

APPLICATION AND FINAL PLAT CHECKLIST

Date 7-13-93

Name of Proposed Development Hillcrest Shores

Name of Developer Mahr Development Corporation

Address 14755 PRESTON RD, S 830, DALLAS TX 75240 Phone 392-3800

Owner of Record Same

Address _____ Phone _____

Name of Land Planner/Surveyor/Engineer HAROLD L. EVANS, CONSULTING ENGR.

Address P.O. Box 28355 Dallas TX 75228 Phone 328-8133

Total Acreage 22.17 Current Zoning PD-R-10

Number of Lots/Units 67

Signed [Signature]

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 on a satisfactory scale, usually not smaller than one inch equals 100 feet. The Final Plat shall be submitted on a drawing which is 18" x 24".

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

<u>Provided of</u>	<u>Not</u>
<u>Shown on Plat</u>	<u>Applicable</u>
<u>✓</u>	<u>_____</u>
<u>✓</u>	<u>_____</u>

1. Title or name of development, written and graphic scale, north point, date of plat and key map

2. Location of the development by City, County and State.

<u>✓</u>	_____
<u>✓</u>	_____
_____	<u>✓</u>
<u>✓</u>	_____
<u>✓</u>	_____
<u>✓</u>	_____
<u>✓</u>	_____
<u>✓</u>	_____
_____	<u>✓</u>
<u>✓</u>	_____

3. Location of development tied to a USGS monument, Texas highway monument or other approved benchmark
4. Accurate boundary survey and property description with tract boundary lined indicated by heavy lines
5. If no engineering is provided show contours of 5 ft. intervals
6. Accurate plat dimensions with all engineering information necessary to reproduce plat on the ground
7. Approved name and right-of-way width of each street, both within an adjacent to the development
8. Locations, dimensions and purposes of any easements or other rights-of-way
9. Identification of each lot or site and block by letter and number and building lines
10. 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 by deed record volume and page
11. Boundary lines, dimensions and descriptions of open spaces to be dedicated for public use of the inhabitants of the development
12. Certificate of dedication of all streets, alleys, parks and other public uses signed by the owner or owners (see wording)

_____	_____ ✓
_____ ✓	_____
_____ ✓	_____
_____ ✓	_____
_____ ✓	_____
_____ ✓	_____
_____ ✓	_____
_____	_____ ✓
_____	_____

- 13. 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 graded (see wording)
- 14. Statement of developer responsibility for storm drainage improvements (see wording)
- 15. Instrument of dedication or adoption signed by the owner or owners (see wording)
- 16. Space for signatures attesting approval of the plat (see wording)
- 17. Seal and signature of the surveyor and/or engineer responsible for surveying the development and/or the preparation of the plat (see wording)
- 18. Compliance with all special requirements developed in preliminary plat review
- 19. Statements indicating that no building permits will be issued until all public improvements are accepted by the City (see wording)
- 20. Submit along with plat a calculation sheet indicating the area of each lot
- 21. Attach copy of any proposed deed restrictions for proposed subdivision

Taken by: _____

File No.: 93-30-FP/2

Date: 9/13/93

Fee: \$ 1120.00

Receipt No.: 032075

CITY OF ROCKWALL
205 West Rust
Rockwall, Texas

APPLICATION FOR ZONING CHANGE

Case No. 93-30-2 Filing Fee #1120⁰⁰ Date 7/22/94

Applicant Hillcrest Shores, LTD Phone 392-3800

Mailing Address: 14755 Preston, Suite 830
Dallas, TX 75240

LEGAL DESCRIPTION OF PROPERTY SOUGHT TO BE REZONED: (If additional space is needed for description, the description may be put on a separate sheet and attached hereto.)
See attached

I hereby request that the above described property be changed from its present zoning which is
PD-11 District Classification to

PD-11 Revised District Classification for the following reasons: (attach separate sheet if necessary)

See attached

There (are) (~~are not~~) deed restrictions pertaining to the intended use of the property.

2
Status of Applicant Owner Tenant

Prospective Purchaser _____

I have attached hereto as Exhibit "A" a plat showing the property which is the subject of this requested zoning change and have read the following concerning the importance of my submitting to the City a sufficient legal description.

Signed [Signature]

STATE OF TEXAS

COUNTY OF ROCKWALL

BEING a tract of land situated in the A. Hanna Survey, Abstract No. 98, and the J.H.B. Jones Survey, Abstract No. 124, Rockwall County, Texas, and being a part of that certain 262.474 acre tract of land described as Tract 1, in Special Warranty Deed, recorded in Volume 147, Page 474, Deed Records, Rockwall County, Texas, and further being a part of that tract of land conveyed to Robert S. Folsom by Richard W. Pickens, by deed recorded in Volume 100, Page 293, and being part of a 85.873 acre tract of land conveyed to H.L. Williams by deed recorded in Volume 51, Page 397, and being part of a tract conveyed from Dickerson to Robert S. Folsom by deed recorded in Volume 100, Page 677, and part of a tract being conveyed from W.F. Barrow, Jr., to R.S. Folsom by deed recorded in Volume 102, Page 403, and part of a 40.00 acre tract of land conveyed to Lillian Peace, et al, by deed dated July 21, 1949, and recorded in Volume 45, Page 125, and all of the above conveyances are recorded in the Deed Records of Rockwall County, Texas, and being more particularly described as follows:

BEGINNING at an iron rod for a corner at the Northwest corner of Northshore Phase 2B, an addition to the City of Rockwall, recorded in Slide B, Page 324, Plat Records, Rockwall County, Texas, and on the City of Dallas Take Line for Lake Ray Hubbard;

THENCE: Along the City of Dallas Take Line of Lake Ray Hubbard North 4 Degrees 49' 27" East a distance of 58.69 feet to a 1/2" iron rod found for a corner;

THENCE: Continuing with said Take Line to City of Dallas concrete monuments found as follows: North 42 Degrees 24' 03" West a distance of 500.00 feet; North 36 Degrees 21' 10" West a distance of 479.78 feet; North 0 Degrees 57' 12" East a distance of 105.85 feet; North 15 Degrees 00' 45" West a distance of 325.15 feet; North 85 Degrees 27' 08" West a distance of 237.68 feet; North 1 Degree 59' 22" East a distance of 151.40 feet; North 80 Degrees 22' 19" East a distance of 417.61 feet; North 67 Degrees 45' 06" East a distance of 260.70 feet; North 23 Degrees 50' 12" West a distance of 98.95 feet; South 71 Degrees 06' 47" West a distance of 235.33 feet; North 78 Degrees 21' 59" West a distance of 353.79 feet; South 85 Degrees 51' 16" West a distance of 126.39 feet; and South 47 Degrees 38' 46" West a distance of 221.15 feet;

THENCE: North 0 Degrees 09' 23" East a distance of 609.42 feet with the most Northerly West line of said Tract 1 to an iron rod set at the Northwest corner of said Tract 1 and in a fence line on the Southerly line of a public road (Alamo);

THENCE: North 88 Degrees 01' 57" East a distance of 980.60 feet with said Southerly line and generally with said fence line to an iron rod set for a corner;

THENCE: South 87 Degrees 51' 03" East a distance of 344.05 feet continuing with said Southerly line and said fence line to an iron rod set for a corner on the West line of said Pickens tract;

THENCE: North 0 Degrees 43' 11" West a distance of 20.56 feet to an iron rod set for a corner in the centerline of said road at the most Northerly Northwest corner of said Pickens tract;

THENCE: North 89 Degrees 35' 48" East a distance of 1304.62 feet along the center of said public road to a point for a corner on the West line of North Lake Shore Drive, a 100 foot right-of-way;

T

PAGE 2

THENCE: Along the Westerly lines of said North Lake Shore Drive as follows: South 0 Degrees 37' 01" East a distance of 55.33 feet to the beginning of a curve to the left, having a central angle of 10 Degrees 15' 10", a radius of 850.00 feet, and a chord that bears South 5 Degrees 44' 36" East a distance of 151.90 feet; Along said curve an arc distance of 152.10 feet to a point for a corner; South 10 Degrees 52' 11" East a distance of 800.41 feet to the beginning of a curve to the right, having a central angle of 67 Degrees 17' 45", a radius of 581.01 feet, and a chord that bears South 22 Degrees 46' 41" West a distance of 643.86 feet; Along said curve an arc distance of 682.42 feet to a point for a corner; South 56 Degrees 25' 34" West a distance of 279.87 feet to the beginning of a curve to the left, having a central angle of 51 Degrees 36' 07", a radius of 550.00 feet, and a chord that bears South 30 Degrees 37' 30" West a distance of 478.77 feet; Along said curve an arc distance of 495.34 feet to a point for a corner; and South 4 Degrees 49' 27" West a distance of 21.19 feet to a point for a corner on the North line of the previously mentioned Northshore Phase 2B;

THENCE: Along the North lines of said addition as follows: North 89 Degrees 29' 00" West a distance of 722.07 feet to a point for a corner; North 85 Degree 10' 33" West a distance of 50.00 feet to a point for a corner; South 4 Degrees 49' 27" West a distance of 6.97 feet to a point for a corner; and North 85 Degrees 10' 33" West a distance of 120.00 feet to the Point of Beginning and containing 101.453 acres of land.

