE (ACCENT)
BK 3-ACME BLEND SLATE (ACCENT)
BK 1-ELGIN PLANT
BK 2-DENVER PLANT
BK 3-DENVER PLANT
ACME BRICK
P-(972) 241-1400
F-(972) 408-9374

MANUFACTURED STONE

MS 1-CHIPPEWA FALLS LEDGESTONE
SUPPLIER: LONE STAR STONE
MORTAR: NATURAL GREY
P-(972) 517-9997
F (972) 661-3322

ROOF SHINGLES

RF 1- WEATHERED WOOD
CERTAIN TEED ROOFING
P-(800)-233-8990

STUCCO

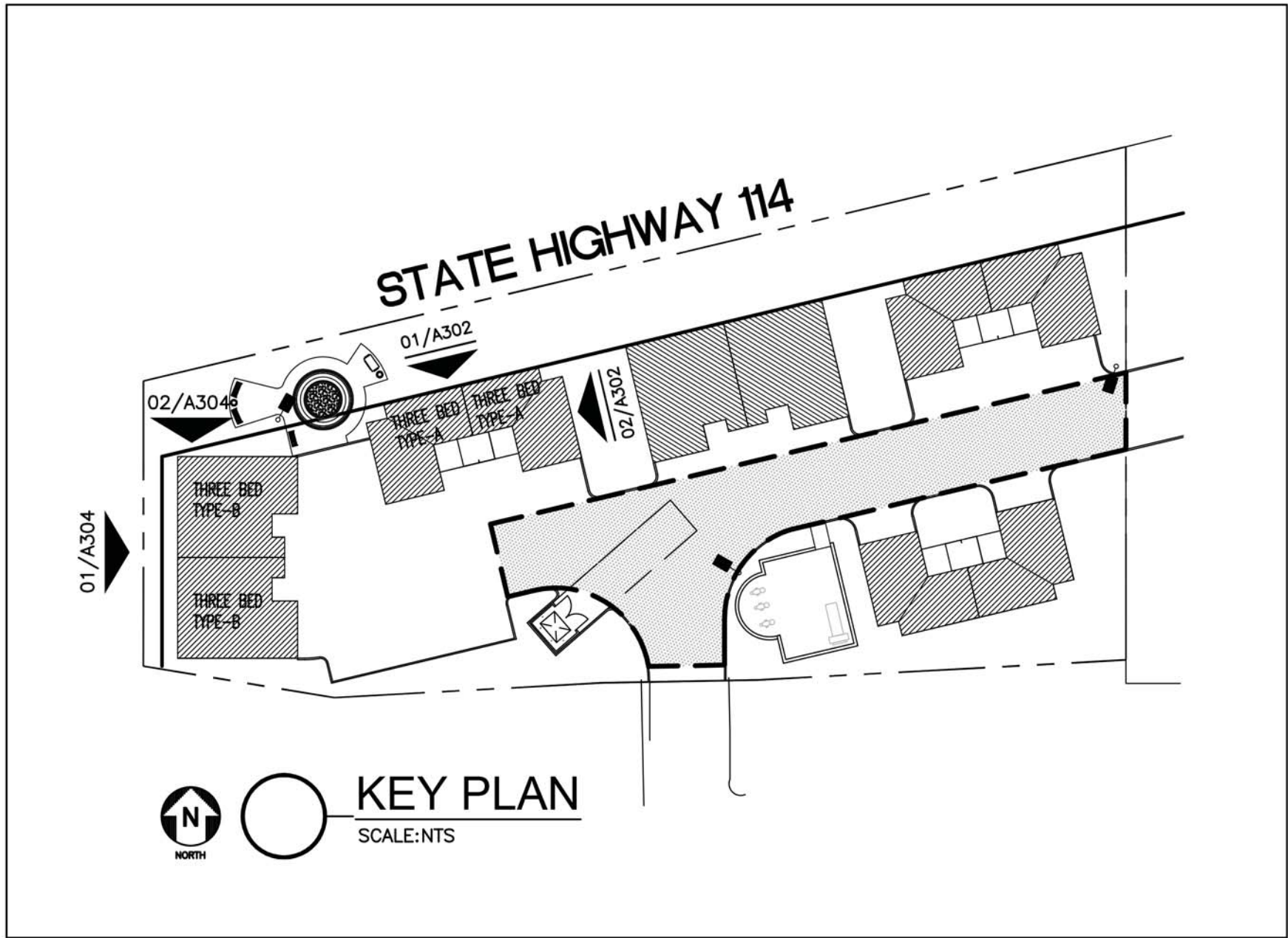
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ST 1-BIRCH BEIGE
PPG: (PITTSBURGH PAINTS)
P-(888) PPG-IDEA

PAVERS

PV 1-ACME PINE HALL BURGUNDY BLEND

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fk + architect, llc
400 chisholm place
suite 410
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Sheet Number:
A304
Project Number:
19-022



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Site Plan (SP 2022-12) Townhomes on Morningside Drive

MEETING DATE: October 25, 2022

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and action on a site plan (SP 2022-12) request from Elborai Group, LLC for lots 4, 5, and 6, Block A of the Morningside Addition, an addition located within the City of Roanoke, Denton County, Texas, to allow the proposed development of single-family residential attached dwellings (townhomes). The property is generally located on the north side of Morningside Drive, across the street from an existing townhome development, approximately .08 of a mile from city hall.

INFORMATION:

Zoning: Oak Street Corridor Zoning District – Neighborhood Transition Zone – Specific Use Permit (SUP)

Platting: An Amended Plat will be filed prior to construction

History:

On April 13, 2021 Ord. No. 2021-108 was approved, amending Chapter 12, Article III, Division 15, Section 12.492, Table 1 – Schedule Of Uses of the Code of Ordinances of The City Of Roanoke, Texas, by amending the schedule of uses within the Oak Street Corridor Zoning District to allow single-family residential attached dwelling units (townhomes) use by Specific Use Permit (SUP) in the Neighborhood Transition Zone on Morningside Drive.

On August 23, 2022, Specific Use Permit (SUP 2022-06) was approved for this townhome proposal.

Planning Analysis:

The site plan includes six (6) townhomes on Morningside Drive.

- *Four (4) units at 3,956 sf.*
- *Two (2) units at 3,900 sf.*
- *Three (3) car garage at the back of each residence*
- *Four (4) bedrooms*



AGENDA ITEM

- *An elevator in each residence*
- *Open air courtyard in each residence*
- *Second floor outdoor deck*
- Drainage and utility plans will be accepted by the engineering consultant prior to construction.
- A Minor Plat shall be filed with Denton County prior to construction.

Planning and Zoning Commission:

The board recommended approval of the site plan on October 17, 2022.

STAFF RECOMMENDATION:

Staff recommends approval of the site plan.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. SP-2022-12 - Elborai Group - Morningside Townhomes Lots 4-5-6 Blk A
2. Morningside Townhomes Review Set
3. Colored Elevation
4. 926-4-22 SITE PLAN SET 9-26-22
5. Survey



CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TEXAS 76262
(817) 491-2411

SITE PLAN APPLICATION
FEE OF \$400.00 IS DUE WITH SUBMITTAL

Name of Applicant ELBORAI GROUP, LLC / AMR ELBORAI	Address of Applicant 720 S. KIMBALL AVENUE SOUTHLAKE, TX 76092	Phone Number (817) 330-9125
Legal Interest 100% OWNER/DEVELOPER		
Owner ELBORAI GROUP, LLC / AMR ELBORAI	Address 720 S. KIMBALL AVENUE SOUTHLAKE, TX 76092	Phone Number (817) 330-9125
Firm preparing Site Plan Package JDR ENGINEERS & CONSULTANTS, INC. / JIM DEWEY, JR.	Address 2500 TEXAS DRIVE #100 IRVING, TX 75062	Phone Number (972) 252-5357 Email debrae@jdreng.com amr@elborai group.com
Location of Property 209, 211, 301 MORNINGSIDE STREET	Name of Addition/Subdivision MORNINGSIDE ADDITION	Lot / Block LOTS 4, 5, 6 BLOCK A
Present Zoning		

Proposed Site Plan Contains:

LAND USE	NUMBER OF LOTS	ACRES FOR USE
Single Family	6	0.807
Multi-Family		
Planned Development		
Office		
Retail		
Commercial		
Industrial		
Flood Plain		

A copy of the final plat or re-plat of the approved subdivision by the City Council showing property boundary lines and dimensions and easements, roadways, rail lines and public right-of-way crossing and adjacent to the subject property should be included.

