



Sachse, Texas

Sachse City Hall
3815-B Sachse Road
Sachse, Texas 75048

Meeting Agenda Planning & Zoning Commission

Monday, February 23, 2015

7:00 PM

Council Chambers

The Planning & Zoning Commission of the City of Sachse will hold a Regular Meeting on Monday, February 23, 2015, at 7:00 p.m. at the Sachse City Hall, 3815 Sachse Road, Building B, Sachse, Texas to consider the following items of business:

1. **Invocation and Pledge of Allegiance to the U.S. and Texas Flags**

2. **Regular Agenda Items:**

- [15-2695](#) Consider approval of the minutes of the Decemer 22, 2014 Planning and Zoning Commission meeting.

Executive Summary

Review and consider approval of the minutes of the December 22, 2014 Planning and Zoning Commission meeting.

Attachments: [20141222_PZ_Minutes.pdf](#)

- [15-2696](#) Conduct a public hearing and make recommendation to City Council regarding the consideration of an Ordinance of the City of Sachse, Texas, amending Figure 4-1, Thoroughfare Plan of the Sachse Comprehensive Plan.

Executive Summary

The applicant is requesting that the future extension of Country Club Drive, a proposed collector street, be removed from the Master Thoroughfare Plan south of Sachse Road.

Attachments: [CD -Country Club MTP presentation.pdf](#)

[CD - Country Club MTP #1 Location.pdf](#)

[CD -Country Club MTP #2 ThoroughFare Plan.pdf](#)

[CD -Country Club MTP #3 March 2014 Traffic Report.pdf](#)

[CD -Country Club MTP #4 Comp Plan. Transportation.pdf](#)

[CD -Country Club MTP March 2014 Report Eval.pdf](#)

[CD -Country Club MTP. Appllicant Intent letter.pdf](#)

- [15-2700](#) Conduct a public hearing and make recommendation to City Council regarding the consideration of an Ordinance of the City of

Sachse, Texas, amending the Comprehensive Zoning Ordinance and Map, as heretofore amended; to grant a change of zoning from an Agricultural District (AG) to a Planned Development District (PD) on an approximately 96.80-acre tract of land, more particularly described in Exhibit "A" and located on the northeast corner of Pleasant Valley Road and Ben Road, City of Sachse, Dallas County, Texas; providing for the approval of the Zoning Exhibit attached as Exhibit "B"; providing for the approval of Development Standards attached as Exhibit "C"; providing for the approval of the Zoning Concept Plan approved as Exhibit "D".

Executive Summary

The applicant is requesting to rezone the subject property from its existing Agricultural zoning district to a Planned Development zoning district. The proposed Planned Development would be comprised of single-family residential lots with typical lot sizes of one acre.

Attachments: [CD -Estates of Pleasant Valley presentation.pdf](#)

[CD -Estates of PV Exhibit A.pdf](#)

[CD -Estates of PV Exhibit B.pdf](#)

[CD -Estates of PV Exhibit C.pdf](#)

[CD -Estates of PV Exhibit D.pdf](#)

[CD -Estates of PV -Attachment 1.pdf](#)

[CD -Estates of PV -Attachment 2.pdf](#)

[CD - Estates of PV - Attachment 3.pdf](#)

[CD -Estates of PV -Attachment 4.pdf](#)

[CD -Estates of PV -Attachment 5.pdf](#)

15-2697

Conduct a public hearing and offer recommendation to City Council regarding the consideration of an Ordinance of the City of Sachse, Texas, amending the Comprehensive Zoning Ordinance and Map, as heretofore amended; to grant a change of zoning from an Agricultural (AG) District to a Planned Development District (PD) to allow for the development of a Type 2 Cellular Communications Tower on an approximately 10-acre tract of land, more particularly described in Exhibit "A" and located at 3904 Miles Road, City of Sachse, Dallas County, Texas; providing for the approval of the Zoning Exhibit attached as Exhibit "B"; providing for the approval of Development Standards attached as Exhibit "C"; providing for the

approval of the Zoning Concept Plan approved as Exhibit "D".

(Applicant has requested that the item be postponed to the March 9th, 2015 Planning and Zoning Commission Meeting)

Executive Summary

Crown Castle is the applicant for this request to rezone the subject property to allow for the construction of a 100-foot cellular communications tower and associated equipment shelters. The communications tower would be located on Michael Millsap's property at 3904 Miles Road approximately 755 feet from Miles Road. (Applicant has requested that the item be postponed to the March 9th, 2015 Planning and Zoning Commission Meeting)

Attachments: [CD- Applicants Request for postponement.pdf](#)

3. **Community Development Director's Update Report: Briefing on current activities of staff.**
4. **Adjournment**

Note: The Planning and Zoning Commission may retire and convene into Executive, Closed Session on any matter related to the above agenda items for the purposes of private consultation with the City Attorney under Section 551.071 of the Texas Government Code.

State law prohibits the introduction or discussion of any item of business not posted at least seventy-two (72) hours prior to the meeting time.

Posted: February 20, 2015; 5:00 p.m. Dan McGinn, Community Development Director_____

If you plan to attend this public meeting and you have a disability that requires special arrangements at the meeting, please contact Terry Smith, City Secretary at (972) 495-1212, 48 business hours prior to the scheduled meeting date. Reasonable accommodations will be made to assist your needs.



Legislation Details (With Text)

File #: 15-2695 **Version:** 1 **Name:** CD - PZ MINUTES 12222014
Type: Agenda Item **Status:** Agenda Ready
File created: 2/13/2015 **In control:** Planning & Zoning Commission
On agenda: 2/23/2015 **Final action:**
Title: Consider approval of the minutes of the Decemer 22, 2014 Planning and Zoning Commission meeting.

Executive Summary
Review and consider approval of the minutes of the December 22, 2014 Planning and Zoning Commission meeting.

Sponsors:

Indexes:

Code sections:

Attachments: [20141222 PZ Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Title

Consider approval of the minutes of the Decemer 22, 2014 Planning and Zoning Commission meeting.

Executive Summary

Review and consider approval of the minutes of the December 22, 2014 Planning and Zoning Commission meeting.

Background

Consider approval of the Planning and Zoning Commission minutes for the December 22, 2014 meeting.

Policy Considerations

N/A

Budgetary Considerations

N/A

Staff Recommendations

Recommend approval of the minutes of the Planning and Zoning Commission *December 22*, 2014 meeting.

City of Sachse, Texas
Planning and Zoning Commission

Minutes of the Regular Meeting on Monday, December 22, 2014

Time: 7:00 p.m.

Place: Sachse City Hall

Members Present:

Ty Lamb
Chance Lindsey
Jack Bickler
Warren Becker
Scott Everett
David Hock

Members Absent:

Wendy Stewart

Staff Present:

Dan McGinn, Community Development Director
Charlotte Youngblood, Secretary

Chairman Scott Everett opened the meeting of the Planning and Zoning Commission at 7:00 p.m. and a quorum was declared.

1. Invocation and Pledge of the Allegiance to the U.S. and Texas Flags

The invocation was offered by Warren Becker and Ty Lamb led the pledges.

2. Consider approval of the minutes of the December 08, 2014 Planning and Zoning Commission meeting.

David Hock made a motion to approve the minutes of the December 08, 2014 Planning and Zoning Commission meeting. Ty Lamb seconded the motion. The motion passed unanimously with all voting in favor.

3. Consider the application of Woodbridge Properties, LLC for approval of a Preliminary Plat for Woodbridge Gate Addition, being a 10.1098-acre tract consisting of five (5) individual lots. The subject property is located on the southwest corner of Woodbridge Parkway and State Highway 78.

Mr. McGinn, Community Development Director, introduced the item. He stated that the applicant is requesting approval of a Preliminary Plat for a 10.1098-acre tract. He stated the applicant is proposing to plat the subject property into five (5) individual lots. He said that Lot 1 has been identified as LA Fitness Center. He stated that staff has determined that the proposed Preliminary Plat meets the standards of the City of Sachse Code of Ordinances and is recommending approval.

After discussion, Ty Lamb made a motion to approve the Preliminary Plat for Woodbridge Gate Addition. David Hock seconded the motion. The motion passed with all voting in favor.

4. Consider the application of DR Horton –Texas, LTD for approval of an Amending Plat for Parkwood Ranch Phase 2, Lots 12 and 13, Block A, being a .392-acre tract. The subject property is located along Harlan Drive south of Ranch Road.

Mr. McGinn introduced the item. He stated that the applicant DR Horton is requesting approval of three amended plats for Parkwood Ranch Phase 2, Lots 12 and 13, Lots 19 and 20 and Lots 32 and 33. The amended plats are similar in nature but will need separate action for approval. He stated that the applicant is requesting the amending plat to modify an existing pedestrian easement that provides access to a trail system that runs behind the homes along Harlan Drive. The modification will reduce the easement down to 10 feet in between Lots 12 and 13 from its current 15 foot width. Staff has determined that the proposed amending plat meets the standards of the City of Sachse Code of Ordinances and is recommending approval.

After discussion, Jack Bickler made a motion to approve the amended plat for Parkwood Ranch Phase 2 Lot 12 and 13. Warren Becker seconded the motion. The motion was passed unanimously with all voting in favor.

5. Consider the application of DR Horton- Texas, LTD for approval of an Amending Plat for Parkwood Ranch Phase 2, Lots 19 and 20, Block A, being a .504-acre tract. The subject property is located along Harlan Drive south of Ranch Road.

Mr. McGinn stated again that the applicant is requesting the amending plat to modify an existing pedestrian easement that provides access to a trail system that runs behind the homes along Harlan Drive. The modification will reduce the easement down to 10 feet in between Lots 19 and 20 from its current 15 foot width. Staff has determined that the proposed amending plat meets the standards of the City of Sachse Code of Ordinances and is recommending approval.

After discussion, Warren Becker made a motion to approve the amended plat for Parkwood Ranch Phase 2, Lots 19 and 20. David Hock seconded the motion. The motion passed unanimously with all voting in favor.

6. Consider the application of DR Horton – Texas, LTD for approval of an Amending Plat for Parkwood Ranch Phase 2, Lots 32 and 33, Block A, being a .436-acre tract. The subject property is located along Harlan Drive south of Ranch Road.

Mr. McGinn stated that the applicant is requesting the amending plat to modify an existing pedestrian easement that provides access to a trail system that runs behind the homes along Harlan Drive. The modification will reduce the easement down to 10 feet in between Lots 32 & 33 from its current width of 22 feet. Staff has determined that the proposed amending plat meets the standards of the City of Sachse Code of Ordinances and is recommending approval.

After discussion, Chance Lindsey made a motion to approve the amended plat for Parkwood Ranch Phase 2, Lots 32 & 33. Ty Lamb seconded the motion. The motion passed unanimously with all voting in favor.

7. Community Development Director's Update Report: Briefing on current activities of staff.

Mr. McGinn informed the commissioners that the Malone Estates Zoning Case has been withdrawn and the developer will be holding a meeting with homeowner's in the area to discuss other possible options. Additionally, he stated that the Harmony Hills zoning request will be going before City Council on January 5, 2014 and they have amended their request according to recommendations from the Planning and Zoning Commission. He stated that this has been a busy year for single family development exceeding our 2006 record for the most permits issued.

There being no further business, David Hock made a motion to adjourn. The meeting was adjourned at 7:20 p.m.