ROBERT W. POPE & ASSOCIATES
4011 WEST PLANO PARKWAY
SUITE 104
PLANO, TEXAS 75093
(214)964-8801

PROPOSED REVISIONS TO PORTIONS OF PD-11

REASONS FOR REQUEST

Existing zoning requires minimum front setback of 20 feet plus one foot for each foot of height over 25 feet. This requested revision will allow staggered front setback as follows:

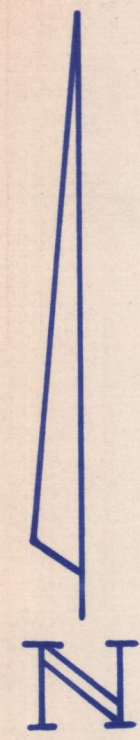
Minimum twenty (20) feet for all one story structures;

Minimum twenty-five (25) feet for all other structures.

Approval of this request will permit the builder to maximize lake views and enlarge usable side yards while the staggered front setbacks will help create appealing visual corridors.

CURVE DATA

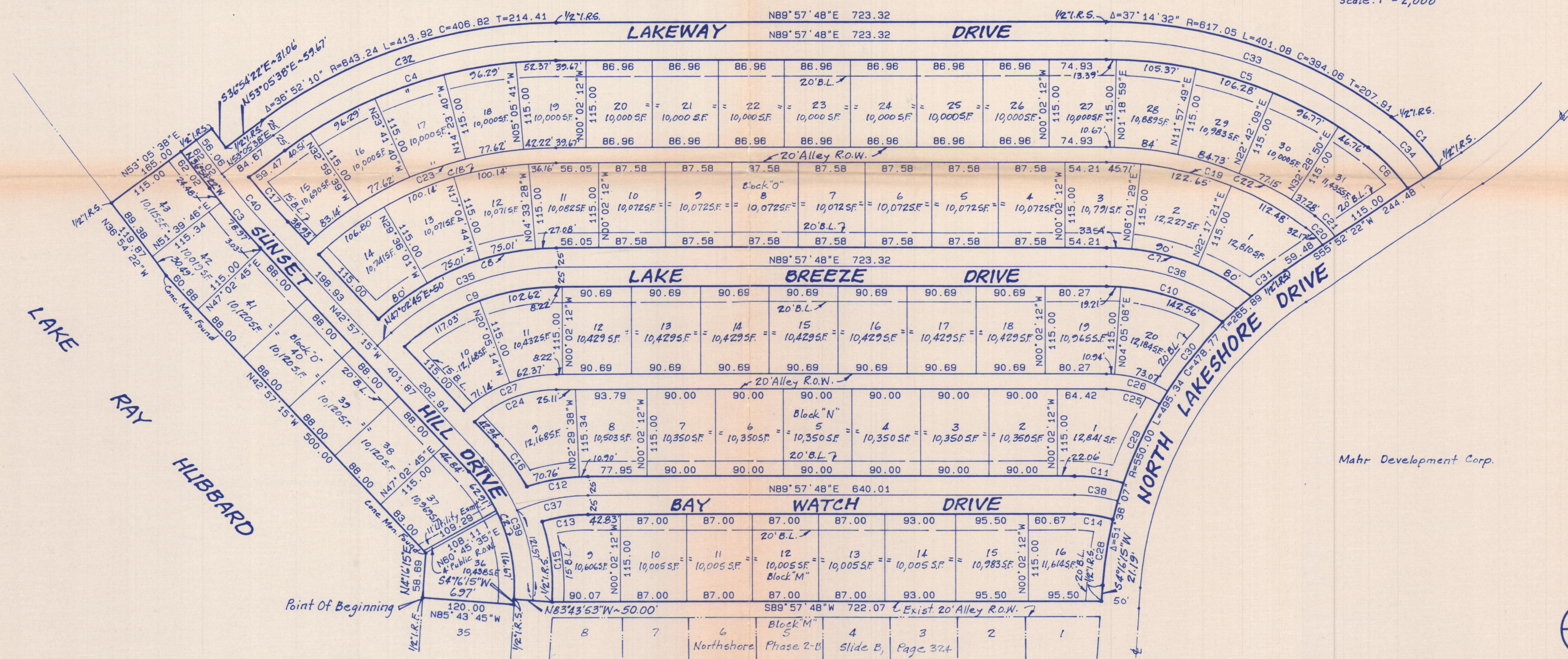
NO.	BEARING	CHORD	DELTA	RADIUS	LENGTH	TAN
C1	S43°27'40"E	92.03	18°40'02"	283.73	92.44	46.63
C2	N19°20'30"W	178.43	47°13'30"	222.73	183.58	97.37
C3	N39°55'49"W	103.40	6°02'53"	980.00	103.45	51.77
C4	N71°31'43"E	375.19	36°52'10"	593.24	381.75	197.74
C5	S71°24'57"E	362.12	37°14'32"	567.05	368.58	191.06
C6	S43°27'40"E	75.81	18°40'02"	233.73	76.15	38.42
C7	N71°38'42"W	200.06	36°47'01"	317.05	203.54	105.42
C8	S68°30'16"E	251.14	42°55'03"	343.24	257.10	134.92
C9	N68°30'16"E	214.55	42°55'03"	293.24	219.65	115.27
C10	S72°39'35"E	159.51	34°45'14"	267.05	161.98	83.57
C11	N81°59'56"W	64.48	16°04'33"	230.55	64.69	32.56
C12	S80°45'42"W	81.31	18°24'11"	254.25	81.66	41.19
C13	N81°23'36"E	60.87	17°08'23"	204.25	61.10	30.78
C14	S81°59'56"E	50.49	16°04'33"	180.55	50.66	25.50
C15	N07°00'43"W	106.72	22°33'55"	272.73	107.41	54.41
C16	N35°54'38"W	66.89	14°05'16"	272.73	67.06	33.70
C17	N40°31'01"W	79.10	4°52'29"	930.00	79.12	39.59
C18	N68°30'16"E	335.28	42°55'03"	458.24	343.24	180.12
C19	S71°24'57"E	275.91	37°14'32"	432.05	280.83	145.58
C20	S43°27'40"E	32.02	18°40'02"	98.73	32.17	16.23
C21	N43°27'40"W	38.51	18°40'02"	118.73	38.68	19.51
C22	N71°24'57"W	288.68	37°14'32"	452.05	293.83	152.32
C23	S68°30'16"W	349.91	42°55'03"	478.24	358.23	187.99
C24	N68°30'16"E	115.78	42°55'03"	158.24	118.53	62.20
C25	S74°11'07"E	72.14	31°42'11"	132.05	73.06	37.49
C26	N74°11'07"W	83.06	31°42'11"	152.05	84.13	43.17
C27	S68°30'16"W	130.41	42°55'03"	178.24	133.51	70.06
C28	N08°51'08"E	87.87	9°09'47"	550.00	87.96	44.07
C29	N24°38'04"E	114.79	11°58'48"	550.00	115.00	57.71
C30	N38°44'06"E	115.50	12°03'15"	550.00	115.71	58.07
C31	N52°58'39"E	55.56	5°47'25"	550.00	55.58	27.82
C32	N71°31'43"E	391.00	36°52'10"	618.24	397.83	206.08
C33	S71°24'57"E	378.09	37°14'32"	592.05	384.83	199.49
C34	S43°27'40"E	83.92	18°40'02"	258.73	84.30	42.52
C35	N68°30'16"E	232.84	42°55'03"	318.24	238.38	125.09
C36	S72°10'03"E	179.23	35°44'19"	292.05	182.17	94.16
C37	N78°03'32"E	94.58	23°48'32"	229.25	95.26	48.33
C38	S82°04'41"E	56.92	15°55'03"	205.55	57.10	28.74
C39	N19°20'30"W	188.46	47°13'30"	247.73	204.19	108.29
C40	N39°55'49"W	100.76	6°02'53"	955.00	100.81	50.45



Mahr Development Corp.

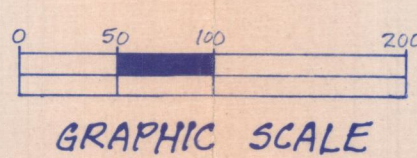


LOCATION MAP
Scale: 1" = 2,000'



Mahr Development Corp.

