

APPLICATION AND  
FINAL PLAT CHECKLIST

Date: March 13, 1984

Name of Proposed Subdivision CHANDLERS LANDING - PHASE 17

Name of Subdivider TEXAS-FRATES CORPORATION

Address #1 COMMODORE PLAZA, ROCKWALL, TEXAS 75087 Phone 214-722-5543

Owner of Record SAME

Address \_\_\_\_\_ Phone \_\_\_\_\_

Name of Land Planner/Surveyor/Engineer RICHARD T. GRICE

Address 10503 FOREST LN., SUITE 150 DALLAS, TX 75243 Phone 214-231-6883

Total Acreage 17.1 Current Zoning PD

Number of Lots/Units 115 Signed Richard T. Grice

The final Plat shall generally conform to the Preliminary Plat, as approved by the City Council and shall be drawn to legibly show all data into a satisfactory scale, usually not smaller than one inch equals 100 feet.

The following Final Plat Checklist is a summary of the requirements listed under Section VIII of the Rockwall Subdivision Ordinance. Section VIII should be reviewed and followed when preparing a Final Plat. The following checklist is intended only as a reminder and a guide for those requirements.

INFORMATION

Provided or                      Not  
Shown on Plat              Applicable

- |          |       |  |
|----------|-------|--|
| <u>X</u> | _____ | 1. Title or name of subdivision, written and graphic scale, north point, date of plat, and a key map     |
| <u>X</u> | _____ | 2. Location of the subdivision by City, County and State   |
| <u>X</u> | _____ | 3. Location of subdivision tied to a USGS monument, Texas highway monument, or other approved benchmark  |
| <u>X</u> | _____ | 4. Accurate boundary survey and property description with tract boundary lines indicated by heavy lines. |
| <u>X</u> | _____ | 5. Accurate plat dimensions with all engineering information necessary to reproduce plat on the ground   |

APPLICATION AND  
FINAL PLAT CHECKLIST

- |                   |                      |  |
|-------------------|----------------------|--|
| <u>  X  </u>      | <u>          </u>    | 6. Approved name and right-of-way width of each street, both within and adjacent to the subdivision  |
| <u>  X  </u>      | <u>          </u>    | 7. Locations, dimensions and purposes of any easements or other rights-of-way  |
| <u>  X  </u>      | <u>          </u>    | 8. Identification of each lot or site and block by letter or number and building lines of residential lots   |
| <u>          </u> | <u>          X  </u> | 9. The record owners of contiguous parcels of unsubdivided land; names and lot patterns of contiguous subdivisions, approved Concept Plans, reference recorded subdivision plats or adjoining platted land by record name, and deed record volume and page |
| <u>  X  </u>      | <u>          </u>    | 10. Boundary lines, dimensions and descriptions of open spaces to be dedicated for public use of the inhabitant of the subdivision   |
| <u>          </u> | <u>          X  </u> | 11. Contours at a minimum of 2 ft. intervals. Provided on prelim. develop. plan.   |
| <u>  X  </u>      | <u>          </u>    | 12. A certificate of dedication of all streets, alleys, parks and other public uses, signed by the owner or owners prior to recording.   |
| <u>  X  </u>      | <u>          </u>    | 13. The designation of the entity responsible for the operation and maintenance of any commonly held property, and a waiver releasing the City of such responsibility; a waiver releasing the City for damages in establishment or alteration of grades    |
| <u>  X  </u>      | <u>          </u>    | 14. An instrument of dedication or adoption signed by the owner or owners prior to recording.  |
| <u>  X  </u>      | <u>          </u>    | 15. Space for signatures attesting approval of the plat  |
| <u>  X  </u>      | <u>          </u>    | 16. The seal and signature of the surveyor and/or engineer responsible for surveying the subdivision and/or the preparation of the plat prior to recording.  |
| <u>  X  </u>      | <u>          </u>    | 17. Complies with all special requirements developed in preliminary plat review  |

X   \_\_\_\_\_

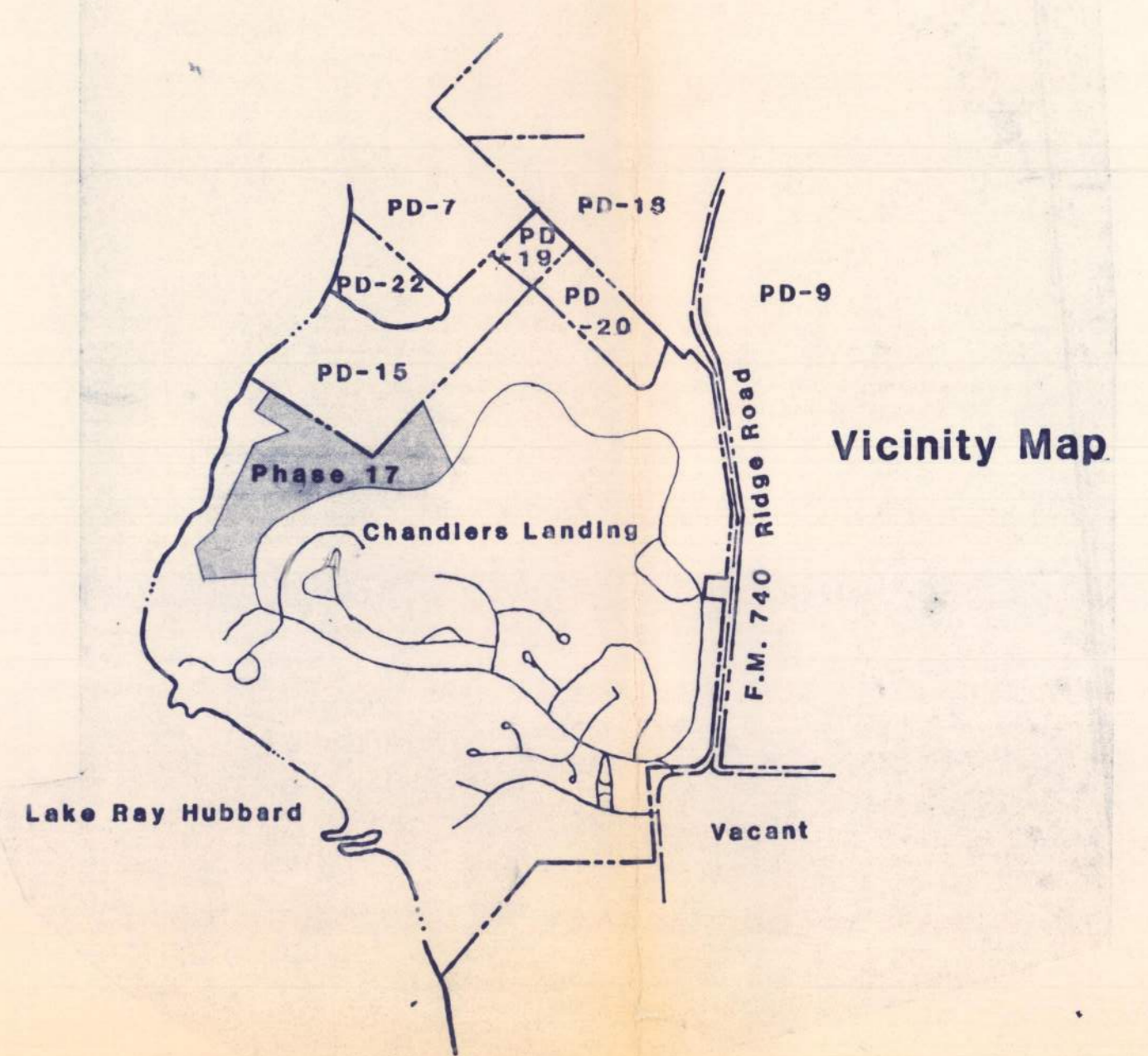
18. Plan profiles for streets and  
utilities

Taken by \_\_\_\_\_ File No. \_\_\_\_\_

Date \_\_\_\_\_

Fee   \$575.00  

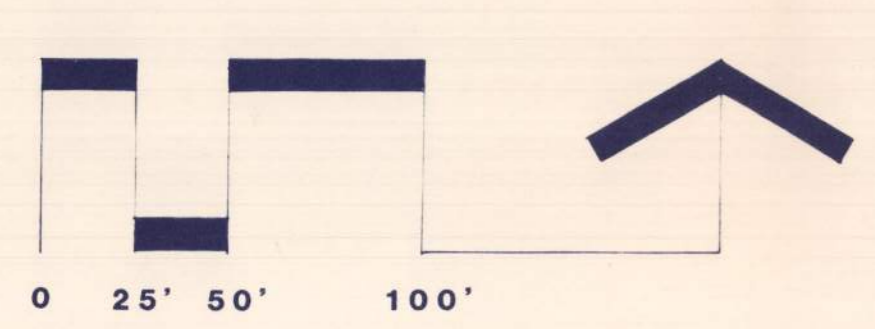
Receipt \_\_\_\_\_



**Notes:**  
 Surrounding land owned by Texas-Frutes Company, with the exception of single-family lots.  
 Location and types of all signs, including size, height, lighting, and orientation, shall be governed by the protective covenants as established by the Chandlers Landing Master Declaration of Covenants and Restrictions, Article IX, Section 1 (e).  
 Block A, lots 1-10, Block B, lots 1-50, Block C, lots 1-13, and Block D, lots 1-17 are to be Single-Family Attached units.  
 Block B, lots 51-73 are to be Single-Family Detached units.

Phase 17 Development Plan and Preliminary Plat for:  
**Chandlers Landing**  
 Rockwall, Texas

*[Signature]*  
 Land Planning - Poe and Associates of Texas, Inc.

