

SITE PLAN APPLICATION

Date: July 23, 1984

NAME OF PROPOSED DEVELOPMENT CHURCH ON THE ROCK

NAME OF PROPERTY OWNER/DEVELOPER CHURCH ON THE ROCK


ADDRESS 701 East I30 Rockwall, Texas PHONE 722-0103

NAME OF LAND PLANNER/ENGINEER DECKER & ASSOCIATES

ADDRESS 5432 Winton, Dallas, Tx 75214 PHONE 824 8916

TOTAL ACREAGE 43.076 CURRENT ZONING Commercial/AG

NUMBER OF LOTS/UNITS 1

Signed 

Following is a checklist of items that may be required as a part of the site plan. In addition, other information may be required if it is necessary for an adequate review of a specific development proposal.

<u>Provided or Shown on Site Plan</u>	<u>Not Applicable</u>	
<u>Site Plan</u>	<u> </u>	1. Location of all existing and planned structures on the subject property and approximate locations of structures on adjoining property within 100 ft.
<u>Landscape Plan</u>	<u> </u>	2. Landscaping, lighting, fencing and/or screening of yards and set-back areas
<u>Site Plan</u>	<u> </u>	3. Design and location of ingress and egress
<u>Site Plan</u>	<u> </u>	4. Off-street parking and loading facilities
<u>Site Plan</u>	<u> </u>	5. Height of all structures
<u>Site Plan</u>	<u> </u>	6. Proposed Uses
<u> </u>	<u>NA</u>	7. Location and types of all signs, including lighting and heights
<u> </u>	<u>NA</u>	8. Elevation drawings citing proposed exterior finish materials

Provided or Shown
on Site Plan

Not
Applicable

NA

9. Street names on proposed streets

NA

10. The following additional information:

If the site plan is required as a preliminary or development plan under a Planned Development Zoning Classification, the attached applicable items specified for preliminary plans or development plans must be included.

Taken by: _____

File No. 84-88-SP

Date: 7/23/84

Fee: \$ 75.00

CHURCH ON THE ROCK
PETTY CASH
CONSTRUCTION ACCOUNT

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW.
IF NOT CORRECT PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED.

DELUXE - FORM DVC-3 V-4

INVOICE		DESCRIPTION	TOTAL AMOUNT	DEDUCTIONS		NET AMOUNT
DATE	NO.			DISCOUNT	FREIGHT	
		P & Z FEES				
		CREATE BLDG SITE	35.00			
		SITE PLAN	75.00			
		34,076 AC	340.76			
			<hr/> 450.76			



CTOR

VILLAGE

NAIL BANK

CHURCH
ON THE
ROCK

BILL
CAMERON

COLLECTOR

O.L. STEGER

550

2°0'

PROPOSED ROUTE H.U.D.

6°0'
COLLECTOR

P6D

EM 3097

P6D

C2U

LUTHERAN
CHURCH

PKWY

WINDMILL RIDGE ESTATES

EPIC INC.

P6D

M

TRAFFIC IMPACT STUDY
and
ACCESS PLAN
for
CHURCH ON THE ROCK

DECEMBER, 1984

PAWA-Winklemann & Associates, Inc.

INTRODUCTION

In October 1984, the City of Rockwall retained PAWA-Winkelmann & Associates, Inc., to analyze the traffic impact and formulate access recommendations for Church on the Rock, a rapidly growing church located at Interstate Highway 30 (I.H. 30) and Ridge Road (F.M. 740) in Rockwall, Texas. This report documents analyses and recommendations relative to the traffic impact on the adjacent street system.

THE SITE

The 33.3 acre site, is bounded on the north by I.H. 30 Frontage Road and is located $\frac{1}{4}$ mile east of F.M. 740 as shown in Figure 1. Currently, Church on the Rock is an approximately 1,300 seating facility with adequate parking on site. The only access is along the Frontage Road.

The City of Rockwall has approved a development plan allowing the Church to construct a 5,000 seat sanctuary without additional access.

The Church is now proposing a sanctuary with a seating capacity of 10,000. The site plan includes 3,507 parking spaces and right-of-way (R.O.W.) dedication on the east, south and west sides for new roadways to be constructed, however, the only direct access to a major arterial remains the I.H. 30 Frontage Road.

STUDY OBJECTIVES

The following objectives were used in analyzing the traffic impact and developing an access plan for Church on the Rock:

1. Determine traffic impact on the surrounding street system for four (4) scenarios:
 - Three consecutive services at 1,300 seating capacity (existing conditions)
 - Two consecutive services at 5,000 seat capacity
 - Two consecutive services at 7,500 seat capacity
 - One service at 10,000 seat capacity
2. Determine at what seat capacity a second access road will be required.
3. If a second access road is required, determine what type of roadway (arterial or collector) and its alignment (Route Study).
4. Identify off-site improvements to accommodate an acceptable Level of Service ("C").
5. Organize these recommended improvements into a implementation plan to include probable costs and priorities.

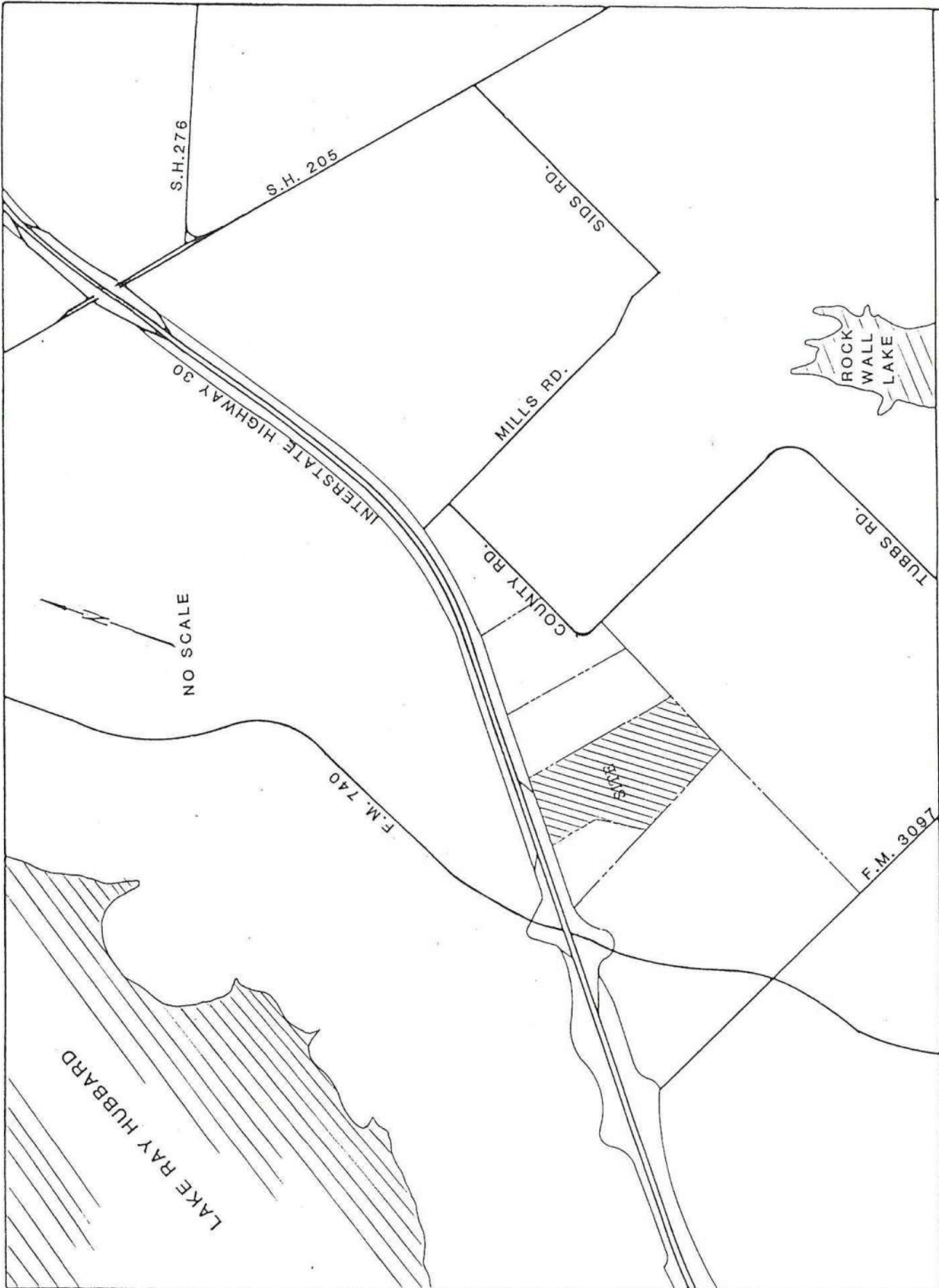


FIGURE 1

THE SITE

STUDY PROCEDURES

The study began with discussions by City of Rockwall staff members and Church on the Rock officials to identify critical issues of the study. Next, an intense data gathering activity took place including:

- Traffic counts at key intersections (Sunday counts)
- Traffic volumes entering and exiting the Church
- Auto occupancy counts
- Vehicle size counts
- Research of boundary surveys for route study
- I.H. 30 schematics review
- Existing geometrics for key intersections

The data was collected during the month of September, 1984.

EXISTING TRAFFIC VOLUMES

Existing traffic volumes were obtained from the State Department of Highways and Public Transportation (SDHPT). Figure 2 reflects existing average daily traffic on Interstate Highway 30, F.M. 740, F.M. 3097, State Highway 205 and State Highway 276.

Existing turning movement volumes were collected on September 30, 1984 from 9:15- 10:15 a.m. and from 11:15-12:15 a.m. at the I.H. 30/F.M. 740 interchange and the I.H. 30/S.H. 205 interchange. (See Appendix for a summary of existing turning movement volumes)

AVERAGE OCCUPANCY PER VEHICLE

The average occupancy per vehicle entering the Church site was determined from a traffic survey conducted on September 30, 1984. The total number of persons entering was compared to the total number of vehicles, resulting in a vehicle occupancy rate. During the 9:45 am service, the average occupancy per vehicle was 2.45, while the occupancy rate for 11:45 am service was 2.68.

VEHICLE SIZE

In addition to determining the average occupancy per vehicle, the size of vehicle entering the site was also determined. Based on a traffic survey conducted during the 9:45 am service, 46% of all vehicles entering were approximately less than 14 feet in length and therefore considered "small" cars. The remainder of vehicles (54%) were categorized as "large" cars.

TRIP GENERATION RATE

A trip generation rate was calculated based on seat occupancy and vehicles entering the Church facility. The resulting trip generation rate is 0.41 vehicle trips per seat occupied. Average attendance was assumed to be 90% of the total seating capacity. Therefore, a 1,200 seat facility generates 480 vehicle trips; a 5,000 seat facility generates 1,845 vehicle trips; a 7,500 seat facility generates 2,768 vehicle trips; and a 10,000 seat facility generates 3,690 vehicle trips.

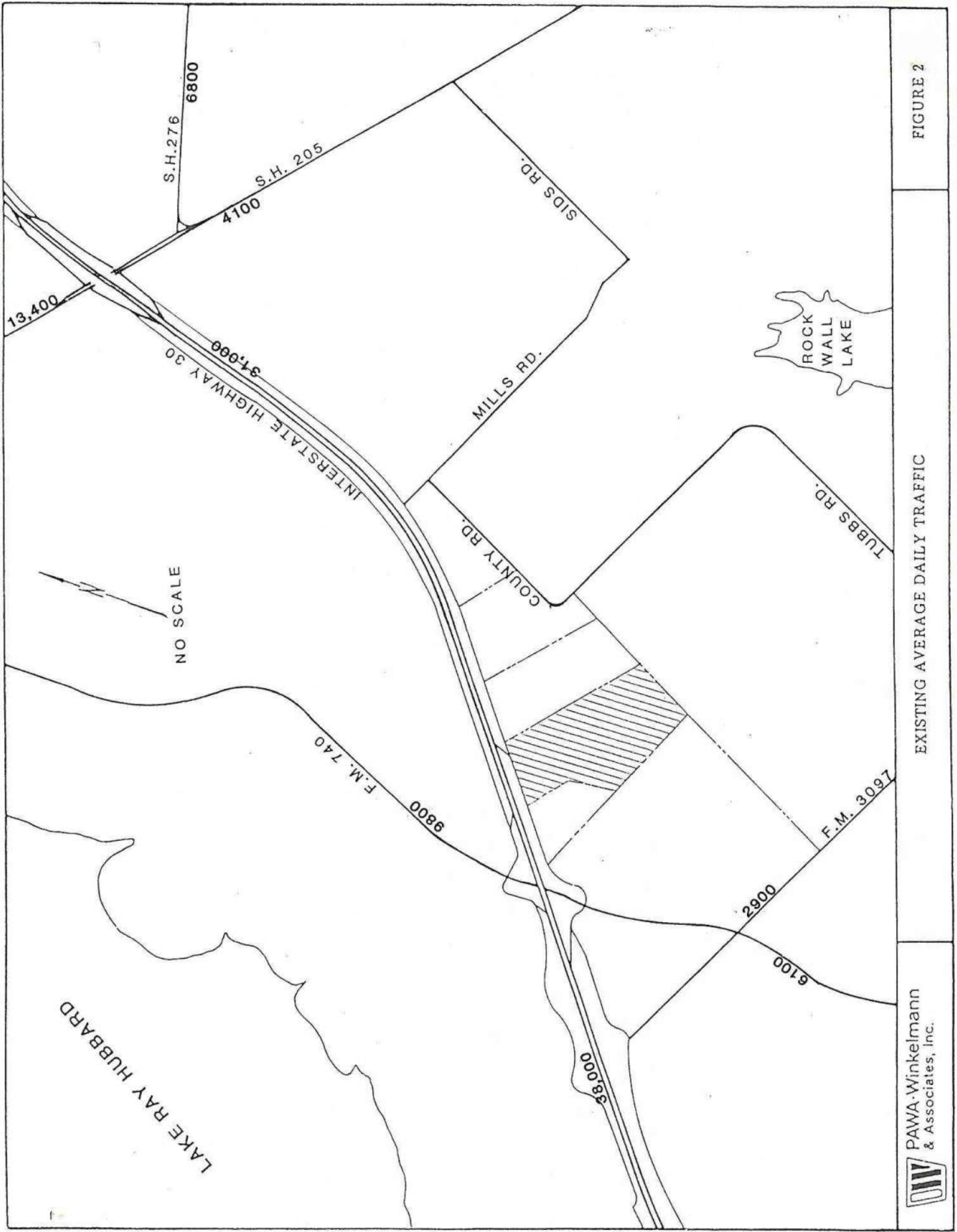


FIGURE 2

EXISTING AVERAGE DAILY TRAFFIC

REGIONAL TRIP DISTRIBUTION

A regional trip distribution was calculated based on the geographic areas represented by Church members. Table 1 reflects Church memberships corresponding to respective cities in the metroplex as of October 1, 1984. Figure 3 represents the percent of trip distribution as Church trips approach the site. The majority of site traffic will approach from the west (66%).

ANALYSES AND CONCLUSIONS

EXISTING INTERSECTION CAPACITY ANALYSIS (1,300 SEATING CAPACITY)

Existing intersection operation was determined for the peak hours corresponding to the 9:45 am and the 11:45 am services. The methodology used in determining the operation of an unsignalized intersection (four-way stop sign control) is based on an assumed roadway capacity of 480 vehicles per approach lane in the peak hour. Capacity can be defined as the maximum number of vehicles that have a reasonable expectation of passing over a given roadway in a given time period, under the prevailing roadway and traffic conditions.

After determining the approach lane capacity for an intersection, the Level of Service (LOS) provided by each approach of that intersection can be calculated. Existing intersection operation data for the I.H. 30/F.M. 740 interchange is provided in Table 2. (Only LOS "C" - "F" data is presented. The I.H. 30/S.H. 205 interchange is not reflected, since its operation is currently LOS "A" on all approaches).