319191

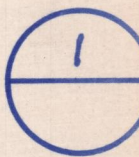


HAROLD L. EVANS
CONSULTING ENGINEER
2331 GUS THOMASSON RD. SUITE 102
DALLAS, TEXAS 75228
PHONE (214) 328-8133

SCALE	DATE	JOB NO.
1"=100'	7-13-93	9323

HILLCREST SHORES
A. HANNA SURVEY, ABSTRACT NO. 98
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Mahr Development Corporation ~ Owner
14755 Preston Road, Suite 830 Dallas, Texas 75240 Tel. No. 392-3800



OWNERS CERTIFICATE

STATE OF TEXAS
COUNTY OF ROCKWALL

WHEREAS Mahr Development Corporation is the owner of the following tract of land:

BEING a tract of land situated in the A. Hanna Survey, Abstract No. 98, Rockwall County, Texas, and being a part of that certain 262.474 acre tract of land described as Tract 1, in Special Warranty Deed, recorded in Volume 147, Page 474, Deed records, Rockwall County, Texas, and further being a part of that tract of land conveyed to Robert S. Folsom by Richard W. Pickens, by deed recorded in Volume 100, Page 293, and being part of a 85.873 acre tract of land conveyed to H.L. Williams by deed recorded in Volume 51, Page 397, and being part of a tract conveyed from Dickerson to Robert S. Folsom by deed recorded in Volume 100, Page 677, and part of a tract being conveyed from W.F. Barrow, Jr., to R.S. Folsom by deed recorded in Volume 102, Page 403, and part of a 40.00 acre tract of land conveyed to Lillian Peace, et al, by deed dated July 21, 1949, and recorded in Volume 45, Page 125, and all of the above conveyances are recorded in the Deed Records of Rockwall County, Texas, and being more particularly described as follows:

BEGINNING at a 1/2" iron rod found for a corner at the Northwest corner of Northshore Phase 2B, an addition to the City of Rockwall, recorded in Slide B, Page 324, Plat Records, Rockwall County, Texas, and on the City of Dallas Take Line for Lake Ray Hubbard;
THENCE: Along the City of Dallas Take Line of Lake Ray Hubbard as follows: North 4 degrees 16' 15" East a distance of 58.69 feet to a concrete monument found for a corner; North 42 degrees 57' 15" East a distance of 500.00 feet to a concrete monument found for a corner, and North 36 degrees 54' 22" West a distance of 119.87 feet to a 1/2" iron rod set for a corner;
THENCE: North 53 degrees 05' 38" East a distance of 165.00 feet to a 1/2" iron rod set for a corner;
THENCE: South 36 degrees 54' 22" East a distance of 31.06 feet to a 1/2" iron rod set for a corner;
THENCE: North 53 degrees 05' 38" East a distance of 59.67 feet to a 1/2" iron rod set for a corner at the beginning of a curve to the right having a central angle of 36 degrees 52' 10", a radius of 643.24 feet, and a chord that bears North 71 degrees 31' 43" East a distance of 406.82 feet;
THENCE: Along said curve an arc distance of 413.92 feet to a 1/2" iron rod set for a corner;
THENCE: North 89 degrees 57' 48" East a distance of 723.32 feet to a 1/2" iron rod set for a corner at the beginning of a curve to the right having a central angle of 37 degrees 14' 32", a radius of 617.05 feet, and a chord that bears South 71 degrees 21' 57" East, a distance of 394.06 feet;
THENCE: Along said curve an arc distance of 401.08 feet to a 1/2" iron rod set for a corner on the Northwest line of North Lakeshore Drive, a 100' right-of-way;
THENCE: With the Northwesterly lines of North Lakeshore Drive as follows: South 55 degrees 52' 22" West a distance of 244.48 feet to a 1/2" iron rod set for a corner at the beginning of a curve to the left having a central angle of 51 degrees 36' 07", a radius of 550.00 feet, and a chord that bears South 30 degrees 04' 18" West a distance of 478.77 feet;
Along said curve an arc distance of 495.34 feet to a 1/2" iron rod set for a corner; and South 4 degrees 16' 15" West a distance of 21.19 feet to a 1/2" iron rod set for a corner on the North line of said Northshore Phase 2-B;
THENCE: Along said North lines as follows: South 89 degrees 57' 48" West a distance of 722.07 feet to a 1/2" iron rod set for a corner; North 85 degrees 43' 45" West a distance of 50.00 feet to a 1/2" iron rod set for a corner; South 4 degrees 16' 15" West a distance of 6.97 feet to a 1/2" iron rod set for a corner; and North 85 degrees 43' 45" West a distance of 120.00 feet to the Point of Beginning and containing 22.170 acres of land.

NOW THEREFORE KNOW ALL MEN BY THESE PRESENTS:

THAT Mahr Development Corporation is the owner of said tract and does hereby adopt this plat designating the hereinabove described property as Hillcrest Shores, an Addition to the City of Rockwall, Rockwall County, Texas, and does hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction maintenance, or efficiency of their respective system on any of these easements strips; and any public utility shall have the right to public ingress or egress to, from and upon the said easement strips for purpose of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone. The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in this subdivision.

No house, dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until such time as the developer has complied with all requirements of the Platting Ordinance of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, drainage structures, and storm sewers, all according to the specifications of the City of Rockwall.

It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability of water for personal use and fire protection within such plat, as required under Ordinance 83-54.

WITNESS MY HAND, at _____, Texas, this the _____ day of _____, 1993.

MAHR DEVELOPMENT CORPORATION
BY _____

STATE OF TEXAS
COUNTY OF DALLAS

This instrument was acknowledged before me on the _____ day of _____, 1993, by _____, the _____ of Mahr Development Corporation on behalf of said Corporation.

Notary Public _____

SURVEYOR'S CERTIFICATE

NOW THEREFORE KNOW ALL MEN BY THESE PRESENTS:

That I, Harold L. Evans, 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.

Harold L. Evans, P.E., Registered Professional Land Surveyor No. 2146

STATE OF TEXAS
COUNTY OF DALLAS

This instrument was acknowledged before me on the _____ day of _____, 1993, by Harold L. Evans.

Notary Public _____

RECOMMENDED FOR FINAL APPROVAL

DATE: _____

APPROVED

DATE: _____ Chairman,
Planning & Zoning Commission

I hereby certify that the above and foregoing plat of Hillcrest Shores, an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the _____ day of _____, 1993.

Mayor, City of Rockwall _____ City Secretary, City of Rockwall _____

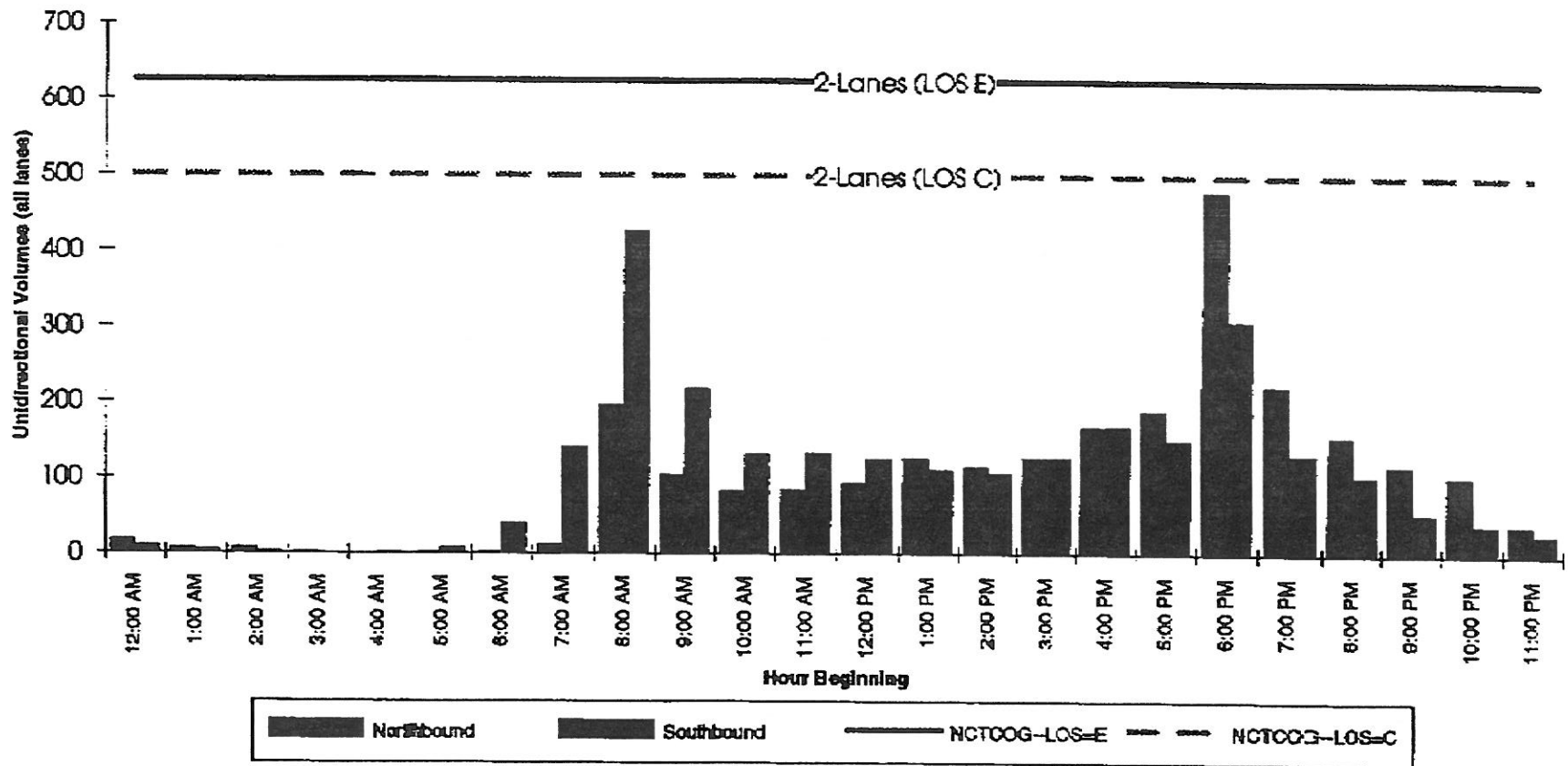
HAROLD L. EVANS
CONSULTING ENGINEER
2331 GUS THOMASSON RD. SUITE 102
DALLAS, TEXAS 75228
PHONE (214) 328-8133