Secretary

Chairperson



Legislation Details (With Text)

File #:	15-2696	Version:	1	Name:	CD - Country Club Drive MTP PZ
Type:	Agenda Item	Status:		Status:	Agenda Ready
File created:	2/13/2015	In control:		In control:	Planning & Zoning Commission
On agenda:	2/23/2015	Final action:		Final action:	
Title:	Conduct a public hearing and make recommendation to City Council regarding the consideration of an Ordinance of the City of Sachse, Texas, amending Figure 4-1, Thoroughfare Plan of the Sachse Comprehensive Plan.				
	Executive Summary				
	The applicant is requesting that the future extension of Country Club Drive, a proposed collector street, be removed from the Master Thoroughfare Plan south of Sachse Road.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	CD -Country Club MTP presentation.pdf CD - Country Club MTP #1 Location.pdf CD -Country Club MTP #2 ThoroughFare Plan.pdf CD -Country Club MTP #3 March 2014 Traffic Report.pdf CD -Country Club MTP #4 Comp Plan. Transportation.pdf CD -Country Club MTP March 2014 Report Eval.pdf CD -Country Club MTP. Applicant Intent letter.pdf				

Date	Ver.	Action By	Action	Result
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Title

Conduct a public hearing and make recommendation to City Council regarding the consideration of an Ordinance of the City of Sachse, Texas, amending Figure 4-1, Thoroughfare Plan of the Sachse Comprehensive Plan.

Executive Summary

The applicant is requesting that the future extension of Country Club Drive, a proposed collector street, be removed from the Master Thoroughfare Plan south of Sachse Road.

Background

The request for this amendment is the first item of a two part request being made by the applicant. The applicant is also requesting that a Planned Development be considered for a 96.80 acre tract that will be bisected by the proposed collector street. The subject right-of-way is the future extension of Country Club Drive which will extend south from Sachse Road before terminating into Pleasant Valley Road. (See Attachment 1).

The Thoroughfare Plan (Attachment 2) that was adopted as part of the 2001 Comprehensive Plan, showed two collector streets impacting the subject property being considered for the Planned Development. The plan identified the extension of Ben Road (western border) from Pleasant Valley Road north into the Pinnacle Oaks subdivision which would have provided connectivity to Sachse Road. The second collector street identified within the subject property is the future extension of Country Club Drive which will also provide connectivity from Sachse Road to Pleasant Valley Road.

In March of 2014, the Thoroughfare Plan was amended to remove Ben Road, a proposed collector street from the plan. The Ben Road collector would have paralleled the proposed extension of Country Club Drive and provided similar connectivity options for vehicular traffic going from Sachse Road to Pleasant Valley Road east of Merritt Road.

As part of that request the applicant provided a Traffic Capacity Report (Attachment 3) that evaluated the need for two collector streets east of Merritt Road in such close proximity to each other. The findings of the report supported the removal of one collector but recommend that a collector street would be needed in this area of the city to maintain an acceptable level of service for vehicular traffic. Staff reviewed the Traffic Capacity Report and agreed that one collector street was adequate to serve the needs of the community and that the extension of Country Club Drive was the more logical option to keep on the plan. Country Club Drive was already designed as a collector street north of Sachse Road and provided a better intersecting point with Sachse Road.

At the April 21, 2014 City Council meeting action was taken to remove Ben Road from Master Thoroughfare Plan.

Policy Considerations

The Plan Amendment process for the Thoroughfare Plan is described on page 4-9 of the Comprehensive Plan (See Attachment 4 for a copy of the entire Transportation Element of the Comprehensive Plan); however, the amendment criteria are not succinctly defined. In order to evaluate this amendment, staff considered whether the proposed removal of the thoroughfare (Country Club Drive) would not adversely impact other existing and proposed thoroughfares as shown in the proposed Thoroughfare Plan.

The analysis provided by the applicant for the request to remove Ben Road from the Master Thoroughfare Plan, substantiates the need for at least one collector in this area. At that time the City Engineer analyzed those results and provided a memorandum detailing his agreement with the methodology and findings of the Traffic Capacity Report outlining that one

collector street was needed.

Additional tools in the evaluation of the proposed amendment are the Goal and associated Objectives outlined in the Transportation Element (see below).

Transportation Goal: Provide access to neighborhoods and businesses while serving overall mobility needs of residents and businesses.

Objective A: Ensure the road system in the City provides appropriate access for residents while discouraging commercial traffic in neighborhoods.

Action 1: Use the Thoroughfare Plan to determine where arterial and collector streets are needed in new residential and commercial developments.

Action 2: Use city funds on streets to benefit the community as a whole.

Action 3: Improve traffic signal timings to enhance progressive movement along Hwy 78 and other major thoroughfares.

Objective B: Alternative transportation modes should be available to the residents of the City.

Action 1: Provide designated on and off street bike routes.

Action 2: Provide trails, sidewalks and crosswalks on all arterial and collector streets.

Objective C: Larger vehicles should utilize major transportation routes around the City to minimize negative impact on residential neighborhoods.

Action 1: Downgrade the functional classifications of roads traversing Sachse to discourage their use by larger vehicles.

Action 2: Adopt designated enforceable truck routes.

Action 3: Establish Hazardous Material Routing.

Action 4: Provide better enforcement of traffic regulations, especially for trucks.

Action 5: Provide signage for truck traffic movement through and within the Sachse area.

Of the three above Objectives, Objectives B and C are not entirely applicable; however, Objective A is applicable, specifically the “Action 1” item. The recommendation of denial made by staff is largely based on adherence to this item. As identified staff evaluated the removal of Ben Road from the Thoroughfare plan in March of 2014 and recommended approval solely based on the fact that the Country Club Drive extension would be sufficient to provide the necessary connectivity for the anticipated traffic volume in this area.

At that time the applicant requesting the removal of Ben Road from the plan provided a

Traffic Capacity Report which identified the need for one collector street in this area of the city. Staff reviewed the report and agreed with the findings and recommended that Ben Road be removed from the plan provided that the extension of Country Club Drive be constructed with the project.

Public Notification of this request was sent to all property owners within 1,000 feet of the subject property. While not required, staff used this as an opportunity to seek feedback.

Budgetary Considerations

None

Staff Recommendations

Staff recommends denial of an Ordinance of the City of Sachse, Texas, amending Figure 4-1, Thoroughfare Plan of the Sachse Comprehensive Plan.



PLANNING AND ZONING COMMISSION

FEBRUARY 23, 2015

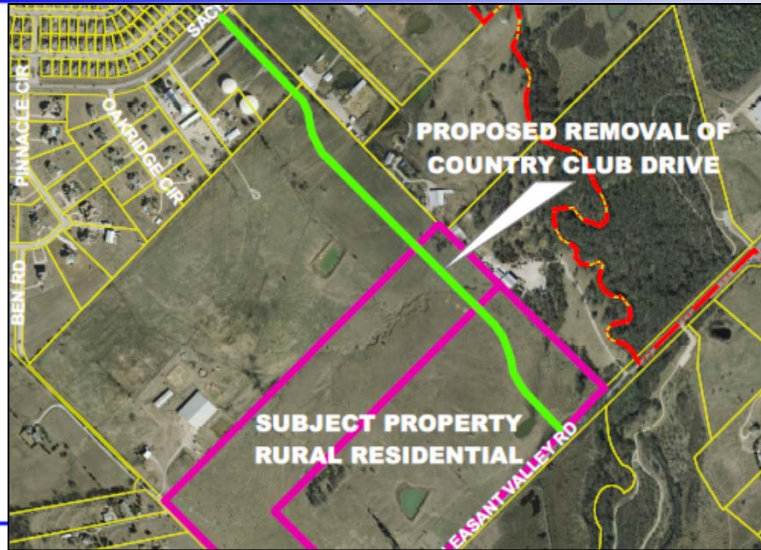
REQUEST

Conduct a public hearing and make recommendation to City Council regarding the consideration of an Ordinance of the City of Sachse, Texas, amending Figure 4-1, Thoroughfare Plan of the Sachse Comprehensive Plan.