If the property is subject to a Plan Development a statement showing that the proposed use substantially conforms to the Plan Development.

(P&Z two (2) folded copies (24"x36") & an electronic copy (pdf) City Council) Site Plan fee is \$400.00. Fees are subject to change as amended by Ordinance.

Applicants Signature

Date

FOR OFFICE USE ONLY

Site Plan Fee PAID 9/27/2022 BY jw	P&Z Meeting 10/17/2022	CC Meeting 10/25/2022	File for Record SP- 2022 - 12
--	----------------------------------	---------------------------------	---

City of Roanoke Site Plan Checklist



Submission Requirements

- ☒ Completed Application Form/Filing Fee
- ☐ Transmittal Letter
- ☒ Electronic Copy (PDF) *ELECTRONIC SUBMITTAL TO
KELLY CARLSON kcarlson@roanoketexas.com
JR HAMES jhames@roanoketexas.com*

Print Requirements

- ☐ Staff Review
Two (2) sets of prints (**folded copies**) for staff discussion. (Plans shall be received thirty (30) days prior to P&Z meeting.)
- ☐ Planning & Zoning Commission
Two (2) 24x36 (**folded into sets**) Black line prints of the complete site package. (Plans shall be received thirty (30) days prior to P&Z meeting.)

Meetings are held on the 1st and 3rd Monday at 7:00 p.m. of each month. All information must be received one week prior to the meeting date.

- ☐ City Council
One (1) electronic copy (PDF) of the complete site package with and revisions made by the Planning & Zoning Commission.

Meetings are held on the 2nd and 4th Tuesday at 7:00 p.m. of each month. All information must be received one week prior to the meeting date. These prints should contain any revisions made by staff or Planning & Zoning Commission.

Site Plan

- ☒ Title block, titled Site Plan, lower right corner including subdivision name, block & lot numbers, and date of preparation.
- ☒ Name, address, phone and email of the owner, applicant and engineer or architect.
- ☒ North arrow and scale.
- ☒ Site Data Table / Scale 1" = 50'
 - Existing Zoning
 - Proposed Use
 - Square footage of each proposed use
 - Building area (gross sq. ft.)
 - Building height
 - Required & Provided parking per each use
 - Proposed lot coverage

Site Plan Continued

- ☒ Property boundaries with dimensions.
- ☒ Zoning districts adjacent to the property.
- ☒ Adjoining streets including existing and proposed median openings, curbs, sidewalks, street intersections, driveways, and alleys within 300 hundred feet of the property.
- ☒ Indicate spacing between driveways within the subject property and adjacent properties.
- ☒ Parking layout and driveways, including loading areas, dedicated fire lanes if required, access easements, and parking space dimensions.
- ☒ All existing and proposed drainage and utility easements.
- ☒ Topography with contour intervals of two (2) feet in 100 feet and minimum finished floor elevations, both referenced to mean sea level datum.
- ☒ Show location of the FEMA 100 year flood plain.
- ☒ Refuse facilities and mechanical equipment, including height, materials, and elevations or proposed screening.
- ☒ Lighting facilities, security lighting, screening, and glare shields.
- ☒ Proposed attached and monuments signs, showing elevations, dimensions, total square footage, materials, colors, font and lighting source. (sign information may be include on separate sheet)
- ☒ Preliminary Engineering. (conceptual utility plan)
- ☒ Show all existing and proposed sidewalks.
- ☒ Show Fire hydrant layout.
- ☒ Show existing and proposed Water & Waste Water.
- ☐ Any additional information as needed.

Building Elevations-Color Facade with any attached (wall-mounted) signage

- ☒ North, South, East and West building elevations.
- ☒ Proposed building materials that include manufacturer's specifications.
- ☒ Proposed building height.
- ☒ Percentage of proposed materials.

Landscape Plan

- ☒ Title block, titled Landscaping Plan, lower right corner including subdivision name, block & lot numbers, and date of preparation.
- ☒ Name, address, phone and fax numbers of the owner, applicant and Landscaping Architect.
- ☒ North arrow and scale. (same scale as site plan)
- ☒ Property boundaries with dimensions.

Landscape Plan Cont.

- ☒ Landscape Data Table showing required and provided square footage for each category as follows:

	Required	Provided
Perimeter Landscape	_____	_____
Number of Trees	_____	4
Interior Landscape	_____	_____
Number of Trees	_____	_____
Non-vehicular Landscape	_____	_____
Number of Trees	_____	_____
Total Site Area devoted to landscape: _____ %		

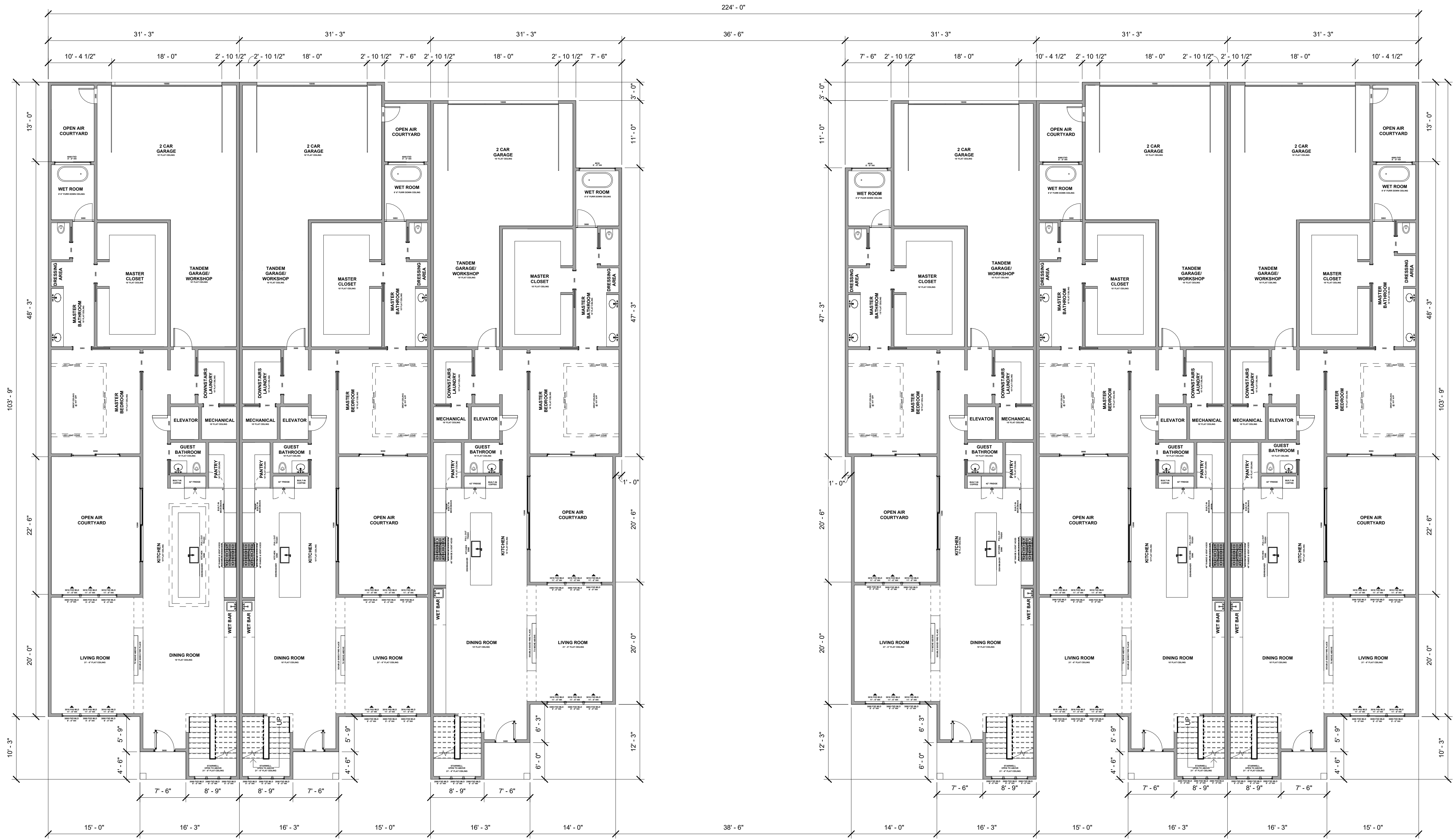
- ☒ Plant Table listing the number of each of tree and shrub species, providing scientific and common name and including caliper inches.
- ☒ A Plant Legend, if symbols or abbreviations are used.
- ☒ Show all areas of landscaped areas and plant materials on plan designated to fulfill interior, perimeter, and non-vehicular landscape requirements.
- ☒ Show location of trees to be preserved.
- ☒ Show spacing of plant material to be used.
- ☒ Show description of maintenance provisions for the Landscape Plan.
- ☒ Show proposed and existing sidewalks and utility easements.
- ☐ Show irrigation system if applicable.
- ☐ Show rain and freeze protection.