SCALE	DATE	JOB NO.
	7-13-93	9323

HILLCREST SHORES
A. HANNA SURVEY, ABSTRACT NO. 98
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS
Mahr Development Corporation ~ Owner
4755 Preston Road, Suite 830 Dallas, Texas 75240 Tel. No. 392-3800

319191

North Lakeshore Drive Hourly Traffic Volumes vs. NCTCOG Service Volumes



With Development Traffic

Post-It™ brand fax transmittal memo 7671 # of pages > 5

To	DUB DOUPHRATE	From	Mark Goode
Co.	City of Rockwall	Co.	Bridgefarmer
Dept.	771-7700	Phone #	231-8800
Fax #	771-7727	Fax #	231-5900

Dr-Goode

Dear Mr. Douphrate

We have received from you the Preliminary Land Study for Mahr Development, dated June 16, 1993 and sheets 4 & 5 of 18 As-Built Plans for North Lake Drive.

We used this information to study the sight distance for each intersection in phase I & II, by using the following criteria:

- 1. North Lake Drive -- Design Speed 40 MPH
- 2. Vehicle entering Driver 11 ft. behind Crub
- 3. Vehicle Lake shore Driver 6 ft. from Crub or Lane line
- 4. Drivers Height of Eye 3.5 ft.
- 5. Height of Vehicle 4.5 ft.
- 6. Stopping Sight Distance
No shrubs or trees allowed in Median 325 ft.

Intersection approximate Station 1+15 from left. (Sheet 4 of 18)

This intersection has sight distance in both directions to accomandate the design speed of 40 mph on North Lake Drive.

Intersection approximate Station 3+60 from left. (Sheet 4 of 18)

This intersection has sight distance on the near side to accomandate the design speed of 40 mph on North Lake Drive. The stopping sight distance on far side is 275 ft.

Intersection approximate Station 6+45 from left. (Sheet 4 of 18)

This intersection has sight distance on the far side to accomandate the design speed of 40 mph on North Lake Drive. The stopping sight distance on near side is 275 ft.

Intersection approximate Station 11+30 from left. (Sheet 5 of 18)

This intersection has sight distance on the far side to accomandate the design speed of 40 mph on North Lake Drive. The stopping sight distance on near side is 275 ft.

Alleys approximate Station 2+55 and Station 5+05. (Sheet 4 of 18)

These alleys have sight distance in both directions to accomandate the design speed of 40 mph on North Lake Drive.

Alley approximate Station 8+90 Left.

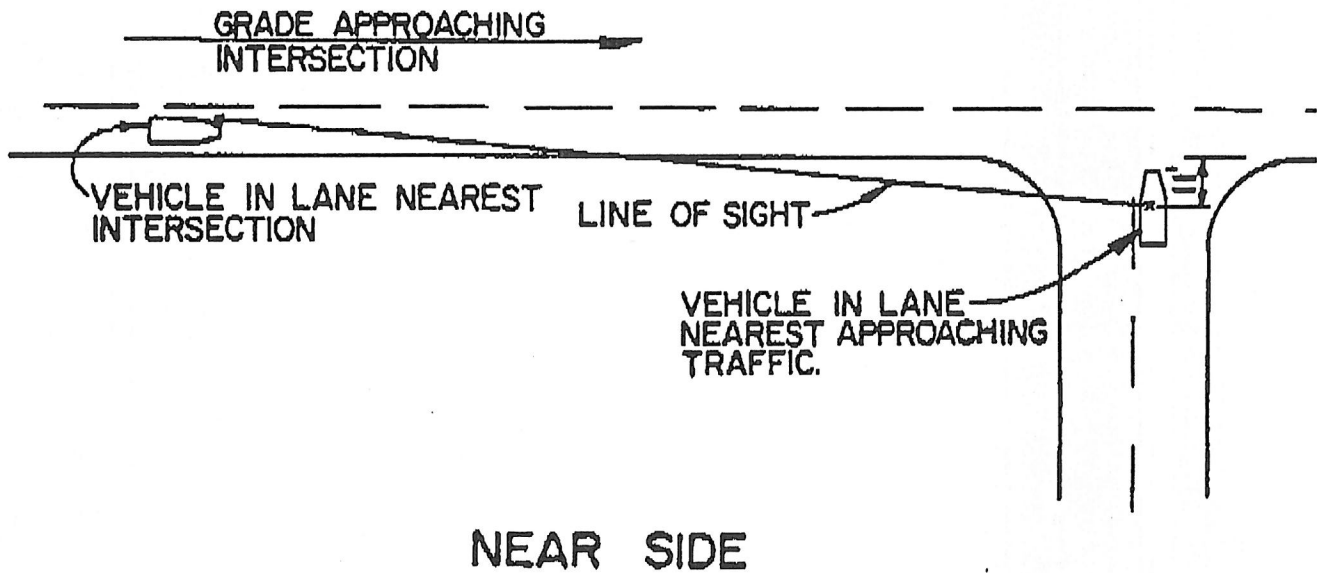
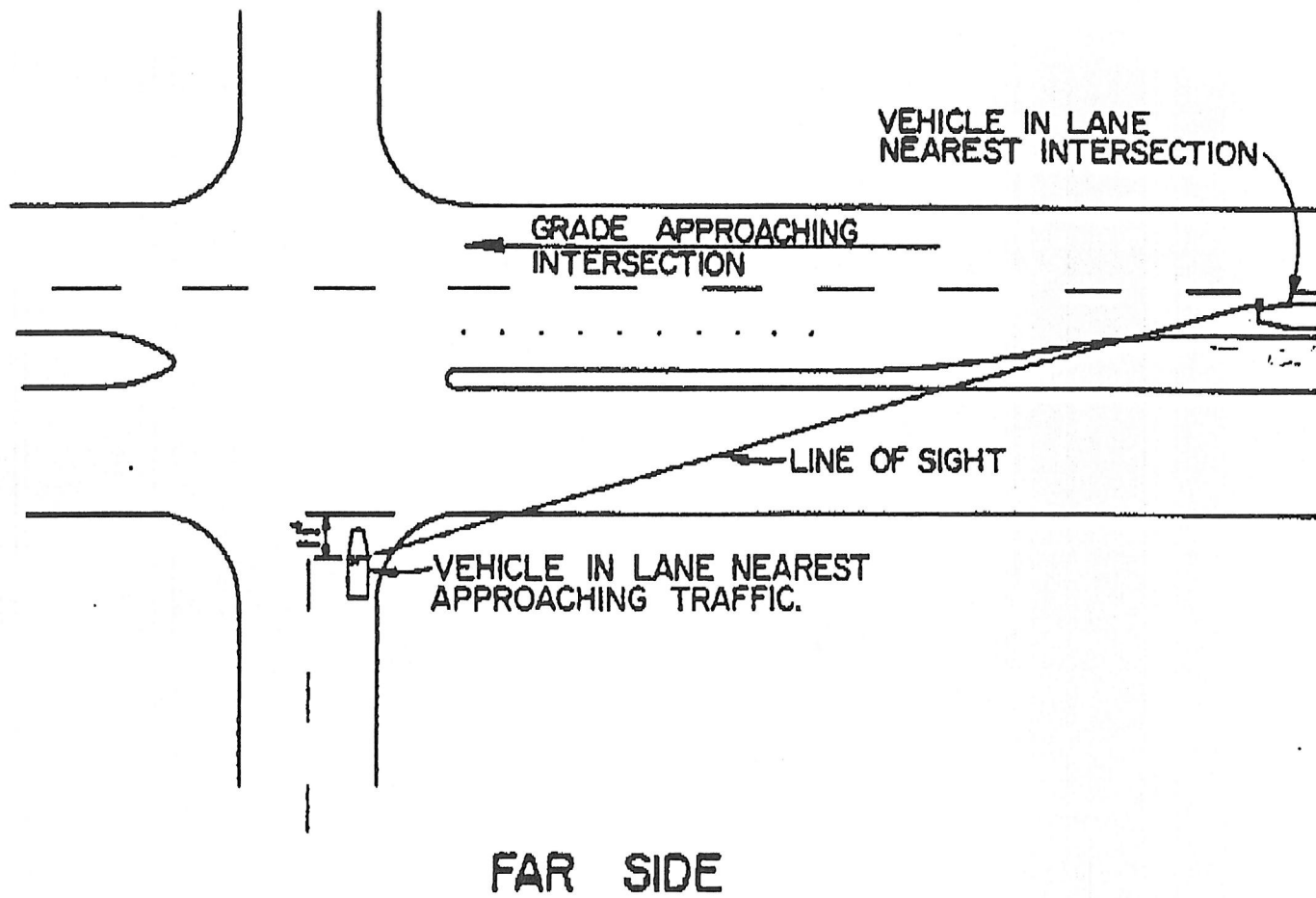
accommodate the design speed of 40 mph on North Lake Drive.
The stopping sight distance on near side of 275 ft.