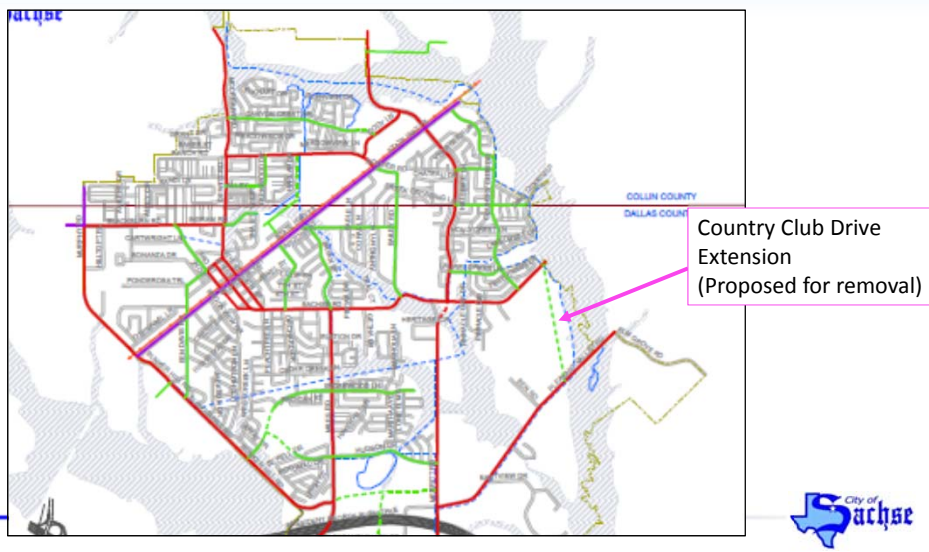
BACKGROUND

AERIAL LOCATION MAP



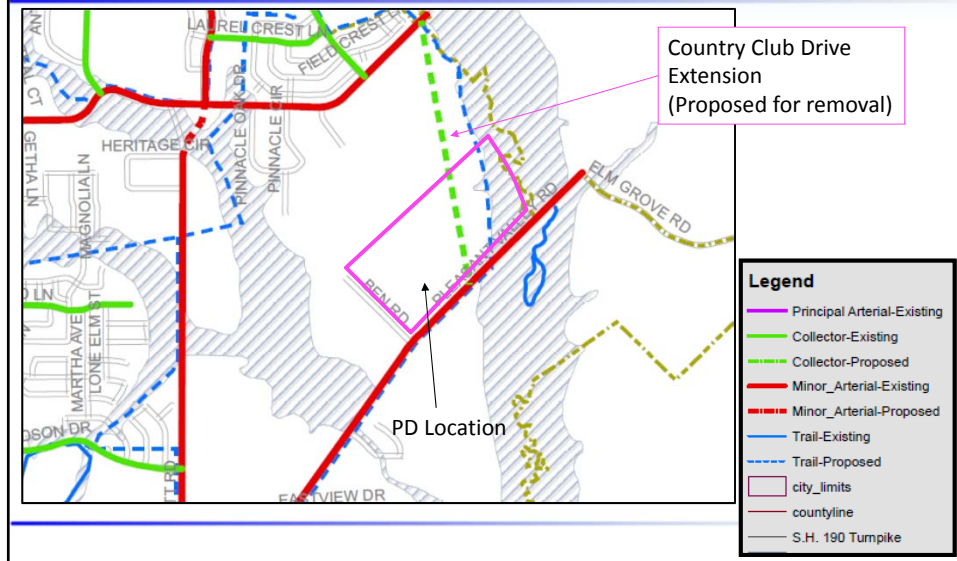
BACKGROUND

EXISTING THOROUGHFARE PLAN



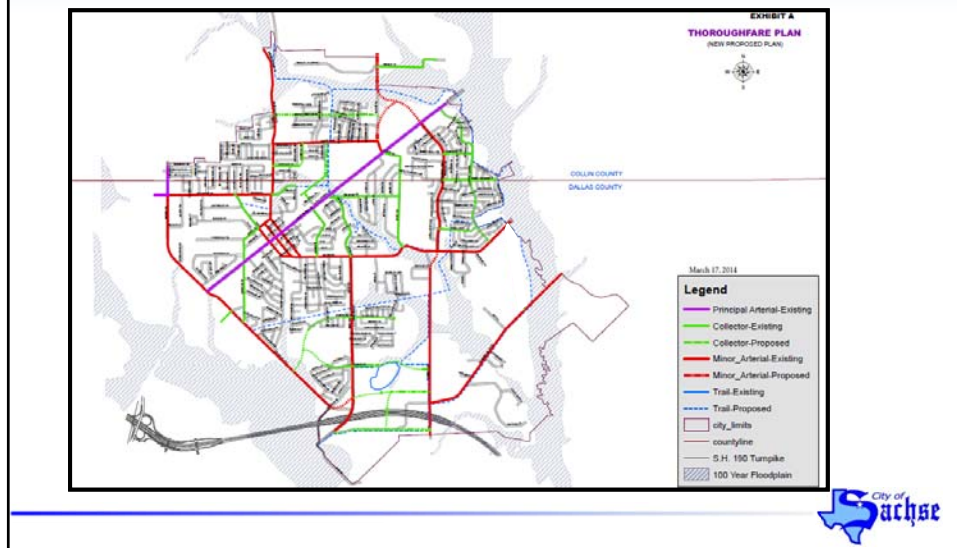
BACKGROUND

EXISTING THOROUGHFARE PLAN



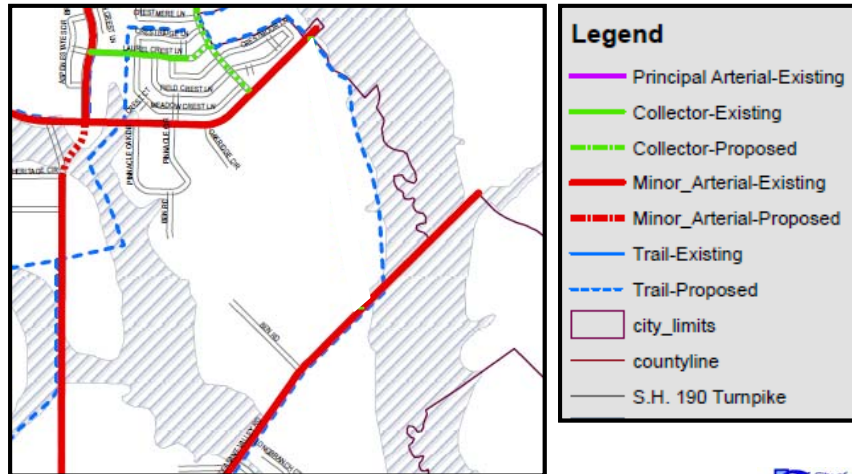
POLICY CONSIDERATIONS

PROPOSED THOROUGHFARE PLAN



POLICY CONSIDERATIONS

PROPOSED THOROUGHFARE PLAN



POLICY CONSIDERATIONS

TRANSPORTATION GOAL

Transportation Goal: Provide access to neighborhoods and businesses while serving overall mobility needs of residents and businesses.



POLICY CONSIDERATIONS

TRANSPORTATION OBJECTIVE 1

Objective A: Ensure the road system in the City provides appropriate access for residents while discouraging commercial traffic in neighborhoods.

Action 1: Use the Thoroughfare Plan to determine where arterial and collector streets are needed in new residential and commercial developments.

Action 2: Use city funds on streets to benefit the community as a whole.

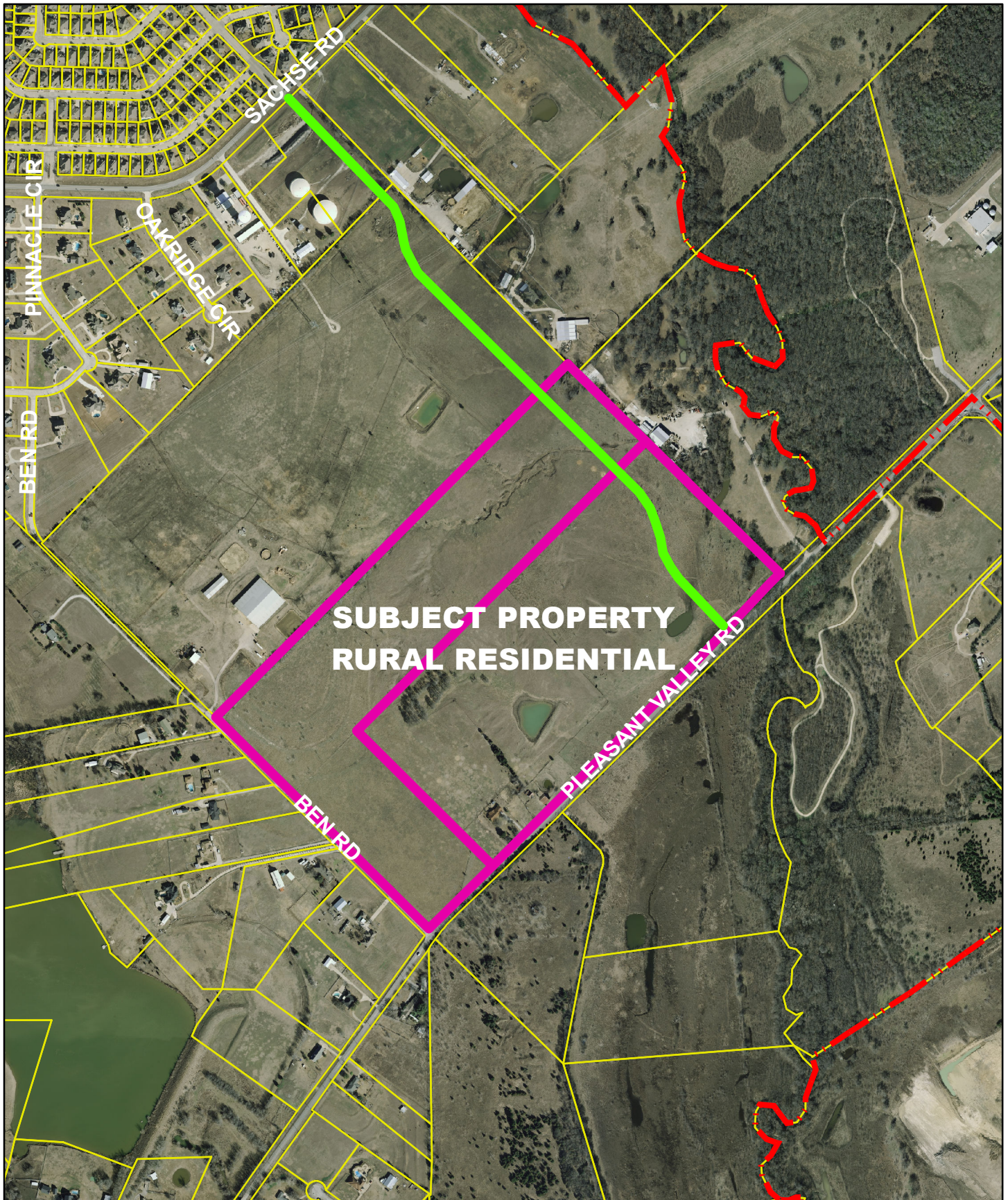
Action 3: Improve traffic signal timings to enhance progressive movement along Hwy 78 and other major thoroughfares.



STAFF RECOMMENDATION

Staff recommends denial of an Ordinance of the City of Sachse, Texas, amending Figure 4-1, Thoroughfare Plan of the Sachse Comprehensive Plan.





**SUBJECT PROPERTY
RURAL RESIDENTIAL**



0 150 300 600 900 1,200
Feet

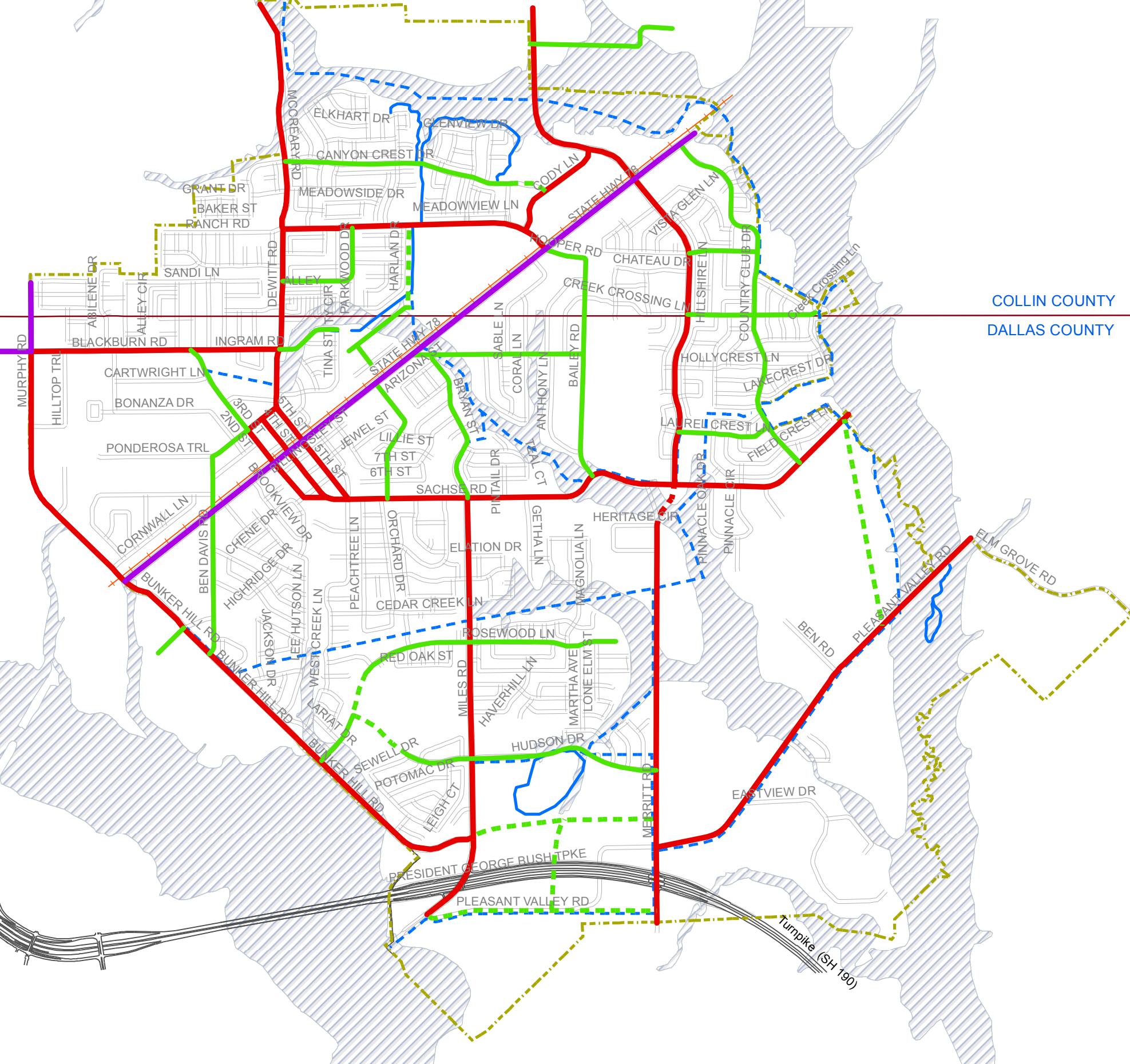
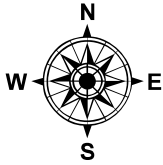
AERIAL LOCATION MAP