Table 2

Existing Intersection Operation (Existing Geometries Without Improvements-Unsignalized)

- | | |
|--|--|
| ● F.M. 740 @ I.H. 30
(South frontage road-
11:15 - 12:15 a.m.) | LOS "C"/East approach |
| ● F.M. 740 @ I.H. 30
(North frontage road-
11:15 - 12:15 a.m.) | LOS "F"/South approach
LOS "C"/North approach |

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

For the remaining scenarios to be analyzed (seating capacity greater than 5,000) the following assumptions were made:

- All frontage roads one-way
- Minor geometric improvements at key intersections (2-lanes for each approach)
- Traffic signals of key intersections

Table 1
Church on the Rock Memberships
by Geographic Location

City	Memberships	Percent
Rockwall	738	10
Rowlett	233	3
Royse City	165	2
Farmersville	49	1
Wylie	144	2
Greenville	203	3
Quinlan	120	2
Terrell	145	2
Kaufman	56	1
Forney	69	1
DeSoto	61	1
Duncanville	40	1
Mesquite	773	11
Balch Springs	93	1
Dallas	2,377	34
Sulpher Springs	13	.5
Fort Worth	56	1
Caddo Mills	15	.5
Carrollton	76	1
Plano	44	1
Garland	1,293	18
Irving	103	1
Richardson	155	2
Total	7,021	100%

Source: Published in City of Rockwall paper

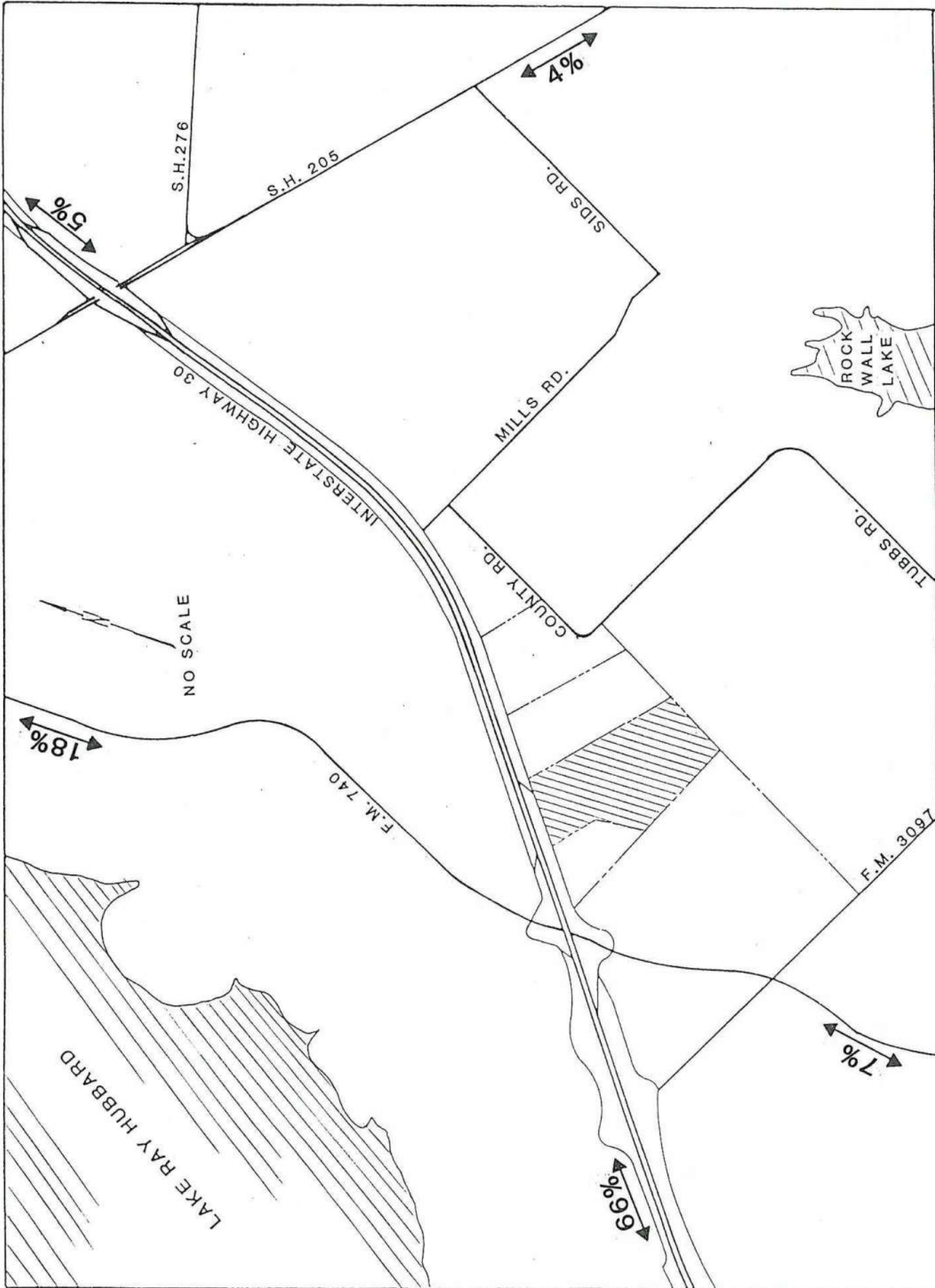


FIGURE 3

REGIONAL TRIP DISTRIBUTION

On high volume roadways, traffic congested conditions usually occur at signalized intersections where the capacities are restrained due to the amount of green time given to a particular street. The critical movement analysis, from Transportation Research Board Circular 212 was used to determine the Level of Service for the four key intersections of the study area.

Level of Service refers to the collective factors of speed, travel time, traffic interruptions, freedom to maneuver, safety, driver comfort and convenience, and operating costs provided by a traffic facility under a particular traffic volume condition. Table 3 provides various Level of Service descriptions for signalized intersections.

Two Consecutive Services at 5,000 Seats with Only I.H. 30 Access

Projected traffic volumes for a 5,000 seat sanctuary were first distributed to the surrounding street system assuming existing access to the I.H. 30 Frontage Road. These volumes are reflected in Figure 4. Unacceptable LOS occur at all key intersections, due to limited access to the site. All vehicles approach the Church by passing through the I.H. 30/F.M. 740 intersection and 95% of all traffic exits the site by passing through I.H. 30/S.H. 205 intersection. The entering demand for the eastbound off-ramp at F.M. 740 is 1,218 vehicles. This equates to a LOS "D" for the ramp. The close proximity of this ramp to the F.M. 740 traffic signal will create back-ups and stoppage on the main lanes of eastbound I.H. 30.

Two Consecutive Services at 5,000 Seats with a 36-foot Roadway Connecting to F.M. 3097

Adding a 36-foot roadway, providing 2 travel lanes and continuous left-turn lanes of the site, substantially improves LOS at the key intersections. This roadway provides another access route to the site. The distribution of projected traffic volume under this scenario is shown in Figure 5. The entering demand for the eastbound ramp at F.M. 740 however, remains the same at LOS "D".

Two Consecutive Services at 7,500 Seats With a New Eastbound Ramp and Roadway to F.M. 740

Adding these two improvements to the roadway network accommodates a 7,500 seat facility. An additional ramp is required at this seating capacity due to the total demand from the west (1,821 vehicles). Both ramps are carrying approximately 900 vph which represents a LOS "C". The lowest LOS of the four key intersections is the I.H. 30 north Frontage Road at F.M. 740, which is also LOS "C". The additional roadway along the western property line connecting to F.M. 740 is required because turning movement volumes at other site access points are at capacity. Traffic volumes for this scenario are reflected in Figure 6.

Table 3
Levels of Service Summary

A	Average overall travel speed of 30 mph or more. Free flowing with volume/capacity ratio of 0.60. Peak hour factor at about 0.70.
B	Average overall speeds drop due to intersection delay and inter-vehicular conflicts, but remain at 25 mph or above. Delay is not unreasonable. Volumes at 70 percent of capacity and peak hour factor approximately 0.80.
C	Service volumes about 0.80 of capacity. Average overall travel speeds of 20 mph. Peak hour factor approximately 0.85. Traffic flow still stable with acceptable delays.
D	Beginning to tax capabilities of street section. Approaching unstable flow. Service volumes approach 90 percent of capacity. Average overall speeds down to 15 mph. Delays at intersections may become extensive with some cars waiting two or more cycles. Peak hour factor approximately 0.90.
E	Service volumes at capacity. Average overall traffic variable, but in area of 15 mph. Unstable flow. Continuous backup on approaches to intersections. Peak hour factor likely to be 0.95.
F	Forced flow. Average overall traffic speed below 15 mph. All intersections handling traffic in excess of capacity with storage distributed throughout the section. Vehicular backups extend back from signalized intersections, through unsignalized intersections.

Source: American Association of State Highway and Transportation Officials.