Comments:

The City may wish to eliminate median openings for alleys to meet the proposed median design standard (Fig. 2.2)

The 1973 ASSHO design required a minimum SSD of 275 ft and desirable SSD of 300 ft. The above streets and alleys appear to meet the minimum for the old criteria.

Sketches are attached for each intersection showing line of sight and distance.



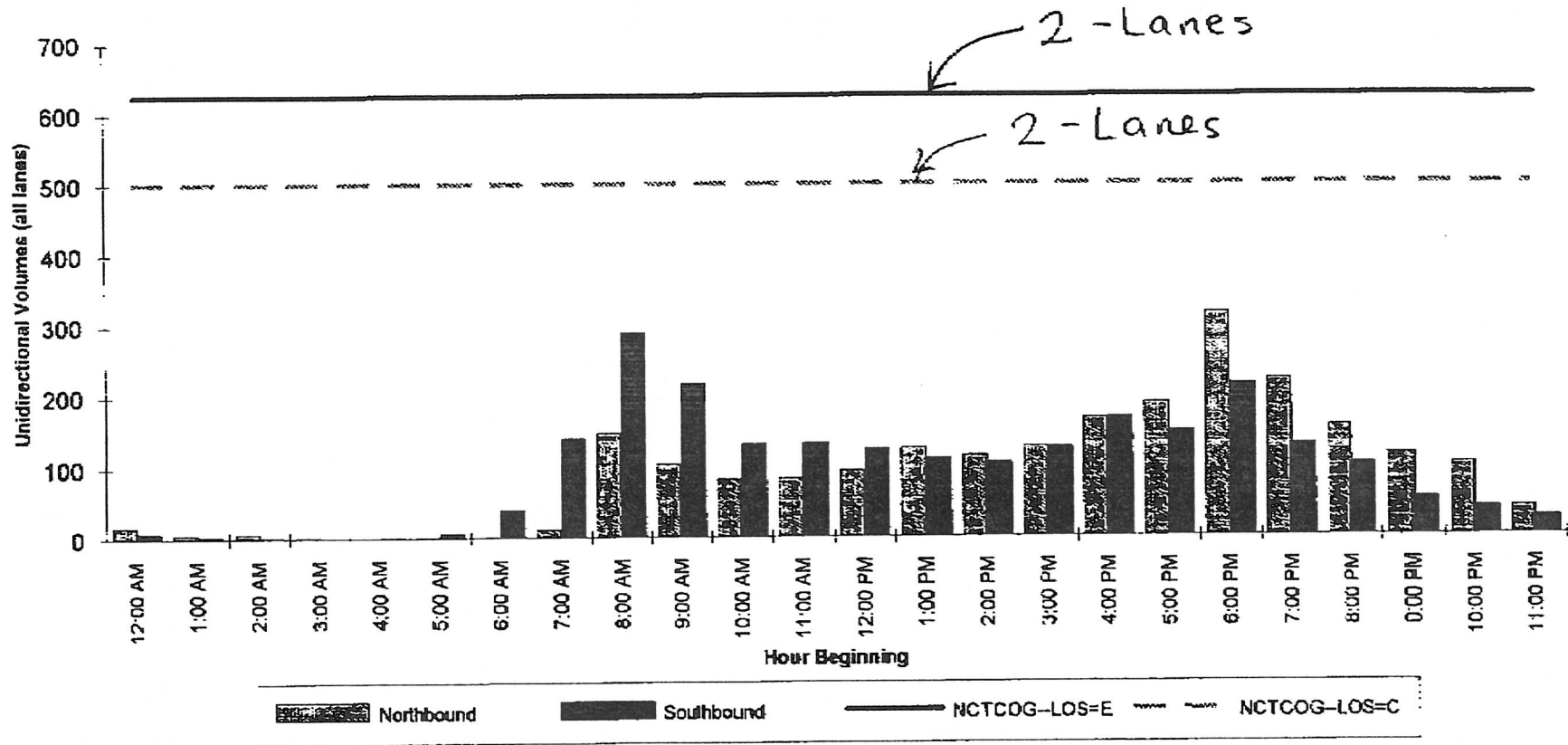
SIGHT DISTANCE AT INTERSECTIONS

USE WITH TABLE 6

FIGURE 6

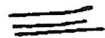
LAKE SHORE DRIVE

Hourly Traffic Volumes vs. NCTCOG Service Volumes



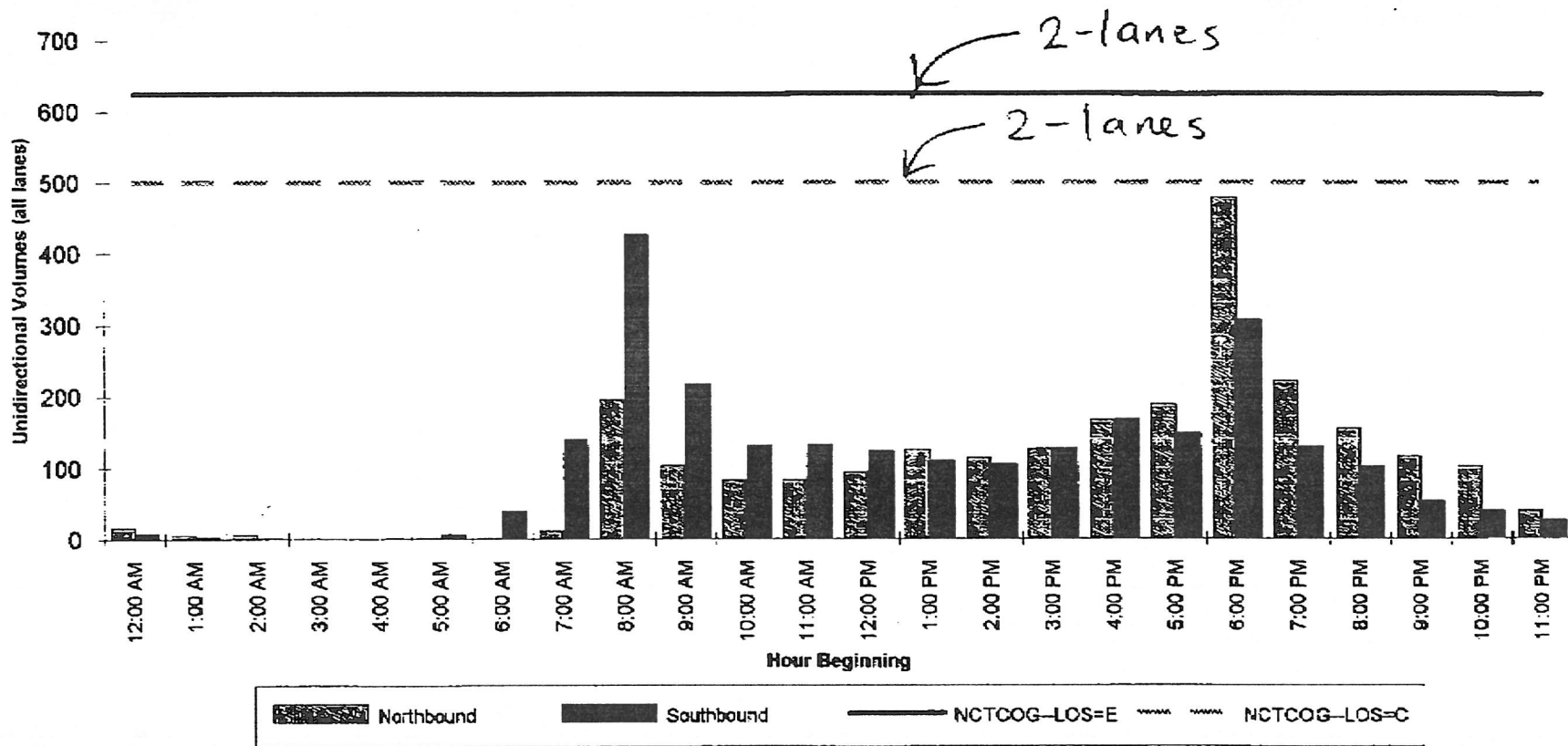
North of SH 66

Without Development Traffic



LAKE SHORE DRIVE

Hourly Traffic Volumes vs. NCTCOG Service Volumes



North of SH 66

With Development Traffic



THUNDERING
HEAD



**Bridgefarmer
& Associates, Inc.**
CONSULTING ENGINEERS DALLAS, TX

FAX TRANSMITTAL

1300 South Sherman * Suite 290
Richardson, Texas 75081
214-231-8800 (Phone)
214-231-5900 (FAX)

JOB NO: 48-03-01

DATE: 12 AUGUST 1993

ATTN: DUB DOUPHRADE

TO: CITY OF ROCKWALL

RE: LAKESHORE DRIVE

FAX: 771-7727

PHONE: 771-7700

WE ARE FAXING THE FOLLOWING:

Number of Pages Including Cover: 9

Original to be Mailed: YES

Time: 2:30 AM (PM)

Copies	Date	No.	Description
1	8/12/93		TRAFFIC SAFETY STUDY

THESE ARE FAXED FOR:

Your Information: ✓

Review and Comment:

As Requested: ✓

Reply Requested:

REMARKS:

DUB - MY SLUGGISH RESPONSE IS NOT TYPICAL. I HOPE JULIE & YOU WILL GIVE ME ANOTHER OPPORTUNITY TO ASSIST YOU IN THE FUTURE!

SIGNED: Mark Goode

Copy:
Dist:



Bridgefarmer & Associates, Inc.
CONSULTING ENGINEERS

August 12, 1993

Job No. 48-03-01

City of Rockwall
205 W. Rusk
Rockwall, Texas 75087

Attention: Mr. W.L. (Dub) Douphrate, II, P.E.
City Engineer

Reference: North Lakeshore Drive
Traffic Safety Study

Dear Dub:

Please accept our final recommendations regarding the Preliminary land study for Phase I and II of the proposed MAHR Development. This response is organized by Task authorized in our letter proposal dated July 7, 1993:

1. Review Existing and Proposed Development Guidelines and Design Standards; and
2. Analyze the sight distances at each intersection.

We have reviewed the Preliminary Land Study for MAHR Development, dated June 16, 1993 and sheets 4 & 5 of 18 As-Built Plans for North Lakeshore Drive.

We used this information to study the sight distance for each intersection in Phase I & II, by using the following criteria:

- | | |
|--------------------------------------|-------------------------------------|
| 1. North Lakeshore Drive | Design speed 40 MPH |
| 2. Vehicle entering | Driver 11 ft. behind curb |
| 3. Vehicle on Lakeshore | Driver 6 ft. from curb or lane line |
| 4. Driver's Height of Eye | 3.5 ft. |
| 5. Height of Vehicle | 4.5 ft. |
| 6. Stopping Sight Distance | |
| No shrubs or trees allowed in Median | 325 ft. |

Intersection Station 1+15 from left. (Sheet 4 of 18)

This intersection has sight distance in both directions to accommodate the design speed of 40 mph on North Lakeshore Drive.

Intersection approximate Station 3+60 from left. (Sheet 4 of 18)

This intersection has sight distance on the near side to accommodate the design speed of 40 mph on North Lakeshore Drive. The stopping sight distance on far side is 275 ft.

Intersection approximate Station 6+45 from left. (Sheet 4 of 18)