LOCATION MAP
Pleasant Valley Road & Ben Road Area
Map Created: February 17, 2015



THOROUGHFARE PLAN

January 2015



Legend

- Principal_Arterial-Existing
- Collector-Existing
- Collector-Proposed
- Minor_Arterial-Existing
- Minor_Arterial-Proposed
- Trail-Existing
- Trail-Proposed
- city_limits
- Sachse_Line_RxR
- countyline
- S.H. 190 Turnpike
- Sachse streets
- 100 Year Floodplain

March 5, 2014

Mr. Donald Herzog
Herzog Development Corporation
800 East Campbell Road, Suite 130
Richardson, Texas 75081

Re: Capacity Analysis
Woodbridge Pleasant Valley – Sachse, Dallas County, Texas

Dear Mr. Herzog:

The purpose of this report is to summarize the findings of the roadway capacity analysis performed by Bury-AUS, Inc. (Bury), for the proposed Woodbridge Pleasant Valley Development. The site is to be located on the northeast corner of Pleasant Valley Road and Ben Road in Sachse, Dallas County, Texas. A Site Location Map of the proposed development and the Proposed Site Plan has been included as **Exhibit 1**. The proposed development shall include approximately 545 dwelling units of single-family as well as the utility infrastructure and various roadways to support the subdivision. As part of the development, a Collector Roadway will be constructed to connect Pleasant Valley Road to Sachse Road.

Per the City of Sachse's Thoroughfare Plan (Plan) dated March 1, 2010, the existing Ben Road is planned to be connected to the northern half of Ben Road which ties into Pinnacle Oak Circle. Additionally, the Plan identifies an additional Collector Roadway to be constructed connecting Pleasant Valley Road and Sachse Road just east of Ben Road. With the construction of the Woodbridge Pleasant Valley Subdivision, Ben Road will not be connected, and the additional Collector Roadway shall be constructed. The purpose of this analysis is to determine if a single Collector Roadway between Pleasant Valley Road and Sachse Road will provide adequate capacity not only for the development itself, but its ability to support any existing traffic that may utilize the new roadway as well.

DATA COLLECTION

Manual turning movement counts (TMC) were performed for Merritt Road at Sachse Road, and Merritt Road at Pleasant Valley Road intersections between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. in March 2014 in order to determine the distribution for the proposed Collector Roadway. For the purposes of this analysis, we have taken into consideration only the PM peak period since it generates more traffic and thus, a conservative approach. All the TMC data is included as **Exhibit 2**.

ASSUMPTIONS

Since the roadway does not exist we have assumed that 50% of the northbound right-turning existing traffic at the Merritt Road/Sachse Road intersection will, in the future, perform a northbound right turn at the Merritt Road/Pleasant Valley Road intersection to go north on the proposed Collector Roadway. Similarly, also assumed that 50% of the westbound left-turning existing traffic at the Merritt

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Austin
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Dallas
Houston
Temple

Road/Sachse Road intersection will, in the future, perform a westbound left turn at the proposed Collector Roadway at Sachse Road to go south on Merritt Road.

Additionally, Merritt Road is classified as a Minor Arterial, but is currently only a 2-lane road. The roadway will be expanded to a 4-lane divided roadway similar to Miles Road which shall serve as another major north/south connector between Sachse Road and Pleasant Valley Road. This analysis has taken this into consideration and assumed that 50 percent of the traffic traveling north/south between Sachse Road and Pleasant Valley Road will utilize Merritt Road to do so in addition to the proposed Collector Roadway.

BACKGROUND TRAFFIC

Background traffic is the traffic generated by other proposed developments to be constructed during or before the time period of the proposed developments surrounding the study area. Within the vicinity of the Woodbridge Pleasant Valley development, the only known development expected to occur in the timeframe of this development is the Dominion of Pleasant Valley which is zoned for 975 Dwelling Units. This site is located just northeast of the Woodbridge Pleasant Valley development near the intersection of Pleasant Valley Road and Elm Grove Road. The development will have frontage along both Sachse Road and Pleasant Valley Road.

Based on the site plan provided, there will not be any cross access between the two proposed subdivisions and therefore, the background traffic is not foreseen to be using the proposed collector to travel between Sachse Road and Pleasant Valley Road; the background traffic will traverse between the roadways via its internal roadway system within the subdivision. Those residents who want to ultimately want to travel to George Bush Tollroad will be able to access Pleasant Valley Road via internal roadway. It is this reason that this development will not utilize the Woodbridge Pleasant Valley Collector Roadway as a north/south connector.

TRIP GENERATION

The Woodbridge Pleasant Valley development will consist of 545 dwelling units (DU) of Single Family Detached Housing which will be constructed by 2016. The proposed land use and intensity can be seen within **Table 1**. The Site Plan for the proposed development has been included within the Appendix of this report as *Exhibit 1*.

AM and PM peak hour trips were derived from the proposed site generated trips based on the area of the site. Site generated trips were estimated using the microcomputer program "Trip Generation" by Microtrans Corporation (Buttke, Microtrans Corporation). The program generates trips based on recommendations and data contained in the Institute of Transportation Engineers' (ITE) report Trip Generation (Trip Generation, ITE). The proposed project will generate approximately 4,948 unadjusted daily trips, 391 trips in the AM peak hour, and 484 trips in the PM peak hour. **Table 1** below provides a detailed summary of trip generation for the proposed land use and its size. The trip generation output is included as *Exhibit 3* within the report.

TABLE 1 – SUMMARY OF UNADJUSTED DAILY AND PEAK HOUR TRIP GENERATION

Proposed Land Use	Size	Unit	24-Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Detached Housing	545	du	4,948	98	293	391	305	179	484
Total Development			4,948	98	293	391	305	179	484

DISTRIBUTION

The distribution for the site traffic was based on the AM and PM peak hour existing turning movement counts collected at these two intersections. These data provided the basis for the directional distribution of traffic approaching and departing the project site as well as applying engineering judgment for the projected traffic. The trip distribution is summarized in Table 2 below.

TABLE 2 – OVERALL DIRECTIONAL DISTRIBUTION

Direction	% of Site Traffic
West Sachse Road	25%
East Sachse Road	35%
East Pleasant Valley Road	10%
South Merritt Road	30%

TRIP ASSIGNMENT

New site generated trips were assigned to the roadway network in accordance with the trip distribution patterns identified in the Table 2 above. Trips to and from the site were assigned to the proposed collector and study intersections. The existing trips, which were captured in March 2014, were increased using a conservative growth factor of 1.0 percent based on conversations with the City of Sachse Staff. All traffic generated by the proposed Woodbridge Pleasant Valley development was distributed to the proposed collector and study intersections and added to the forecasted condition PM Peak Hour Volume. This Site+Forecasted PM Peak hour will be the proposed volume used for the capacity analysis.

ANALYSIS

The roadway to be constructed as part of the development shall be constructed to meet the City of Sachse's standards for a Collector Roadway, which provides a 36 foot pavement section. The Collector will serve as a connection between Sachse Road and Pleasant Valley Road which are both classified as Minor Arterials. For the purposes of this analysis, the speed limit for the Collector is assumed to be 30 mph. Additionally, for the purposes of this analysis, the Collector was analyzed a two (2) lane undivided road that will run in the north-south direction within the development.

The 2010 Highway Capacity Manual (HCM) provides Density (D) in passenger cars per mile per lane (pc/mi/ln) and its associated level of service (LOS) for Highway Segments (Exhibit 14-4, Page 14-4 of HCM) for various Free Flow Speeds (FFS). **Table 3** describes Density in relation to LOS for various FFS for roadway segments.

TABLE 3 - ROADWAY LOS VS. DENSITY FOR FFS (HCM 2010)

LOS	FFS (mi/h)	Density (pc/mi/ln)
A	All	>0-11
B	All	>11-18
C	All	>18-26
D	All	>26-35
E	60	>35-40
	55	>35-41
	50	>35-43
	40	>35-45
F	60	>40
	55	>41
	50	>43
	45	>45

The existing trips derived from the assumptions above will be forecasted with 1 percent growth rate to 2016 since the build out year for the proposed development is 2016.

For the roadway capacity analysis, only the PM peak hour volumes were utilized since the peak occurs during PM period; thus, it is a conservative approach of determining the capacity for the worst case scenario. The 484 trips in the PM peak hour from the proposed development were added to the 2016 forecasted volume mentioned above and used in the capacity analysis.

Based on HCM methodology, the first step was to calculate Free-Flow Speed (FFS) using Equation 14-1 found on page 14-10 of the HCM. The calculated FFS is 24 miles per hour (mph) for the proposed condition. Step 2 was to determine demand flow rate (v) using the Equation 14-3 found on page 14-13 of the HCM for the proposed Site+Forecasted trips. The demand flow rate was determined to be 819 pc/h/ln.

Finally, the density was computed using Equation 14-5 found on page 14-18 of the HCM, which used the demand flow rate calculated in step 2. The density was calculated to be 34 pc/mi/ln for the Site+Forecasted volume.

Once the FFS and density was determined, the corresponding LOS was obtained using the **Table 3**. Per **Table 3**, LOS D for the calculated density is achieved. All the calculated values are summarized in the **Table 4** below. Please see **Exhibit 4** attached for the full calculations.

**TABLE 4 - DENSITY AND CAPACITY LOS FOR PROPOSED COLLECTOR ROAD
BETWEEN SACHSE ROAD AND PLEASANT VALLEY ROAD**

Roadway segment	Analysis period	Volume (vph or pcph)	FFS (mi/h)	Demand Flow Rate (v) (pc/h/ln)	Density (pc/mi/ln)	LOS
Proposed Collector Roadway Between Sachse Road and Pleasant Valley Road	Proposed Site+Forecasted Trips	753	24	819	34	D

FINDINGS AND RECOMMENDATIONS

From the analysis, it has been determined that the proposed Collector Roadway will perform at an acceptable level of service with the site generated trips from 545 DU of Single Family Detached Housing. Additionally, the proposed Collector Roadway will have adequate capacity remaining to serve existing traffic utilizing the Collector to connect to and from Pleasant Valley Road and Sachse Road as well as future traffic; therefore there is not a need to connect Ben Road to Pinnacle Oak Circle.

We appreciate your office's review of this document and look forward to working with you. If you should have any questions please do not hesitate to contact us at 512.328.0011.