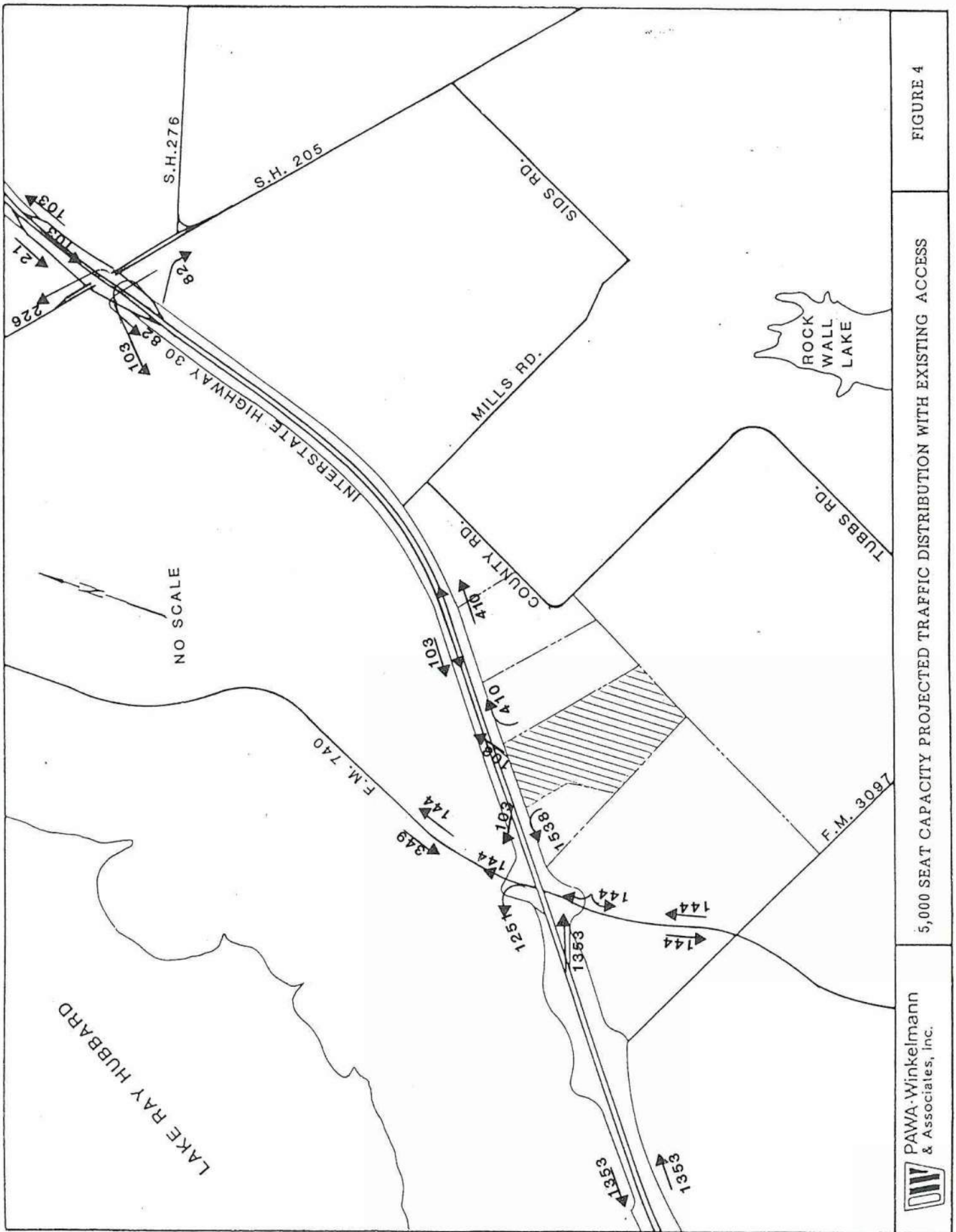


FIGURE 4

5,000 SEAT CAPACITY PROJECTED TRAFFIC DISTRIBUTION WITH EXISTING ACCESS



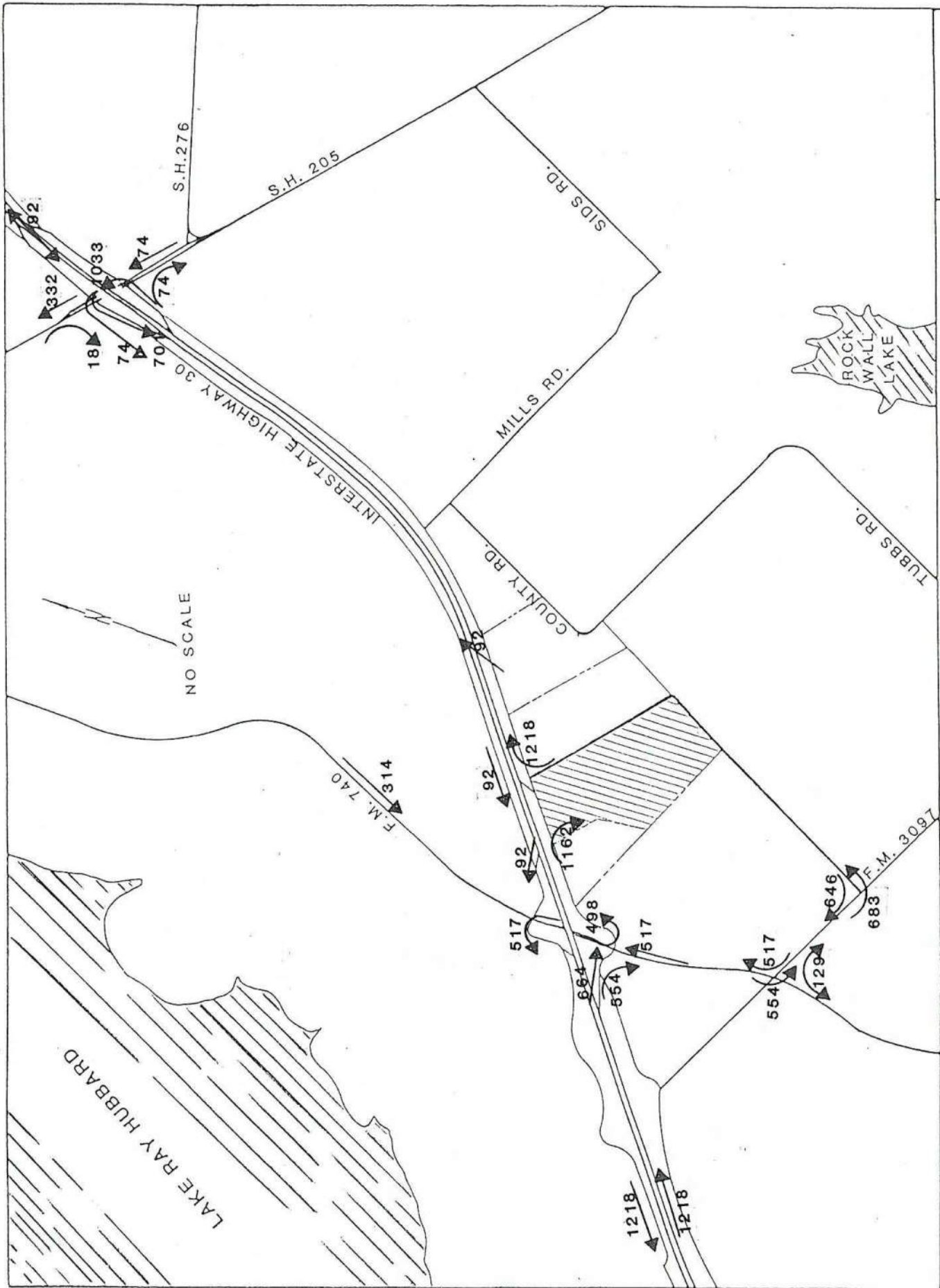


FIGURE 5

5,000 SEAT CAPACITY PROJECTED TRAFFIC DISTRIBUTION WITH ADDITIONAL ACCESS TO F.M. 3097

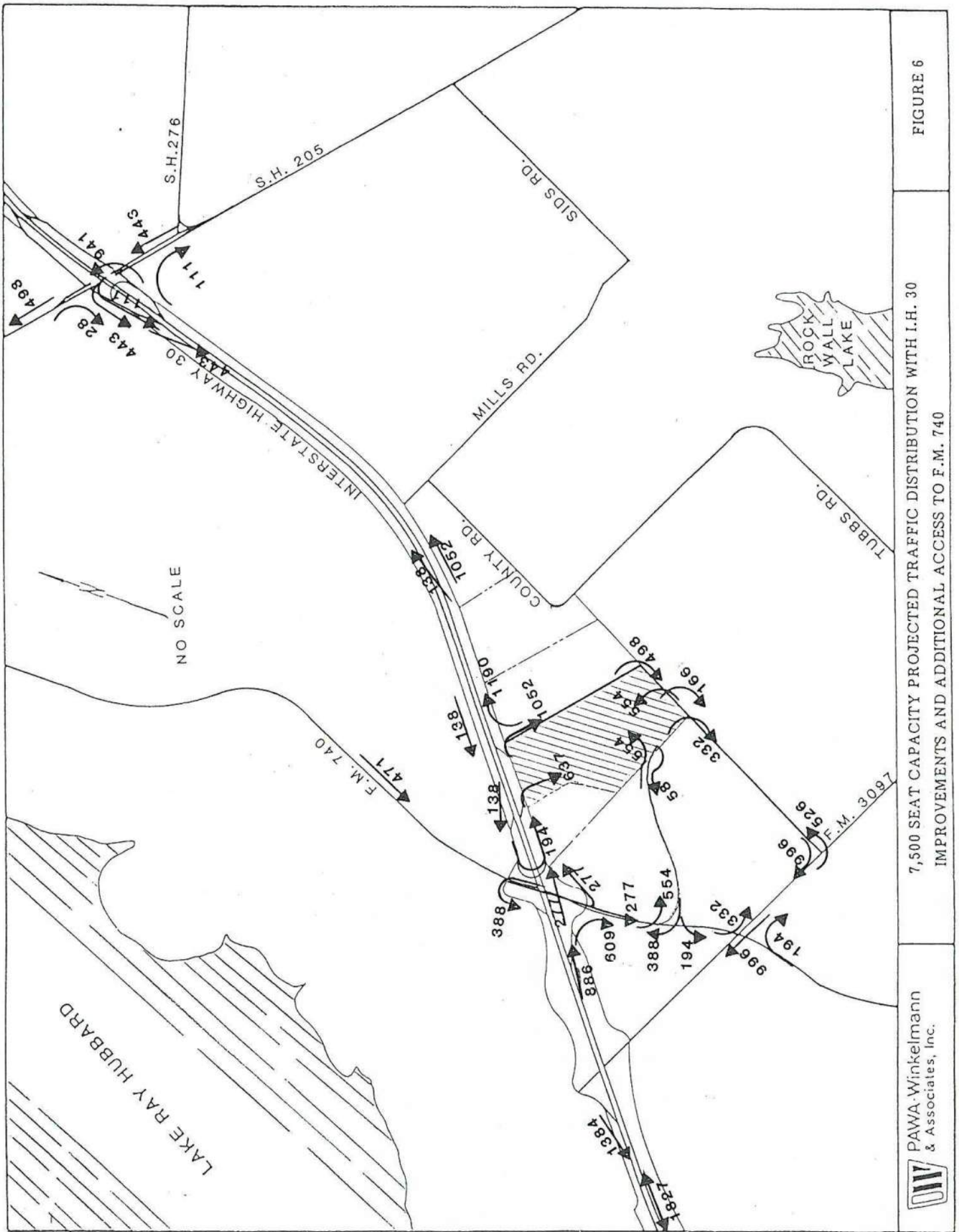


FIGURE 6

7,500 SEAT CAPACITY PROJECTED TRAFFIC DISTRIBUTION WITH I.H. 30
IMPROVEMENTS AND ADDITIONAL ACCESS TO F.M. 740

One Service at 10,000 Seats With the 3-lane Roadway (on the southern site boundary)
Extended East to a New 2-lane Collector Which Connects the I.H. 30 Frontage Road

The inbound and outbound traffic volumes for this condition are shown on Figures 7 and 8, respectively. This distribution assumes that site access points along I.H. 30 and intersection turning movements serving the site along F.M. 740 and F.M. 3097 are at capacity. However, the demand causes motorists to drive past the site on the I.H. 30 Frontage Road and turn right at the next available street to enter from the east. Both eastbound off-ramps serving the site are projected to carry 1,218 vph. These ramps will function at LOS "D" with a short duration of back-ups onto the main lanes of I.H. 30.

ROUTE STUDY

A major portion of this study was devoted to researching County and City records to determine property owners south of I.H. 30 between F.M. 3097 and S.H. 205. A proposed route alignment for the east-west principal arterial between F.M. 3097 and S.H. 276 is inserted in a pocket in the back of this report.

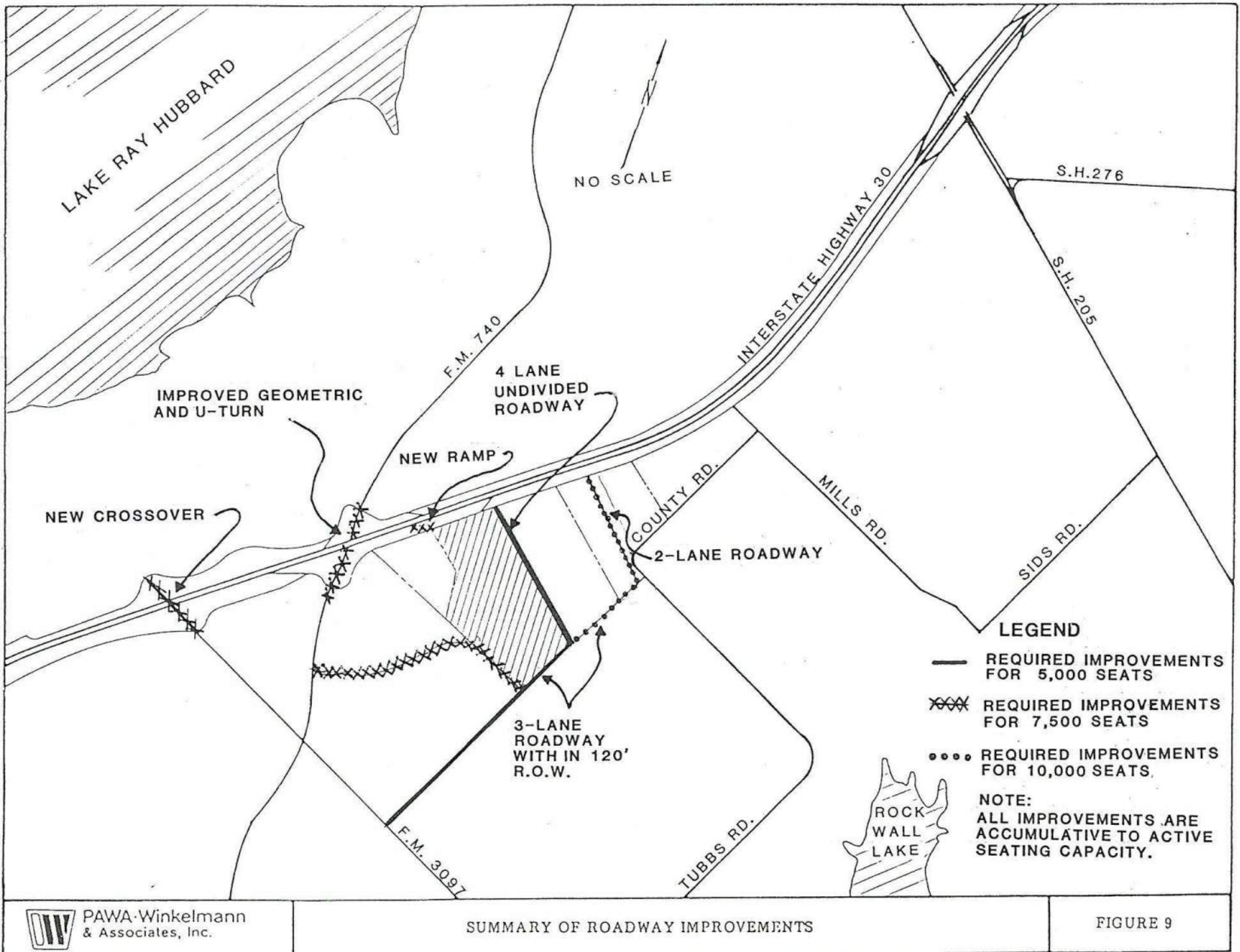
CONCLUSIONS

- In general, traffic problems associated with a special event such as Church on the Rock Sunday services are very predictable, very short in duration, and occur during periods when non-event traffic volumes are smallest. Therefore, the adverse impacts on ambient traffic conditions are minimized.
- Event traffic will impact the local roadway system during a peak period of approximately 30 to 45 minutes. During this peak period the I.H. 30 on/off ramps and the frontage road adjacent to the site will operate at their capacity, resulting in frequent spillover onto the upstream main lane of the freeway. To mitigate this condition, ridesharing and vanpooling programs should be administered by Church on the Rock, under the guidance of the City (possibly by an oversight committee). A summary of other new roadway improvements to mitigate the traffic problems is shown in Figure 9.
- The currently proposed site access and circulation plan will require further enhancement to properly accommodate ingress and egress maneuvers.
- A comprehensive parking management plan for the site should be developed to minimize congestion on the adjacent street system during events.

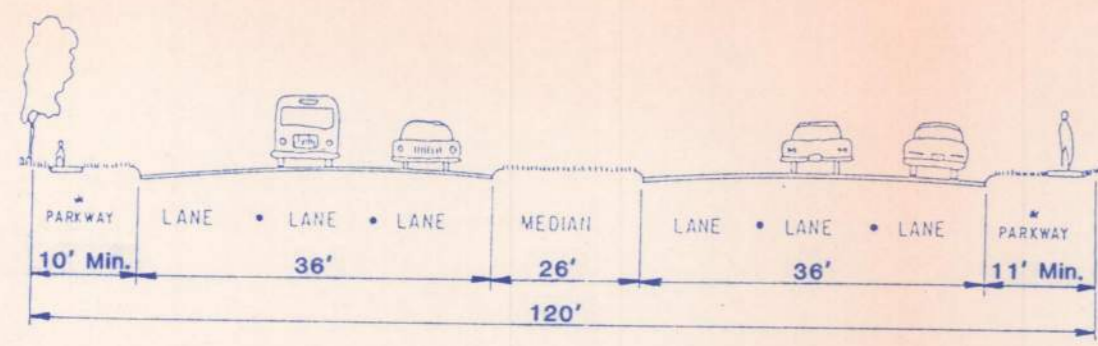
Table 4
Capacity Analysis of Seating Scenarios

<i>Intersections at I.H. 30</i>	<i>5,000 seats Access only from I.H. 30 Frontage Road</i>		<i>5,000 seats With a new 3-lane roadway connected to F.M. 3097</i>		<i>7,500 seats Previous improvement plus major freeway improvements and a new 2-lane roadway</i>		<i>10,000 seats Previous improvements plus extension of 3-lane roadway to I.H. 30 Frontage Road</i>	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
F.M. 740 (S.F.R.)	F	1.08	E	.97	A	.33	A ^①	.47
F.M. 740 (N.F.R.)	D	.87	E	.92	C	.72		
S.H. 205 (S.F.R.)	F	1.3	A	.50	A	.53	E ^①	.98
S.H. 205 (N.F.R.)	F	1.23	A	.50	A	.50		

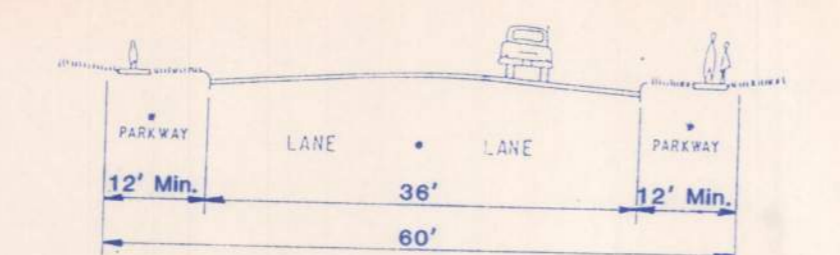
① Only one service



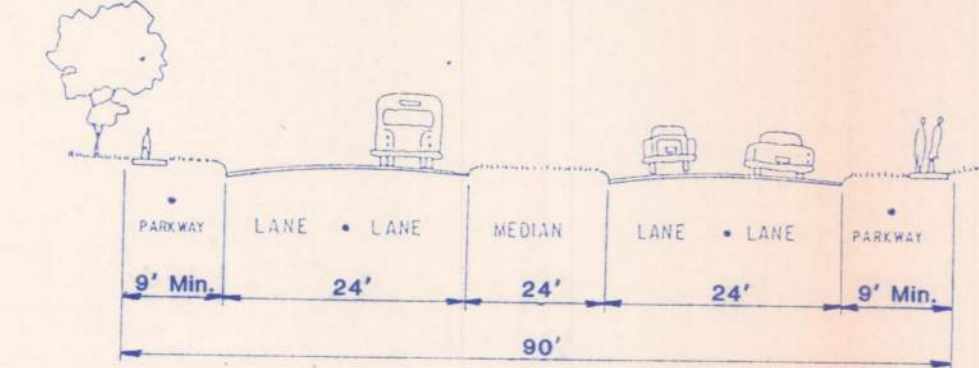
APPENDIX



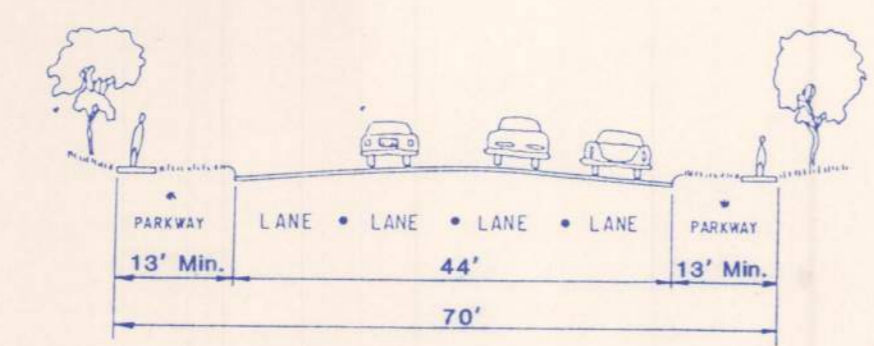
P6D-PRINCIPAL ARTERIAL, 6 LANES, DIVIDED



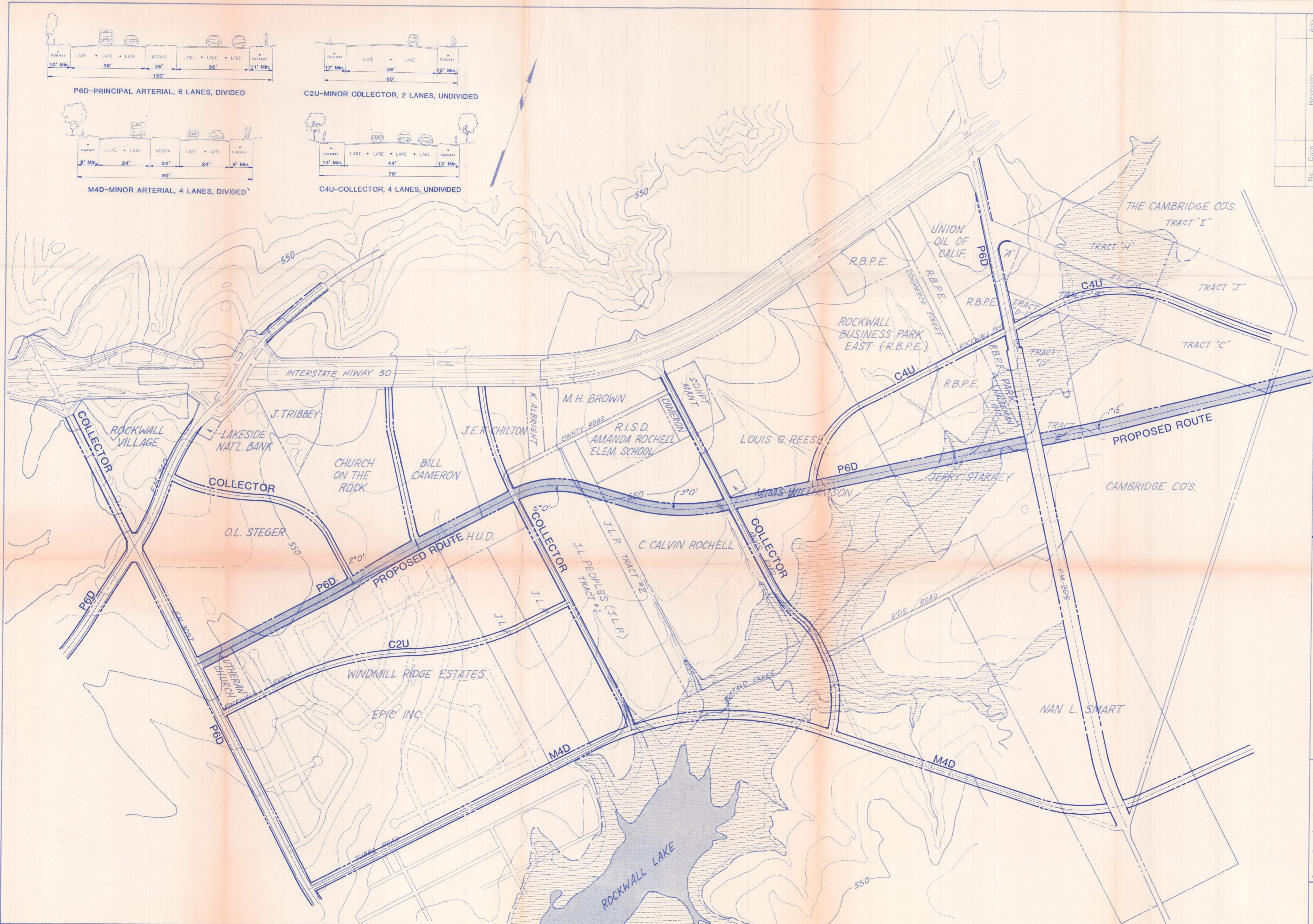
C2U-MINOR COLLECTOR, 2 LANES, UNDIVIDED



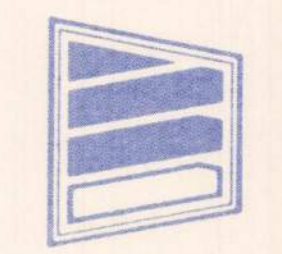
M4D-MINOR ARTERIAL, 4 LANES, DIVIDED



C4U-COLLECTOR, 4 LANES, UNDIVIDED



No.	Date	Revisions	App.