This intersection has sight distance on the far side to accommodate the design speed of 40 mph on North Lakeshore Drive. The stopping sight distance on near side is 275 ft.

Intersection approximate Station 11+30 from left. (Sheet 5 of 18)

This intersection has sight distance on the far side to accommodate the design speed of 40 mph on North Lakeshore Drive. The stopping sight distance on near side is 275 ft.

Alleys approximate Station 2+55 and Station 5+05. (Sheet 4 of 18)

These alleys have sight distance in both directions to accommodate the design speed of 40 mph on North Lakeshore Drive.

Alley approximate Station 8+90 Left.

This alley has sight distance on the far side to accommodate the design speed of 40 mph on North Lakeshore Drive. The stopping distance on near side of 275 ft.

The 1973 AASHO design required a minimum SSD of 275 ft and desirable SSD of 300 ft. The above streets and alleys appear to meet the minimum for the old criteria as noted. However, it is critical that the City prohibit fences, landscaping and other obstructions to be placed in the sight triangles at each intersection.

The City may wish to eliminate median openings for alleys to meet the proposed median design standards (Fig. 2.2).

3. Recommend any changes to the alignment on Lakeshore regarding transition from 4-lanes to 2-lanes.

A temporary transition of this type is always awkward and somewhat unsightly until the remaining two lanes can be extended. The existing condition in the field does not comply with the Texas Manual on Uniform Traffic Control Devices (TMUTCD) for advance Warning Signs, Pavement Markings and Barricades. We recommend that the transition be reconstructed as illustrated in the attached concept sketch and that a signing and marking plan that complies with the TMUTCD be implemented.

4. Determine whether Lakeshore should be widened from 2-lanes to 4-lanes as a result of the proposed development.

In order to determine if the current two-lane undivided configuration of Lakeshore Drive would be adequate following the construction of the new development on the west side of Lakeshore, standards suggested by the North Central Texas Council of Governments (NCTCOG) were used.

According to these standards, there is a limit to the amount of traffic that a lane can handle without resulting in degeneration of flow. These limits are based on the roadway classification and the type of area. NCTCOG provides two limits to the hourly volumes per lane that are acceptable. One limit, below which the roadway is operating at Level of Service (LOS) E or better, is the absolute maximum amount of traffic that can be handled without disrupting traffic flow and causing unacceptable delays. The other limit, below which the roadway is operating at LOS C or better, is the recommended limit for planning.

The attached graphs illustrate how the existing traffic volumes compare to the two levels of service described above. The first graph shows the traffic volumes currently found on Lakeshore Drive. The second graph shows how these volumes will increase with the new development planned for the west side of Lakeshore Drive.

As the graphs show, the current two-lane undivided configuration of Lakeshore Drive is adequate to provide LOS C operational quality with full build-out of the MAHR Development.