Sincerely,



Bobak J. Tehrany, P.E.
PROJECT MANAGER



Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
January 20, 2014

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Single Family Detached Housing	545 Dwelling Units	4948	98	293	305	179
Total Driveway Volume		4948	98	293	305	179
Total Peak Hour Pass-By Trips			0	0	0	0
Total Peak Hour Vol. Added to Adjacent Streets			98	293	305	179

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Summary of Multi-Use Trip Generation
Saturday and Sunday Driveway Volumes
January 20, 2014

Land Use	Size	Saturday			Sunday		
		24 Hr	Peak Hour		24 Hr	Peak Hour	
		2-Way Vol.	Enter	Exit	2-Way Vol.	Enter	Exit
Single Family Detached Housing							
	545 Dwelling Units						
		5302	262	232	4804	232	206
Total Driveway Volume		5302	262	232	4804	232	206
Total Peak Hour Pass-By Trips			0	0			
Total Pk Hr Vol Added to Adjacent Streets			262	232			

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

STEP 1	
Equation 14-1, Pg 14-10	Determine FFS (Free Flow Speed)
	FFS=BFFS-fLW-fLC-fM-fA
	BFFS 30 mph
	fLW(Lane Adjustment) 1.9 mi/h
	LC(Rt)-EB 0 ft
	LC(Lt)-WB 0 ft
	TLC (Total Lateral Clearance) 0 ft
	fLC (Adjustment for TLC) 0 mi/h
	fM (Adjustment for Median) 1.6 mi/h
	fA (Adjustment for Access Points) 2.5 mi/h
Applying the values into	Equation 14-1, FFS=BFFS-fLW-fLC-fM-fA
	FFS = 30-1.9-1.6-2.5-0 = 24 mi/h

Land Use	Size	Unit	AM Peak Hour		PM Peak Hour	
Single Family Detached Housing	545	DU	24 Hour 2-Way Volume	Enter	Exit	Enter
			4948	98	293	305
			Total Peak Volume	391		484

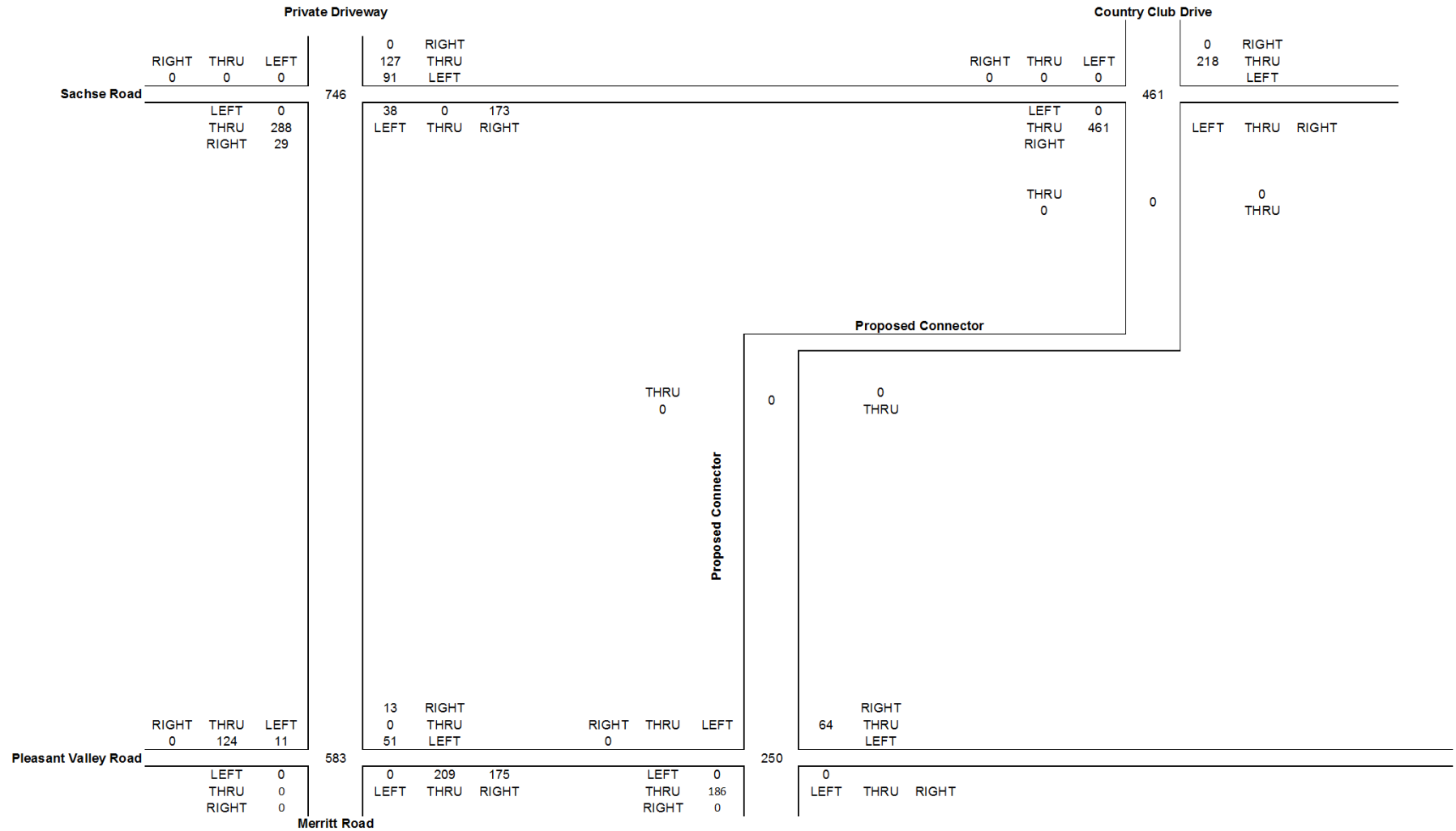
STEP 2	
Determine v (Demand Flow Rate)	
	Growth % 1%
	Forecast Year = 2016-2014= 2
	Growth=(1+.01)^2 = 1.02
	V (Existing Volume)-2014 264 veh/h
	V (Forecasted Volume)@2016 =264*1.02= 269 veh/h
	V (SiteVolume) Proposed = PM Pk Hour Trips= 484 veh/h
	Total V(Site+Forecasted) =269+484 753 veh/h
	Average PHF 0.920
	N (# of lanes in one direction) 1
	fHV (Adjustment for Heavy Vehicles) 1 Since no %HV, or RV
	fp (Adjustment for Driver Population) 1 for Regular users Pg 14-18
Applying the values into	Equation 14-3, v= V/ (PHF * N * fHV *fp)
	v=753 / (0.92*1*1*1)= 818 pc/h/ln

STEP 3	
Determine D (Density)	
Equation 14-5 (Pg14-18)	D=v/S
Calculated Above v (Demand Flow Rate)	818 pc/h/ln
Used FFS calculated above as Mean Speed S (Mean Speed)	24 mi/h
Applying the values into the	Equation 14-5 (Pg14-18), D=v/S
	D=818/24= 34 pc/mi/ln

Based on the table shown, with a FFS of 24 mi/h, and a Density of 34 pc/mi/ln, the LOS is D

LOS	FFS (mi/h)	Density (pc/mi/ln)
A	All	>0-11
B	All	>11-18
C	All	>18-26
D	All	>26-35
E	60	>35-40
	55	>35-41
	50	>35-43
	40	>35-45
F	60	>40
	55	>41
	50	>43
	45	>45

WOODBIDGE PLEASANT VALLEY CAPACITY ANALYSIS EXISTING TRAFFIC VOLUMES



ATTACHMENT 4



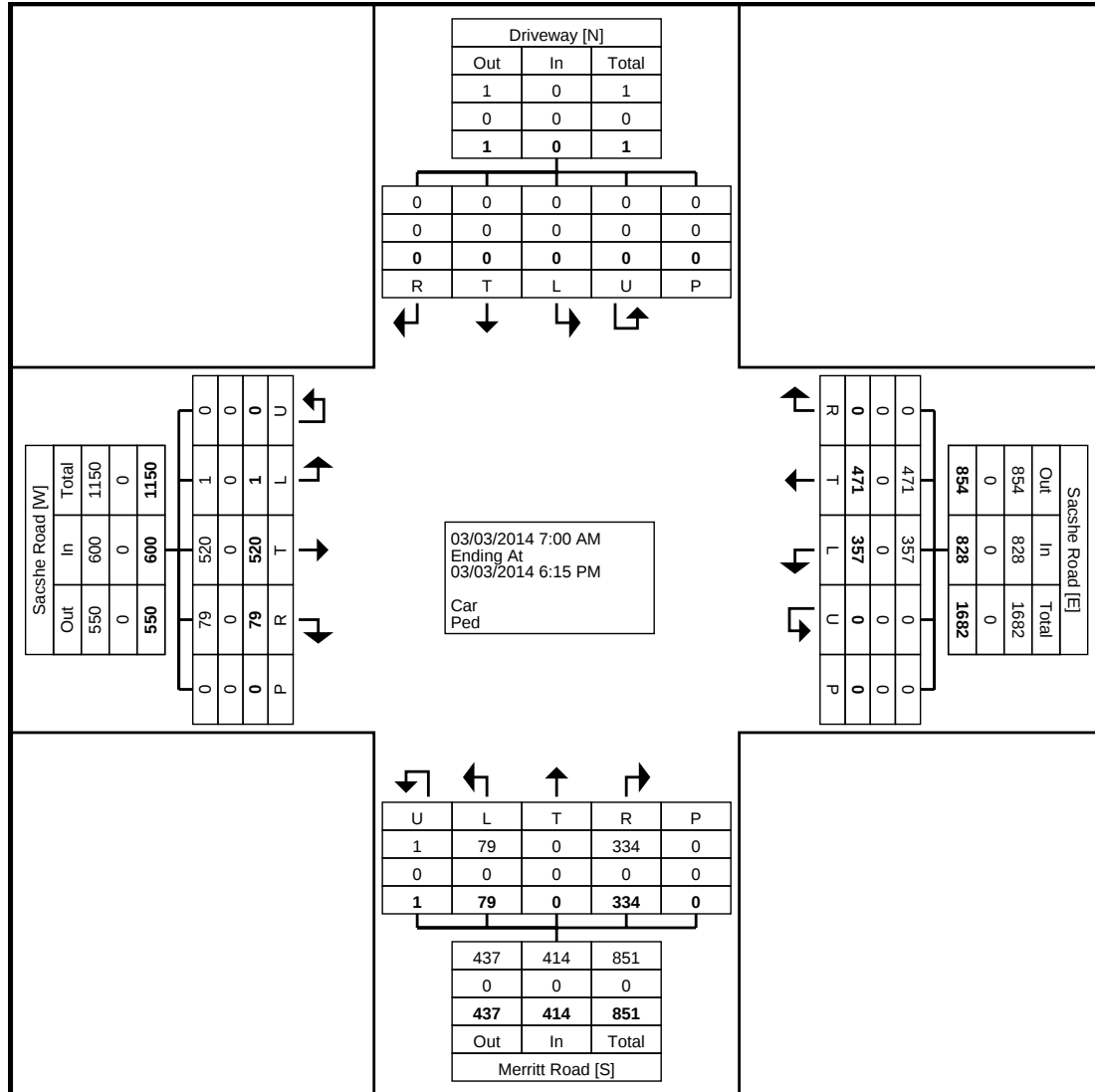
Count Name: Merritt Road at
Sacshe Road
Site Code: 1
Start Date: 03/03/2014
Page No: 1