PAWA-Winkelmann & Associates, Inc.
 CIVIL/TRANSPORTATION ENGINEERS • PLANNERS • SURVEYORS
 7800 E. FREWAY, SUITE 107, DALLAS, TEXAS 75214 • (214) 661-9406

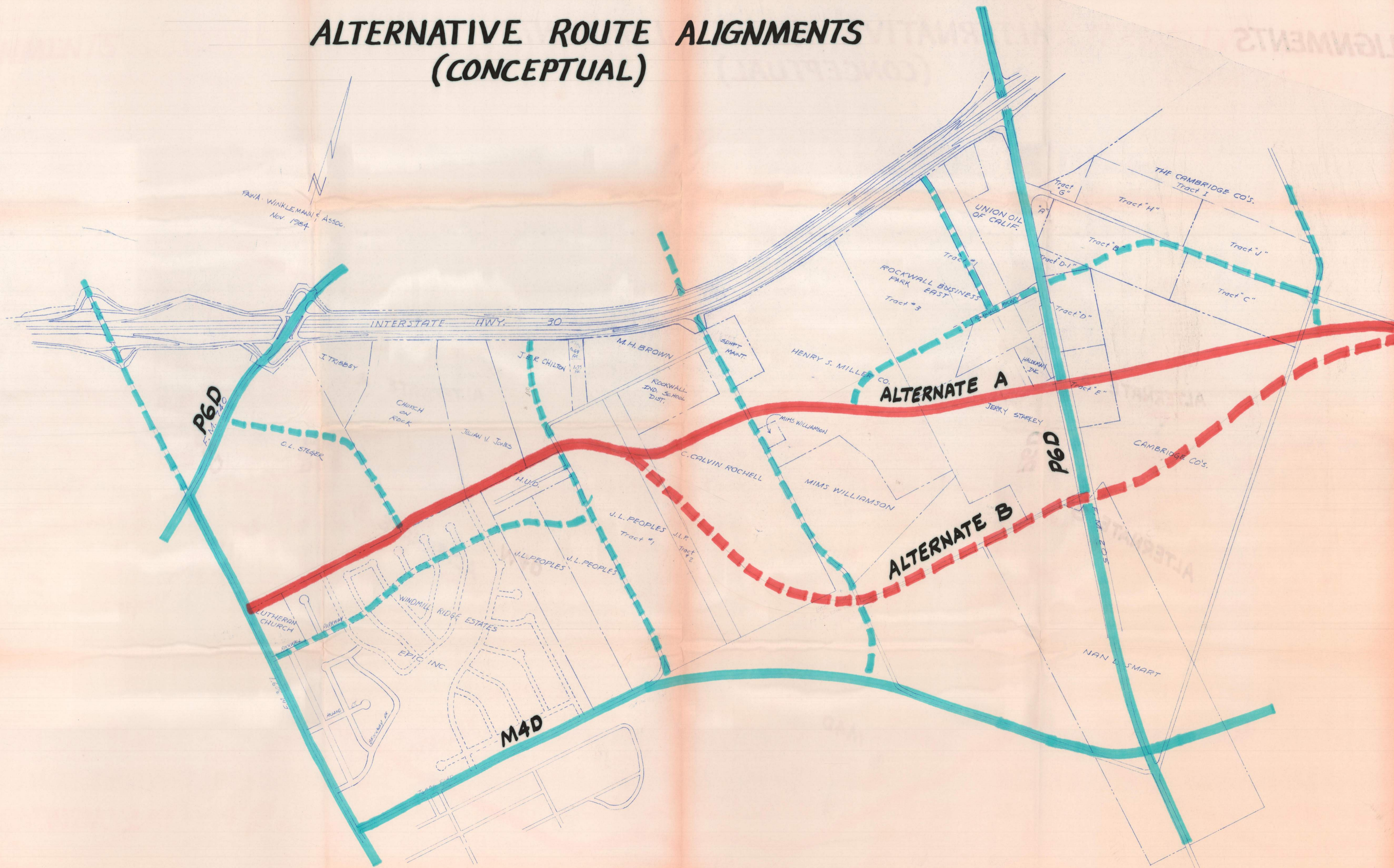
PROPOSED ROUTE ALIGNMENT FOR EAST-WEST P6D

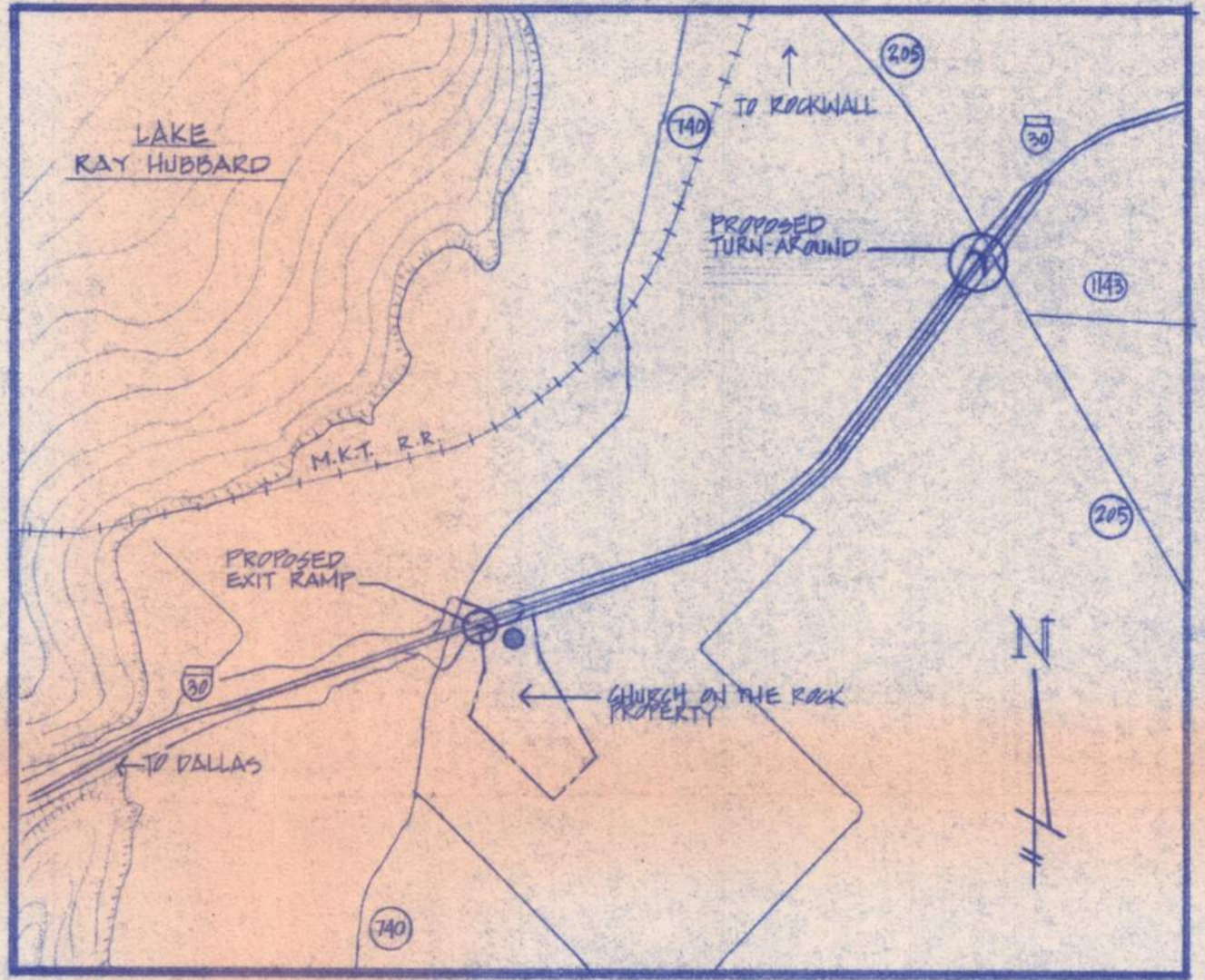
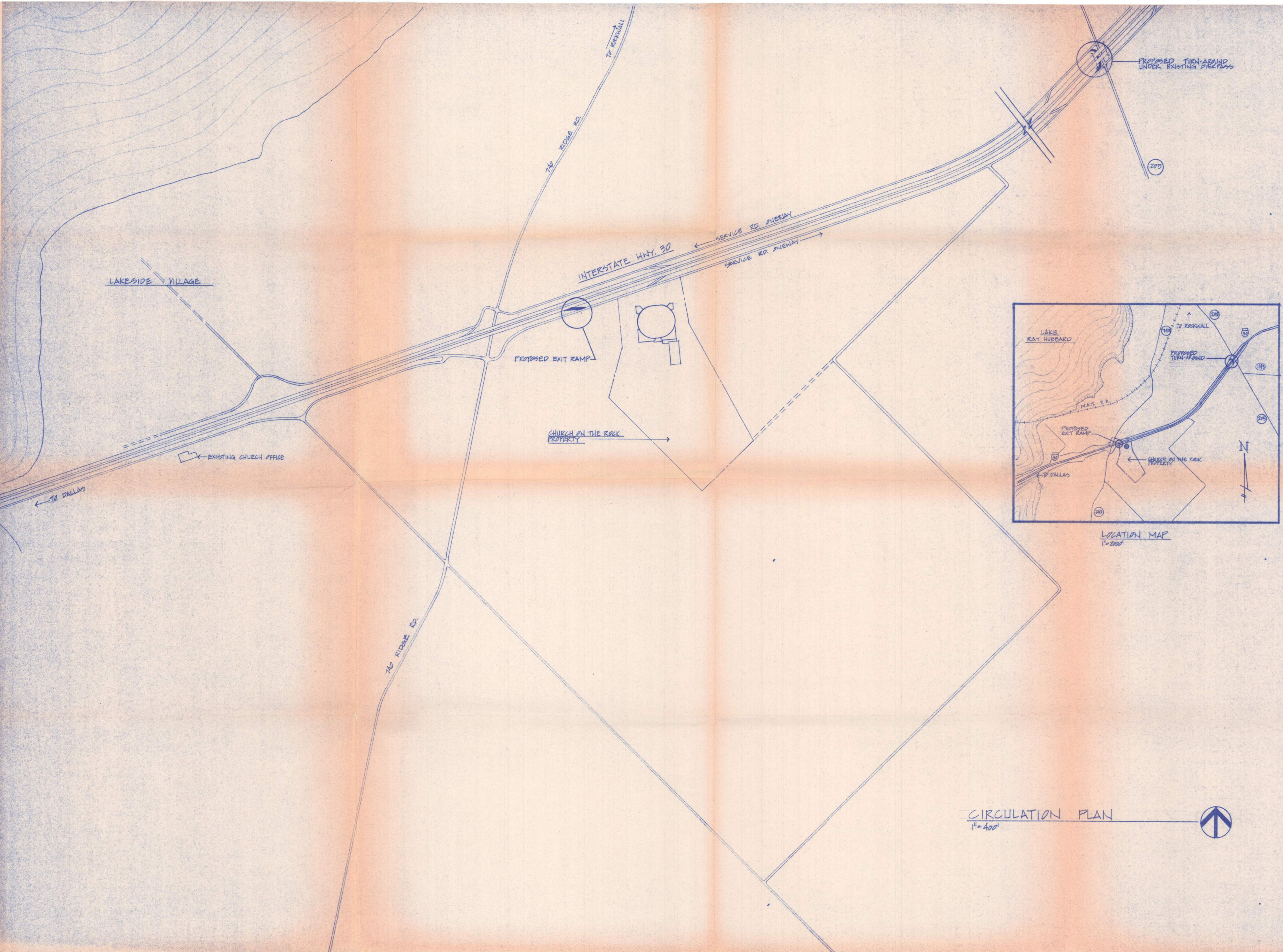
CITY OF ROCKWALL

Scale: 1"=400' Date: 12-4-84
 Designed by: R. GROCHOSKE
 Drawn by: T. KEETON
 Checked by:
 Approved by:
 Project No: 09503

SHEET 1 OF 1


ALTERNATIVE ROUTE ALIGNMENTS (CONCEPTUAL)



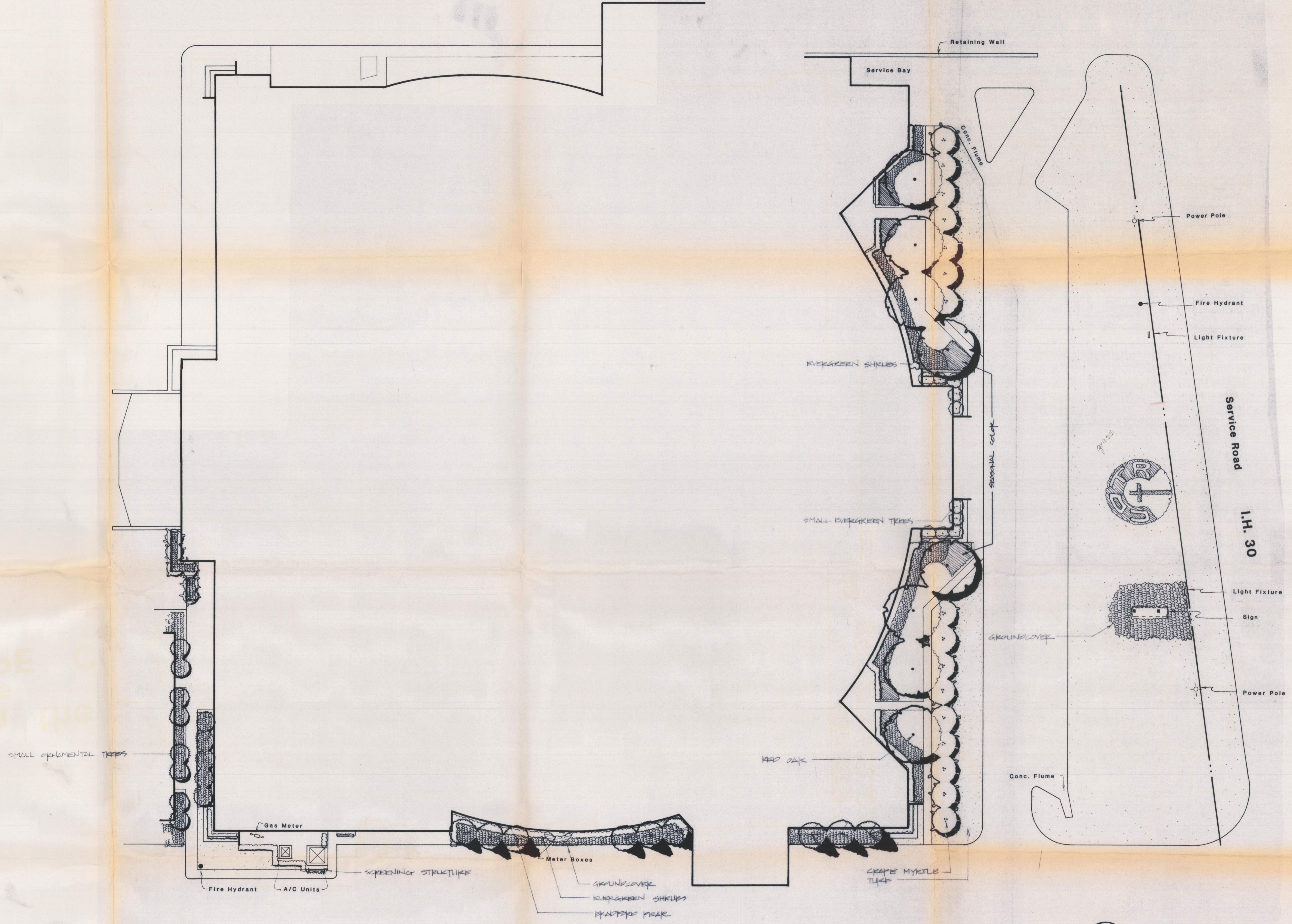


LOCATION MAP
1" = 2000'