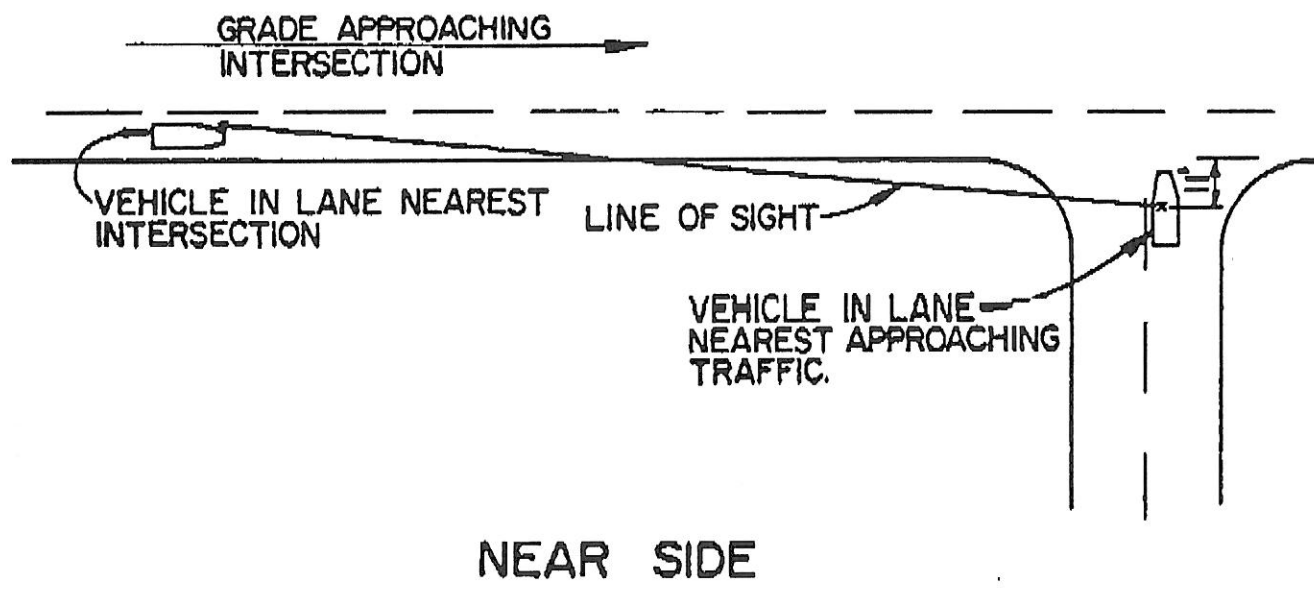
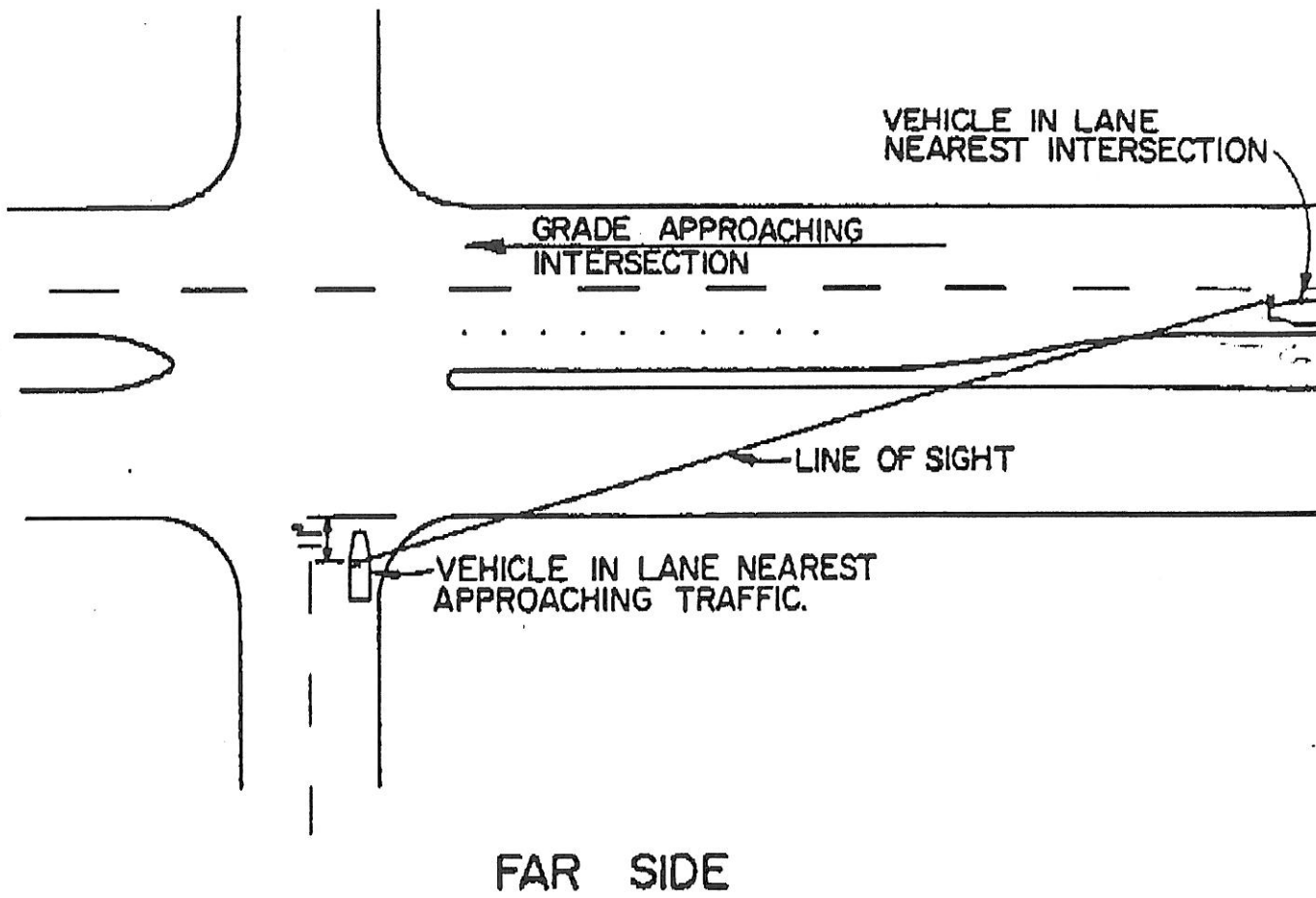
We appreciate the opportunity to provide professional engineering services to the City of Rockwall. Please call me if you have any questions.

Very truly yours,
BRIDGEFARMER & ASSOCIATES, INC.