Start Time	Driveway Southbound						Sacshe Road Westbound						Merritt Road Northbound						Sacshe Road Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	29	25	0	0	0	54	0	0	5	0	0	5	0	3	1	0	0	4	63
7:15 AM	0	0	0	0	0	0	20	33	0	0	0	53	3	0	4	0	0	7	0	3	1	0	0	4	64
7:30 AM	0	0	0	0	0	0	28	19	0	0	0	47	2	0	3	0	0	5	0	5	1	0	0	6	58
7:45 AM	0	0	0	0	0	0	27	26	0	0	0	53	1	0	6	0	0	7	0	3	2	0	0	5	65
Hourly Total	0	0	0	0	0	0	104	103	0	0	0	207	6	0	18	0	0	24	0	14	5	0	0	19	250
8:00 AM	0	0	0	0	0	0	24	31	0	0	0	55	3	0	7	0	0	10	0	2	1	0	0	3	68
8:15 AM	0	0	0	0	0	0	24	35	0	0	0	59	1	0	8	0	0	9	0	10	1	0	0	11	79
8:30 AM	0	0	0	0	0	0	18	29	0	0	0	47	3	0	7	0	0	10	0	14	2	0	0	16	73
8:45 AM	0	0	0	0	0	0	19	25	0	0	0	44	3	0	9	0	0	12	0	4	3	0	0	7	63
Hourly Total	0	0	0	0	0	0	85	120	0	0	0	205	10	0	31	0	0	41	0	30	7	0	0	37	283
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	22	37	0	0	0	59	7	0	25	0	0	32	0	37	4	0	0	41	132
4:15 PM	0	0	0	0	0	0	13	24	0	0	0	37	7	0	24	1	0	32	1	49	11	0	0	61	130
4:30 PM	0	0	0	0	0	0	18	29	0	0	0	47	8	0	30	0	0	38	0	50	11	0	0	61	146
4:45 PM	0	0	0	0	0	0	23	31	0	0	0	54	3	0	33	0	0	36	0	52	12	0	0	64	154
Hourly Total	0	0	0	0	0	0	76	121	0	0	0	197	25	0	112	1	0	138	1	188	38	0	0	227	562
5:00 PM	0	0	0	0	0	0	24	29	0	0	0	53	13	0	42	0	0	55	0	59	9	0	0	68	176
5:15 PM	0	0	0	0	0	0	17	35	0	0	0	52	10	0	35	0	0	45	0	81	7	0	0	88	185
5:30 PM	0	0	0	0	0	0	26	33	0	0	0	59	7	0	45	0	0	52	0	79	7	0	0	86	197
5:45 PM	0	0	0	0	0	0	24	30	0	0	0	54	8	0	51	0	0	59	0	69	6	0	0	75	188
Hourly Total	0	0	0	0	0	0	91	127	0	0	0	218	38	0	173	0	0	211	0	288	29	0	0	317	746
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	357	471	0	0	0	828	79	0	334	1	0	414	1	520	79	0	0	600	1842
Approach %	NaN	NaN	NaN	NaN	-	-	43.1	56.9	0.0	0.0	-	-	19.1	0.0	80.7	0.2	-	-	0.2	86.7	13.2	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	19.4	25.6	0.0	0.0	-	45.0	4.3	0.0	18.1	0.1	-	22.5	0.1	28.2	4.3	0.0	-	32.6	-
Car	0	0	0	0	-	0	357	471	0	0	-	828	79	0	334	1	-	414	1	520	79	0	-	600	1842
% Car	-	-	-	-	-	-	100.0	100.0	-	-	-	100.0	100.0	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-



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Count Name: Merritt Road at
Sacshe Road
Site Code: 1
Start Date: 03/03/2014
Page No: 2



Turning Movement Data Plot

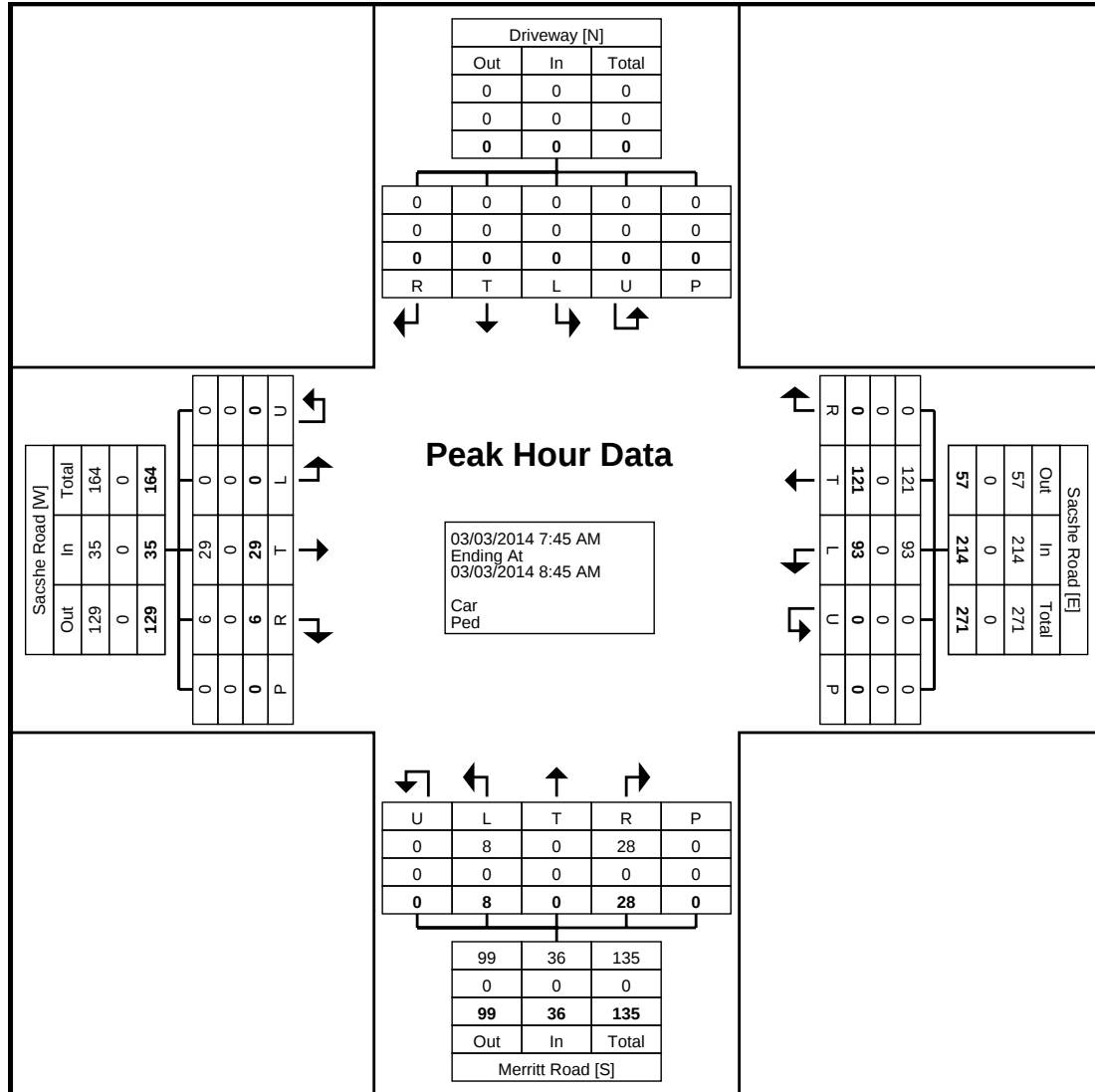
Count Name: Merritt Road at
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Count Name: Merritt Road at
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Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)

Count Name: Merritt Road at
Sacshe Road
Site Code: 1
Start Date: 03/03/2014
Page No: 5

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Count Name: Merritt Road at
Sacshe Road
Site Code: 1
Start Date: 03/03/2014
Page No: 6





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Count Name: Merritt Road at
Pleasant Valley Road
Site Code: 2
Start Date: 03/03/2014
Page No: 1