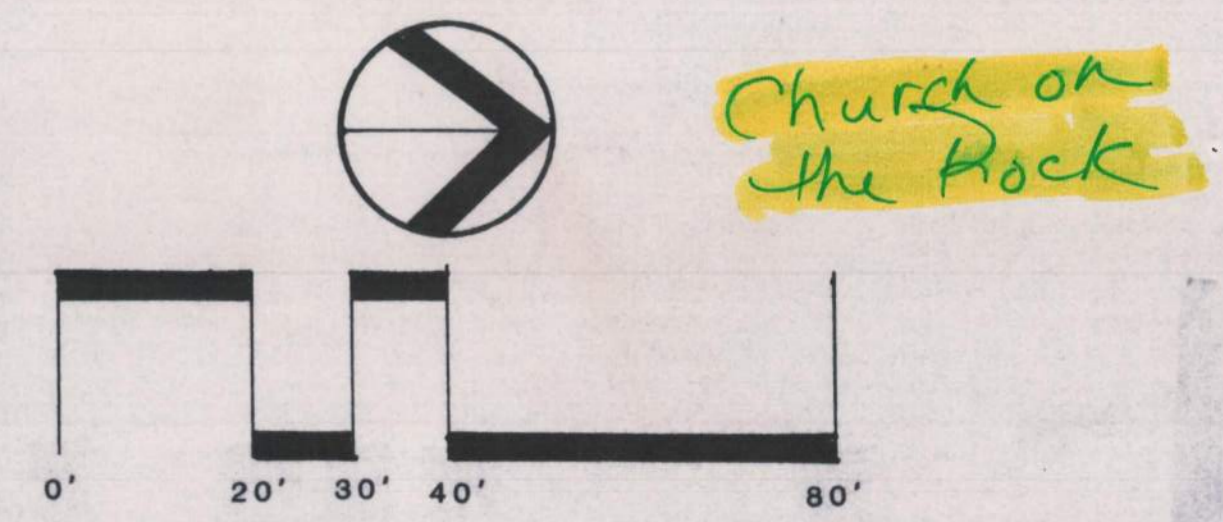
CIRCULATION PLAN
1" = 400'



LANDSCAPE
ROCKWALL, TEXAS
Church on the



Church on the Rock
ROCKWALL, TEXAS
LANDSCAPE CONCEPT



J.T. DUNKIN & ASSOCIATES INC.
Urban Planning/Landscape Architecture

Church on the Rock

LANDSCAPE DATA

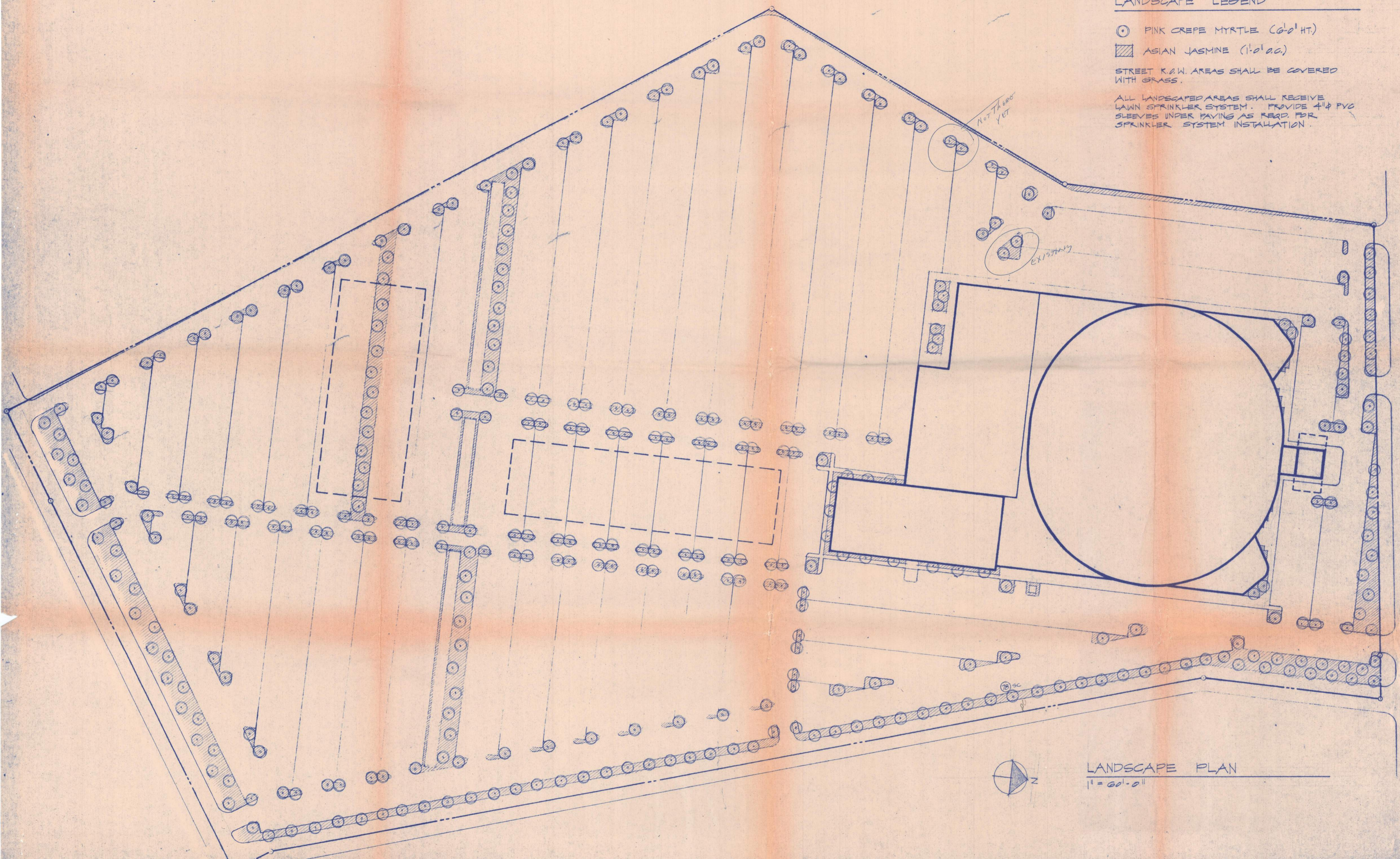
TOTAL LAND AREA: 34 ACRES = 1,484,350 SF
TOTAL LANDSCAPED AREA: 97,000 SF
PERCENT COVERAGE: 6.5%

LANDSCAPE LEGEND

- PINK CREPE MYRTLE (6'-0" HT.)
- ▨ ASIAN JASMINE (1'-0" AC.)

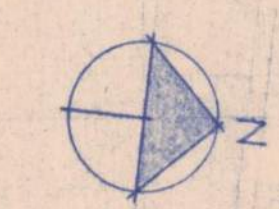
STREET R.O.W. AREAS SHALL BE COVERED WITH GRASS.

ALL LANDSCAPED AREAS SHALL RECEIVE LAWN SPRINKLER SYSTEM. PROVIDE 4" PVC SLEEVES UNDER PAVING AS REQD. FOR SPRINKLER SYSTEM INSTALLATION.



NOT THERE YET

EXISTING



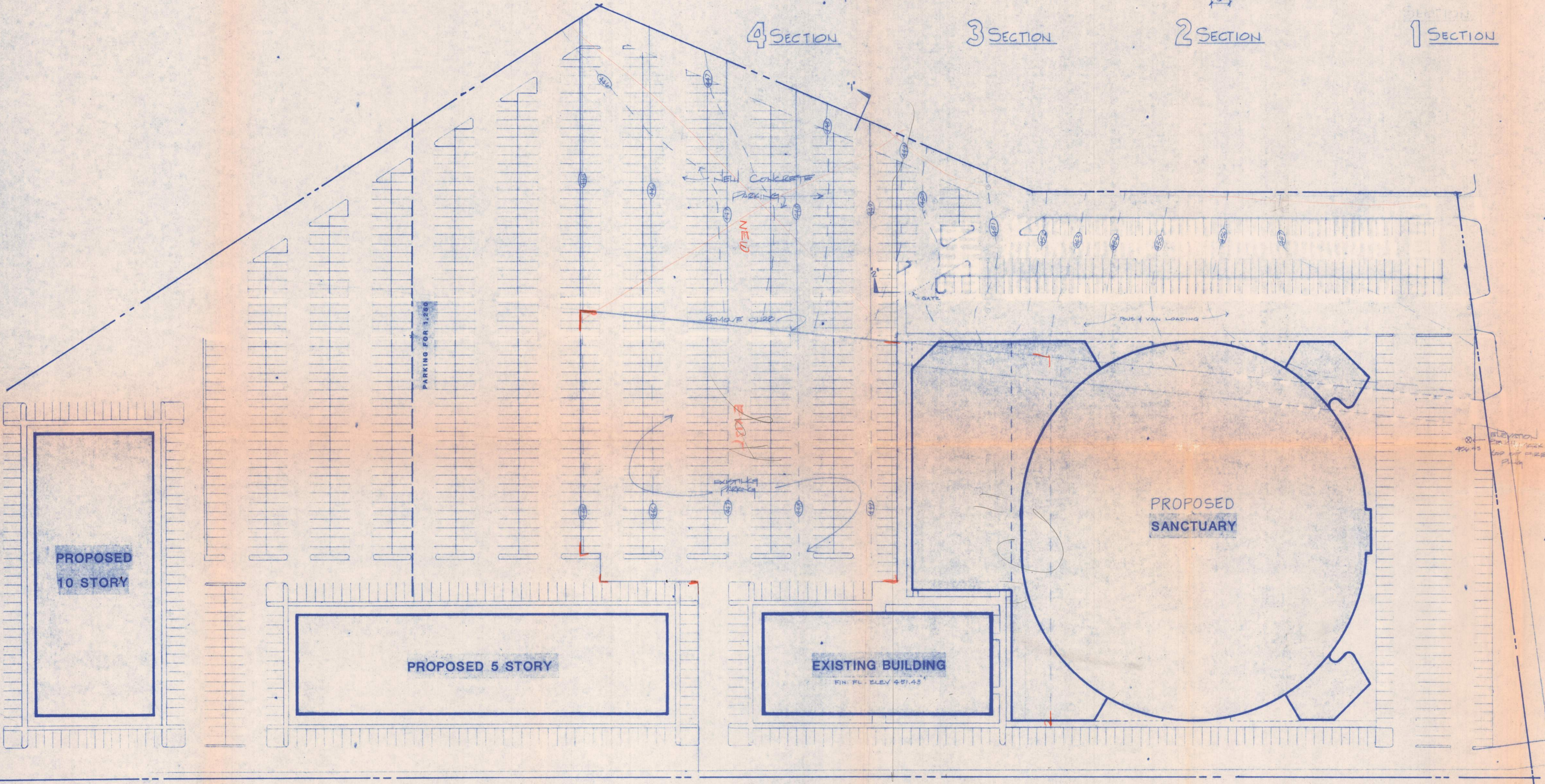
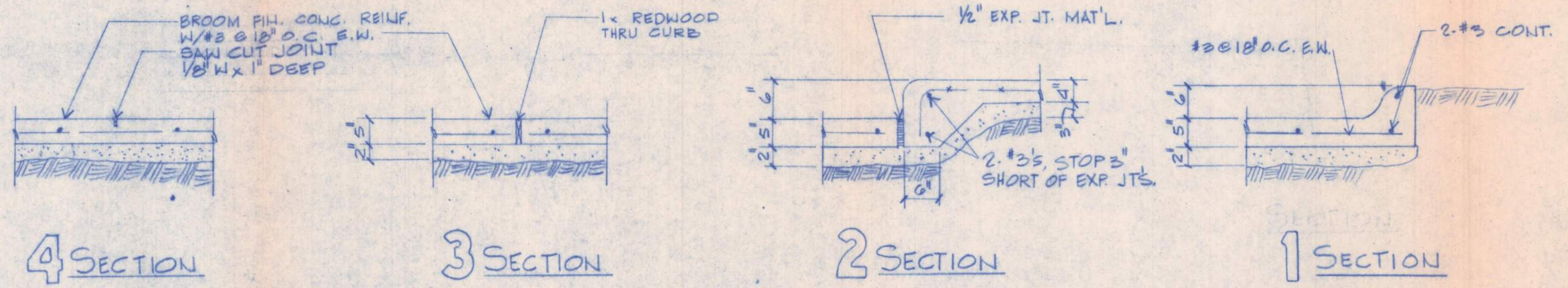
LANDSCAPE PLAN
1" = 60'-0"

REVISIONS	
DATE: 7-23-84	
JOB NO.	
DRAWN BY:	



CHURCH ON THE ROCK
ROCKWALL, TEXAS

NOTE: ALL CONC. SHALL BE 3,000 PSI CONC.



MASTER PLAN 

1" - 50'

revisions

date

seal:



projects

CHURCH ON THE ROCK

DATE: 1/25/43

JOB NO.:

FILE:

SHEET NO.

1

Ballas Design associates

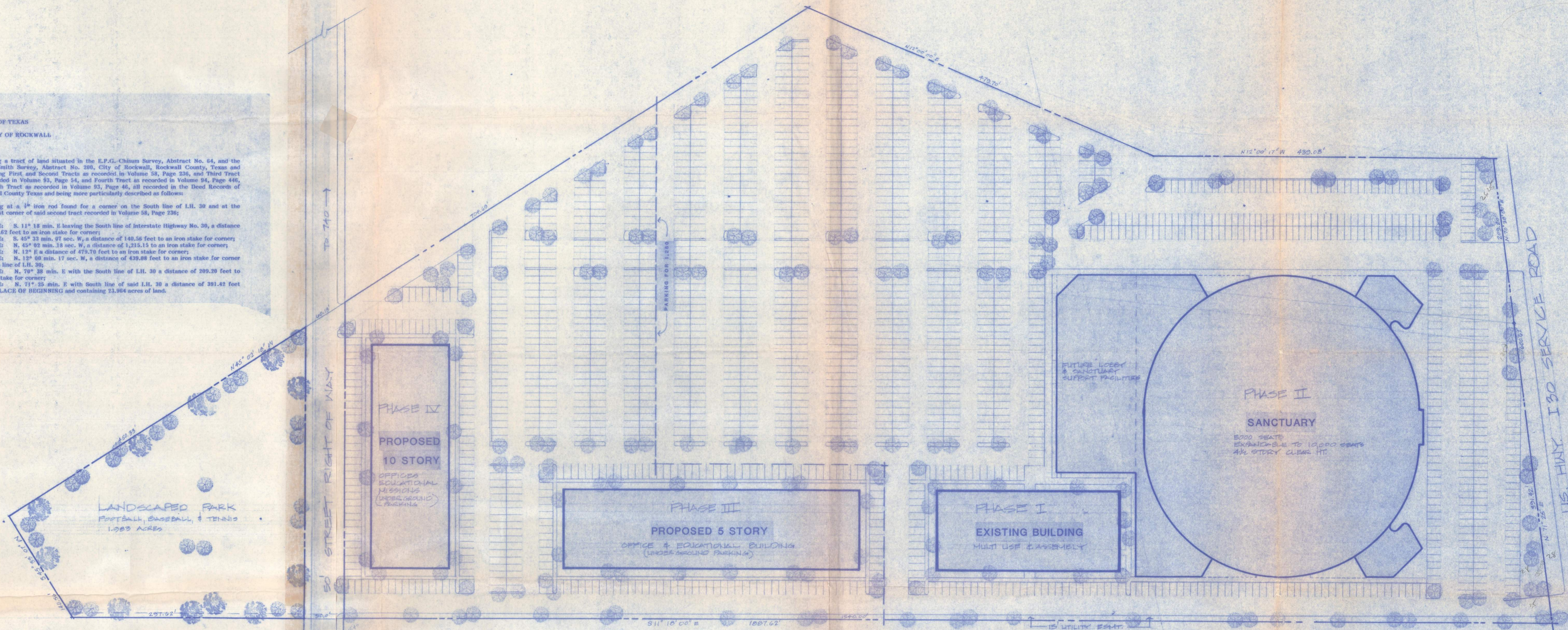
11325 Pegasus St. Suite 5-209 Tel. 341-4920 Dallas, Tx. 75238

STATE OF TEXAS
COUNTY OF ROCKWALL

Being a tract of land situated in the E.P.G. Chisum Survey, Abstract No. 64, and the James Smith Survey, Abstract No. 200, City of Rockwall, Rockwall County, Texas and also being First and Second Tracts as recorded in Volume 58, Page 236, and Third Tract as recorded in Volume 93, Page 54, and Fourth Tract as recorded in Volume 94, Page 446, and Fifth Tract as recorded in Volume 93, Page 46, all recorded in the Deed Records of Rockwall County Texas and being more particularly described as follows:

Beginning at a 1" iron rod found for a corner on the South line of I.H. 30 and at the Northeast corner of said second tract recorded in Volume 58, Page 236;

THENCE: S. 11° 18 min. E leaving the South line of Interstate Highway No. 30, a distance of 1,887.62 feet to an iron stake for corner;
 THENCE: S. 45° 33 min. 07 sec. W, a distance of 140.56 feet to an iron stake for corner;
 THENCE: N. 45° 02 min. 18 sec. W, a distance of 1,215.15 feet to an iron stake for corner;
 THENCE: N. 12° 00 min. 17 sec. W, a distance of 479.70 feet to an iron stake for corner;
 THENCE: N. 12° 00 min. 17 sec. W, a distance of 439.08 feet to an iron stake for corner on South line of I.H. 30;
 THENCE: N. 70° 38 min. E with the South line of I.H. 30 a distance of 209.20 feet to an iron stake for corner;
 THENCE: N. 71° 25 min. E with South line of said I.H. 30 a distance of 391.42 feet to the PLACE OF BEGINNING and containing 23.964 acres of land.