SITE PLAN APPROVAL CONDITIONS FOR RETAIL & OFFICE PROJECTS OUTSIDE INDUSTRIAL AREAS

These conditions and other considerations outlined in the CIVIC report should be considered in the design of a site plan.

- ☒ Utility meters will not be visible except in areas clearly intended as service areas where the public is generally excluded.
- ☒ Mechanical equipment located on rooftops will be screened.

This checklist is provided as a supplement only. It is the applicant's responsibility to review and comply with the requirements of the Zoning Ordinance, Subdivision regulations and Construction specifications. Concept plans for Zoning Changes or Specific Use Permits require all items on the checklist (only civils may be excluded).



1 First Floor
1/8" = 1'-0"

LOT 1

SQUARE FOOTAGE	
FIRST FLOOR	2,177
SECOND FLOOR	1,779
TOTAL AC SF	3,956
GARAGE	757
COURTYARDS	450
ROOFTOP DECK	460

LOT 2

SQUARE FOOTAGE	
FIRST FLOOR	2,177
SECOND FLOOR	1,779
TOTAL AC SF	3,956
GARAGE	757
COURTYARDS	450
ROOFTOP DECK	460

LOT 3

SQUARE FOOTAGE	
FIRST FLOOR	2,121
SECOND FLOOR	1,779
TOTAL AC SF	3,900
GARAGE	709
COURTYARDS	287
ROOFTOP DECK	452

LOT 4

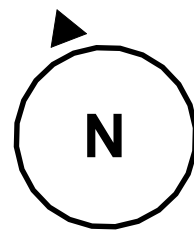
SQUARE FOOTAGE	
FIRST FLOOR	2,121
SECOND FLOOR	1,779
TOTAL AC SF	3,900
GARAGE	709
COURTYARDS	287
ROOFTOP DECK	452

LOT 5

SQUARE FOOTAGE	
FIRST FLOOR	2,177
SECOND FLOOR	1,779
TOTAL AC SF	3,956
GARAGE	757
COURTYARDS	450
ROOFTOP DECK	460

LOT 6

SQUARE FOOTAGE	
FIRST FLOOR	2,177
SECOND FLOOR	1,779
TOTAL AC SF	3,956
GARAGE	757
COURTYARDS	450
ROOFTOP DECK	460



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Morningside Townhomes
Morningside Drive
Roanoke, TX 76262

PREPARED FOR
Elborai Group

REVISIONS / DATE
5/18/2022 10:37:12 AM

SHEET NO.
A.01
FIRST FLOOR
PLAN



1 Second Floor
1/8" = 1'-0"

LOT 1

SQUARE FOOTAGE	
FIRST FLOOR	2,177
SECOND FLOOR	1,779
TOTAL AC SF	3,956
GARAGE	757
COURTYARDS	450
ROOFTOP DECK	460

LOT 2

SQUARE FOOTAGE	
FIRST FLOOR	2,121
SECOND FLOOR	1,779
TOTAL AC SF	3,900
GARAGE	709
COURTYARDS	287
ROOFTOP DECK	452

LOT 3

SQUARE FOOTAGE	
FIRST FLOOR	2,121
SECOND FLOOR	1,779
TOTAL AC SF	3,900
GARAGE	709
COURTYARDS	287
ROOFTOP DECK	452

LOT 4

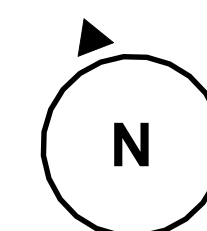
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SECOND FLOOR	1,779
TOTAL AC SF	3,900
GARAGE	709
COURTYARDS	287
ROOFTOP DECK	452

LOT 5

SQUARE FOOTAGE	
FIRST FLOOR	2,177
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TOTAL AC SF	3,956
GARAGE	757
COURTYARDS	450
ROOFTOP DECK	460

LOT 6

SQUARE FOOTAGE	
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SECOND FLOOR	1,779
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GARAGE	757
COURTYARDS	450
ROOFTOP DECK	460



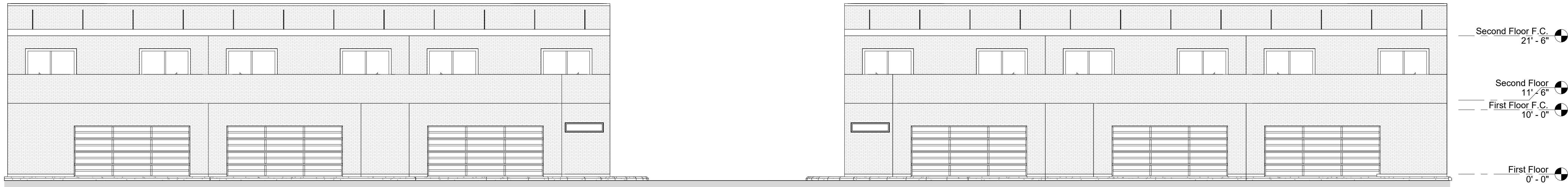
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Morningside Townhomes
Morningside Drive
Roanoke, TX 76262