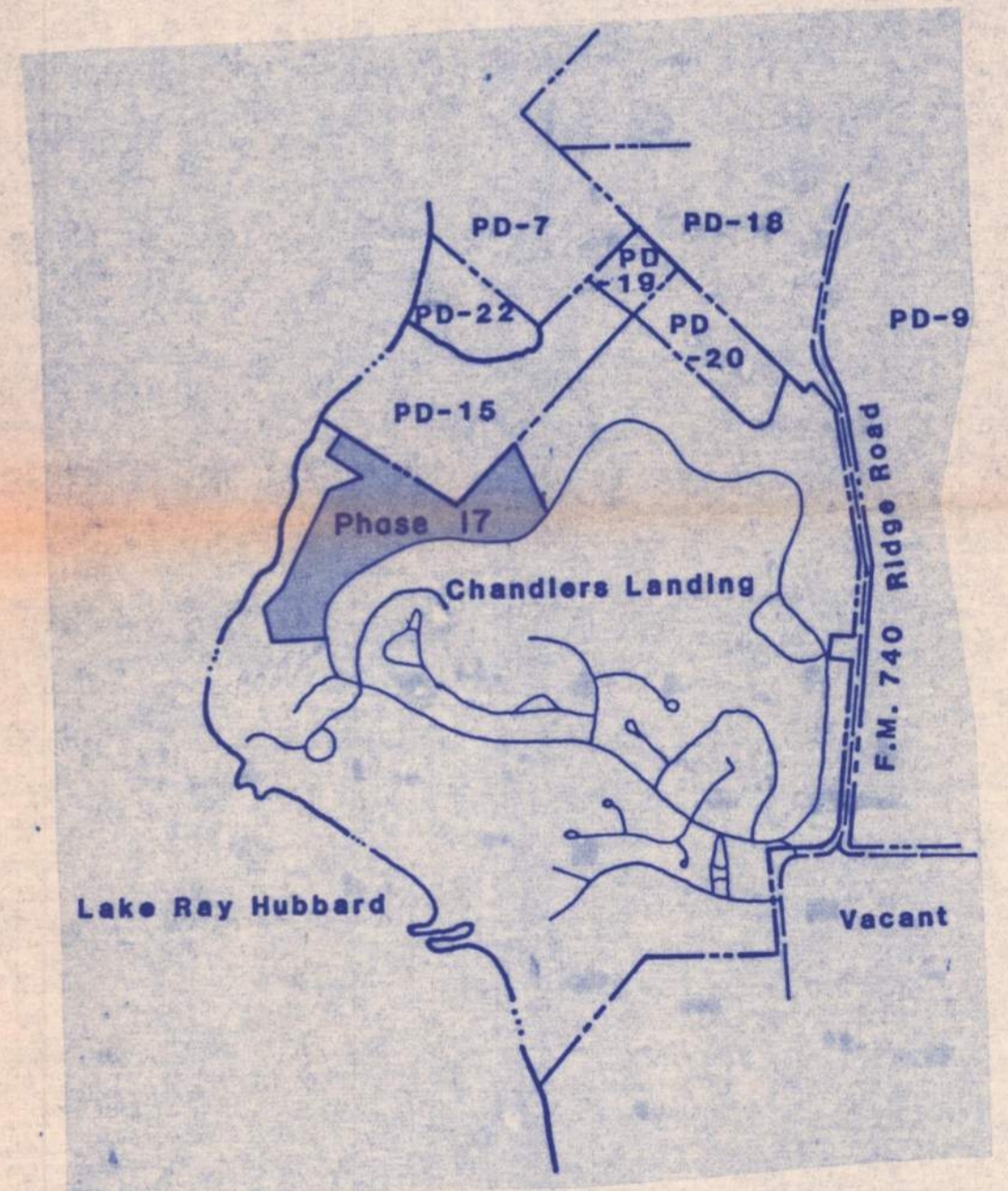
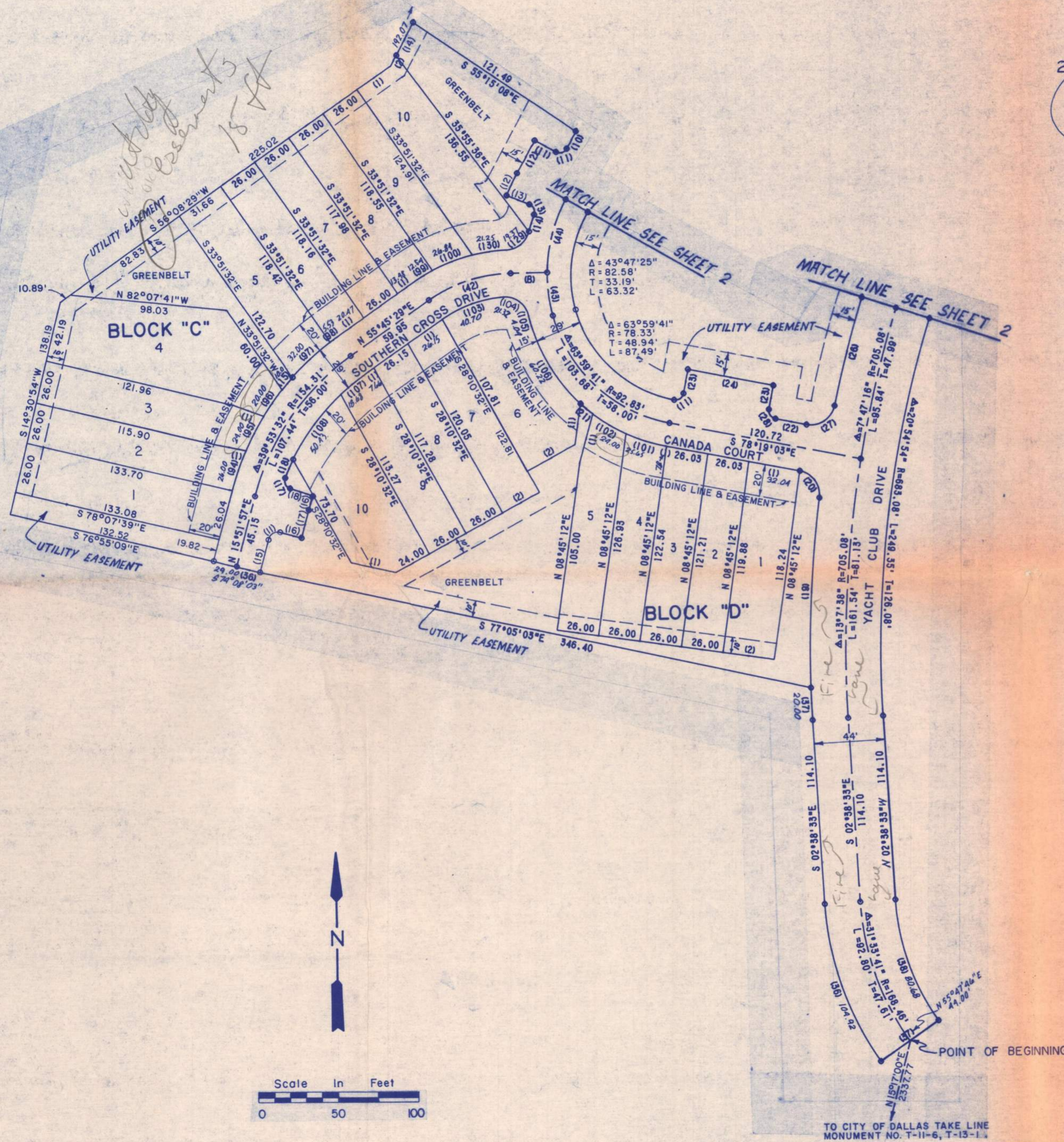


PYE & ASSOCIATES  
 PLANNING, INC.  
12000 W. LAKELAND BLVD., SUITE 100  
 DALLAS, TEXAS 75243  
 (214) 350-1111

NOTE: 1. Numbers in parentheses indicate curves. Curve data is tabulated on page 4 of 5 of this plat. Arc lengths are shown for each curve on this sheet.

2. The area within 8ft. Left & 8ft. Right of the Centerline of the Streets shown hereon are hereby Designated as Fire Lanes.

*no note on yacht drive*

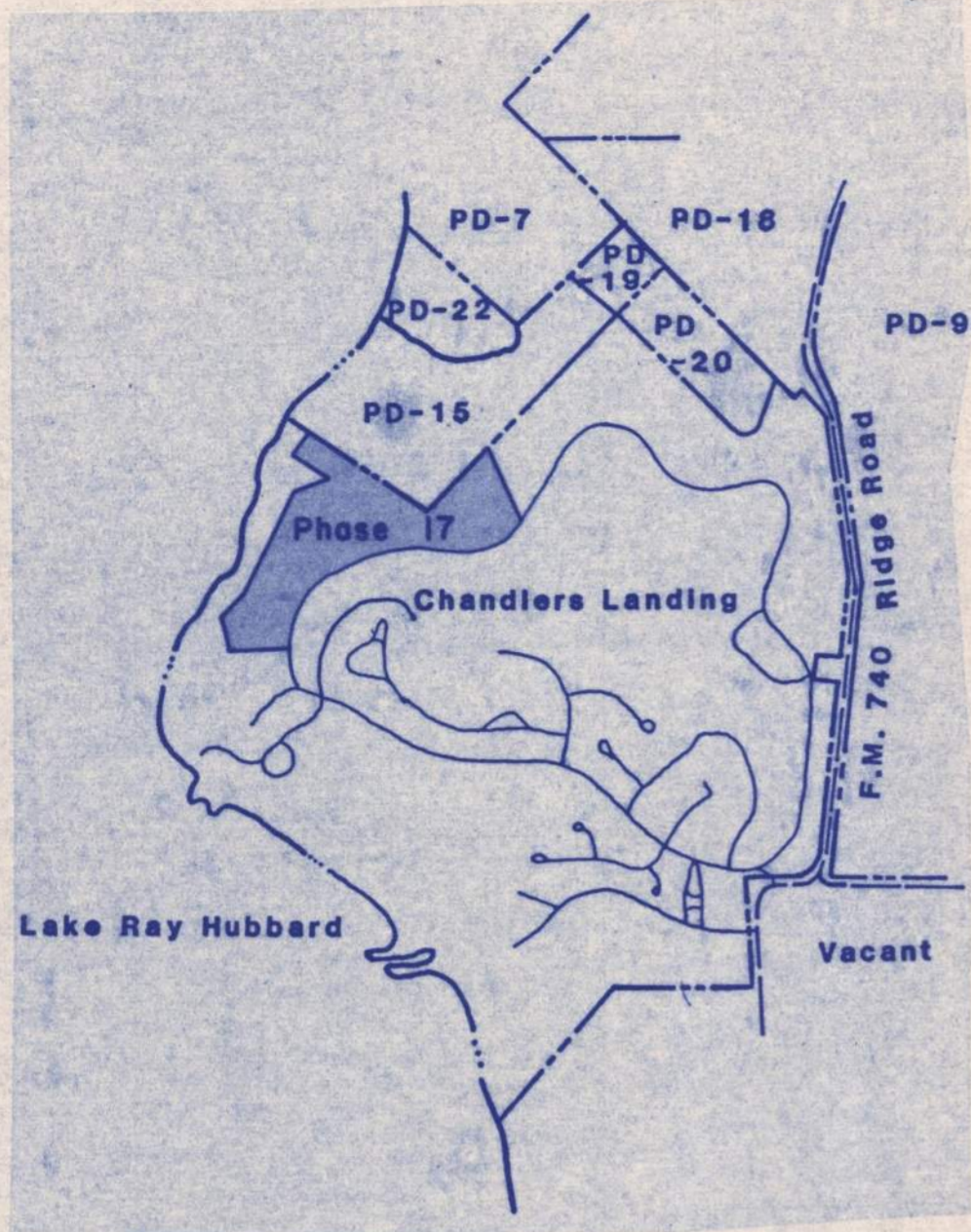


VICINITY MAP

*greenbelt and plain*

1. easement widths
  2. field notes - 2 errors
  3. extra two lots from preplan
  4. fire lane 20
  5. access to sewer lift station
  6. force main easement
- MAR 13 1984

FILE PLAT					CHANDLERS LANDING ROCKWALL COUNTY, TEXAS
PHASE SEVENTEEN					
DESIGN: R.W.S.	DRAWN: C.P.	SCALE: AS NOTED	DATE: MAR., 1984	SHEET: 1 OF 5	POE & ASSOCIATES OF TEXAS, INC.



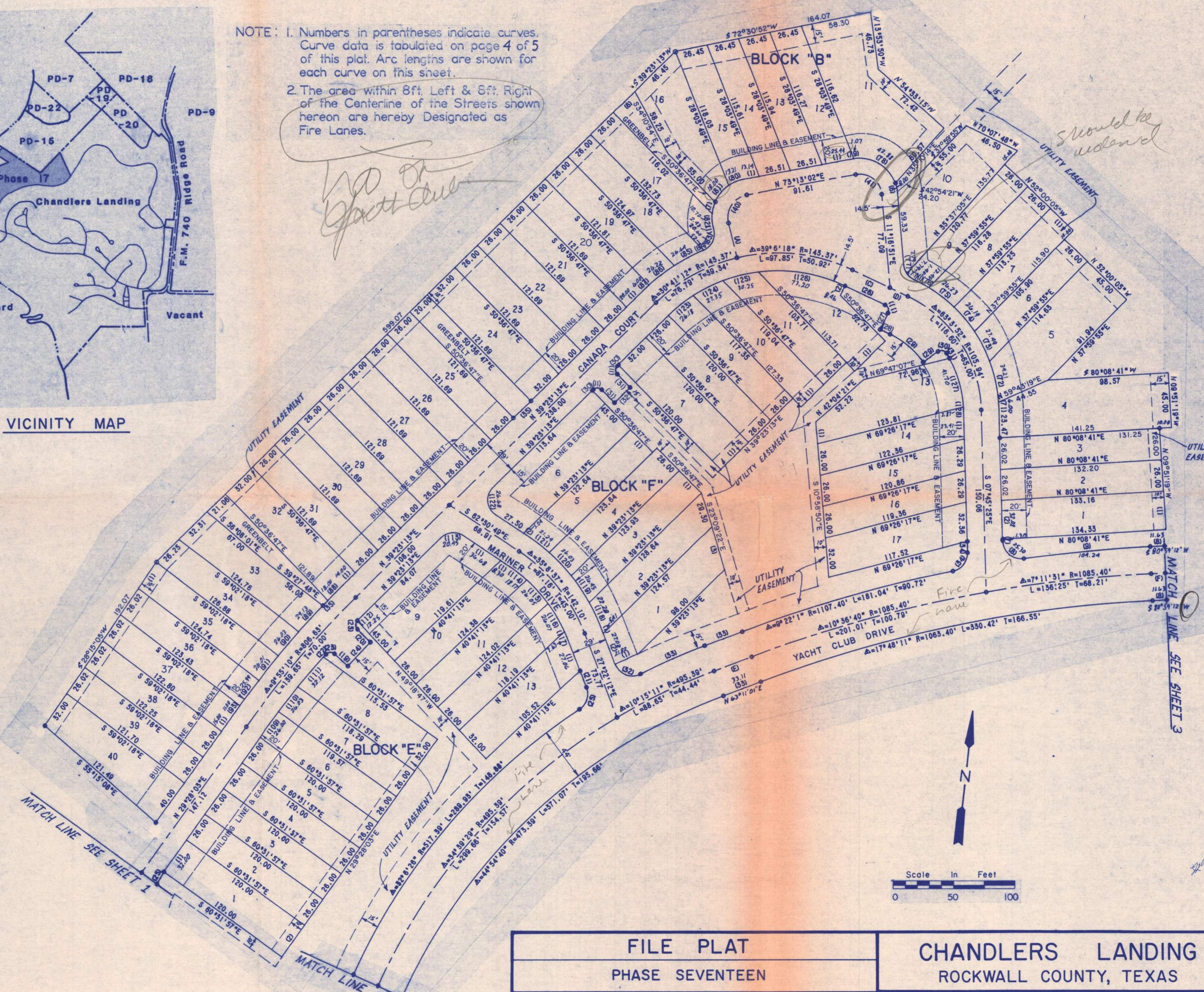
VICINITY MAP

NOTE: 1. Numbers in parentheses indicate curves. Curve data is tabulated on page 4 of 5 of this plat. Arc lengths are shown for each curve on this sheet.  
 2. The area within 8ft. Left & 8ft. Right of the Centerline of the Streets shown hereon are hereby Designated as Fire Lanes.