DATA

- 23.964 ACRES TOTAL
- 3.53 ACRES LANDSCAPED (15%) (ONLY 5% REQUIRED)
- PHASE II
 - 5000 SEAT SANCTUARY
 - 1250 PARKING SPACES SHOWN AS REQUIRED
 - PARKING TO BE EXPANDED TO 2800 SPACES AS SANCTUARY EXPANDS AS SHOWN

MASTER PLAN



1" = 50'

DATE	REVISIONS

SEAL:

PROJECTS

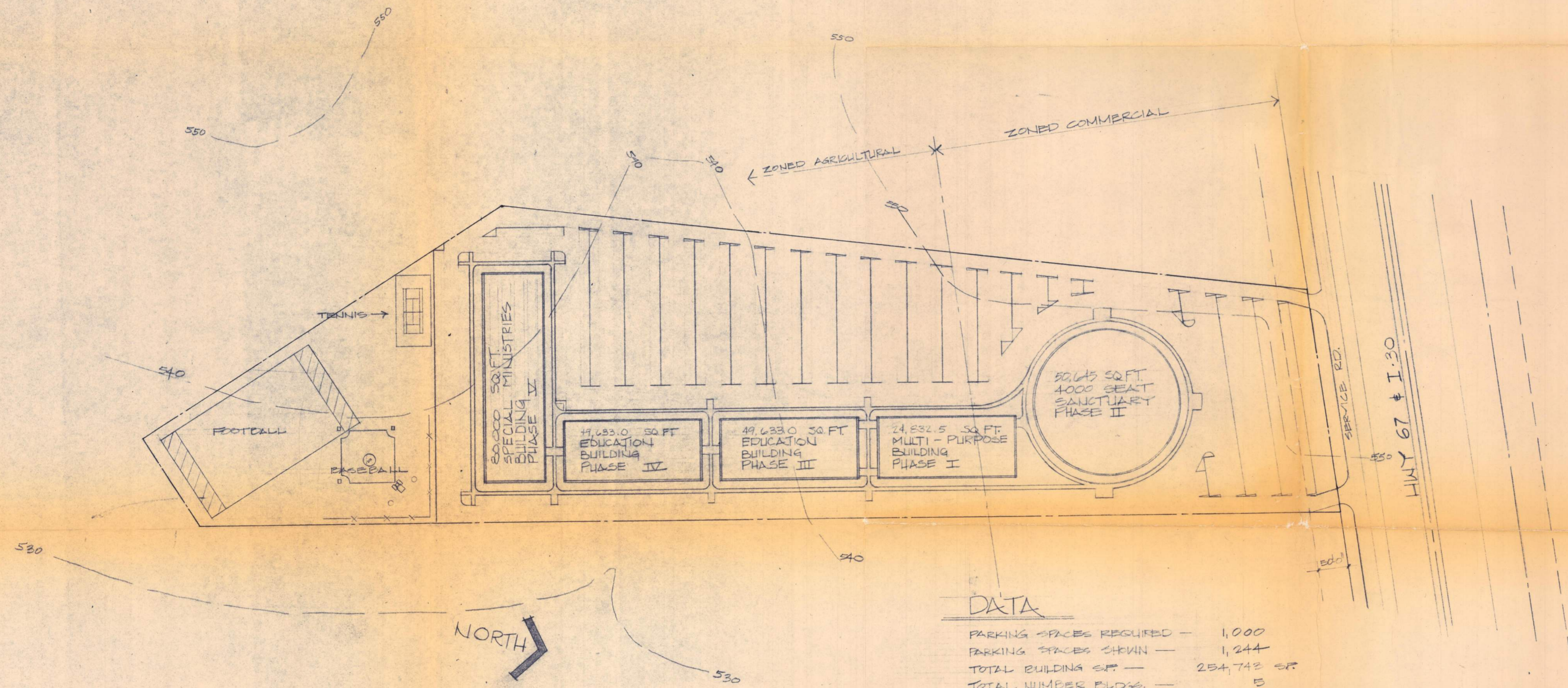
CHURCH ON THE ROCK

FILE NO. DATE OF

SHEET NO. **A-2**

Ballas Design
associates

11325 Pegasus St. Suite 6-209 Tel. 341-4920 Dallas, Tx. 75238



NOTE: CONTOURS TAKEN FROM U.S. GEOLOGICAL SURVEY MAP, ROCKWALL, TX. N3252.5-W3622.5/T.5

DATA

PARKING SPACES REQUIRED	1,000
PARKING SPACES SHOWN	1,244
TOTAL BUILDING SF	254,743 SF
TOTAL NUMBER BLDGS.	5

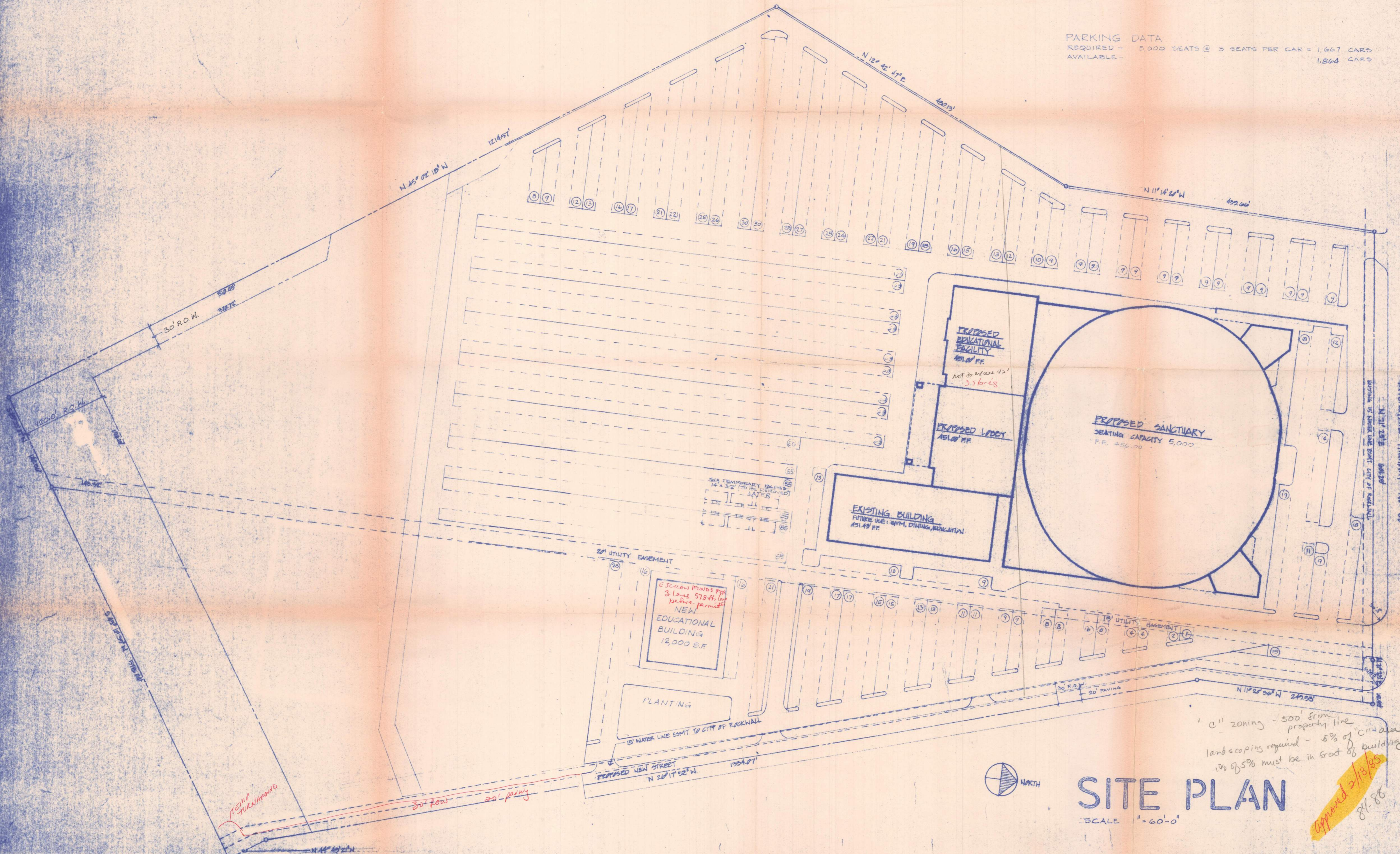
MASTER SITE PLAN • SCALE: 1" = 100'-0"

CHURCH ON THE ROCK
ROCKWALL, TEXAS 75087

ARCHITECTURAL IMAGES
517 SHORE TRAIL
ROCKWALL, TX 75087
226-0206

PARKING DATA

REQUIRED - 5,000 SEATS @ 3 SEATS PER CAR = 1,667 CARS
AVAILABLE - 1,864 CARS



INTERSTATE HIGHWAY NO. 30

REVISIONS	
DATE	2-1-85
JOB NO.	
DRAWN BY	

"C" zoning - 500' from property line
landscaping required - 5% of building
10% of 5% must be in front of building

Approved 2/18/85
8/8/88

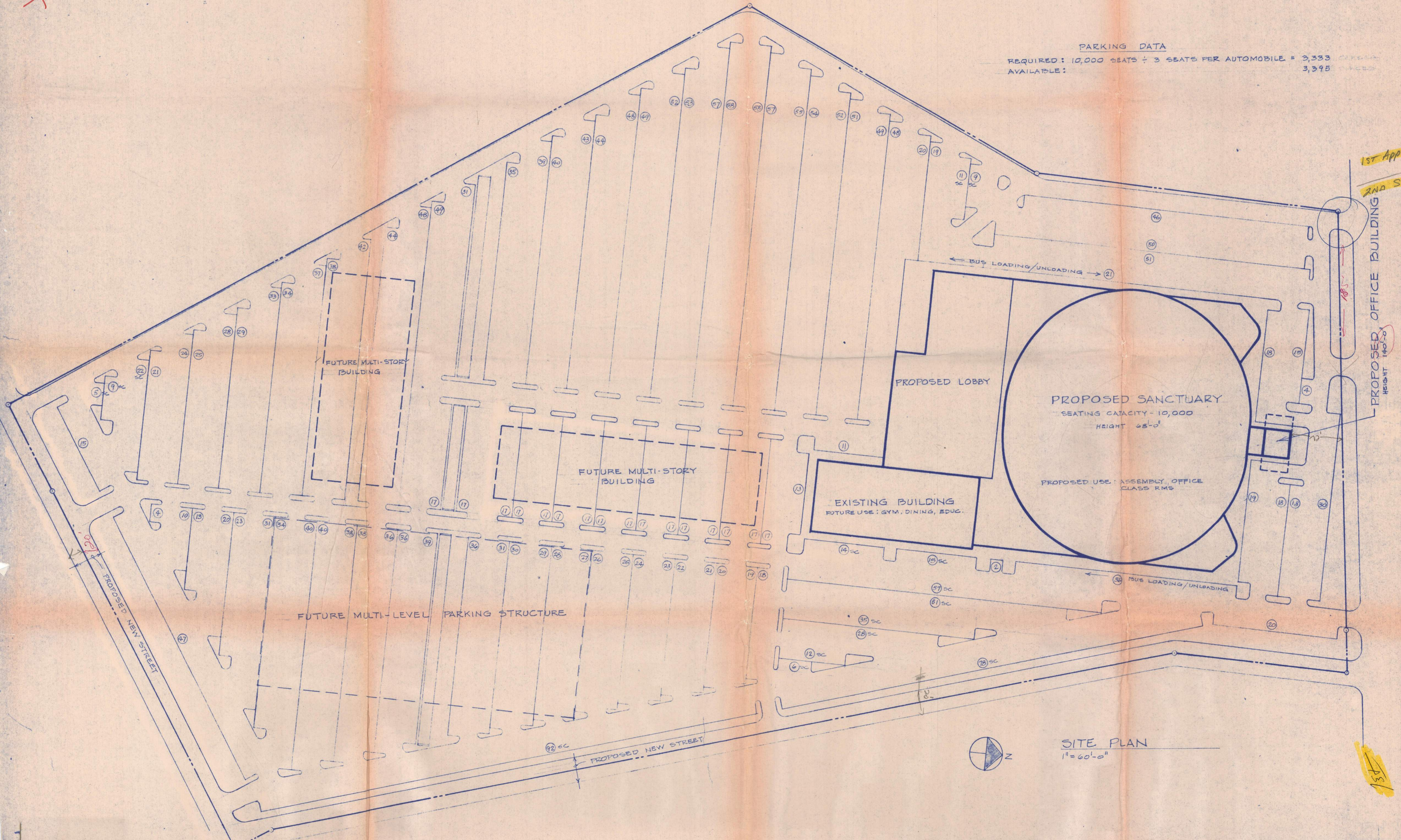
SITE PLAN

SCALE 1" = 60'-0"

Handwritten initials

exp. lein traffic movement

PARKING DATA
 REQUIRED: 10,000 SEATS ÷ 3 SEATS PER AUTOMOBILE = 3,333
 AVAILABLE: 3,395



1ST APPROVAL 4850
 2ND SUBMITTED - 10,000

DATE	REVISIONS
7-23-04	

DATE: 7-23-04
 JOB NO:
 DRAWN BY:



CHURCH ON THE ROCK
 ROCKWALL, TEXAS

Sheet No. 1 of 2

SITE PLAN
 1" = 60'-0"