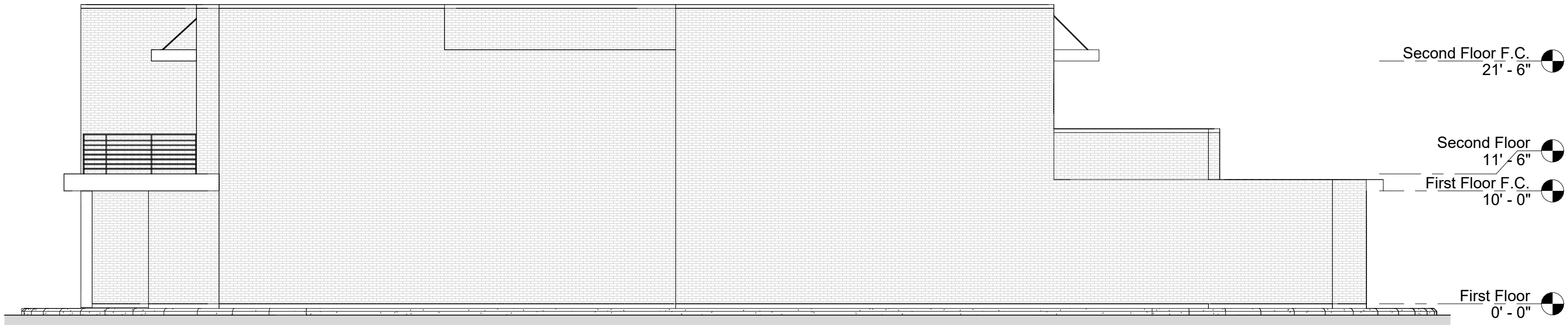
PREPARED FOR
Elborai Group

REVISIONS / DATE
5/18/2022 10:37:13 AM

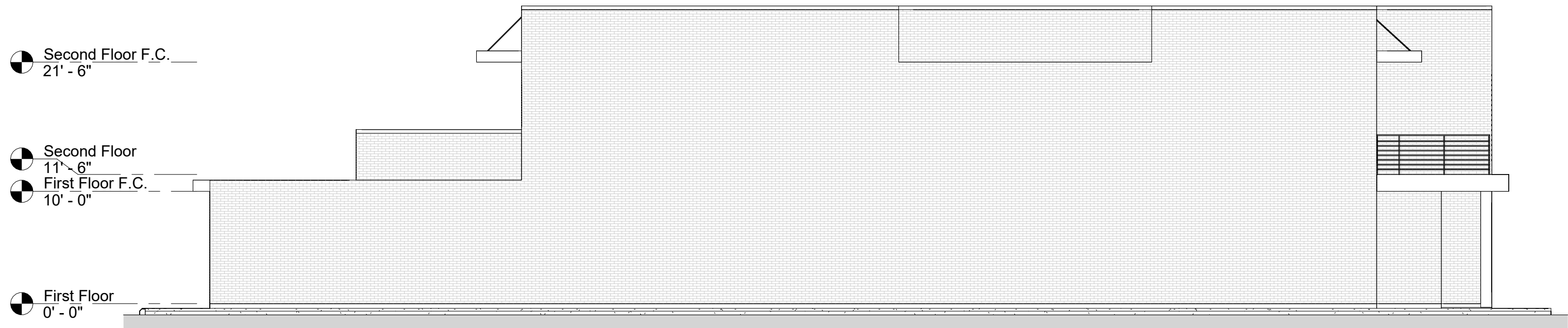
SHEET NO.
A.02
SECOND
FLOOR PLAN



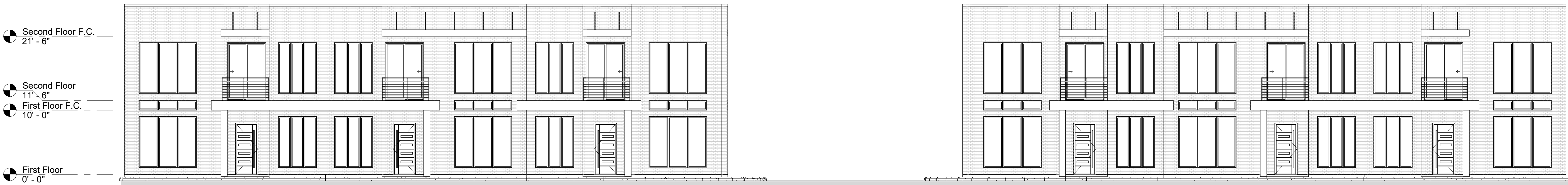
② REAR ELEVATION
1/8" = 1'-0"



④ RIGHT ELEVATION
1/8" = 1'-0"



③ LEFT ELEVATION
1/8" = 1'-0"

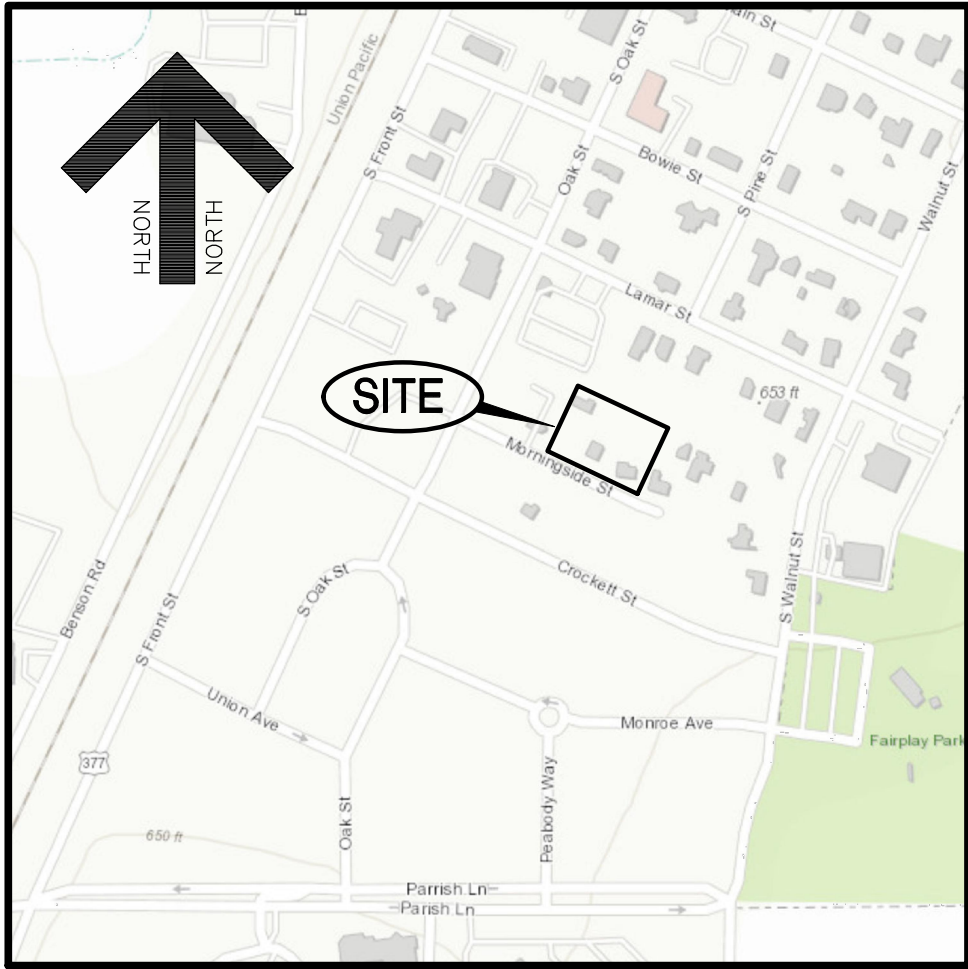


① FRONT ELEVATION
1/8" = 1'-0"





SCALE: 1" = 20'



LOCATION MAP
NO SCALE



SITE DATA TABLE

EXISTING ZONING	— OAK STREET DISTRICT
PROPOSED USE	— SINGLE FAMILY ATTACHED (TOWNHOUSE)
GROSS AREA	— 35,210 SQ. FT.
BUILDING AREA (GROSS)	— LOT 1 — 3,217 SQ. FT. LOT 2 — 3,073 SQ. FT. LOT 3 — 3,039 SQ. FT. LOT 4 — 3,039 SQ. FT. LOT 5 — 3,073 SQ. FT. LOT 6 — 3,217 SQ. FT.
PARKING	— 2 OFF STREET SOACES (2 CAR GARAGE)
LOT COVERAGE	— LOT 1 AND LOT 6 — 0.570 (57.0%) LOT 2 AND LOT 5 — 0.644 (64.4%) LOT 3 AND LOT 4 — 0.425 (42.5%)

REVISIONS:	

CASE NO.

OWNER/DEVELOPER:

ELBORAI GROUP, LLC
720 SOUTH KIMBALL AVENUE
SOUTHLAKE, TEXAS 76092
TEL: 817-330-9125
CONTACT: AMR ELBORAI
email: amr@elboraigroup.com

SHEET TITLE:
SITE PLAN
MORNINGSIDE TOWNHOMES
LOTS 4, 5, AND 6 BLOCK A, MORNINGSIDE ADDITION
ROANOKE, TEXAS

PREPARED BY:
JDJR ENGINEERS & CONSULTANTS, INC.
TSBPE REGISTRATION NUMBER F-8827
ENGINEERS • SURVEYORS • LAND PLANNERS
2500 Texas Drive Suite 100 Irving, Texas 75062
Tel 972-252-5357 Fax 972-252-8958

DATE: 08-15-22	DRAWN BY: JDJR	SHEET NO.
SCALE: 1" = 20'	CHECKED BY: JDJR	1 OF 3



- NOTES:
1. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIMSELF FAMILIAR IN ALL UNDERGROUND UTILITIES, PIPES, STRUCTURES AND LINE RUNS.
 2. CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL QUANTITIES PER DRAWING AND SPECIFICATIONS BY LANDSCAPE DESIGNER. PLANT QUANTITIES HAVE BEEN PROVIDED AS A CONVENIENCE ONLY TO THE CONTRACTOR AND SHALL NOT BE CONSIDERED ABSOLUTE.
 3. ALL BED AREAS SHALL BE ROTOTILLED TO A DEPTH OF 6" ADDING PLANTING SOIL MIXTURE DURING PROCESS. THE LEVEL OF THE BED AREAS SHOULD BE LEFT 3" ABOVE THE PROPOSED FINISHED GRADE TO ALLOW FOR COMPACTION AND SETTLEMENT.
 4. AFTER SETTLEMENT AND COMPACTION ALL PLANTING BEDS SHALL RECEIVE A 2" (MIN) LAYER OF SHREDED CYPRESS MULCH.
 5. PLANTING SOIL MIXTURE FOR BED AREAS SHALL BE 50% EXISTING SOIL, 10% SHARP SAND 40% SOIL CONDITIONER (BACK TO EARTH OR EQUAL).
 6. ALL TREES ARE TO BE STAKED AND GUYED DURING THE ONE YEAR WARRANTY AT WHICH TIME THE OWNER SHALL DETERMINE IF REMOVAL IS NECESSARY.
 7. ALL BED AREAS SHALL BE SEPERATED FROM TURF AREAS USING RYERSON STEEL EDGING.