*80 ft. Fire Lane*

*Should be widened*

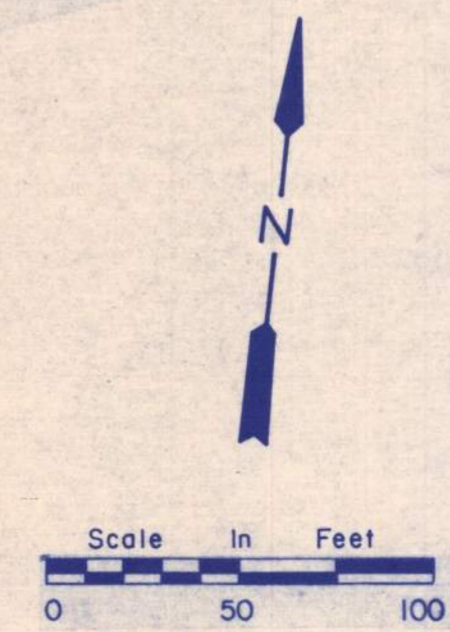
*Fire Lane*



MATCH LINE SEE SHEET 1

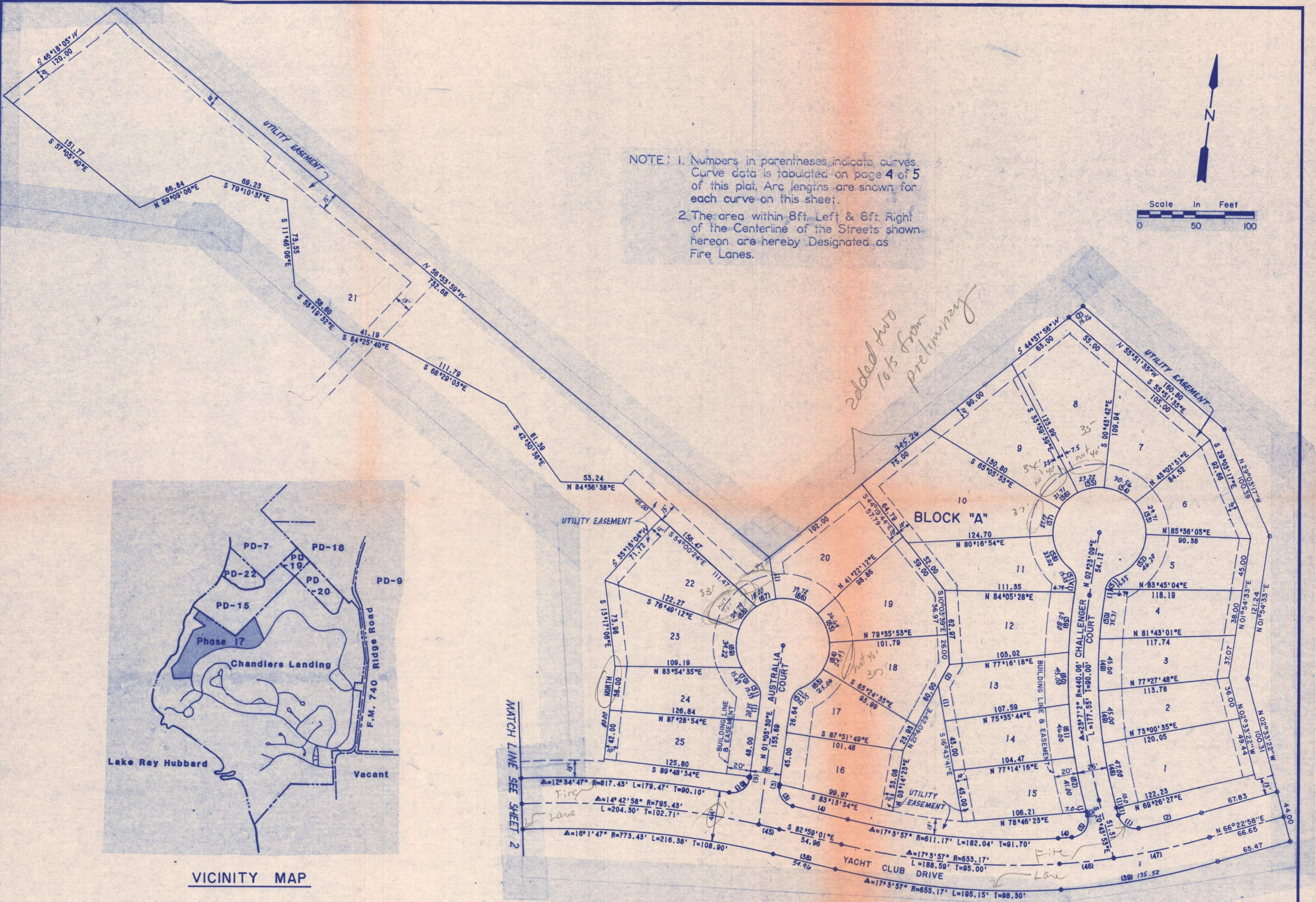
MATCH LINE SEE SH. 1

MATCH LINE SEE SHEET 3



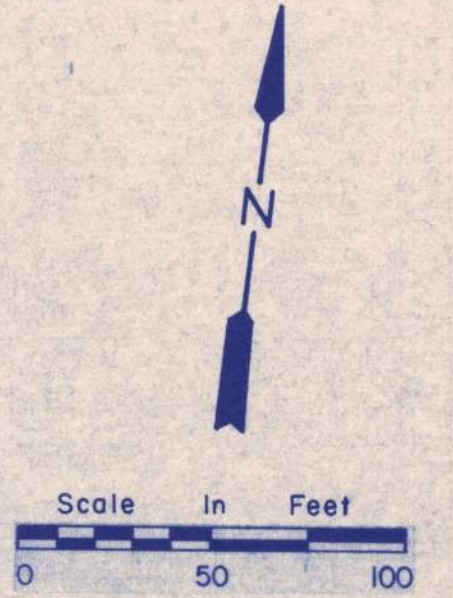
<b>FILE PLAT</b>				
<b>PHASE SEVENTEEN</b>				
DESIGN: R.W.S.	DRAWN: C.P.	SCALE: AS NOTED	DATE: MAR., 1984	SHEET: 2 OF 5

<b>CHANDLERS LANDING</b>
ROCKWALL COUNTY, TEXAS
POE & ASSOCIATES OF TEXAS, INC.

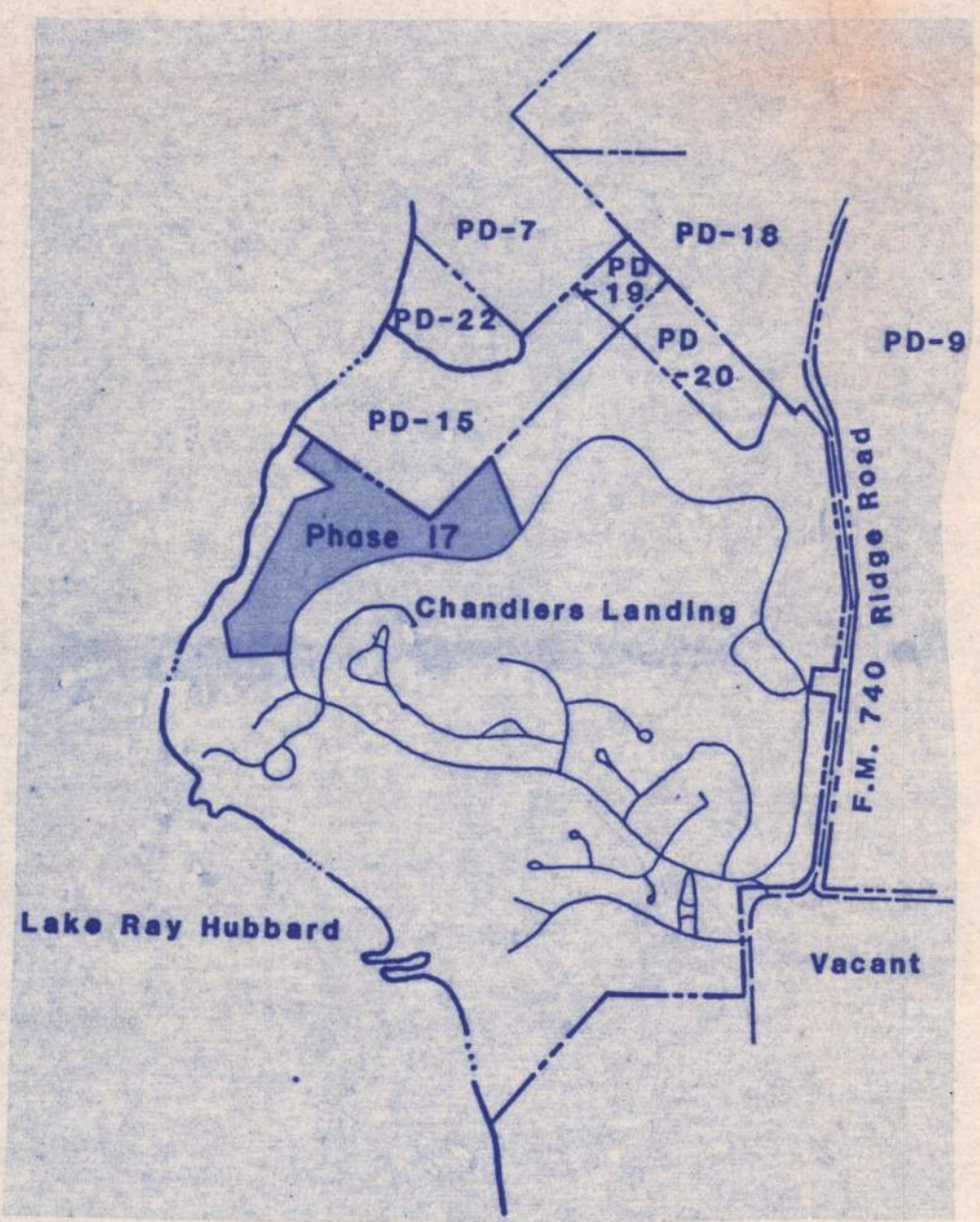


NOTE: 1. Numbers in parentheses indicate curves. Curve data is tabulated on page 4 of 5 of this plat. Arc lengths are shown for each curve on this sheet.

2. The area within 8ft. Left & 8ft. Right of the Centerline of the Streets shown hereon are hereby Designated as Fire Lanes.



*added two lots from preliminary*



VICINITY MAP

MATCH LINE SEE SHEET 2

<b>FILE PLAT</b>				
<b>PHASE SEVENTEEN</b>				
DESIGN:	DRAWN:	SCALE:	DATE:	SHEET:
R.W.S.	C.P.	AS NOTED	MAR., 1984	3 OF 5

**CHANDLERS LANDING**  
 ROCKWALL COUNTY, TEXAS

POE & ASSOCIATES OF TEXAS, INC.