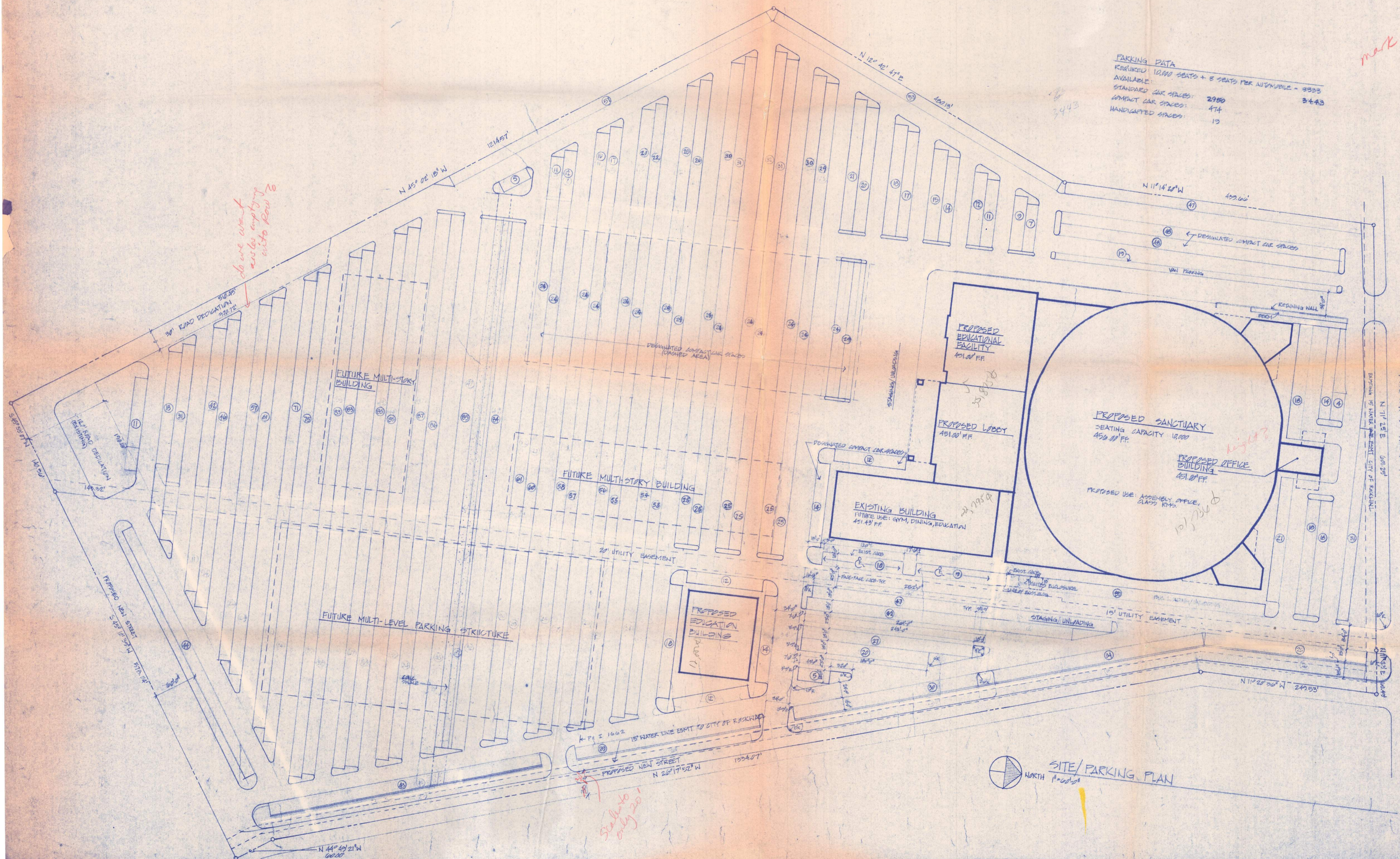
131

mark landscaping

PARKING DATA

REQUIRED: 10,000 SEATS + 3 SEATS PER AUTOMOBILE = 3333	
AVAILABLE:	
STANDARD CAR SPACES:	2950
COMPACT CAR SPACES:	474
HANDICAPPED SPACES:	19

do we want areas empty into row 70



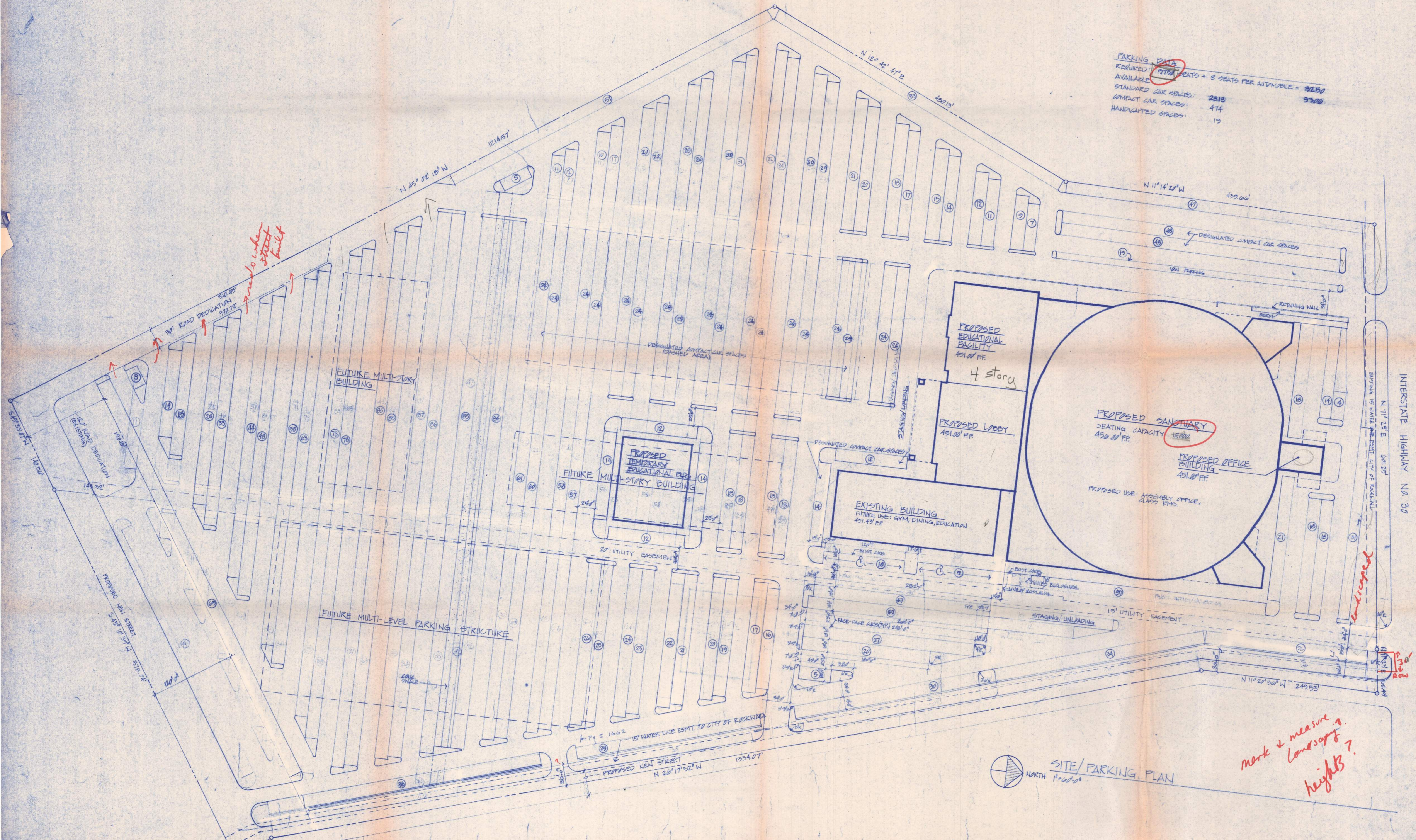
REVISIONS	
DATE:	11-2-84
JOB NO.:	ADDED EDUC. BLDG. AND REVISED THE CAR COUNTS.
DRAWN BY:	

FE

SITE/PARKING PLAN

Staircase only 20'

PARKING DATA
 REQUIRED: 9750 SEATS + 3 SEATS PER AUTOMOBILE = 3250
 AVAILABLE: 3300
 STANDARD CAR SPACES: 2813
 COMPACT CAR SPACES: 474
 HANDICAPPED SPACES: 19



REVISIONS	
DATE:	ADDED EDUC. BLDG. AND REVISED THE SANCTUARY.
JOB NO.:	11-5284
DRAWN BY:	

4/26/2010

SITE/PARKING PLAN
 NORTH

mark & measure landscape heights?

undrained

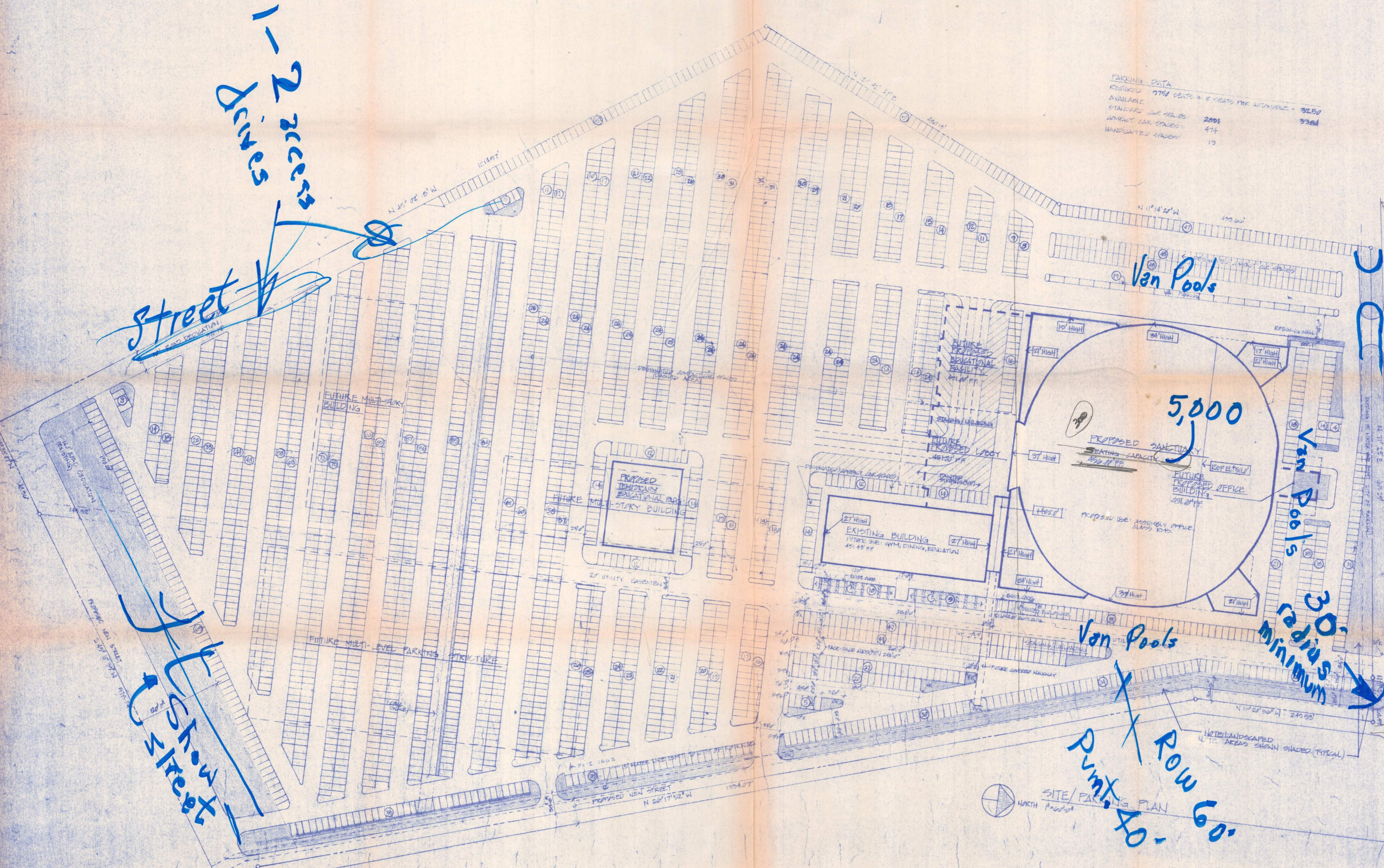
PARKING DATA	
REQUIRED	7751 SEATS + 2 SEATS PER AUTOMOBILE = 3250
AVAILABLE	3384
STANDARD CAR SPACES	2891
COMPACT CAR SPACES	474
HANDICAPPED SPACES	19

24 hr temp permit

REVISIONS	
DATE:	11-5-84
JOB NO.:	
DRAWN BY:	

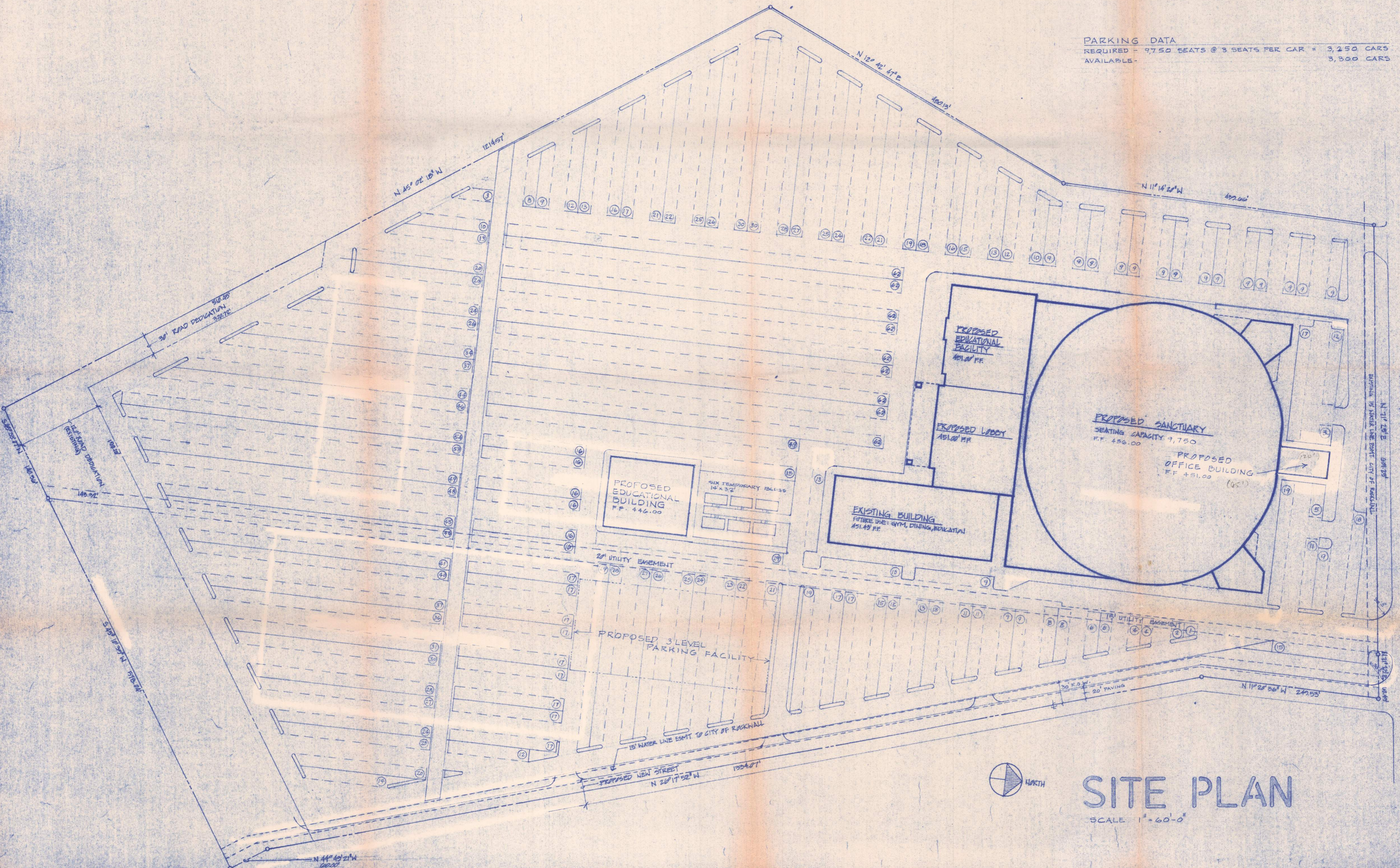
Conduct permit
Move Appoint
12K
Subj to F.P.

CHURCH ON THE ROCK
ROCKWALL, TEXAS
Sheet No. 3
I.E.3



SITE/PARKING PLAN

PARKING DATA
 REQUIRED = 9,750 SEATS @ 3 SEATS PER CAR = 3,250 CARS
 AVAILABLE = 3,300 CARS



REVISIONS	
DATE: 1-21-85	
JOB NO.	
DRAWN BY:	

CHURCH ON THE ROCK
 ROCKWALL, TEXAS
 Sheet No. **SPI**

SITE PLAN

SCALE 1" = 60'-0"