LIVE OAK (HIGH RISE)

AMERICAN HOLLY TREE

CARISSA HOLLY SHRUB

DWARF NANDINA SHRUB

ANNUAL COLOR

BERMUDA TURF

REVISIONS:	

CASE NO.

SHEET TITLE:
LANDSCAPE PLAN
MORNINGSIDE TOWNHOMES
LOTS 4, 5, AND 6 BLOCK A, MORNINGSIDE ADDITION
ROANOKE, TEXAS

JDJR	PREPARED BY:
	ENGINEERS & CONSULTANTS, INC. TSBPE REGISTRATION NUMBER F-8527
ENGINEERS • SURVEYORS • LAND PLANNERS	
2500 Texas Drive Suite 100 Irving, Texas 75062	
Tel 972-252-5357 Fax 972-252-8958	

DATE: 09-27-22	DRAWN BY: JDJR	SHEET NO. 2 OF 3
SCALE: 1" = 20'	CHECKED BY: JDJR	

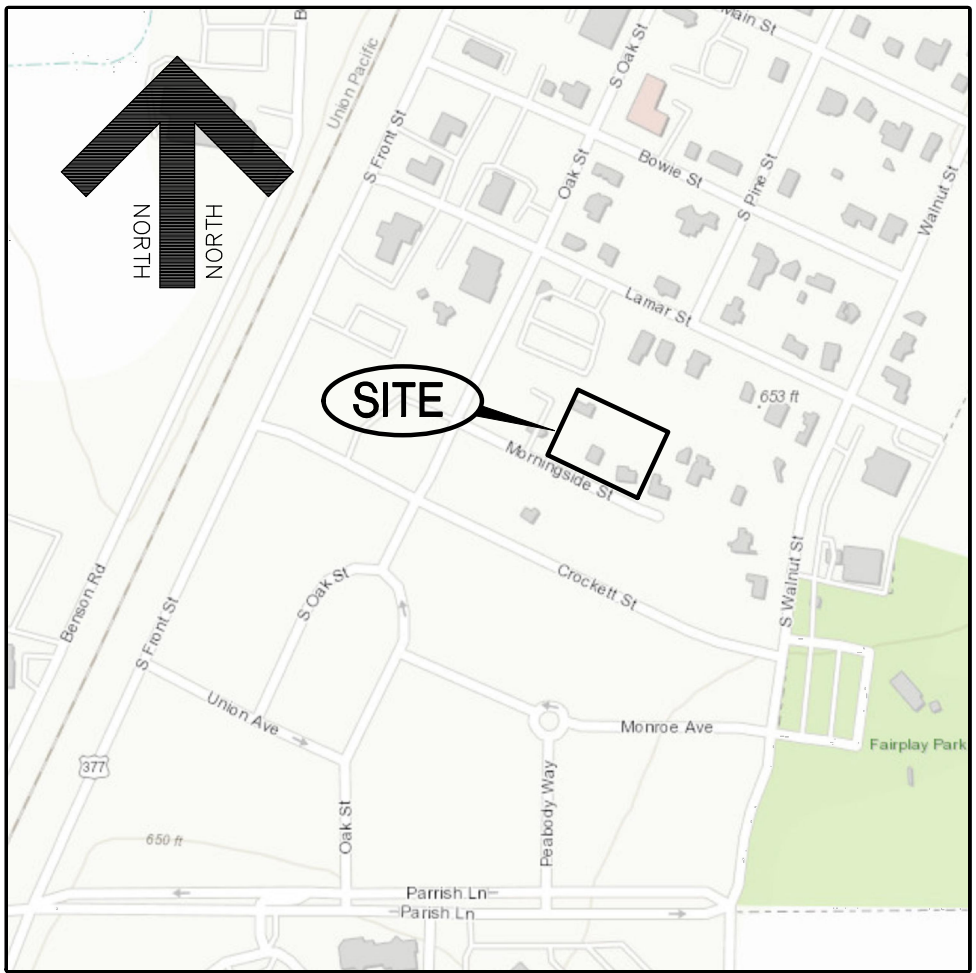
OWNER/DEVELOPER:

ELBORAI GROUP, LLC
720 SOUTH KIMBALL AVENUE
SOUTHLAKE, TEXAS 76092
TEL: 817-330-9125
CONTACT: AMR ELBORAI
email: amr@elboraignroup.com

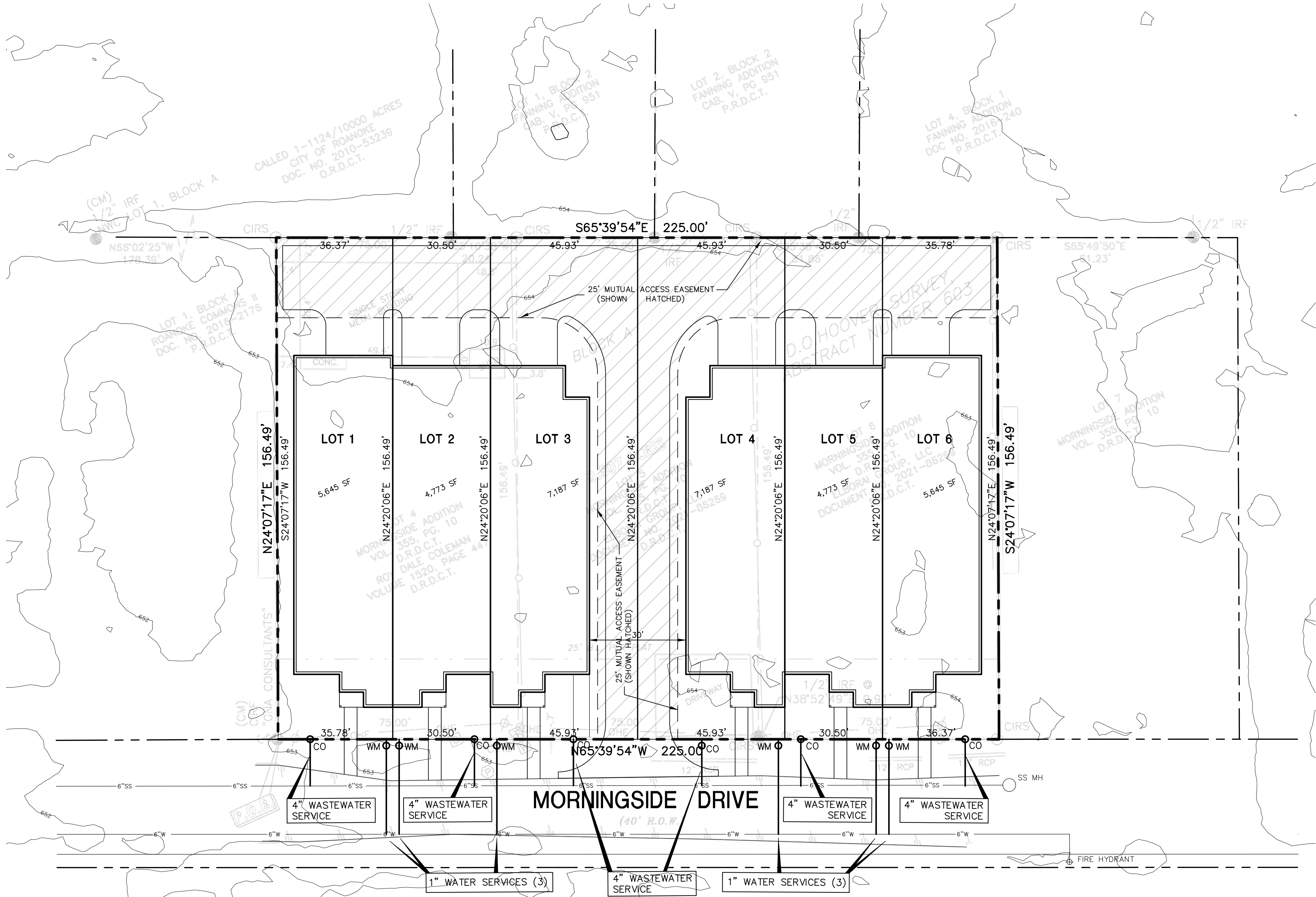
PLANT SCHEDULE					
COMMON NAME	BOTANICAL NAME	QUANTITY	SIZE	SPACING	REMARKS
LIVE OAK	QUERCUS VIRGINIANA "HIGH RISE"	4	3" CAL.	AS SHOWN	BALLED/BURLAP
SAVANNAH HOLLY	ILEX X "SAVANNAH"	2	3" CAL.	AS SHOWN	BALLED/BURLAP
CARISSA HOLLY	ILEX CORNUTA "CARISSA"	42	5 GAL.	36"	CONTAINER
DWARF NANDINA	NANDINA DOMESTICA "FIREPOWER"	36	3 GAL.	24"	CONTAINER
ANNUAL COLOR	ANNUALS	135 SF	4"	8"	4" POTS
BERMUDA TURF	CYNODON DACTYLON	8,148 SF	—	—	SOD OR HYDROMULCH