CURVE DATA					
NO	Δ	DIST-RAD	ARC	TAN	CHORD
1	86°53'30"	15.00	22.75	14.21	20.63
2	05°59'30"	15.00	22.75	14.21	20.63
3	84°04'31"	15.00	22.01	13.52	20.09
4	01°16'55"	528.29	11.82	5.91	11.82
5	99°24'00"	15.00	26.92	17.69	22.88
6	14°42'26"	31.17	8.05	4.02	7.98
7	17°56'36"	31.93	10.50	5.04	9.96
8	96°38'58"	15.00	25.30	16.85	22.41
9	05°23'35"	1107.40	104.24	52.16	104.20
10	92°28'29"	15.00	24.21	15.66	21.67
11	90°00'00"	5.00	7.85	5.00	7.07
12	06°40'32"	131.58	15.33	7.67	15.32
13	87°32'30"	5.00	7.64	4.79	6.92
14	05°34'27"	111.58	10.86	5.43	10.85
15	03°23'39"	168.81	10.00	5.00	10.00
16	04°18'14"	119.81	9.00	4.50	9.00
17	92°07'32"	5.00	8.04	5.19	7.20
18	05°08'33"	139.81	12.55	6.28	12.54
19	09°19'52"	727.08	118.41	59.34	118.28
20	86°34'57"	15.00	22.67	14.13	20.57
21	05°20'18"	107.33	10.00	5.00	10.00
22	00°12'53"	792.13	2.97	1.48	2.97
23	90°21'50"	5.00	7.89	5.03	7.09
24	02°00'13"	772.13	27.00	13.50	27.00
25	77°44'59"	15.00	20.35	12.09	18.83
26	05°27'01"	727.08	69.17	34.61	69.14
27	88°51'37"	15.00	23.26	14.70	21.00
28	90°00'01"	5.00	7.85	5.00	7.07
29	28°52'26"	71.44	36.00	18.39	35.62
30	93°18'58"	5.00	8.14	5.30	7.27
31	02°57'00"	91.44	4.71	2.35	4.71
32	95°49'04"	15.00	25.09	16.61	22.26
33	06°22'17"	517.39	57.53	28.80	57.50
34	80°18'27"	15.00	21.02	12.66	19.35
35	00°25'07"	821.13	6.00	3.00	6.00
36	31°33'41"	190.46	104.92	53.83	103.59
37	01°34'34"	727.08	20.00	10.00	20.00
38	31°33'41"	146.46	80.66	41.39	79.66
39	13°34'04"	572.29	135.52	68.08	135.20
40	93°08'37"	18.93	30.78	20.00	27.50
41	95°30'07"	18.17	30.28	20.00	26.89
42	34°15'49"	90.84	54.32	28.00	53.52
43	15°57'24"	97.08	27.04	13.61	26.95
44	27°50'01"	97.08	47.16	24.05	46.70
45	01°18'49"	795.43	18.24	9.12	18.24
46	04°51'31"	550.29	46.66	23.35	46.65
47	08°42'33"	550.29	83.65	41.90	83.57
48	06°18'20"	427.06	47.00	23.52	46.98
49	06°02'15"	427.06	45.00	22.52	44.98
50	04°44'12"	427.06	35.31	17.66	35.30
51	59°23'49"	15.00	15.55	8.56	14.86
52	66°10'53"	40.00	46.20	26.07	43.68
53	42°33'14"	40.00	29.71	15.58	29.03
54	43°46'33"	40.00	30.56	16.07	29.82
55	33°15'57"	40.00	23.22	11.95	22.90
56	31°06'14"	40.00	21.71	11.13	21.45
57	34°37'13"	40.00	24.17	12.47	23.80
58	47°17'33"	40.00	33.02	17.51	32.09
59	06°25'26"	453.06	50.80	25.42	50.77
60	05°41'27"	453.06	45.00	22.52	44.98
61	05°49'03"	453.06	46.00	23.02	45.98
62	05°11'06"	453.06	41.00	20.51	40.99
63	35°53'53"	40.00	25.06	12.96	24.65
64	34°59'32"	40.00	24.43	12.61	24.05
65	38°13'41"	40.00	26.69	13.86	26.20

CURVE DATA					
NO	Δ	DIST-RAD	ARC	TAN	CHORD
66	56°53'49"	40.00	39.72	21.67	38.11
67	25°46'59"	40.00	18.00	9.16	17.85
68	35°30'36"	40.00	24.79	12.81	24.40
69	49°00'40"	40.00	34.22	18.23	33.18
70	22°28'26"	40.00	15.69	7.95	15.59
71	02°51'16"	120.44	6.00	3.00	6.00
72	16°16'27"	120.44	34.21	17.22	34.09
73	13°04'38"	120.44	27.49	13.80	27.43
74	12°27'27"	120.44	26.19	13.14	26.13
75	12°28'40"	120.44	26.23	13.17	26.18
76	05°55'24"	120.44	12.45	6.23	12.45
77	29°46'13"	15.00	7.79	3.99	7.71
78	78°49'30"	31.17	42.88	25.61	39.57
79	01°58'11"	31.17	1.07	.54	1.07
80	23°42'25"	31.93	13.21	6.70	13.12
81	32°17'52"	31.93	18.00	9.25	17.76
82	19°11'44"	31.93	10.70	5.40	10.65
83	78°41'28"	15.00	20.60	12.30	19.02
84	01°59'15"	15.00	.52	.26	.52
85	09°40'12"	157.87	26.64	13.35	26.61
86	09°31'00"	157.87	26.22	13.14	26.19
87	02°10'45"	157.87	6.00	3.00	6.00
88	01°15'22"	821.13	18.00	9.00	18.00
89	02°01'58"	821.13	29.13	14.57	29.13
90	01°48'58"	821.13	26.03	13.02	26.03
91	01°48'53"	821.13	26.01	13.01	26.01
92	01°48'50"	821.13	25.99	13.00	25.99
93	00°46'02"	821.13	11.00	5.50	11.00
94	08°49'28"	168.81	26.00	13.03	25.97
95	08°08'45"	168.81	24.00	12.02	23.98
96	06°47'18"	168.81	20.00	10.01	19.99
97	10°51'40"	168.81	32.00	16.05	31.95
98	01°52'42"	168.81	5.53	2.77	5.53
99	06°49'20"	105.34	12.54	6.28	12.54
100	14°35'54"	105.34	26.84	13.49	26.77
101	13°41'40"	107.33	25.65	12.89	25.59
102	12°48'44"	107.33	24.00	12.05	23.95
103	30°32'57"	76.34	40.70	20.85	40.22
104	81°26'45"	15.00	21.32	12.91	19.57
105	02°04'33"	111.58	4.04	2.02	4.04
106	32°08'59"	107.33	60.22	30.93	59.44
107	07°39'13"	139.81	18.68	9.35	18.66
108	20°40'00"	139.81	50.43	25.49	50.16
109	01°52'51"	792.13	26.00	13.00	26.00
110	01°52'59"	792.13	26.03	13.02	26.03
111	02°19'24"	792.13	32.12	16.06	32.12
112	00°53'10"	792.13	12.25	6.13	12.25
113	78°05'58"	15.00	20.45	12.17	18.90
114	08°09'26"	127.60	18.17	9.10	18.15
115	11°41'46"	127.60	26.05	13.07	26.00
116	11°59'12"	127.60	26.70	13.40	26.65
117	03°18'13"	127.60	7.36	3.68	7.36
118	08°09'08"	156.60	22.28	11.16	22.26
119	09°40'43"	156.60	26.45	13.26	26.42
120	09°31'27"	156.60	26.03	13.05	26.00
121	07°47'19"	156.60	21.29	10.66	21.27
122	101°54'02"	15.00	26.68	18.49	23.30
123	11°38'23"	128.87	26.18	13.14	26.13
124	12°09'29"	128.87	27.35	13.72	27.29
125	13°27'01"	128.87	30.25	15.20	30.18
126	32°32'37"	128.87	73.20	37.62	72.22
127	26°07'39"	91.44	41.70	21.22	41.34
128	01°47'49"	91.44	2.87	1.43	2.87
129	73°58'35"	15.00	19.37	11.30	18.05
130	11°33'26"	105.34	21.25	10.66	21.21

LOTS				
BLOCK	LOT	NO	Δ OR BRG	DIST-RAD
A	1	1	S20°43'53"E	10.00
A	4	1	N02°23'09"E	6.79
A	11	1	N02°23'09"E	6.79
A	13	1	S16°43'41"E	31.47
A	13	2	N21°40'29"E	20.00
A	15	1	S20°43'53"E	7.00
A	20	1	S15°31'37"E	35.72
A	24	1	N01°05'30"E	20.35
B	1	1	S09°51'19"E	32.00
B	1	2	S07°45'25"E	32.02
B	2	1	N02°16'02"E	26.59
B	0	1	S17°54'35"E	26.26
B	7	1	S52°00'05"E	26.00
B	9	1	S70°49'17"E	1.40
B	11	1	N72°30'52"E	32.20
B	12	1	N73°13'02"E	25.44
B	15	1	N73°13'02"E	13.14
B	17	1	S19°55'35"E	2.43
B	20	1	N39°23'13"E	20.00
B	32	1	N39°23'13"E	14.00
B	35	1	N28°15'05"E	26.02
B	37	1	N29°28'03"E	15.00
C	2	1	S77°20'57"E	20.40
C	3	1	S68°47'39"E	20.37
C	6	1	N55°45'29"E	20.47
C	8	1	N55°45'29"E	13.48
D	1	1	S78°19'03"E	32.04
D	1	2	S81°14'48"E	32.00
D	4	1	S78°19'03"E	.78
D	5	1	N15°57'44"E	31.55
D	6	1	N08°35'44"E	25.35
D	6	2	N61°49'28"E	34.00
D	7	1	N55°45'29"E	26.15
D	7	2	N61°49'28"E	26.00
D	9	1	N55°45'29"E	7.66
D	10	1	S76°55'09"E	29.00
E	1	1	N29°28'03"E	32.00
E	1	2	N29°28'03"E	32.00
E	9	1	S62°30'49"E	36.68
E	10	1	S62°30'49"E	8.30
E	13	1	S27°22'12"E	27.06
F	1	1	N58°35'09"E	21.82
F	1	2	S27°22'12"E	27.02
F	1	3	S23°09'22"E	36.06
F	2	1	S27°22'12"E	5.41
F	3	1	S50°36'47"E	26.00
F	5	1	S50°36'47"E	26.00
F	5	2	S62°30'49"E	5.04
F	7	1	N39°23'13"E	32.00
F	10	1	N39°23'13"E	26.00
F	12	1	N39°23'13"E	35.00
F	12	2	N19°10'43"E	8.46
F	13	1	S10°58'50"E	18.00
F	14	1	S07°45'25"E	23.41
C	10	1	N56°08'28"E	25.64
C	10	2	N28°15'05"E	7.19

CENTERLINES AND BOUNDARIES					
NO	Δ OR BRG	DIST-RAD	NO	Δ OR BRG	DIST-RAD
A	S19°55'35"E	29.17	D	S70°49'17"E	16.53
B	S89°58'42"E	22.34	E	N63°11'01"E	33.11
C	S70°49'17"E	34.97	F	N80°59'12"E	11.63
1	S20°43'53"E	6.90	20	S51°51'47"E	14.98
2	S44°37'56"W	15.26	21	S27°22'12"E	14.75
3	N01°05'30"E	2.20	22	S78°19'04"E	19.72
4	S82°59'01"E	48.91	23	N11°40'57"E	15.00
5	S20°43'53"E	3.45	24	S78°19'03"E	54.00
6	N39°23'13"E	25.00	25	N29°28'03"E	11.12
7	N07°45'25"W	1.30	26	S70°49'17"E	36.53
8	N80°59'12"E	11.63	27	N19°10'43"E	15.00
9	N01°05'30"E	1.20	28	S70°49'17"E	9.00
10	N29°28'03"E	12.12	29	N48°03'09"E	14.86</



OWNERS CERTIFICATE

STATE OF TEXAS  
COUNTY OF ROCKWALL

WHEREAS, TEXAS-FRATES CORPORATION is the owner of a tract of land in the County of Rockwall, State of Texas, said tract being described as follows:

BEING a tract of land out of the E. Teel Survey, Abstract No. 207, Rockwall County, Texas, and further being a part of the same tract of land conveyed to the Whilden Construction Company by deed recorded in Volume 44, Page 618, Deed of Records, Rockwall County, Texas, and being more particularly described as follows:

BEGINNING at a point which is N 15°17'00" E a distance of 2,337.77 feet from the City of Dallas Take Line Monument T-13-1, T-11-6; thence N 55°47'46" E a distance of 22.00 feet; thence Northerly along a curve to the right having a radius of 146.46 feet a distance of 80.68 feet; thence N 02°38'33" W a distance of 114.10 feet; thence Northerly along a curve to the right having a radius of 683.08 feet a distance of 249.35 feet; thence Easterly along a curve to the right having a radius of 473.39 feet a distance of 371.07 feet; thence N 63°11'01" E a distance of 33.11 feet; thence Easterly along a curve to the right having a radius of 1,063.40 feet a distance of 330.42 feet; thence N 80°59'12" E a distance of 11.63 feet; thence Easterly along a curve to the right having a radius of 773.43 feet a distance of 216.38 feet; thence S 82°59'01" E a distance of 54.96 feet; thence Easterly along a curve to the left having a radius of 665.17 feet a distance of 195.15 feet; thence Easterly along a curve to the left having a radius of 572.29 feet, a distance of 135.52 feet; thence N 66°22'58" E a distance of 65.47 feet; thence N 02°33'22" W a distance of 144.31 feet; thence N 01°54'33" E a distance of 121.24 feet; thence N 29°03'17" W a distance of 100.39 feet; thence N 55°51'35" W a distance of 160.80 feet; thence S 44°37'56" W a distance of 345.26 feet; thence N 56°53'59" W a distance of 732.68 feet; thence S 46°18'05" W a distance of 120.00 feet; thence S 57°05'40" E a distance of 151.77 feet; thence N 59°09'06" E a distance of 66.84 feet; thence S 79°10'37" E a distance of 69.23 feet; thence S 11°46'06" E a distance of 73.55 feet; thence S 53°19'32" E a distance of 58.60 feet; thence S 84°25'40" E a distance of 41.19 feet; thence S 68°29'03" E a distance of 111.79 feet; thence S 42°30'38" E a distance of 81.39 feet; thence N 84°36'38" E a distance of 53.24 feet; thence S 54°00'24" E a distance of 45.00 feet; thence S 35°16'04" W a distance of 71.72 feet; thence S 13°17'06" E a distance of 73.98 feet; thence South a distance of 80.00 feet; thence S 89°48'34" E a distance of 125.80 feet; thence S 01°05'30" W a distance of 1.20 feet; thence Westerly along a curve to the right having a radius of 15.00 feet, a distance of 24.21 feet; thence Westerly along a curve to the left having a radius of 817.43 feet a distance of 179.47 feet; thence S 80°59'12" W a distance of 11.63 feet; thence Westerly along a curve to the left having a radius of 1,007.40 feet a distance of 104.24 feet; thence Northerly along a curve to the right having a radius of 15.00 feet, a distance of 25.30 feet; thence N 07°45'25" W a distance of 1.30 feet; thence N 80°08'41" E a distance of 134.33 feet; thence N 09°51'19" W a distance of 84.00 feet; thence N 80°08'41" E a distance of 10.00 feet; thence N 09°51'19" W a distance of 45.00 feet; thence S 80°08'41" W a distance of 98.57 feet; thence N 37°59'55" E a distance of 91.94 feet; thence N 52°00'05" W a distance of 71.00 feet; thence N 37°59'55" E a distance of 10.00 feet; thence N 52°00'05" W a distance of 78.00 feet; thence N 35°37'05" E a distance of 15.00 feet; thence N 70°07'48" W a distance of 46.50 feet; thence S 37°59'55" W a distance of 55.00 feet; thence S 42°54'21" W a distance of 24.20 feet; thence Northerly along a curve to the left having a radius of 31.17 feet, a distance of 8.00 feet; thence N 35°10'14" E a distance of 60.57 feet; thence N 54°33'15" W a distance of 72.42 feet; thence N 13°53'50" W a distance of 46.73 feet; thence S 72°30'52" W a distance of 164.07 feet; thence S 39°23'13" W a distance of 599.07 feet; thence S 28°15'05" W a distance of 192.07 feet; thence S 56°08'29" W a distance of 255.02 feet; thence S 14°30'54" W a distance of 138.19 feet; thence S 76°55'09" E a distance of 132.52 feet; thence S 74°08'03" E a distance of 29.00 feet; thence S 77°05'03" E a distance of 346.40 feet; thence Southerly along a curve to the left having a radius of 727.08 feet a distance of 20.00 feet; thence S 02°38'33" E a distance of 114.10 feet; thence Southerly along a curve to the left having a radius of 190.46 feet, a distance of 104.92 feet; thence N 55°47'46" E a distance of 22.00 feet to the Point of Beginning.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

THAT TEXAS - FRATES CORPORATION does hereby adopt this plat designating the hereinabove described property as CHANDLERS LANDING PHASE SEVENTEEN, and does hereby reserve all rights of the premises to the exclusion of the public, except as described otherwise herein, reserving such rights to THE TEXAS - FRATES CORPORATION, its successors and assigns, and further, reserving its private easement for itself, its successors, and assigns, at all times hereafter for ingress and egress to and from the herein described tract. Any and all private roads constructed on said property shall not be construed as a grant to the public, but to the contrary, as private ways reserved unto TEXAS - FRATES CORPORATION, its successors and assigns. Provided, however, all private roads, common areas, and/or utility easements are hereby dedicated for mutual use and accommodation of all public utilities and government agencies desiring to use or using same. No buildings, shall be constructed or placed upon, over or across the utility easements as described herein. Said utility easements being hereby reserved for the mutual use and accommodation of all public utilities desiring to use or using same. All public utilities shall have the right to remove and keep removed all or parts of any buildings, fences, trees, shrubs, or growths which may in any way, endanger or interfere with construction, maintenance, or efficiency of its respective system on the utility easements. All public utilities shall at all times have the full right of ingress and egress to or from and upon the said utility easements for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining, and adding to or removing all or part of its respective systems without the necessity at any time of procuring the permission of anyone. Any public utility shall have the further right of ingress and egress to private property for the purpose of reading meters and any maintenance and service required or ordinarily performed by that utility. TEXAS - FRATES CORPORATION, its successors or assigns, will be responsible for maintenance of all private streets and drives. The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grades of streets in this addition.

WITNESS OUR HANDS at Rockwall, Texas, this \_\_\_\_\_ day of \_\_\_\_\_, 1984.

TEXAS-FRATES CORPORATION

BY: \_\_\_\_\_ ATTEST: \_\_\_\_\_  
Danny McCoy, Vice-President

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_  
BEFORE ME, the undersigned authority, in and for said State, on this day personally appeared \_\_\_\_\_ known to me to be the person(s) and officer(s) whose name(s) is (are) subscribed to the foregoing instrument and acknowledged to me that the same was the act of the said TEXAS - FRATES CORPORATION, a corporation, and that he (they) executed the same as the act of such corporation for the purposes and consideration therein expressed, and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS \_\_\_\_\_ day of \_\_\_\_\_, 1984.

Notary Public in and for the State of \_\_\_\_\_  
Commission expires \_\_\_\_\_

SURVEYORS CERTIFICATE

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS: That I, Richard T. Grice, do hereby certify that I prepared this plat from an actual and accurate survey of the land, and that the corner monuments shown thereon were properly placed under my personal supervision.

Richard T. Grice, P.E., Registered Public Surveyor

STATE OF TEXAS  
COUNTY OF DALLAS

BEFORE ME, the undersigned Notary Public, in and for said State, on this day personally appeared Richard T. Grice, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 1984.

Notary Public in and for the State of Texas

Commission Expires: \_\_\_\_\_

RECOMMENDED FOR FINAL APPROVAL

City Administrator \_\_\_\_\_ Date \_\_\_\_\_

APPROVED

Chairman, Planning and Zoning Commission \_\_\_\_\_ Date \_\_\_\_\_

I hereby certify that the above foregoing plat of CHANDLERS LANDING PHASE SEVENTEEN, an addition to the City of Rockwall, Texas was approved by the City Council of the City of Rockwall on the \_\_\_\_\_ day of \_\_\_\_\_, 1984.

Said addition shall be subject to all the requirements for the Platting Ordinances of the City of Rockwall.

WITNESS MY HAND this \_\_\_\_\_ day of \_\_\_\_\_, 1984.

Mayor, City of Rockwall \_\_\_\_\_ City Secretary, City of Rockwall \_\_\_\_\_

FILE PLAT					CHANDLERS LANDING ROCKWALL COUNTY, TEXAS
PHASE SEVENTEEN					
DESIGN: R.W.S.	DRAWN: C.P.	SCALE: N.T.S.	DATE: MAR., 1984	SHEET: 5 OF 5	POE & ASSOCIATES OF TEXAS, INC.



CHANDLERS LANDING/PHASE 17

December 27, 1983

OVERALL DATA:

Total Gross Area.....±17.5 acres  
Total Number of Units.....113.0 units  
No. of D.U.'s per Gross Acre.....6.4 U/ac.  
Total Net Area (Lots only).....11.5 acres  
No. of D.U.'s per Net Acre.....9.8 U/ac.  
Total No. of Parking Spaces.....271.0 spaces  
(excluding garage parking)  
No. of Parking Spaces per Unit.....2.4 spaces  
(excluding garage parking)  
Total Parking and Street Coverage.....2.7 acres  
Total Open Space.....3.3 acres

TOWNHOMES: LOTS 1-10, BLOCK A; LOTS 1-50, BLOCK B

LOTS 1-13, BLOCK C; and LOTS 1-17, BLOCK D

Gross Area.....±11.8 acres  
Total Number of Units.....90.0 units  
No. of D.U.'s per Gross Acre.....7.6 U/ac.  
Total Net Area (Lots only).....7.3 acres  
No. of D.U.'s per Net Acre.....12.3 U/ac.  
Total No. of Parking Spaces.....225.0 spaces  
(excluding garage parking)  
No. of Parking Spaces per Unit.....2.5 spaces  
(excluding garage parking)  
Total Street Coverage.....2.2 acres  
Total Open Space.....2.3 acres

AREA REQUIREMENTS:

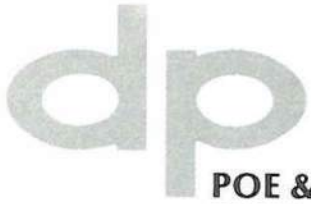
Minimum Lot Area.....	3000 sq.ft.	
Minimum Floor Area per D.U.....	<del>1000</del> sq.ft.	1500 sq ft.
Minimum Lot Frontage.....	26 ft.	30 corners
Minimum Front Setback.....	20 ft.	
	(15 ft. w/side entry garage)	
Minimum Rear Setback.....	10 ft.	
Minimum Side Yard (abutting structure)....	0 ft.	
Minimum Side Yard (abutting street).....	10 ft.	
Minimum Bldg. Separation.....	10 ft.	(20'every 250')
Maximum Bldg. Coverage.....	60 %	
Maximum No. of Attached Units.....	8 units	
Maximum Bldg. Height.....	30 ft.	

PATIO HOMES: LOTS 51-73, BLOCK B

Gross Area.....	±5.7 acres
Total Number of Units.....	23.0 units
No. of D.U.'s per Gross Acre.....	4.0 U/ac.
Total Net Area (Lots only).....	4.2 acres
No. of D.U.'s per Net Acre.....	5.5 U/ac.
Total No. of Parking Spaces.....	46.0 spaces
(excluding garage parking)	
No. of Parking Spaces per Unit.....	2.0 spaces
(excluding garage parking)	
Total Parking & Street Coverage.....	0.5 acres
Total Open Space.....	1.0 acres

AREA REQUIREMENTS:

- Minimum Lot Area.....4000 sq.ft.
- Minimum Floor Area per D.U.....1500 sq.ft. *1500 sq. ft.*
- Minimum Lot Frontage.....40 ft. (at bldg. line)
- Minimum Lot Depth.....100 ft.
- Minimum Front Setback.....20 ft.
- Minimum Rear Setback.....15 ft.
- Minimum Side Yard.....0 ft. and 10 ft.
- Minimum Bldg. Separation.....10 ft. *15'?*
- Maximum Bldg. Coverage.....60 %
- Maximum Bldg. Height.....30 ft.
- Minimum Off-Street Parking.....2 spaces/unit  
(excluding garage)



**POE & ASSOCIATES  
OF TEXAS, INC.**

LAND PLANNERS/ENGINEERS

10503 Forest Lane, Suite 150

Dallas, Texas 75243

(214) 231-6883

March 13, 1984

Ms. Karen Martin  
City of Rockwall  
102 East Washington  
Rockwall, Texas 75087

RE: Final Plat  
Chandlers Landing - Phase 4 & 17

Dear Ms. Martin;

Transmitted herewith are thirteen (13) sets of blue line prints of the Final Plat for the above referenced projects. We are also submitting the completed "Application and Final Plat Checklist," and a check for \$800.00 in accordance with the City of Rockwall requirements.

Also transmitted herewith are three (3) sets of blue line prints of the utility drawings for your review and approval. The sanitary sewer and storm drainage calculations will be sent to your reviewing engineers later this week.

We request these Final Plats to be reviewed at the Planning and Zoning meeting scheduled for April 12, 1984. If additional information is necessary, please call and it will be promptly provided.

Sincerely,

  
Richard T. Grice, P.E.

cc: Van Hall  
Bob Smith  
Craig Curry  
Joe Pitts

RTG/br

**FREESE AND NICHOLS, INC.**  
CONSULTING ENGINEERS

April 2, 1984

City of Rockwall  
102 E. Washington  
Rockwall, Texas 75087

Attention: Mr. Jesse Gilbert, City Administrator  
Mr. Ed Heath, Director of City Services

Re: Chandlers Landing  
Phase 17 - ROK 84804

Gentlemen:

We have received the plans for the referenced project and offer the following comments regarding compliance with Rockwall's Standards of Design and good engineering practice:

GENERAL

It is understood that because of extreme topography Chandlers Landing has historically placed the sewer and water in locations that are not typical of the desired placement as recorded by the City of Rockwall in the Standards of Design. However, to meet the requirements of this document the water lines are required to be placed 3 1/2 feet from the back of curb on the north side of east-west streets and on the west side of north-south streets. Likewise, sewer lines are to be placed 3 1/2 feet from the back of curb on the south side of east-west streets and on the east side of north-south streets. Variance from this pattern must be approved by the City.