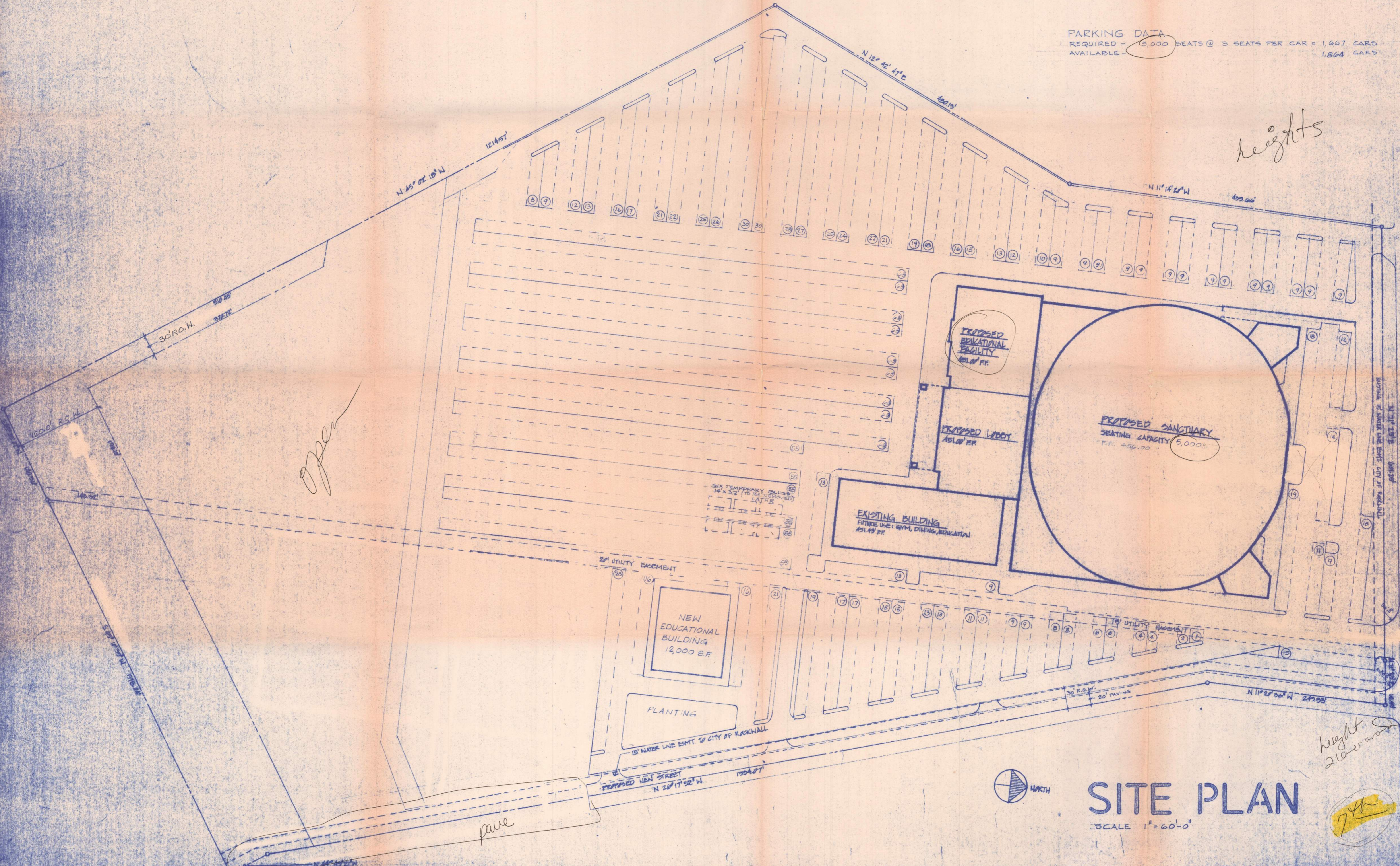


INTERSTATE HIGHWAY NO. 30
 N 11° 25' E DIST. 100.00
 BEGINNING OF UTILITY LINE ESMT. CITY OF ROCKWALL

Copy

PARKING DATA
 REQUIRED - 15,000 SEATS @ 3 SEATS PER CAR = 1,667 CARS
 AVAILABLE - 1,804 CARS

heights



Open

pave

*height
2 lower and*



SITE PLAN

SCALE 1" = 60'-0"

7th

REVISIONS	
DATE 1-17-25	2-1-25
JOB NO.	
DRAWN BY	

CHURCH ON THE ROCK
 ROCKWALL, TEXAS

Sheet No. **SPI**

INTERSTATE HIGHWAY N/A 30

MEMORANDUM

September 14, 1984

TO: Jack Decker
FROM: Karen Martin, Administrative Assistant *km*
RE: Church on the Rock Site Plan

On September 13, 1984, the Planning and Zoning Commission voted to table your site plan until you submit a plan with:

1. 30 ft. of right-of-way on the east side
2. 30 ft. of right-of-way for 510.45 ft. from the rear on the west side
3. Either 120 ft. of right-of-way on the south side or a route study showing how the road could be aligned to share right-of-way
4. Removal of center entrance to I-30
5. Second means of improved access from FM-740 or FM-3097
6. Study of traffic generated, direction of flow, impact on nearby streets and intersections
7. Elevations of proposed buildings
8. Technical review of office building by Staff

If you want to be on the October 11th Agenda, your revised site plan, traffic studies, route study, elevations, and a sample floor plan for the office building must be submitted to the City by September 24th.



**PAWA-Winkelmann
& Associates, Inc.**

CIVIL / TRANSPORTATION ENGINEERS • PLANNERS • SURVEYORS

September 28, 1984

Ms. Julie Couch
City of Rockwall
205 West Rusk
Rockwall, TX 75087

Re: Traffic Impact and Site Access Analysis for Church on the Rock

Dear Julie:

In accordance with our discussion, September 25, 1984, we are pleased to submit the following proposal for traffic engineering services related to the subject project in Rockwall, Texas. We will take our direction from you and work with the Church on the Rock to accomplish the needs of the City. Enclosed is our understanding of the scope of services to be performed.

We propose to furnish the services outlined in the enclosure on a hourly reimbursable fee not to exceed \$6,000. The budget was derived from the following breakdown:

● Church on the Rock Traffic Impact and Access Analysis	\$3,300.00
● P6D Route Study	
+ FM 3097 to County Road	500.00
+ County Road to SH 205	<u>2,200.00</u>
Total	\$6,000.00

These engineering services do not include meetings and presentations after the submittal of the written report. If authorized, we would perform these services at our standard hourly rates as an additional service.

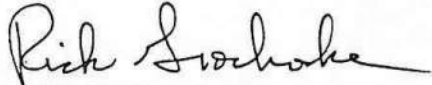
We are currently planning to collect traffic data, Sunday, September 30, as per your verbal authorization, to meet the submission date of October 22, 1984.

Page 2
Ms. Julie Couch
September 28, 1984

To authorize our work, please return one signed copy of this letter. Thank you again for this opportunity to be of service to the City of Rockwall.

Sincerely,

PAWA-Winkelmann & Associates, Inc.



Rick H. Grochoske, P.E.

Enclosure

ACCEPTED BY:

City of Rockwall

Date

STUDY AREA

Bounded by IH 30 Frontage Road on the north, FM 740/3097 on the west, proposed six-lane divided arterial on the south, and SH 205 on the east (See attached map).

To include four key intersections:

- IH 30 Frontage Roads at FM 740 (2)
- IH 30 Frontage Roads at SH 205 (2)

OBJECTIVES

1. Determine traffic impact on surrounding street system for two scenarios:
 - 1 service at 10,000 seat capacity
 - 2 consecutive services at 10,000 seat capacity (worst case)
2. Determine at what seating capacity a second access road will be required.
3. If a second access road is required, determine what it should be (P6D or collector) and its alignment.
4. Identify off-site improvements to accommodate an acceptable level of service ("C").
5. Organize these recommended improvements into a traffic operations plan to include probable costs, priorities and time frames.

SCOPE OF WORK

- A. Collect or obtain traffic data to include:
 - Existing traffic volumes at key intersections (Sunday counts)
 - Projected traffic volumes
 - Boundary surveys for route study
 - Vehicle occupancy entering
 - Collect vehicular traffic entering and exiting site
 - Vehicle size entering
 - Average attendance for each service (Sunday, Wednesday, Thursday)
 - IH 30 schematics from SH 205 to west City limits.
 - Existing geometrics of key intersections (pavement widths)
- B. Calculate trip generation rate/seat (Sunday morning entering/exiting).
- C. Estimate the Sunday peak-hour traffic to and from the church (both scenarios).
- D. Determine regional distribution (church records).
- E. Distribute forecasted trips to adjacent perimeter roadways (both scenarios).

- F. Perform capacity analysis at critical intersection (both scenarios).
- G. Identify traffic problems.
- H. Develop off-site improvements necessary to accomplish Level of Service "C" operation.
- I. If access is needed, develop alignment for the appropriate street.
- J. Provide overall site plan review relative to internal access and circulation.
- K. Determine parking requirement based on collected data.
- L. Meetings with City and church staff.
- M. Prepare written report documenting above.



B. J. WILLHITE
Pastor to Adults and Prayer Ministry

October 5, 1984

Mr. Bill Eisen
City Manager
City of Rockwall
205 West Rusk
Rockwall, Texas 75087

Dear Mr. Eisen:

Thank you for your letter outlining the proposed traffic study for Church on the Rock. We have reviewed the objectives, scope of work and the fee schedule and found everything to be satisfactory and reflective of our understanding of the agreement between us.

Please proceed and let us know how we can assist.

Sincerely,

A handwritten signature in black ink that reads "Bob Willhite". The signature is written in a cursive, flowing style.

Bob Willhite
Pastor


BJW:jh

CHURCH ON THE ROCK
I-30 AT RIDGE ROAD • P. O. BOX 880
ROCKWALL, TEXAS 75087
(214) 722-9931 • METRO 226-0244

MEMORANDUM

December 17, 1984

TO: Jack Decker

FROM: Karen Martin 

SUBJECT: Site Plan

On December 13, 1984, the Planning and Zoning Commission tabled your site plan subject to your making the following changes:

1. Move western-most entry closer to western property line.
2. 30 ft. minimum radius on corner of street on east side.
3. Van pool parking around sanctuary.
4. Reduce seating capacity to 5,000.
5. Dedicate 30 ft. of right-of-way, with 20 ft. paving on east roadway.
6. Reduce entries to 2 points on southwestern corner of property.
7. Create one entry to roadway on south side.
8. Add wording that proposed buildings cannot be constructed before another site plan approved by City Council.

When you resubmit a revised site plan you will be scheduled for the next Planning Commission meeting.

CHURCH ON THE ROCK

I-30 at Ridge Road • P.O. Box 880 • Rockwall, Texas 75087 • (214)722-9931 • Metro 226-0244

DANNY MCLEOD
Business Administrator

February 2, 1987

CITY OF ROCKWALL
205 W. Rusk
Rockwall, Texas 75087

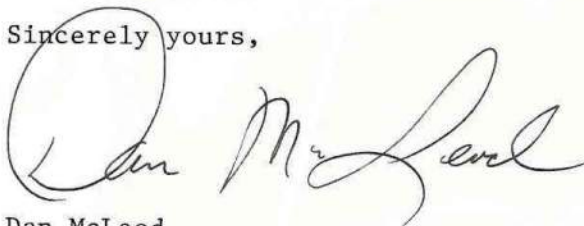
ATTN: Mr. Bill Eisen
City Manager

In accordance with section 1.6 of our Landscaping Agreement dated December 24, 1986, enclosed is our landscaping plan prepared by J. T. Duncan and Associates.

We are working on bids and costs analysis and plan to start construction on the landscape as set forth in the Landscape Agreement.

If we can provide additional information, please advise.

Sincerely yours,



Dan McLeod

DM/mt

Enclosure

JTD J.T. DUNKIN & ASSOCIATES INC.
urban planning / landscape architecture

many -
needs to go in
church on the
Rock site plan
file

February 25, 1987

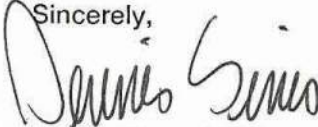
Ms. Julie Couch
Assistant City Manager
205 W. Rush
Rockwall, Texas 75087

Dear Ms. Couch:

As you requested, we have calculated the landscape area for the Church on the Rock in Rockwall, Texas. The south educational building has 5,262 square feet and the Sanctuary building has 46,286 square feet of landscape area.

If you have any questions regarding the concept plan, please do not hesitate to call.

Sincerely,


Dennis Sims, ASLA

xc: Dan McLeod

John Decker
Decker and Associates
5432 Winton
Dallas, Texas 75214

CITY OF ROCKWALL
105 West Rusk Street
ROCKWALL, TEXAS 75087-3793
(214) 722-1111 • Dallas 226-7885

SUBJECT Church on the Rock Site Plan Comments

DATE 7/27/84

MESSAGE:

1. Need 120 ft. ROW across rear of property and 30 ft. ROW up west side of property as shown on existing plat plus 30 ft. along east side of property.
2. When ROW given, where will you provide landscaping?
3. Will offices and other rooms in cross not be in use while sanctuary is?
4. Structures over 120 ft. require a Conditional Use Permit from City Council.
5. Entrances to I-30 service road must be 200 ft. apart.
6. When will the Church construct a second access to the site from FM-740 or FM-3097?

Need 8 copies of redrawing by August 2nd.

Karen Martin

ORIGINATOR-DO NOT WRITE BELOW THIS LINE

REPLY TO → SIGNED

Karen Martin

REPLY

DATE

SIGNED

SEND PARTS 1 AND 3 INTACT-PART 1 WILL BE RETURNED WITH REPLY

RM-858-3

ORIGINATOR'S COPY

ORIGINATOR DETACH AND FILE FOR FOLLOW UP

TO Jack Decker
P. O. Box 183
Rockwall, Tx. 75087

FROM

CITY OF ROCKWALL
105 West Rusk Street
ROCKWALL, TEXAS 75087-3793
(214) 722-1111 • Dallas 226-7885

SUBJECT Church on the Rock Site Plan

DATE 8/13/84

MESSAGE:

On August 8, 1984, the Planning and Zoning Commission voted to table your site plan until you resubmit a plan with (1) 30 ft. of ROW along the east side of the lot, (2) 30 ft. of ROW for 510.45 ft. up the west side of the lot from the rear, (3) either 120 ft. of ROW across the south or a centerline route study showing how the road could be aligned to share ROW (4) two entrances to I-30 service road, (5) second access to the site from FM-740 or FM-3097 with feedback from adjoining owners, and (6) the number of parking spaces and amount of landscaping listed. To go before the Planning and Zoning Commission on September 13th, I need 8 copies of the revised plan by August 27th.

Karen Martin

Karen Martin

ORIGINATOR-DO NOT WRITE BELOW THIS LINE

REPLY TO → SIGNED

REPLY

DATE

SIGNED

SEND PARTS 1 AND 3 INTACT-PART 1 WILL BE RETURNED WITH REPLY

RM-858-3

ORIGINATOR'S COPY

ORIGINATOR DETACH AND FILE FOR FOLLOW UP

Jack Decker
Church on the Rock
P. O. Box 183
Rockwall, Tx. 75087

FROM
CITY OF ROCKWALL
205 West Rusk Street
ROCKWALL, TEXAS 75087-3793
(214) 722-1111 • Dallas 226-7885

SUBJECT
Church on the Rock Site Plan

DATE
12/3/84

MESSAGE:
- Please submit 7 additional copies of the revised Church on the Rock site plan including building height designations, and with landscaped areas designated by December 5, 1984. The traffic planners have agreed to submit their results by that same date. We will call and arrange a meeting between you, our planners, and the Staff for the latter half of ~~next~~ week.

Karen Martin

ORIGINATOR-DO NOT WRITE BELOW THIS LINE

REPLY TO → SIGNED

REPLY

DATE

SIGNED

SEND PARTS 1 AND 3 INTACT-PART 1 WILL BE RETURNED WITH REPLY

RM-858-3

ORIGINATOR'S COPY

ORIGINATOR DETACH AND FILE FOR FOLLOW UP

TO
Pastor Bob Willhite
Church on the Rock
P. O. Box 880
Rockwall, Tx. 75087

FROM
CITY OF ROCKWALL
205 West Rusk Street
ROCKWALL, TEXAS 75087-3628
(214) 722-1111 • Dallas 226-7885

SUBJECT
Site Plan

DATE
2/15/85

MESSAGE:
On February 14, 1985, the Planning and Zoning Commission recommended approval of your site plan with the educational building attached to the sanctuary limited to three stories and 42 ft.; 20 ft. of paving the length of the east side of the property at this time; plus the escrowing of funds sufficient to pay for paving 3 lanes across the south side of the property prior to obtaining a building permit for the 12,000 sq. ft. educational building while pursuing acquisition of land from Our Savior Lutheran Church for street extension. The City Council will consider the plan on February 18, 1985. Please bring 7 revised copies of the plan to the Staff at that time.

CC: Jack Decker

Karen Martin

ORIGINATOR-DO NOT WRITE BELOW THIS LINE

REPLY TO → SIGNED

REPLY

DATE

SIGNED

SEND PARTS 1 AND 3 INTACT-PART 1 WILL BE RETURNED WITH REPLY

RM-858-3

ORIGINATOR'S COPY

ORIGINATOR DETACH AND FILE FOR FOLLOW UP

TO
Bob Willhite
Church on the Rock
P.O. Box 880
Rockwall, Texas 75087

FROM
CITY OF ROCKWALL
205 West Rusk Street
ROCKWALL, TEXAS 75087-3793
(214) 722-1111 • Dallas 226-7885

SUBJECT
Site Plan

DATE
March 4, 1985

MESSAGE:

On February 18, 1985 the City Council voted to approve your site plan with 5,000 seats in the sanctuary; the proposed education facility adjoining the sanctuary not to exceed 3 stories and 42 feet; 20 ft. of a road paved the length of the east side of the property and either construction of a road to FM-3097 or escrow the funds needed to pave 3 lanes across the rear of the property prior to receiving a building permit for the 12,000 sq. ft. building; and to actively pursue acquisition of land with Centennial to complete the road to FM-3097.

You must submit and receive approval from the Planning and Zoning Commission and City Council a final plat with engineering for the new property including the 12,000 sq. ft. building and 20 feet of roadway before a building permit can be issued. The next submission deadline is March 11, 1985.

cc: Jack Decker

ORIGINATOR-DO NOT WRITE BELOW THIS LINE

REPLY TO →

SIGNED

Karen Martin



REPLY

DATE

SIGNED

SEND PARTS 1 AND 3 INTACT-PART 1 WILL BE RETURNED WITH REPLY

Ennis RM-858-3

ORIGINATOR'S COPY

ORIGINATOR DETACH AND FILE FOR FOLLOW UP