SCALE: 1" = 20'



LOCATION MAP
NO SCALE



REVISIONS:	

CASE NO.

OWNER/DEVELOPER:

ELBORAI GROUP, LLC
720 SOUTH KIMBALL AVENUE
SOUTHLAKE, TEXAS 76092
TEL: 817-330-9125
CONTACT: AMR ELBORAI
email: amr@elboraigroup.com

SHEET TITLE:
PRELIMINARY WATER & WASTEWATER PLAN
MORNINGSIDE TOWNHOMES
LOTS 4, 5, AND 6 BLOCK A, MORNINGSIDE ADDITION
ROANOKE, TEXAS

JDJR

PREPARED BY:
ENGINEERS & CONSULTANTS, INC.
TSBPE REGISTRATION NUMBER F-8827

ENGINEERS • SURVEYORS • LAND PLANNERS
2500 Texas Drive Suite 100 Irving, Texas 75062
Tel 972-252-5357 Fax 972-252-8958

DATE: 08-15-22
SCALE: 1" = 20'

DRAWN BY: JDJR
CHECKED BY: JDJR

SHEET NO.
1 OF 3

Page 218 of 232

legal description

Being a 0.807 acre tract land situated in the D.O. Hoover survey, Abstract Number 603, in the city of Roanoke, Denton County, Texas, and being all of lots 4, 5, and lot 6, in block a of Morningside Addition, an addition to the city of Roanoke, Denton county, Texas, as recorded in volume 335, page 10, of the plat records of Denton County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING at capped iron rod stamped "GNA CONSULTANTS" found at the Southwest corner of said Lot 4, same being the Southeast corner of Lot 1, Block A of Roanoke Commons II, as recorded in Document Number 2016-2176, of said plat records, and in the north right-of-way line of Morningside drive;

THENCE N24°07'17"E, with the West line of said Lot 4 and the East line of said Roanoke Commons II, a distance of 156.49 feet to a capped iron rod with a plastic cap stamped "LANDPOINT" (herein after referred to as a capped iron rod set) for corner at the Northwest corner of said Lot 4, the Northeast corner of said Roanoke Commons II, same being the Northwest corner of the tract being described herein, from which a 1/2" iron rod found for the northwest corner of said Roanoke Commons II bears N66°02'25"W a distance of 178.39 feet;

THENCE S65°39'54"E, with the North line of said Block A, a distance of 225.00 feet to a capped iron rod set for corner at the Northeast corner of said Lot 6, the Northwest corner of Lot 7, of said Morningside addition, and for the Northeast corner of the tract being described herein;

THENCE S24°07'17"W, with the East line of said Lot 6 and the West line of said Lot 7 a distance of 156.49 feet to a capped iron rod set in the South line of said Block A, in the North right-of-way line of said Morningside drive, at the Southeast corner of said Lot 6, and the Southwest corner of said Lot 7;

THENCE N65°39'54"W, with the South line of said block a and the North right-of-way line of said Morningside Drive a distance of 225.00 feet to the place of beginning and containing 0.807 acres of land.

LEGEND / ABBREVIATIONS

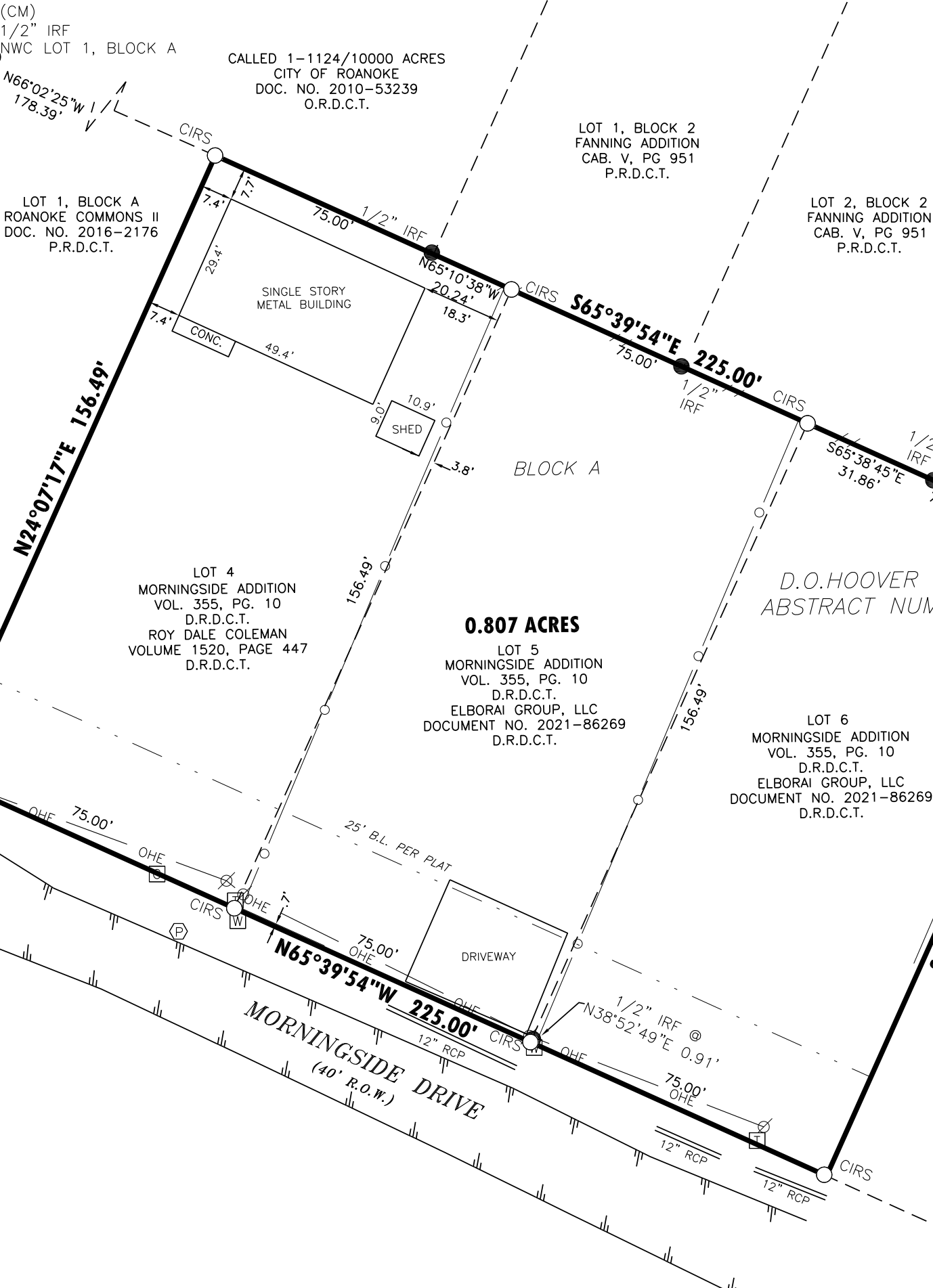
---	ADJOINER LINE
---	BOUNDARY LINE
---	BUILDING LINE
---	EASEMENT LINE
---	ASPHALT
X	WIRE FENCE
o	CHAINLINK FENCE
//	WOOD FENCE
OHE	OVERHEAD ELEC LINE
●	IRON ROD FOUND
○	CAPPED IRON ROD SET
T	TELEPHONE JUNCTION BOX
□	POWER POLE
G	GAS METER
←	GUY WIRE
W	WATER MANHOLE
P	PIPELINE MARKER
O.R.T.C.T.	OFFICIAL RECORDS, DENTON COUNTY, TEXAS
D.R.T.C.T.	DEED RECORDS, DENTON COUNTY, TEXAS
IRF	IRON ROD FOUND
CIRF	CAPPED IRON ROD FOUND
CIRS	CAPPED IRON ROD SET