PAVING

1. It would be helpful in the design process if the plan and profiles would provide the following information, if possible:
  - a) Arrows indicating direction of storm water flow.
  - b) Valleys shown in the plan view should be reflected in the profile if centerline of grade is used instead of top of curb profiles.
  - c) Separation of grade for curbs is not apparent in paving plan, however, storm sewer plans show cross section of paving which indicates that this occurs.
  - d) Elevations of gutters shown at curb returns at street intersections.

SIMON W. FREESE, P.E.  
JAMES R. NICHOLS, P.E.  
ROBERT L. NICHOLS, P.E.  
LEE B. FREESE, P.E.  
ROBERT S. GOOCH, P.E.  
JOE PAUL JONES, P.E.  
ROBERT A. THOMPSON III, P.E.  
JOHN H. COOK, P.E.  
T. ANTHONY REID, P.E.

JOE B. MAPES, P.E.  
OCIE C. ALLEN, P.E.  
W. ERNEST CLEMENT, P.E.  
ELVIN C. COPELAND, P.E.  
GARY N. REEVES, P.E.

2. The vertical curves at Station 40+50 on Mariner Drive, Station 30+55 on Southern Cross, Station 10+80 on Canada Court, and Station 48+50 on Yacht Club Drive do not comply with the Standards for Design for the City of Rockwall. It is understood that the terrain provides a difficult design problem. In instances where the design cannot be modified the City may require 15 MPH speed signs lines to be posted and allow the smaller vertical curves.
3. It is recommended that all utilities be shown the paving plan and profile as has been done in the storm sewer plan and profile and the sewer profile.
4. Although it is realized that Chandlers Landing has historically varied from the standard paving designs regarding R.O.W. widths, paving widths, radius lengths for residential streets, cul-de-sacs; and curb returns, it may be noted that this project does not meet the Standards of the City for "Type G", "Type H" and "Type I" pavement widths in these areas.
5. It is recommended that standard design details (for paving, water, storm sewer, and sanitary sewer) be provided to facilitate the review process.

#### STORM DRAINAGE

1. The City of Rockwall policy is to install storm inlets at sizes which are multiples of 5. Therefore it is recommended that the storm sewer inlets marked on the storm sewer plans be changed to satisfy this policy.

#### WATER

1. Rockwall Standards for Design states that the minimum size for water lines for residential subdivisions shall be 6 inch. Therefore it is recommended that the 4" line located on Canada Court, Australia Lane, and Challenger Drive be changed to 6 inch lines.
2. It is recommended that the fire hydrant located on the 6 inch line in Challenger Court be moved to the intersection of Yacht Club Drive and Challenger Drive and be located on the 8 inch line on Yacht Club Drive.

#### SANITARY SEWER

No comments are necessary on sanitary sewer.



Letter to City of Rockwall  
April 2, 1984  
Page Three

GENERAL COMMENTS

Upon the City of Rockwall's review and acceptance of the comments offered herein, we would recommend the Developer provide corrections and additions to the plans as noted and two copies of revised plans be resubmitted for review. Our recommendations do not in any way relieve the Developer or his agent from responsibility and compliance with the City of Rockwall's design standards and good engineering practice. Please contact us if you have any questions or if we can be of further service.

Yours very truly,

FREESE AND NICHOLS, INC.



T. Anthony Reid, P.E.

TAR/jd



**POE & ASSOCIATES**  
OF TEXAS, INC.

LAND PLANNERS/ENGINEERS

10503 Forest Lane, Suite 150

Dallas, Texas 75243

(214) 231-6883

April 12, 1984

City of Rockwall  
102 E. Washington  
Rockwall, Texas 75087

ATTN: Mr. Jesse Gilbert, City Administrator  
Mr. Ed Heath, Director of City Services

RE: Chandlers Landing  
Phase 17 - ROK 84804

Gentlemen:

We have received the comment letter for the subject project and are proceeding with completion of the construction and planning documents as follows:

GENERAL COMMENT

\*It is understood that because of extreme topography Chandlers Landing has historically placed the sewer and water in locations that are not typical of the desired placement as recorded by the City of Rockwall in the Standards of Design. However, to meet the requirements of this document the water lines are required to be placed 3 1/2 feet from the back curb on the north side of east-west streets and on the west side of north-south streets. Likewise, sewer lines are to be placed 3 1/2 feet from the back of curb on the south side of east-west streets and on the east side of north-south streets. Variance from this pattern must be approved by the City.\*

We have adhered to the City's Standards where it is physically feasible.

PAVING COMMENTS

- \*1. It would be helpful in the design process if the plan and profiles would provide the following information, if possible:
  - (a) Arrows indicating direction of storm water flow.
  - (b) Valleys shown in the plan view should be reflected in the profile if centerline of grade is used instead of top of curb profiles.

dp  
City of Rockwall  
April 12, 1984  
Page 2 of 3

- (c) Separation of grade for curbs is not apparent in paving plan, however, storm sewer plans show cross section of paving which indicates that this occurs.
- (d) Elevations of gutters at curb returns at street intersections.\*

We will incorporate this information in the drawings.

- \*2. The vertical curves at Station 40+50 on Mariner Drive, Station 30+55 on Southern Cross, Station 10+80 on Canada Court, and Station 48+50 on Yacht Club Drive do not comply with the Standards for Design for the City of Rockwall. It is understood that the terrain provides a difficult design problem. In instances where the design cannot be modified the City may require 15 MPH speed sign lines to be posted and allow the smaller vertical curves.\*

We request variances as itemized above.

- \*3. It is recommended that all utilities be shown on the paving plan and profile as has been done in the storm sewer plan and profile and the sewer profile.\*

The drawings will be revised to incorporate the water and sewer utility plans.

- \*4. Although it is realized that Chandlers Landing has historically varied from the standard paving designs regarding R.O.W. widths, paving widths, radius lengths for residential streets, cul-de-sacs; and curb returns, it may be noted that this project does not meet the Standards of the City for "Type G", "Type H", and "Type I" pavement widths in these areas.\*

The pavement widths will be revised to conform to City Standards. The right-of-way widths will be non-conforming. We respectfully request a variance.

- \*5. It is recommended that standard design details (for paving, water, storm sewer, and sanitary sewer) be provided to facilitate the review process.\*

The Standard Design Details for Rockwall will be incorporated in the final submittals.

dp  
City of Rockwall  
April 12, 1984  
Page 3 of 3

STORM DRAINAGE COMMENTS

- \*1. The City of Rockwall policy is to install storm inlets at sizes which are multiples of 5. Therefore it is recommended that the storm sewer inlets marked on the storm sewer plans be changed to satisfy this policy.\*

The storm drains will be revised to reflect the inlet size in 5 foot multiples.

WATER COMMENTS

- \*1. Rockwall Standards for Design states that the minimum size for water lines for residential subdivisions shall be 6 inches. Therefore it is recommended that the 4" line located on Canada Court, Australia Lane, and Challenger Drive be changed to 6 inch lines.\*

We will incorporate these revisions in the final drawings.

- \*2. It is recommended that the fire hydrant located on the 6 inch line in Challenger Drive be moved to the intersection of Yacht Club Drive and Challenger Drive and be located on the 8 inch line on Yacht Club Drive.\*

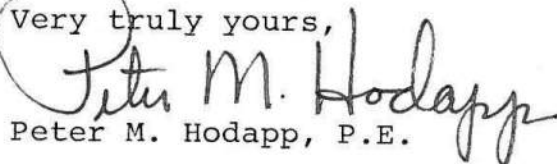
We will incorporate this revision in the final drawings.

SANITARY SEWER COMMENTS

- \*No comments are necessary on sanitary sewer.

We thank you for the continued timely response to the Chandlers Landing development planning. We are proceeding to expeditiously finalize the drawings as proposed above. If we can provide any additional information, please contact this office.

Very truly yours,

  
Peter M. Hodapp, P.E.

PMH/br



**POE & ASSOCIATES**  
OF TEXAS, INC.

LAND PLANNERS/ENGINEERS

10503 Forest Lane, Suite 150

Dallas, Texas 75243

(214) 231-6883

April 27, 1984

City of Rockwall  
102 E. Washington  
Rockwall, Texas 75087

ATTN: Mr. Jesse Gilbert, City Administrator  
Mr. Ed Heath, Director of City Services

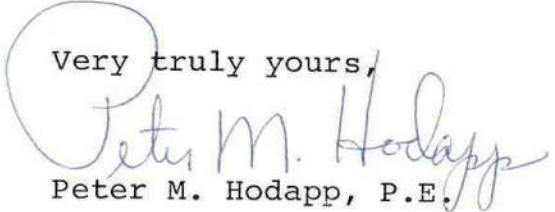
RE: Chandlers Landing - Phase 17  
ROK 84804

Gentlemen:

We are forwarding herewith two sets of revised drawings and returning one set of red-lined drawings for the subject project, per your instructions.

We thank you for your continued interest in the Chandlers Landing project.

Very truly yours,

  
Peter M. Hodapp, P.E.

Encl.

PMH/br

**FREESE AND NICHOLS, INC.**  
CONSULTING ENGINEERS AND PLANNERS

SIMON W. FREESE, P.E.  
JAMES R. NICHOLS, P.E.  
ROBERT L. NICHOLS, P.E.  
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OCIE C. ALLEN, P.E.  
W. ERNEST CLEMENT, P.E.  
ELVIN C. COPELAND, P.E.  
GARY N. REEVES, P.E.

May 18, 1984

City of Rockwall  
102 E. Washington  
Rockwall, TX 75087

Attention: Mr. Jesse Gilbert, City Administrator  
Mr. Ed Heath, Director of City Services

Re: Second Review  
Chandlers Landing, Phase 17  
ROK 84804

Gentlemen:

We have received the plans for the referenced project and completed the second review. We offer the following comments regarding compliance with Rockwall's Standards for Design and good engineering practice:

PAVING

1. At several locations in the paving plans, the utilities crossing under the street paving are not shown in the profile. On Sheet 4 of 24, two storm pipes are shown crossing under the paving. In reference to these two pipes, it appears that the bottom of subgrade and the top of the pipe have less than one foot of clearance. We recommend that at least one foot of clearance between top of pipe and bottom of subgrade be provided.
2. It is recommended that the vertical curves on Sheet 5 of 24 and Sheet 6 of 24 conform to the Standards for Design for the City of Rockwall.
3. It is recommended that horizontal curves in the plan view on Sheet 7 of 24 conform to the City of Rockwall's Standards for Design for minimum radius. The radii are currently indicated as 143 feet. This is very close to the minimum radius and does not appear that a 150-foot radius would be very difficult to obtain. The 105-foot radius shown on Sheet 8 of 24, however, would require approval from the City; appropriate speed limit

reduction signs would need to be placed at all locations where horizontal and vertical curves vary from the City's requirements.

4. It is recommended that cul-de-sacs shown on Sheet 9 of 24 and Sheet 11 of 24 comply to the Standards for Design regarding 90-foot radii at the cul-de-sac returns. It is also noted that both of these cul-de-sacs are named Australia Lane on the paving plans.
5. The vertical curve on Sheet 10 of 24 shows to be 100 foot. According to the Standards for Design for the City of Rockwall, the vertical curve should be 350 feet. However, this occurs at an intersection where vehicle speed would be at a minimum. Variance from this requirement needs to be approved by the City

#### STORM DRAINAGE

1. It is requested that a drainage map be provided for Phase 17. It is recommended that this drainage map show the following items:
  - a. Designation of drainage areas on the plan. Flow arrows showing the direction of flow within the drainage area. All pipes and structures, Existing contours. All street names lot layouts, Q for five-year or 25-year flows as appropriate should be shown on the plan sheet at inlet locations.
  - b. A table should also be provided showing basic drainage calculation numbers for area, time of concentration, roughness coefficients, rainfall intensity, the Q for five, 25, or 100-year flows as necessary, accumulated Q, and size of inlet.
2. It is the City's policy to require storm runoff to be carried in a structure to a release point located at the boundary of the property or in a natural drainage ditch. If the storm water is released in a drainage ditch, then the ditch needs to be designed as per City of Rockwall's standards.