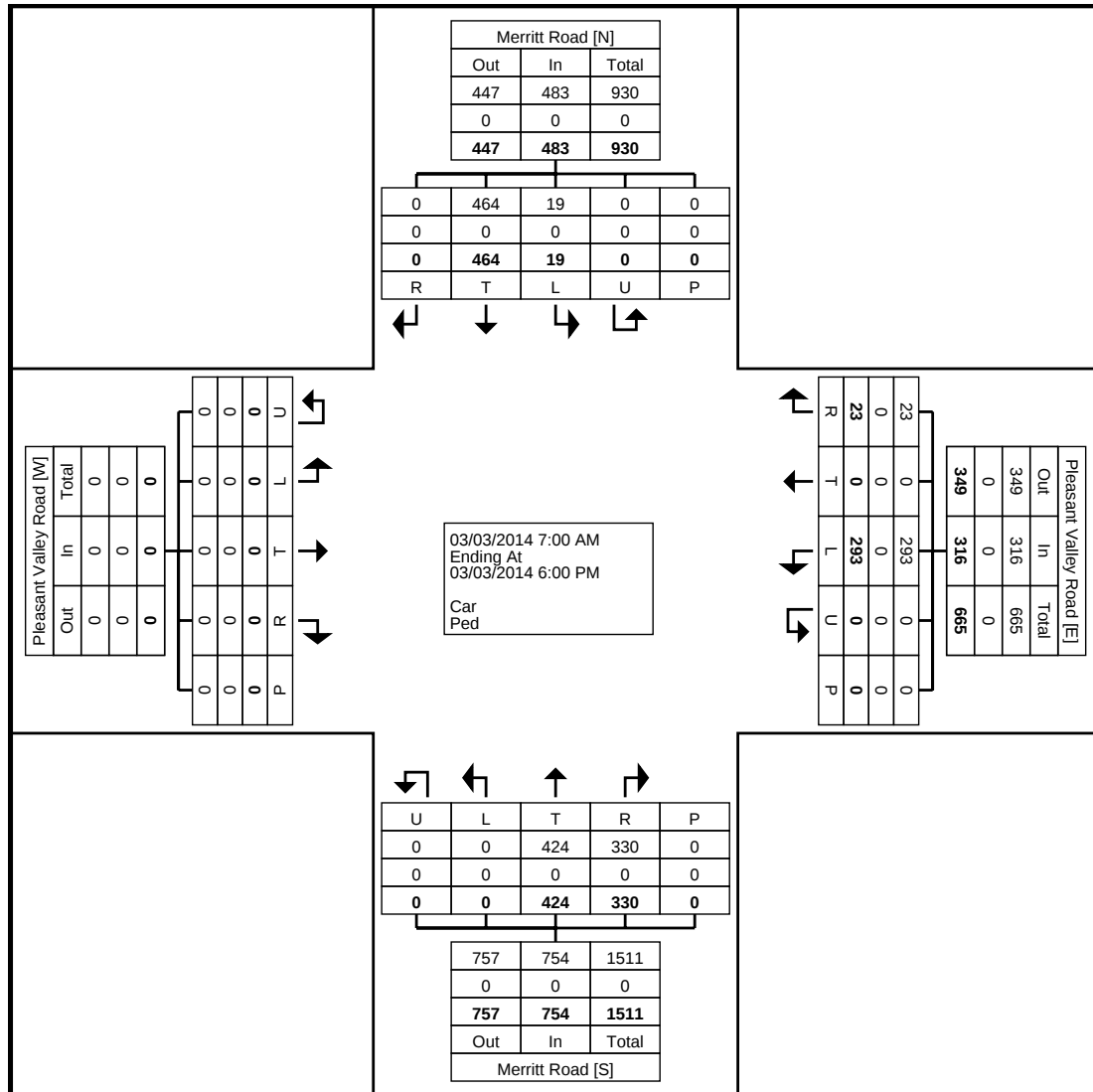
Turning Movement Data

Start Time	Merritt Road Southbound						Pleasant Valley Road Westbound						Merritt Road Northbound						Pleasant Valley Road Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App.Total	Left	Thru	Right	U-Turn	Peds	App.Total	Left	Thru	Right	U-Turn	Peds	App.Total	Left	Thru	Right	U-Turn	Peds	App.Total	
7:00 AM	0	36	0	0	0	36	18	0	0	0	0	18	0	3	1	0	0	4	0	0	0	0	0	0	58
7:15 AM	0	24	0	0	0	24	26	0	1	0	0	27	0	7	3	0	0	10	0	0	0	0	0	0	61
7:30 AM	0	33	0	0	0	33	19	0	0	0	0	19	0	5	2	0	0	7	0	0	0	0	0	0	59
7:45 AM	0	31	0	0	0	31	18	0	1	0	0	19	0	9	2	0	0	11	0	0	0	0	0	0	61
Hourly Total	0	124	0	0	0	124	81	0	2	0	0	83	0	24	8	0	0	32	0	0	0	0	0	0	239
8:00 AM	1	35	0	0	0	36	13	0	0	0	0	13	0	9	5	0	0	14	0	0	0	0	0	0	63
8:15 AM	0	23	0	0	0	23	18	0	2	0	0	20	0	9	6	0	0	15	0	0	0	0	0	0	58
8:30 AM	0	27	0	0	0	27	26	0	0	0	0	26	0	5	1	0	0	6	0	0	0	0	0	0	59
8:45 AM	1	25	0	0	0	26	17	0	0	0	0	17	0	12	6	0	0	18	0	0	0	0	0	0	61
Hourly Total	2	110	0	0	0	112	74	0	2	0	0	76	0	35	18	0	0	53	0	0	0	0	0	0	241
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	26	0	0	0	27	17	0	2	0	0	19	0	34	31	0	0	65	0	0	0	0	0	0	111
4:15 PM	0	26	0	0	0	26	23	0	1	0	0	24	0	33	30	0	0	63	0	0	0	0	0	0	113
4:30 PM	3	27	0	0	0	30	28	0	2	0	0	30	0	41	34	0	0	75	0	0	0	0	0	0	135
4:45 PM	2	27	0	0	0	29	19	0	1	0	0	20	0	48	34	0	0	82	0	0	0	0	0	0	131
Hourly Total	6	106	0	0	0	112	87	0	6	0	0	93	0	156	129	0	0	285	0	0	0	0	0	0	490
5:00 PM	5	38	0	0	0	43	15	0	4	0	0	19	0	47	35	0	0	82	0	0	0	0	0	0	144
5:15 PM	4	22	0	0	0	26	8	0	5	0	0	13	0	46	48	0	0	94	0	0	0	0	0	0	133
5:30 PM	1	36	0	0	0	37	14	0	2	0	0	16	0	58	48	0	0	106	0	0	0	0	0	0	159
5:45 PM	1	28	0	0	0	29	14	0	2	0	0	16	0	58	44	0	0	102	0	0	0	0	0	0	147
Hourly Total	11	124	0	0	0	135	51	0	13	0	0	64	0	209	175	0	0	384	0	0	0	0	0	0	583
Grand Total	19	464	0	0	0	483	293	0	23	0	0	316	0	424	330	0	0	754	0	0	0	0	0	0	1553
Approach %	3.9	96.1	0.0	0.0	-	-	92.7	0.0	7.3	0.0	-	-	0.0	56.2	43.8	0.0	-	-	NaN	NaN	NaN	NaN	-	-	-
Total %	1.2	29.9	0.0	0.0	-	31.1	18.9	0.0	1.5	0.0	-	20.3	0.0	27.3	21.2	0.0	-	48.6	0.0	0.0	0.0	0.0	-	0.0	-
Car	19	464	0	0	-	483	293	0	23	0	-	316	0	424	330	0	-	754	0	0	0	0	-	0	1553
% Car	100.0	100.0	-	-	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0
Ped	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: Merritt Road at
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Site Code: 2
Start Date: 03/03/2014
Page No: 2



Turning Movement Data Plot



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Count Name: Merritt Road at
Pleasant Valley Road
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Start Date: 03/03/2014
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Turning Movement Peak Hour Data (7:15 AM)

[illegible]

Count Name: Merritt Road at
Pleasant Valley Road
Site Code: 2
Start Date: 03/03/2014
Page No: 4



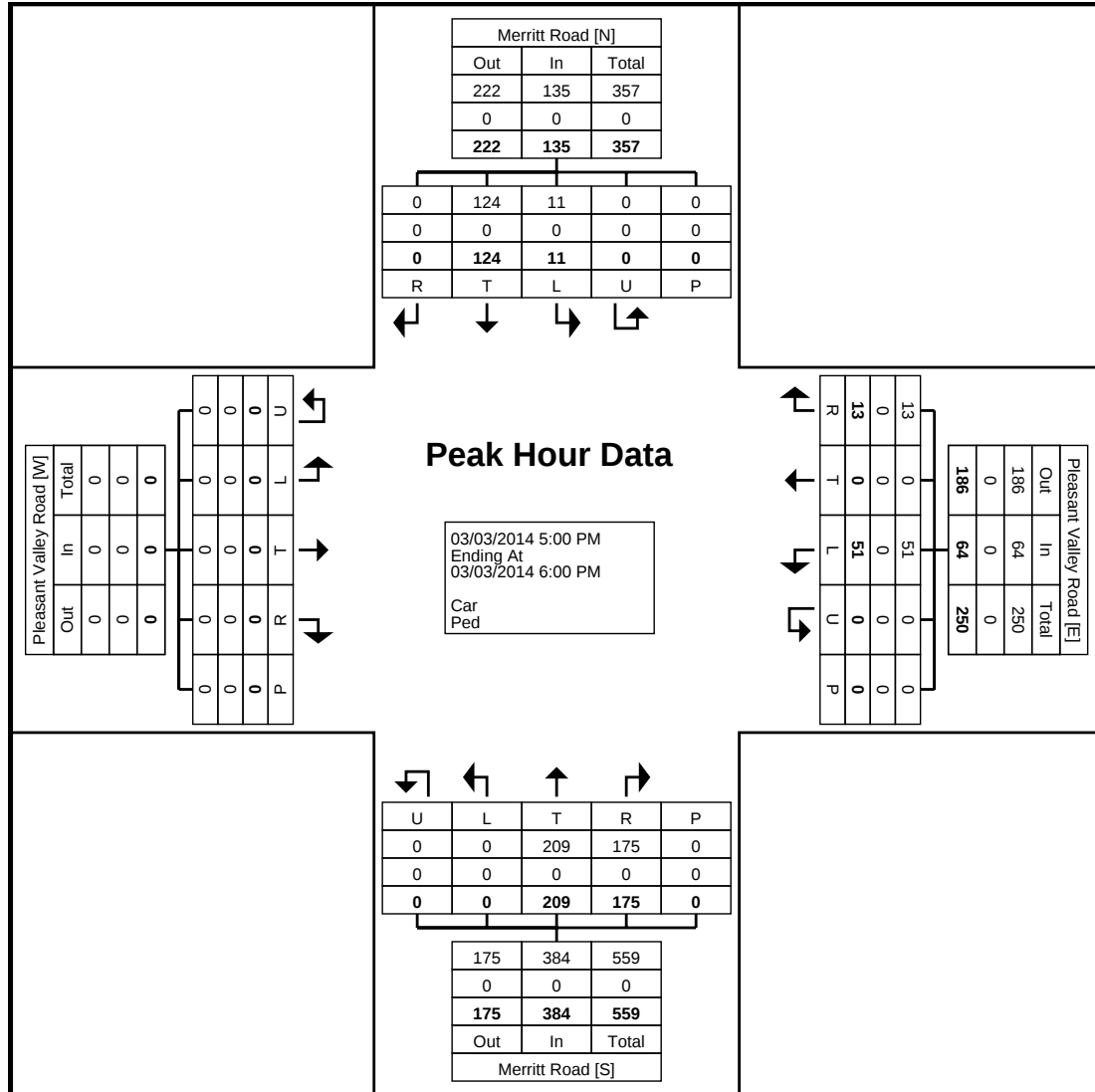
Count Name: Merritt Road at
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Page No: 6



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



Transportation

Sachse Comprehensive Plan

The Transportation Element of the Sachse Comprehensive Plan provides a framework for planning and guiding the rational and orderly development of the area's thoroughfare system, including Expressways, Arterials, Collectors and Local Streets. This element includes a review of previous transportation plans and studies, overview of existing transportation facilities and services, analysis of travel characteristics and development of the thoroughfare system plan for the City of Sachse. It covers the same geographic area, within the city limits, as other elements of the Comprehensive Plan. The planning area boundary is illustrated in **Figure 4-1 - Thoroughfare Plan**.

AUTHORITY FOR PLANNING AND REGULATING THOROUGHFARES

Under the provisions of Article XI, Section 5 of the Texas Constitution and Title 7, Chapter 212 of the Texas Local Government Code, the City of Sachse may require that development plans and subdivision plats must conform to "...the general plan of the municipality and its current and future streets..." and, "...the general plan for extension of the municipality and its roads, streets and public highways within the municipality and its extraterritorial jurisdiction.....". Requirements for right-of-way dedication and construction of street improvements should apply to all subdivision of land within the City's incorporated area.

PREVIOUS PLANS AND STUDIES

There are a number of related plans and studies that address transportation improvement needs for the City of Sachse, Dallas and Collin Counties and the Metroplex, which are being reviewed and considered in the development of the Comprehensive Plan.

- ★ *Comprehensive Plan Update, 1986 as amended*
- ★ *North Central Texas Metropolitan Planning Organization Regional Transportation Plan—Mobility 2025*

EXISTING TRANSPORTATION SYSTEM

The development of the Transportation Element for the Comprehensive Plan includes analysis and evaluation of the City of Sachse's existing transportation system. The existing roadway and traffic conditions of the highway and street network have been identified and analyzed to assist in determining long-range needs for thoroughfare system development. Physical conditions of the roadway system and characteristics of existing travel patterns are based upon available information obtained through the City of Sachse, Dallas and Collin Counties, North Central Texas Metropolitan Planning Organization (MPO), Texas Department of Transportation (TxDOT), and other governmental agencies. Other transportation modes, facilities and services have also been identified and analyzed.

Sachse's transportation system is served by three modes: automobile, rail and non-motorized. The automobile travel mode, the predominant mode, is served through a utilitarian roadway network of state highways and local roads and streets. Sachse's solitary state highway is State Highway (SH) 78, which connects northeastern Dallas County with eastern Collin County and Fannin County. Through Sachse, Highway 78 is a four-lane divided facility that traverses the city from southwest to northeast. The remainder of Sachse's roadway network is comprised of local roads and streets. It should be noted that the planned extension of the President George Bush Turnpike (Highway 190) might pass through southern Sachse.

The rail mode in Sachse is accommodated by a track owned by Union Pacific that runs adjacent to SH 78 across the city. Because of its proximity to SH 78, this track contains numerous at-grade crossings. In addition, this track causes a significant geometric constraint where crossing roads intersect SH 78.

Although there are currently few facilities dedicated to the non-motorized travel mode, there is a demand for such facilities. As a result, the city is planning the future construction of a trail system designed to accommodate pedestrians, bicycles, and equestrians.