I, Robert Glen Maloy, certify that this plat was prepared under my direct supervision from a survey made on the ground on April 19, 2022 that this plat correctly represents the facts found at the time of said survey and that this professional service substantially conforms to the current Texas Society of Professional Surveyors Standards and Specifications for a Category 1A, Condition III Survey.

FOR PRELIMINARY REVIEW ONLY

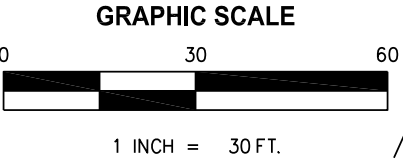
04/25/2022

Robert Glen Maloy Texas R.P.L.S. No. 6028



GENERAL NOTES

1. The surveyor has not abstracted the site. This survey was performed without benefit of title commitment and does not show all easements and encumbrances of record.
2. Bearing based on Texas State Plane Coordinates, North Central Zone, 4202, NAD83-US Survey feet, derived from GPS observations.
3. All 'CIRS' are 5/8-inch iron rod with plastic cap stamped "Landpoint" unless otherwise noted.
4. Flood Statement: This site is situated in Non-shaded Zone "X" in The City of Roanoke, Denton County, Texas according to FEMA map number 48121C0655G, dated APRIL 18, 2011. Warning: This statement does not imply that the property and/or the structures thereon will be free from flooding or flood damage. This determination has been made by scaling the property on the referenced map and is not the result of an elevation survey. This flood statement shall not create liability on the part of the surveyor.



BOUNDARY SURVEY
LOT 4, 5, & , IN BLOCK A
MORNINGSIDE ADDITION
VOLUME 335, PAGE 10
PLAT RECORDS
CITY OF ROANOKE
DENTON COUNTY, TEXAS



4100 INTERNATIONAL PLAZA
STE. 240
FORT WORTH, TX 76109
(817)554-1805
www.landpoint.net
TBPELS REG. NO. 10194220



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: 2022 - Parks & Recreation Board Appointments

MEETING DATE: October 25, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

Consideration and action to appoint three (3) members to the Roanoke Parks and Recreation Board for a term expiring October 2024.

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. 2022 - Parks Board Application - Angie Grimm
2. 2022 - Parks Board Application - Shannon Davidson
3. 2022 - Parks Board Application - Robert Crawford



BOARD, COMMISSION OR COMMITTEE APPLICATION

Board, Commission or Committee: Parks and Recreation

Name: Shannon Davidson

Phone Number: _____

Address: _____

Employer: Irving ISD

E-Mail Address: _____

How long have you lived in Roanoke? 21 Years 6 Months

Are you currently registered to vote in Roanoke? Yes ☒ No ☐

Please list any current or previous Board, Commission or Committee experience in the City of Roanoke or any other City:

I have served on the Roanoke Parks and Rec board for over ten years. I also served on the board for Bobcat Youth Football and cheer for 4 years.

What qualifications and/or experience do you possess that would assist you in serving the City of Roanoke in this position?

As a resident and long term board member, I have actively utilized the facilities and services offered by Parks and Rec. I feel that I am in tune with the recreational needs of the city.

What do you think are the most important issues or problems facing the City of Roanoke?

I think that our city's biggest problem/issue that we are currently facing is our rapid growth. Trying to keep the small town feel, but allow for growth is challenging.

Why do you want to serve on this Board, Commission or Committee?

I have always been a strong advocate for physical health as a key component to mental health.

Please provide any additional information or comments that you feel may help the City Council make a better decision in selecting you to serve on this Board, Commission or Committee:

I thoroughly love being able to contribute to the city in an area that I am passionate about.

Signature: _____

Shannon Davidson

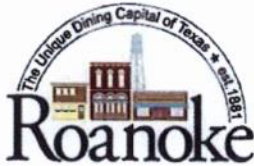
Date: _____

10/10/22

RECEIVED

OCT 11 2022

Eligible: Yes



BOARD, COMMISSION OR COMMITTEE APPLICATION

Board, Commission or Committee: Roanoke Parks and Recreation Board

Name: Robert Crawford Phone Number: _____

Address: _____

Employer: Town of Northlake E-Mail Address: _____

How long have you lived in Roanoke? 13 Years 4 Months

Are you currently registered to vote in Roanoke? Yes ☒ No ☐

Please list any current or previous Board, Commission or Committee experience in the City of Roanoke or any other City:

Parks and Recreation Board, Charter Commission Review Board, have worked in local government for over 24 years (Roanoke & Northlake)

What qualifications and/or experience do you possess that would assist you in serving the City of Roanoke in this position?

Current President of Roanoke Parks and Recreation Board - 2nd term, previous experience in municipal government 24+ years, Regional Director Region 8 Texas Police Chiefs Association, Past President of the North Texas Police Chiefs Association, Past President Champions Rotary

What do you think are the most important issues or problems facing the City of Roanoke?

Traffic is always at the forefront of issues with any city. Being competitive in attracting more businesses.

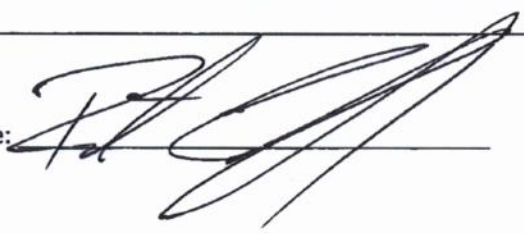
Why do you want to serve on this Board, Commission or Committee?

Have been involved with Roanoke Parks and Recreation Board for several years, also a former employee of the town; I feel I can give and explain different perspectives and have always had and continue to have a desire to serve my community.

Please provide any additional information or comments that you feel may help the City Council make a better decision in selecting you to serve on this Board, Commission or Committee:

I have lived or worked in Roanoke for 24+ years and have always had a strong commitment to the city.

I would like to continue to serve in the capacity of Parks and Recreation Board Member if chosen.

Signature:  Date: 10/09/2022

8/31/12



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: 2022- AHTC Bylaws

MEETING DATE: October 25, 2022

DEPARTMENT: Visitor Center/Museum

ITEM SUMMARY:

Consideration and action on approval of the Art and History Trail Committee Bylaws.

INFORMATION:

The Roanoke Art and History Trail Committee (AHTC) was created on August 23, 2022 (Resolution No. 2022-114R). The AHTC has submitted it's approved bylaws for City Council's approval.