3. It is the policy of Rockwall to provide standard inlets in increment sizes of multiples of five. Therefore, it is recommended that the 4-foot inlets shown on Sheet 12 of 24, the 12-foot inlet shown on Sheet 13 of 24, the 4-foot inlet shown on Sheet 15 of 24, and the 16-foot inlet shown on Sheet 16 of 24 be changed to the appropriate inlet width in multiples of 5 feet.
4. Sheet 13 of 24 is very light and is difficult to read. It appears that the system shown on this sheet will adequately satisfy the drainage needs; however, the overall drainage map as indicated on Item 1 above needs to be provided.
5. The City of Rockwall's Standards for Design requires that flows which are in equivalent pipe size of 48-inch be contained in a storm drainpipe. Therefore, it is recommended that the drainage flume shown on Sheet 14 of 24 be changed to comply with this requirement. Variance from this requirement will need to be approved by the City of Rockwall. If drainage flumes are allowed, they will need to comply with the easement requirements as stated in the Standards for Design. The Standards state that easement widths for open or lined channels shall be at least 15 feet wider than top of channel.
6. Sheet 16 of 24 indicates that a box culvert is to be constructed under the paving of Yacht Club Drive. Sheet 17 of 24 provides a design of two 96-inch RCP pipes at this location. In any case, drainage design figures need to be provided for this point. Because the structure is located in a major drainage channel, the nature of the structure will need to be determined after analysis of the drainage data.

#### WATER

1. At various locations on the water plan, 4-inch water lines are indicated. The City of Rockwall's Standards for Design require a minimum size of 6-inch.
2. The City of Rockwall's Standards for Design require that fire hydrants be located at all intersections of streets.

#### SANITARY SEWER

1. Sanitary sewer designs for Chandlers Landing, Phase 17 are satisfactory.



OTHER

1. Additional review comments are noted on the returned set of plans. In many cases, these comments are general in nature and have not been addressed specifically in this letter. It is recommended that the Developer also address these comments.

GENERAL COMMENTS

Upon the City of Rockwall's review and acceptance of the comments offered herein, we would recommend that the Developer provide corrections and additions to the plans as noted and two copies of the revised plans be resubmitted for review. Our recommendations do not in any way relieve the Developer or his agent from responsibility in compliance with the City of Rockwall's standards and good engineering practice.

Please contact us if you have any questions or if we can be of further assistance.

Yours very truly,

FREESE AND NICHOLS, INC.

  
T. Anthony Reid, P.E.

TAR/DCB:dd



**POE & ASSOCIATES**  
OF TEXAS, INC.

LAND PLANNERS/ENGINEERS

10503 Forest Lane, Suite 150

Dallas, Texas 75243

(214) 231-6883

May 25, 1984

City of Rockwall  
102 E. Washington  
Rockwall, TX 75087

ATTN: Mr. Jesse Gilbert, City Administrator  
Mr. Ed Heath, Director of City Service

RE: Chandlers Landing  
Phase 17 - ROK 84804

Gentlemen:

We have received the comment letter on the third submittal for the subject project and are proceeding with completion of the construction and planning documents as follows:

PAVING

- \*1. At several locations in the paving plans the utilities crossing under the street are not shown in the profile. On sheet 4 of 24, two storm pipes are shown crossing the paving. In reference to these two pipes, it appears that the bottom of subgrade and the top of the pipe are less than a foot clearance. We recommend that at least one foot of clearance between the top of pipe and bottom of subgrade be provided.\*

We have lowered structure 8 to clear the pipe and have moved structure 7 to station 50+50 on Yacht Club Drive.

- \*2. It is recommended that the vertical curves on sheet 5 of 24 and sheet 6 of 24 conform to the standards for design of the City of Rockwall.\*

On sheet 5 of 24 the grade must be maintained in order to drain Challenger Court. No other way is possible to drain Challenger Court on site. Therefore we respectfully request a variance on the vertical curve.

Sheet 6 of 24 the intersection of Yacht Club Drive and Canada Court. To maintain city standards on Yacht Club Drive, it is necessary to shorten the curve on Canada Court to permit driveways to lots on Canada Court and allow drainage of those lots to the street;



City of Rockwall  
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Canada Court has to be lowered, thereby necessitating the shorter vertical curve. Canada Court is a loop, and the out-of-specification vertical curve is at an intersection where speed will be reduced.

- \*3. It is recommended that horizontal curves in the plan view on sheets 7 of 24 conform to the City of Rockwall's Standards for Design for minimum radius. The radii are currently indicated as a 143 feet. This is very close to the minimum radius and does not appear that a 150 foot radius would be very difficult to obtain. The 105 foot radius shown on sheet 8 of 24 however would require approval from the City; appropriate speed limit reduction signs would need to be placed at all locations where horizontal and vertical curves vary from the City's requirements.\*

On sheet 7 of 24 the design of the curve on Canada Court was very close. To increase the radius would not permit adequate lot sizes on the inside of the curve. The outside is taken up by parking area, utility construction and storm drainage structures. Canada Court is a "horse-shoe" and speeds are expected to be within safe limits on this curve. Hence we respectfully request a variance to allow us to maintain the 143 foot radius.

Sheet 8 of 24 the same conditions hold true as on sheet 7 of 24, except for a parking area on the inside of the curve. To move this parking area would encroach on usable area of lots 12 and 13. The anticipated speeds along Canada Court should allow the tight curve. Hence we respectfully request a variance allowing 105 foot radius.

- \*4. It is recommended that cul-de-sacs shown on sheet 9 of 24 and sheet 11 of 24 comply with the Standards for Design regarding 90 foot radii at the cul-de-sac returns, it is also noted that both these cul-de-sacs are named Australia Lane on the paving plans.\*

On sheet 9 of 24 and 11 of 24 the 90 foot radius in the cul-de-sac return would encroach upon the lots and make some below the City of Rockwall's standard depth. From the engineers experience, the return radii shown will allow adequate turns into the circle at expected speeds.



City of Rockwall  
May 25, 1984  
Page 3 of 8

The easterly "Australia Lane" has been changed to "Challenger Court". The mistake is corrected.

- \*5. The City of Rockwall's Standards for Design requires that flows which are in equivalent pipe sizes of 48 inch be contained in a storm drain pipe. Therefore, it is recommended that the drainage flume shown on sheet 14 of 24 be changed to comply with this requirement. Variance from this requirement will need to be approved by the City of Rockwall. If drainage flumes are allowed, they will need to comply with the easement requirements as stated in the Standards for Design. The standards state that easement widths for open are line channels shall be at least 15 feet wider than the top of the channel.\*

On sheet 14 of 24 the drainage flume has been deleted and pipe substituted in accordance with the City of Rockwall standards.

- \*6. Sheet 16 of 24 indicates that a box culvert be constructed under the paving of Yacht Club Drive. Sheet 17 of 24 provides a design of 2-96 inch RCP pipes at this location. In any case drainage design figures need to be provided for this point. Because structure is located in a major drainage channel, the nature of the structure will need to be determined after analysis of the drainage data.\*

After more detailed study and calculations the double 96 inch RCP culvert was reduced to a double 72 inch RCP culvert. The profile was changed accordingly.

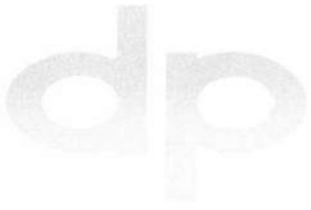
#### WATER

- \*1. At various locations on the water plan 4 inch water lines are indicated. The City of Rockwall Standards for Design require a minimum size of 6 inch.\*

The 4 inch water lines shown on previous plans have been changed to 6 inches.

- \*2. The City of Rockwall Standards for Design request fire hydrants located at all intersections of streets.\*

The engineer has complied with City standards in the location of fire hydrants.



City of Rockwall  
May 25, 1984  
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OTHERS

\*Additional review comments are noted on the returned set of plans. In many cases, these comments are general in nature and have not been addressed specifically in this letter it is recommended that the developer address these comments also.\*

The engineer has complied fully with all comments on the plans except as noted above. The engineer has based compliance on the new set of tentative standards furnished us by Freese and Nichols. It is the understanding and expectation of the engineer that these standards will be excepted with no significant revisions by the City. The following comments address questions written on the prints:

SHEET 2

1. The engineer added radius dimensions at intersections of Ranger Drive, Canada Court, and Yacht Club Drive.
2. The engineer added top of curb elevations in profile left and right in accordance with City standards.
3. The drainage stays on Yacht Club Drive and does not drain into phase 18 or Canada Court (ie. valley gutter).

SHEET 3

1. The engineer has shown storm sewer crossings in profile at stations 36+65 to station 36+88.
2. Drainage does not enter Mariner Drive but stay on Yacht Club Drive (ie. valley gutter).
3. The engineer has shown 6 inch sanitary sewer crossing in profile at station 40+87.
4. The engineer has added top of curb elevation in accordance with City of Rockwall standards.

SHEET 4

1. RCB crossing Yacht Club Drive was changed to a double 72 inch RCP.
2. Structure No. 8 was revised to drain into the headwall of the 72 inch culverts. The structure was lowered to provide

dp  
City of Rockwall  
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greater clearance with subgrade.

3. Structure No. 7 was moved to station 50+50 in accordance with overall drainage plan (sheet 5).
4. The engineer has added top of curb elevation in accordance with City of Rockwall standards.

SHEET 5

1. The engineer has added top of curb elevation in accordance with City of Rockwall standards.

SHEET 6

1. The engineer has added top of curb elevation in accordance with City of Rockwall standards.
2. The engineer has put on radius of curb returns on intersection of Canada Court and Southern Cross Drive.

SHEET 7

1. The engineer has added top of curb elevation in accordance with City of Rockwall standards.
2. The engineer has put on intersection radius.
3. Structure No. 4 has been revised (sheets 9 of 24 and 13 of 24 for details).

SHEET 8

1. The engineer has added top of curb elevation in accordance with City of Rockwall standards.
2. Drainage from Yacht Club Drive turns the corner onto Canada Court on the northwest corner only and splits on the northeast corner draining both ways.

SHEET 9

1. The engineer has added top of curb elevation in accordance with City of Rockwall standards.
2. The engineer has revised structure no. 4 to drain to the creek (see sheet 13).

City of Rockwall  
May 25, 1984  
Page 6 of 8

3. Storm drains are shown in the profile.
4. Water crossing are shown in the profile.

SHEET 10

1. The engineer has added top of curb elevation in accordance with City of Rockwall standards.
2. The engineer has shown utility crossings (ie. water and storm sewer).
3. The centerline radii on Southern Cross Drive and Mariner Drive were not changed to 150 feet (ie. plat). A larger radius curve would not allow a proper intersection with Yacht Club Drive or Canada Court.

SHEET 11

1. The 25 foot face to face curb dimension is correct.
2. The street name was changed back to Challenger Court.
3. Utility crossings are shown in the profile (ie. water and sanitary sewer).

SHEET 12

1. The engineer lowered the structure no. 10 to provide sub-grade clearance.
2. The engineer changed inlets to 5 foot on structure no. 2.
3. The engineer showed that structure no. 2 drains to the existing drainage course.

SHEET 13

1. All line work on this drawing have been darkened for better reproduction.
2. Inlet sizes were changed to multiples of 5 feet.
3. The engineer has showed the water line in plan view (ie. 12 inch).



City of Rockwall  
May 25, 1984  
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4. The engineer has changed the profile to reflect alignment changes.

SHEET 15

1. The engineer has shown additional 10 foot of easement South of sewer to provide for construction and maintenance.

SHEET 16

1. The engineer has revised inlet structure no. 8 to 15 foot inlets.
2. The engineer has revised structure no. 7 to reflect relocation to station 50+50 per revised overall drainage plan.

SHEET 18

(WATER)

1. The engineer has changed 4 inch pipe to 6 inch pipe.
2. The engineer has changed 8 inch pipe northeast of north Canada Court from 8 inch pipe to 12 inch.
3. The engineer has added fire hydrants at intersections of Mariner Drive and Yacht Club Drive and Southern Cross Drive and Canada Court.
4. The engineer has shown easements around water lines on final plat.
5. The engineer has added storm sewer crossings to profile.

SHEET 19

(WATER)

1. Same as 18 except one fire hydrant has been added at intersection of Challenger Court.

SHEET 20

(SANITARY SEWER)

1. Same as 18.



City of Rockwall  
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2. The engineer has changed the 8 inch water line to 12 inch water line at Challenger Court.

SHEET 21 THRU. 23

(SANITARY PROFILES)

1. No changes.

SHEET 24

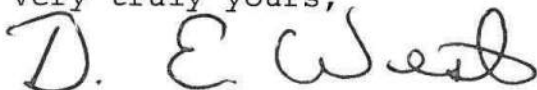
1. The engineer has shown 12 inch water line instead of 8 inch water line at the end of line H.