Mark G. Goode, III, P.E.
Vice President

Enclosures
MGG:crh

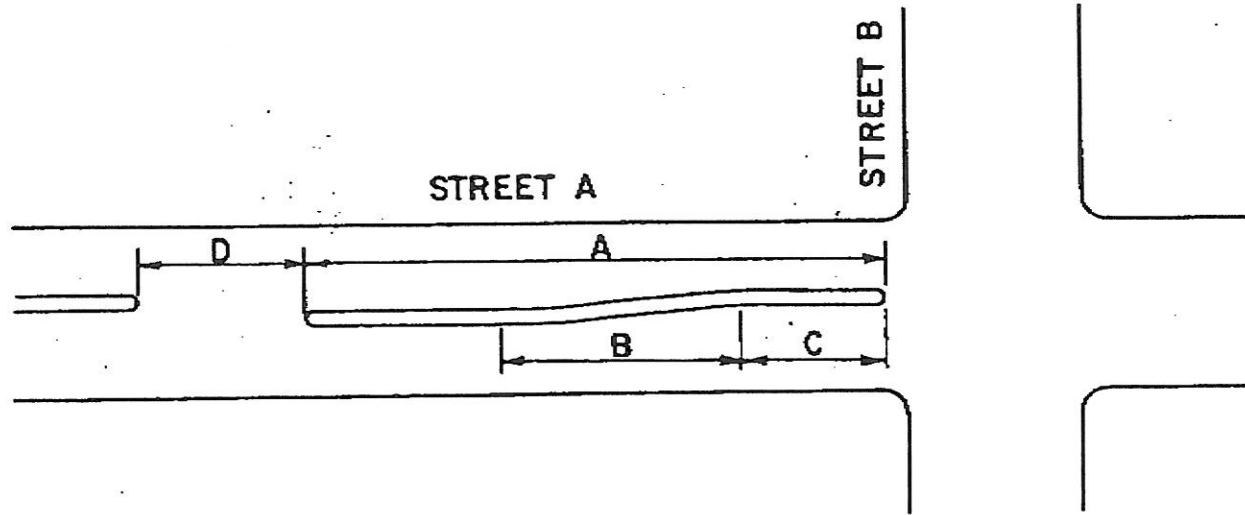


SIGHT DISTANCE AT INTERSECTIONS

USE WITH TABLE 6

FIGURE 6

FIGURE 2.2



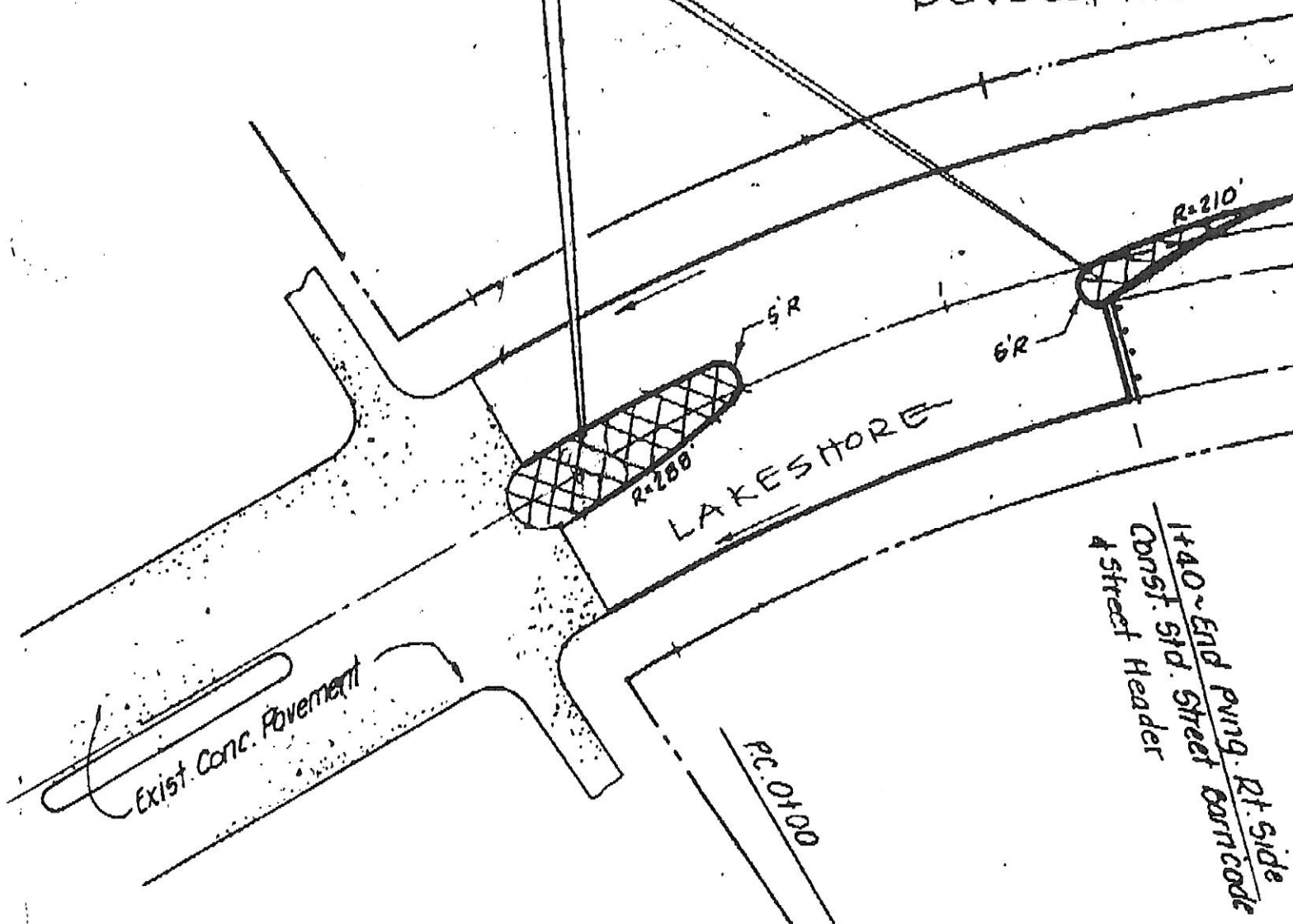
INTERSECTING STREET TYPE		MINIMUM LENGTH (FEET)			
STREET A	STREET B	A	B	C*	D**
Principal	Principal	450	100	200	60
Principal	Minor	450	100	150	60
Principal	Collector	300	100	100	60
Principal	Local/Private	300	100	80	60
Minor	Principal	450	100	150	60
Minor	Minor	400	100	150	60
Minor	Collector	300	100	80	60
Minor	Local/Private	300	100	60	60

- LEFT-TURN STORAGE AREA WIDTH 10' MINIMUM
- MEDIAN WIDTH (SEE GEOMETRIC DESIGN STANDARD FOR PRINCIPAL AND MINOR ARTERIAL)
- * SUGGESTED LENGTH - ACTUAL LENGTH DEPENDENT UPON ANTICIPATED TURN VOLUME
- ** OR STREET WIDTH + 8 FEET - WHICHEVER IS GREATER

MEDIAN DESIGN STANDARDS

REMOVE EXISTING
MEDIANS

MAHR
DEVELOPMENT



NOTE: SIGNS, PAVEMENT MARKINGS & BARRICADE
SHALL CONFORM TO TMUTCD

PROPOSED TRANSITION

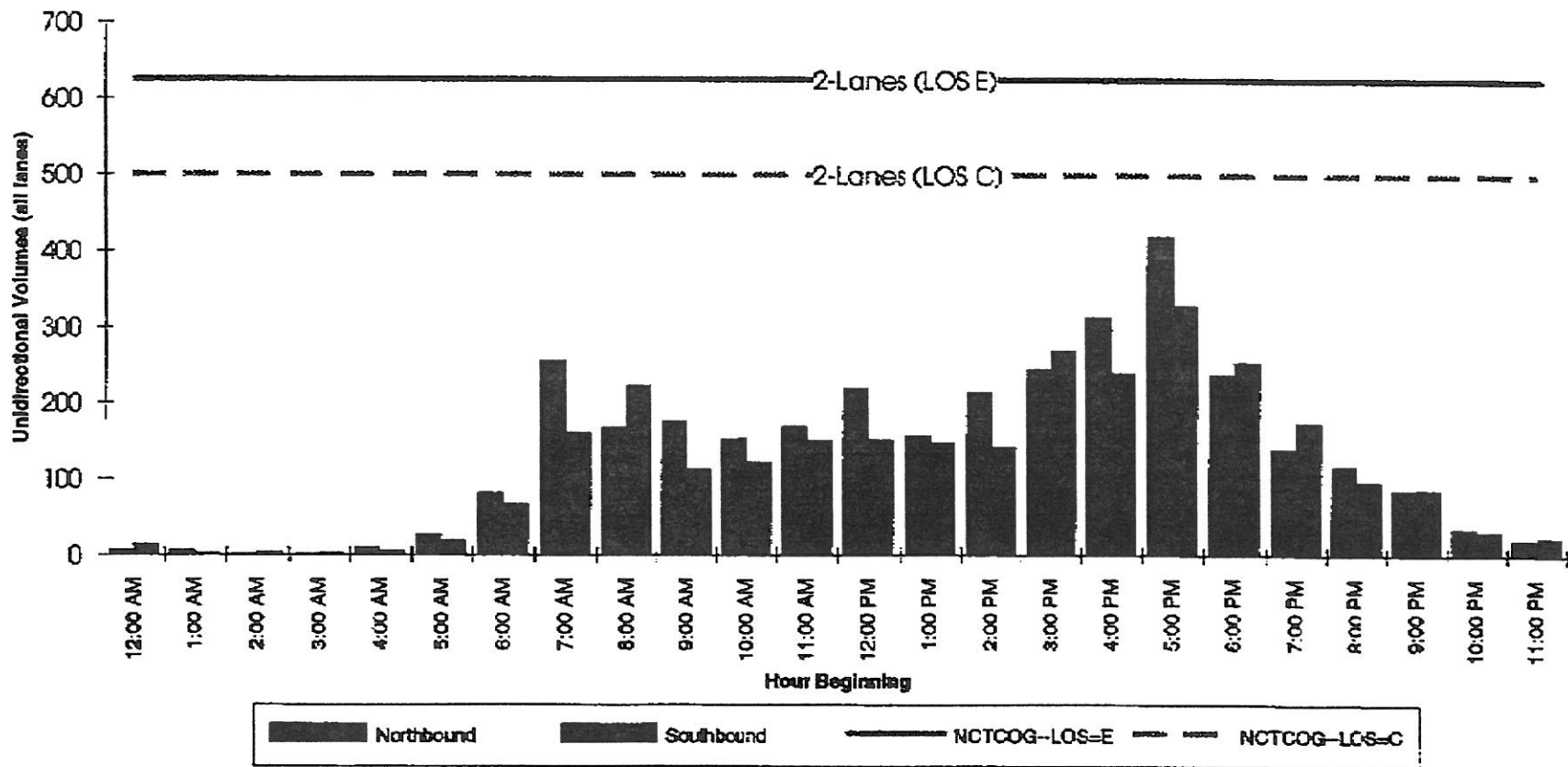
CONCEPT

AUGUST 12, 1993

LAKESHORE DRIVE
ROCKWALL, TX

BRIDGEFARMER &
ASSOCIATES, INC.

North Lakeshore Drive Hourly Traffic Volumes vs. NCTCOG Service Volumes



Without Development Traffic



FILE COPY

CITY OF ROCKWALL
"THE NEW HORIZON"

PUBLIC NOTICE

The Rockwall Planning and Zoning Commission will hold a public hearing on Thursday, July 11, 1994 at 7:00 p.m. in City Hall, 205 West Rusk, Rockwall, Texas and the City Council will hold Public Hearings on Monday, July 15, 1994 at 7:00 P.M. in City Hall, 205 West Rusk, Rockwall, Texas to consider approval of a request from LENMAR Development for an Amendment to Setback Requirements for PD-11 located south of Alamo Road and North of North Hills Drive and further described as: (see attachment)

As an interested property owner, you are invited to attend this meeting or make your feelings known in writing by returning the form below by July 5, 1994:

Denise LaRue, Community Development Coordinator

Case No. PZ-93-30-Z

I am in favor of the request for the reasons listed below

I am opposed to the request for the reasons listed below

- 1.
2.
3.

Signature

Address