STAFF RECOMMENDATION:

Approve the Roanoke Art and History Trail Committee Bylaws.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. Roanoke - Bylaws - Art History Trail Committee - redline - 092222
2. Roanoke - Bylaws - Art History Trail Committee - clean - 092222

BYLAWS OF THE ART & HISTORY TRAIL COMMITTEE

ARTICLE I PURPOSE AND MEMBERS

SECTION 1. NUMBER OF TERMS OF OFFICE

- A. The Art & History Trail Committee (the “Committee”) shall consist of up to eleven (11) members, each of whom shall be appointed by the City Council. A majority of the committee must be residents of the City of Roanoke, Texas (the “City”).
- B. The members of the Committee shall serve terms of three (3) years. Thereafter, each successive member of the Committee shall be appointed and serve for three (3) years or until a successor is appointed as hereinafter provided. All affected terms begin and expire in August of the applicable year. Not more than three (3) City council members may serve on the Committee at any one time.
- C. Any member may be removed from office by the City Council at will. A vacancy of any member’s position, which occurs by reason of death, resignation, disqualification, removal, or otherwise, shall be filled by the City Council.
- D. Board members are considered City officers for the purposes of the Texas Open Meetings Act, chapter 551 of the Texas Government Code, as amended

SECTION 2. VACANCIES AND RESIGNATIONS

A vacancy in any position of the Committee, which occurs by reason of death, resignation, disqualification, removal, or otherwise, shall be filled by the City Council. A vacancy in the office of Chairman or Vice Chairman which occurs by reason of death, resignation, disqualification, removal, or otherwise, shall be filled by election by the Committee from the remaining members, for the unexpired portion of the term of that office.

Any member may resign at any time. Such resignation shall be made in writing, addressed to the Chairman or Vice Chairman, and shall take effect at the time specified therein, or if no time is specified, at the time of its receipt by the Chairman or Vice Chairman.

SECTION 3. MEETINGS OF MEMBERS

For meetings of the Committee, notice thereof shall be provided and set forth in accordance with the Texas Open Meetings Act, Chapter 551 of the Texas Government Code. Any member of the Art & History Trail Committee may have an item placed on the agenda by delivering the same in writing to the City Staff liaison or City Secretary no less than five (5) calendar days prior to the date of the next meeting. Each agenda of the Committee meeting shall contain an item, titled “Public Input,” to allow public comment to be made by the general public concerning matters related to Art & History Trail. However, no official or formal action or vote may be taken on any comment made by citizens during Public Input.

The Committee shall hold regular and special meetings, in the corporate limits of the City, at such place or places as the Committee may from time to time determined, and in conformance with the Texas Open Meetings Act.

SECTION 4. QUORUM

A quorum is six (6) members of the Committee for the conduct of official business. The Act of a majority of the Committee or more at a meeting at which a quorum is in attendance shall constitute the act of the Committee, unless the act of a greater number is required by these Bylaws, policies/procedures of the Committee, City Council resolution/ordinance, or state law.

SECTION 5. CONDUCT OF BUSINESS

- A. At the meetings of the Committee, matters pertaining to the business of the Art & History Trail Committee shall be considered in accordance with the rules of procedure as from time to time prescribed by the Committee. Unless otherwise adopted by the Committee, the rules of procedures of the City Council shall be the rules of procedures for the Committee.
- B. At all meetings of the Committee, the Chairman shall preside, and in the absence of the Chairman, the Vice Chairman shall exercise the powers of the Chairman.
- C. The Secretary of the Board shall act as Secretary of all meetings of the Committee, but in the absence of the Secretary, the presiding officer may appoint any person to act as Secretary of the meeting. The Secretary shall keep minutes of the transactions of the Committee and Committee meetings and shall cause such official minutes to be recorded in books kept for that purpose in the principal office of the City. The unofficial minutes shall be submitted to the City Secretary within seven (7) days following the Committee meeting. This will enable the unofficial minutes to be distributed to the Committee members for their approval at a future Committee meeting.

SECTION 6. COMMITTEES OF THE BOARD

An official sub-committee of the Committee shall consist of not more than five (5) members. It is provided, however, that all final official actions may be exercised only by the Committee. Each sub-committee so designated shall keep regular minutes of the transactions of its meetings and shall cause such minutes to be recorded in books kept for that purpose in the principal office of the City.

SECTION 7. COMPENSATION OF DIRECTORS

The members, including the Chairman and Vice Chairman, shall not receive any salary or compensation for their services. However, members may be reimbursed for their actual expenses incurred in the performance of their duties hereunder, including but not limited to the cost of travel, lodging and incidental expenses reasonably related to the corporate duties of the Committee and approved by City Council. Travel expenses incurred by members for both regular and special meetings are not eligible for reimbursement.

ARTICLE II OFFICERS

SECTION 1. TITLES AND TERM OF OFFICE

The Chairman and Vice Chairman shall be elected by the Committee and shall serve a term of one (1) year. The respective terms of the initial Chairman and Vice Chairman shall be determined by the City Council. The Chairman and Vice Chairman shall continue to serve until their successors are appointed.

SECTION 2. POWERS AND DUTIES OF THE CHAIRMAN

The Chairman shall be the chief executive officer of the Committee, and shall, subject to the authority of the Committee and paramount authority and approval of the City Council, preside at all meetings of the Committee. In addition, the Chairman shall:

- A. call both regular and special meetings of the Committee and establish the agenda for such;
- B. have the right to vote on all matters coming before the Committee;
- C. have the authority to appoint standing or study committees to aid and assist the Committee in its business undertaking or other matters incidental to the operation and functions of the Committee;
- D. perform all duties incident to the office, and such other duties as shall be prescribed from time to time by the Committee, subject to approval by the City Council;
- E. appear before the City Council on a periodic basis, when requested, to give a report on the status of activities of the Committee; and
- F. appear before the City Council, or be represented by his designee, regarding any item being considered by the City Council concerning the Committee, when requested to be present.

SECTION 3. VICE CHAIRMAN

The Vice Chairman shall exercise the powers of the Chairman during that officer's absence or inability to act. The Vice Chairman shall also perform other duties as from time to time may be assigned by the Chairman or the Committee.

SECTION 4. ATTENDANCE

Members must be present in order to vote at any meeting. Regular attendance at the Committee meetings is required of all members. The following number of absences shall constitute the basis for replacement of a member. ~~Two (2) a~~ Absences greater than 25% from regularly scheduled ~~quarterly~~ meetings during any one year term (January 1st to December 31st) shall possibly be considered vacant.

SECTION 5. CONFLICT OF INTEREST

In the event that a member is aware that he has a conflict of interest or potential conflict of interest, with regard to any particular matter or vote coming before the Committee, the member shall bring the same to the attention of the Committee and shall abstain from discussion and voting thereof.

Any member shall bring to the attention of the Committee any apparent conflict of interest or potential

conflict of interest of any other member, in which case the Committee shall determine whether a true conflict of interest exists before any further discussion or vote shall be conducted regarding that particular matter. The member about whom a conflict of interest question has been raised shall refrain from voting with regard to the determination as to whether a true conflict exists. Failure to conform to these requirements herein and policies as may be adopted by the Committee is cause for dismissal from the Committee by action of the City Council.

SECTION 6. PARTICIPATION IN COMMITTEE MEETINGS

The City Manager, City Secretary, Mayor and Councilmembers, shall have the right to take part in any discussion of the Committee, or sub-committees thereof, including attendance of executive sessions, but shall not have the power to vote in any meetings attended.

ARTICLE III MISCELLANEOUS PROVISIONS

SECTION 1. APPROVAL OR ADVICE AND CONSENT OF THE CITY COUNCIL

To the extent that these bylaws refer to any action, approval, advise, or consent by the City to refer to action, approval, advice or consent by the City Council, such action, approval, advice, or consent shall be evidenced by a motion, resolution, or ordinance duly passed by the City Council and reflected in the minutes of the City Council.

SECTION 2. GIFTS

The Committee may accept on behalf of the Committee any contribution, gift, bequest, or device for the general purpose or for any special purposes of the Committee.

SECTION 3. CODE OF ETHICS

Each member, including the President and Vice President, its officers, employees, and agents shall abide by and be subject to the City Code of Ethics consistent with the state guidelines regarding gifts.

SECTION 4. AMENDMENTS TO BYLAWS

These Bylaws may be amended or repealed and new Bylaws may be adopted by an affirmative vote of not less than seventy-five percent (75%) of the authorized members serving on the Committee, subject to approval by the City Council. The City Council may amend these Bylaws at any time. Such amendments by the City Council will be duly passed, and adopted by motion, resolution or ordinance duly reflected in the minutes of the City Council, and thereafter, duly noted to the committee. These bylaws may not be amended more often than once a year.

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Any member may resign at any time. Such resignation shall be made in writing, addressed to the Chairman or Vice Chairman, and shall take effect at the time specified therein, or if no time is specified, at the time of its receipt by the Chairman or Vice Chairman.

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