GENERAL

In-lieu of a drainage area map for phase 17 only we are incorporating a drainage map of the entire area consisting of several of the phases where the drainages interrelate with each other. It is felt that a map of phase 17 only would be rather meaningless. We are also showing a sanitary sewer and water utilities on similiar maps covering the entire area for the same reason we feel that the water services in phase 17 especially extend to serve other phase and therefore making a map of each individual phase meaningless.

If any further information concerning this phase is desired, please do not hesitate to call this office.

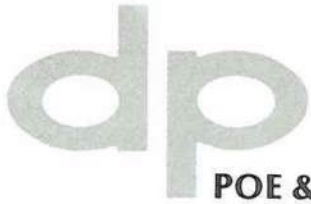
Very truly yours,



D.E. West, P.E.

cc: Van Hall

DEW/br



**POE & ASSOCIATES**  
OF TEXAS, INC.

LAND PLANNERS/ENGINEERS

10503 Forest Lane, Suite 150

Dallas, Texas 75243

(214) 231-6883

29 May, 1984

CITY OF ROCKWALL  
102 E. Washington  
Rockwall, Texas 75087

Attention: Mr. Jesse Gilbert, City Administrator  
Mr. Ed Heath, Director of City Services

Re: Chandlers Landing  
Phase 16  
Phase 17  
Phase 18-A

Gentlemen:

Attached are seven (7) copies of the plats for the above phases, along with seven (7) copies of the Master Drainage Map, Master Sewerage Map, and calculation sheets for each.

Please include these in the Councilmen's packets in preparation for the City Council meeting of 4 June, 1984.

If any further information is desired, please do not hesitate to call us.

Very truly yours,

Poe & Associates of Texas, Inc.

D. E. West, P. E.

DEW:br

Encl.

# FREESE AND NICHOLS, INC.

CONSULTING ENGINEERS AND PLANNERS

SIMON W. FREESE, P.E.  
JAMES R. NICHOLS, P.E.  
ROBERT L. NICHOLS, P.E.  
LEE B. FREESE, P.E.  
ROBERT S. GOOCH, P.E.  
JOE PAUL JONES, P.E.  
ROBERT A. THOMPSON III, P.E.  
JOHN H. COOK, P.E.  
T. ANTHONY REID P.E.

JOE B. MAPES, P.E.  
OCIE C. ALLEN, P.E.  
W. ERNEST CLEMENT, P.E.  
ELVIN C. COPELAND, P.E.  
GARY N. REEVES, P.E.

June 7, 1984

City of Rockwall  
205 West Rusk  
Rockwall, TX 75047

Attention: Ms. Julie Couch, Acting City Administrator  
Mr. Ed Heath, Director of City Services

Re: Third Review, Chandlers  
Landing, Phase 17  
ROK 84804

We have received the plans for referenced project and have completed the third review. We offer the following comments regarding compliance with Rockwall's Standards for Design and good engineering practice:

## PAVING

1. At several locations on the paving plans it appears that the clearance between pipes crossing under the paving section is less than one foot from the top of the pipe to the bottom of the subgrade. A minimum of one foot of clearance from the subgrade to the top of pipe is considered desirable.
2. Several locations on the paving plan indicate vertical curves less than that recommended in the Standards for Design. These curves should have a variance from the City.
3. There are several locations where the horizontal curves on the plans sections are less than the minimum 150-foot radii required by the City. These locations are on Canada Court on Sheet 6 of 24, Canada Court on Sheet 7 of 24, Canada Court on Sheet 8 of 24, and Mariner Court on Sheet 10 of 24. Some of these curves present special design problems that would make it difficult to adhere to the City standards, however the curves on Canada Court, Sheet 7 of 24, and Mariner Drive, Sheet 10 of 24, do not appear to affect the intersections of adjoining streets, nor the lot depths significantly to prevent them from complying with City requirements.
4. According to the Standards for Design for the City of Rockwall, radius returns on cul-de-sacs shall be 90 foot at the curb and 80 foot at the property line. It does not appear that 90 foot radii for the cul-de-sacs in Chandlers Landing, Phase 17, will significantly affect the lots.

5. At several locations where the water line is shown crossing under the paving sections, it appears that there is a minimum of  $2\frac{1}{2}$  feet clearance from top of paving to the top of pipe and in one instance there appears only to be 1.7 foot of clearance. It is considered desirable that the water line have a minimum of three foot of cover to top of pipe. (See Sheet 9 of 24.)

#### STORM DRAINAGE

1. The offsite flow quantities for the five-year storm are not provided for structure No. 1. However, conversations with the Developer's engineer indicates that approximately 25 cfs will be entering this system. Therefore, it appears that structure No. 1 is sized adequately to handle this flow.

2. The storm sewer pipes on structure No. 2, structure No. 4, and structure No. 3 should be extended, at a minimum, to the property line of Phase 17 or a natural drainage channel. It has been the policy in the past for subdivisions bordering the lake to extend storm sewer to the lake. This would require access easements across properties not belonging to the Developer if City decides for this to be done.

#### OTHER

1. Additional review comments are noted on the review plans. These comments are general in nature and have not been addressed in this letter. It is recommended that the Developer also address these comments.

2. The water and sewer plans for Chandlers Landing, Phase 17, are satisfactory and need no further comment.

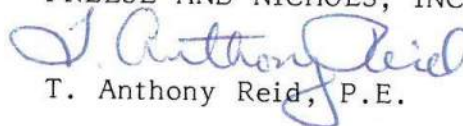
#### GENERAL COMMENTS

Upon the City of Rockwall's review and acceptance of these comments offered herein, we would recommend that the Developer provide corrections and additions to the plans as noted. Our recommendations do not in any way relieve the Developer or his agent from responsibility and compliance with the City of Rockwall's design standards and good engineering practice.

Please contact us if you have any questions or if we can be of further assistance.

Yours very truly,

FREESE AND NICHOLS, INC.

  
T. Anthony Reid, P.E.

TAR/DCB:dd



**POE & ASSOCIATES  
OF TEXAS, INC.**

LAND PLANNERS/ENGINEERS

10503 Forest Lane, Suite 150

Dallas, Texas 75243

(214) 231-6883

June 11, 1984

City of Rockwall  
102 E. Washington  
Rockwall, TX 75087

ATTN: Mrs. Julie Couch, Acting City Administrator  
Mr. Ed Heath, Director of City Service

RE: 3rd Review, Chandlers Landing, Phase 17  
ROK 84804

Gentlemen:

We have received the comment letter on the 3rd review for the subject project and have made the following actions on each item:

PAVING

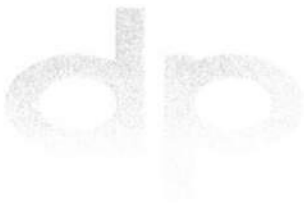
- \*1. At several locations on the paving plans it appears that the clearance between pipes crossing under the paving section is less than 1 foot from the top of the pipe to the bottom of the subgrade. A minimum of 1 foot of clearance from the subgrade to the top of the pipe is considered desirable.\*

We have altered the grades on all pipes crossing the streets so as to maintain a minimum of 1 foot of clearance from the top of the pipe to the bottom of the subgrade.

- \*2. Several locations on the paving plan indicate vertical curves less than than recommended in the Standards for Design. These curves should have a variance from the city.\*

On sheet 5 of 24 the grade must be maintained in order to drain Challenger Court. No other way is possible to drain Challenger Court on site. Therefore, we respectfully request a variance on the vertical curve.

Sheet 6 of 24 the intersection of Yacht Club Drive and Canada Court. To maintain city standards on Yacht Club Drive, it is necessary to shorten the vertical curve on Canada Court to permit driveways to lots on Canada Court and allow drainage of those lots to the city; Canada Court has to be lowered, thereby necessitating the shorter vertical curve. Canada Court is a loop, and the out-of-



City of Rockwall  
June 11, 1984  
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specification vertical curve is at an intersection where speed will be reduced. Therefore, we respectfully request a variance on this vertical curve.

- \*3. There are several locations where the horizontal curves on the plans sections are less than the minimum 150 foot radii required by the city. These locations are on Canada Court on sheet 6 of 24, Canada Court on sheet 7 of 24, Canada Court on sheet 8 of 24, and Mariner Drive on sheet 10 of 24. Some of these curves present special design problems that would make it difficult to adhere to the city standards, however the curves on Canada Court, sheet 7 of 24, and Mariner Drive, Sheet 10 of 24, do not appear to affect the intersection of adjoining streets, nor the lot depths significantly to prevent them from complying with the city requirements.\*

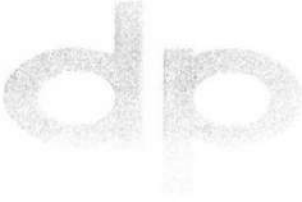
We have changed the curves on Canada Court, sheet 7 of 24 and Mariner Drive, sheet 10 of 24 to adhere to the 150 foot minimum radius for horizontal curves required in the city standards in accordance with Freese and Nichols letter of June 7, 1984. We respectfully request a variance from the city standard of the 150 foot radius on sheet 6 of 24 and sheet 8 of 24. These request are inline with the comments in the Freese and Nichols, Inc. letter of June 7, 1984.

- \*4. According to the Standards for Design for the City of Rockwall, radius returns on cul-de-sacs shall be 90 foot at the curb and 80 foot at the property line it does not appear that 90 foot radii for the cul-de-sacs in Chandlers Landing, Phase 17, will significantly affect the lots.\*

We have changed the radius returns on all cul-de-sacs in Phase 17 to be 90 foot.

- \*5. At several locations where the waterline is shown crossing under the paving sections, it appears that there is a minimum of 2-1/2 feet clearance from top of paving to the top of pipe and in one instance there appears to be only 1.7 foot of clearance. It is considered desirable that the waterline have a minimum of 3 foot of cover to top of pipe. (See sheet 9 of 24.)\*

We have changed the grades on all waterlines so as to adhere to the 3 foot minimum of cover.



City of Rockwall  
June 11, 1984  
Page 3 of 4

STORM DRAINAGE

- \*2. The storm sewer pipe on Structure No. 2, Structure No. 4, and Structure No. 3 should be extended, at a minimum, to the property line of Phase 17 or a natural drainage channel. It has been the policy in the past for subdivisions bordering the lake to extend storm sewer to the lake. This would require access easements across properties not belonging to the developer if city decides for this to be done.\*

The storm sewers on Structures No. 2, 3, and 4 have been extended to the edge of the lake with grades such that the top of the pipe will coincide with the design level of the lake. Easements for this construction across the City of Dallas property are shown on the plats.

OTHER

\*Additional review comments are noted on the review plans. These comments are general in nature and have not been addressed in this letter. It is recommended that the developer also address these comments.\*

SHEET 5 of 24

1. The 18 inch RCP storm sewer grade has been redesigned such that the top of the pipe will be 1 foot minimum below the bottom of the subgrade.

SHEET 9 of 24

1. The 8 inch waterline will be regraded to clear the bottom of the subgrade by 3 foot minimum.
2. The 6 inch waterline will be regraded to clear the bottom of the subgrade by 3 foot minimum.

SHEET 12 of 24

1. Structure No. 2 will be extended to the edge of the lake and grades will be designed so as to put the top of the pipe coinciding with the designed water surface level of the lake.

SHEET 13 of 24

1. The inlet size on the north side of Canada Court on Structure No. 4 will be sized 5 feet rather than 15 foot width.



City of Rockwall  
June 11, 1984  
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SHEET 14 of 24

1. The need for the channel questioned in Structure No. 5 is indicated on the master overall drainage map. This channel picks up the flow from an intermittent dry wash shown in the contours on the master drainage map. It is felt necessary to pick up this flow and direct it into the storm sewers.

SHEET 16 of 24

1. The line that is size 24 will remain 24, we will alter the invert grades to suit.

SHEET 17 of 24

1. In accordance with suggestion by Freese & Nichols we are showing grout rip-rap slope protection and bottom protection on the downstream end of the double 72 inch culvert crossing Yacht Clup Drive.

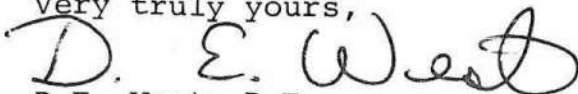
In reply to the question put forth by Mr. Heath Friday, June 8, 1984, as to the fire hydrant spacing on Phase 17, Phase 17 is made up of single family dwellings. For this reason the fire hydrant spacing should suffice.

GENERAL

It is felt that this submittal addresses all the questions put forth by Freese & Nichols and the City of Rockwall. These plans are submitted for your review and subsequent approval of the final plat on Phase 17.

If any further information concerning this phase is desired, please do not hesitate to call this office.

Very truly yours,

  
D.E. West, P.E.

cc: Van Hall

DEW/br