Major Traffic Generators

The location and character of land uses that generate large numbers of trips have a major influence on traffic volumes and flow patterns. Major traffic generators are identified and considered in reviewing the transportation system and developing the Transportation Element. At this time, there are a number of small local businesses and activities in the area. Since the area is expected to grow in both residential and commercial developments, future major traffic generators in the area may include the industrial park, the new Sachse High School and the eventual commercial development near the proposed turnpike.

THOROUGHFARE PLAN

Thoroughfare System Planning is the process used by cities and other governmental entities to assure development of the most efficient and appropriate street system to meet existing and future travel needs. The purpose is to ensure orderly and progressive development of the streets to serve mobility and access needs of the public. Thoroughfare planning is interrelated with other components of comprehensive planning and urban development such as land use, housing, environment and public utilities.

It is a common misconception that a Thoroughfare Plan is a blueprint for capital improvements, that once a street or road is shown on a Thoroughfare Plan, it must be improved to the minimum standards shown on the Plan. However, this is not the purpose of a Thoroughfare

Plan. Its purpose is to identify how streets and roads operate and are intended to operate, to provide guidance to local officials and property owners in the decision making process and to help ensure the construction of a logical, complete and functional roadway network. Through the use of typical cross-sections defined for each functional classification, the Thoroughfare Plan provides a uniform and consistent design for all new or improved roadway facilities, which helps provide guidance to motorists with respect to utility, speed and land use. While the Thoroughfare Plan does not identify who is responsible for funding and/or building proposed thoroughfare improvement, including new roadways, it shall be considered to be standard operating procedure that **developers are responsible for constructing and/or improving that portion of all roadways within or adjacent to their development, regardless of functional classification.** While the Thoroughfare Plan does identify how streets and roads are intended to operate, it **does not mandate that an existing functionally classified street or road must be improved to the specifications shown**, except where adjacent to or traversing a new development. In other words, just because an existing street or road is shown as a particular functional classification does not mean it must be improved to conform to the cross-section shown for that particular classification where it is not adjacent to or traversing a new development.

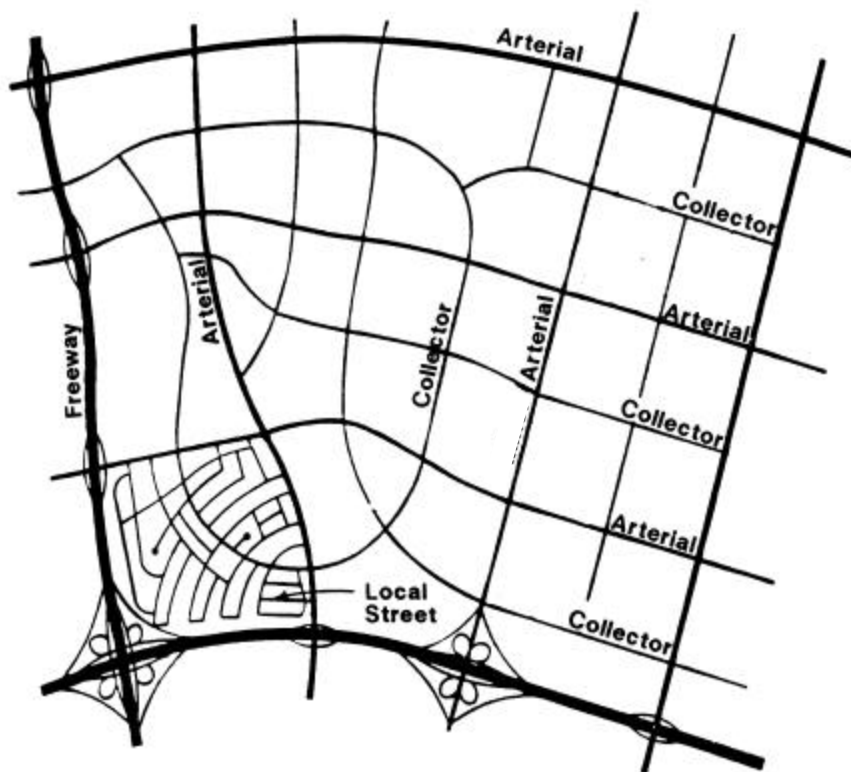
A Thoroughfare Plan is just that, a plan. It is important to recognize that the alignments shown for proposed facilities represent desired corridors and are merely illustrative. In other words, the alignments shown are general alignments. Because of geographical and other constraints, actual alignments may vary. The approximate alignments and right-of-way requirements for planned thoroughfares shown on the Plan should be considered in platting of subdivisions, right-of-way dedication and construction of major roadways.

The Sachse Thoroughfare Plan classifies every road and street within the corporate limits into one of five categories (listed from highest functional classification to lowest): Tollway, Principal Arterial, Minor Arterial, Collector and Local Street. The Sachse Thoroughfare Plan is represented graphically in **Figure 4-1 - Thoroughfare Plan**. While the Plan does show future alignments for those facilities assigned a functional classification of Collector or higher, it does not show future alignments for new Local Streets, because these streets function principally to provide access to adjacent land and their future alignments may vary depending upon specific development plans. Local Street alignments should be determined by the City, in cooperation with developers, as part of all planning for new development.

FUNCTIONAL CLASSIFICATION OF THOROUGHFARES

Thoroughfares are grouped into functional classes according to the type of service they are intended to provide. Thoroughfares are classified according to their functional role in terms of *movement* and *access*. The higher classifications emphasize movement over access, while the lower classifications emphasize access over movement. The functional classification of a thoroughfare normally does not change as traffic increases and improvements are made unless the intended use of that roadway changes. Functional classification is not necessarily related to the number of lanes, although higher classes tend to be multi-lane roadways. However, two-lane roadways can and do function as Principal Arterials in many areas. A graphical representation of the functional classification hierarchy is shown in **Figure 4-2 - Relationship of Functional Classes**.

FIGURE 4-2
RELATIONSHIP OF FUNCTIONAL CLASSES



Source: Wilbur Smith Associates

FUNCTIONAL CLASSIFICATIONS

As stated previously, each of Sachse's streets and roads, existing and future, has been assigned one of the following classifications: Tollway, Principal Arterial, Minor Arterial, Collector and Local Street, with the Tollway being the highest classification, and the Local Street the lowest.

Tollways and Freeways are devoted entirely to traffic movement with little or no direct land service function. They are multi-lane divided highways with full access control, meaning that all intersections are grade separated and the main lanes provide no direct access to adjoining properties. Full access control is what distinguishes a Tollway or a Freeway from other classes of roadways. Tollways and Freeways serve large volumes of high-speed traffic and are primarily intended to serve long trips, including both vehicles entering and leaving the urban area, as well as major circulation movements within the urban area. In the Sachse area, currently no roadway facilities function as a tollway or a freeway, although the future extension of the President George Bush Turnpike (the extension of Highway 190) will pass through extreme southern Sachse. For Tollway and Freeway facilities with frontage roads, the main lanes are typically classified separately from the frontage roads, with the frontage roads being assigned a lower Arterial designation.

Principal Arterials are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have high operational speeds and serve a significant portion of through-travel or long-distance trips. Freeways and Principal Arterials together typically accommodate about 30 to 40 percent of a region's travel on 5 to 10 percent of the total roadway network. Principal Arterials serve as primary routes through a region and between regions. They are continuous over long distances (greater than five miles) and accommodate both intraregional and interregional travel. These facilities generally serve high-volume travel corridors that connect major generators of traffic, such as the central business district, other large employment centers, suburban commercial centers, industrial centers, major residential communities and other major activity centers within the urban area. Highway 78 and Murphy Road north of Blackburn Road are classified as Principal Arterials and shown in purple on the Thoroughfare Plan.

Principal Arterials typically operate between 40 to 55 MPH. In order to expedite the movement of traffic, access to adjacent properties is restricted, on-street parking is prohibited and signals are spaced at not less than ½ mile intervals and are typically limited to only those intersections where the intersecting street is of a classification of Minor Arterial. Where two Principal Arterials intersect, a grade separation should be used. At an interchange of a Principal Arterial and a Tollway or Freeway, a cloverleaf or similar indirect ramping system is desirable to

minimize the impedance of through-traffic. Where intersections on Principal Arterials are installed, they are typically designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 MPH.

Minor Arterials are similar in function to Principal Arterials, except that their primary function is to accommodate only intraregional mobility. Minor Arterials are from one to five miles in length, operate at lower speeds (30 to 40 MPH), and provide more direct access to adjacent properties and the local street network. Signals and driveways are more frequent on Minor Arterials, with signals every block in heavily urbanized districts. Unlike Regional Arterials, on-street parking is permitted on Minor Arterials. Minor Arterials that are currently in use (or will be designated) include Maxwell Creek, Blackburn/Ingram, Ranch, Sachse, Merritt and Miles (south of Sachse Road, Pleasant Valley and Bunker Hill Roads and Wood Bridge Parkway. They are shown in red on the Thoroughfare Plan.

Principal and Minor Arterials are generally spaced at one mile intervals in an alternating grid pattern. The integrated system formed by Principal Arterials and Minor Arterials typically includes 15 to 25 percent of the total roadway network and serves 40 to 60 percent of total motor vehicle travel in the area.

Collectors are the connectors between Arterials and Local Streets, which serve to collect traffic and distribute it to the Arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial and other land uses, and their design involves site-specific considerations. They provide direct service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries. Parking is generally permitted on Collectors. Sachse' Collectors are Clubhouse, Hooper, Bailey, Miles (north of Sachse Road), Salmon, Industrial and Ben Davis Roads. They are shown in green on the Thoroughfare Plan.

Since Collectors are used for short distance trips between Local Streets and Arterials, they should be continuous in the spaces between Arterials. However, Collectors should never be more than a mile in length and should not extend across an Arterial, as such an extension will promote the misuse of the Collector as an Arterial. To provide efficient traffic circulation and preserve amenities of neighborhoods, Collectors should desirably be spaced at about one-quarter to one-half mile intervals. Subdivision street layout plans should include Collectors as well as Local Streets in order to provide efficient traffic access and circulation.

Since Collectors generally carry higher traffic volumes than Local Streets, they require a wider roadway cross section. A Collector should be designed to accommodate two travel lanes and two parking lanes. A Collector should never be designed to accommodate more than two travel

lanes throughout its length, as such a design will encourage the misuse of the Collector as an Arterial. A Collector should be designed for an operating speed of 30 MPH. Collectors typically make up about 5 to 10 percent of the total street system.

Collectors serve an important role in collecting and distributing traffic between Arterials and Local Streets. Their identification is essential in planning and managing traffic ingress/egress and movement within residential neighborhoods as well as commercial and industrial areas. Existing Collectors are delineated on the Thoroughfare Plan and planned new Collectors are shown as general alignments that should be considered and incorporated in subdivision platting and development planning.

Local Streets include all other streets and roads that are not included in higher classes. They include internal and access streets that allow direct access to residential and commercial properties and similar traffic destinations. Direct access to abutting land is their primary role, for all traffic originates from or is destined to abutting land. Through-traffic and excessive speeds should be discouraged by using appropriate geometric designs, traffic control devices, curvilinear alignments and discontinuous streets. On-street parking is generally permitted. Trip lengths on Local Streets are short, volumes are low and speeds are slow, typically 25-30 MPH. A typical local street can accommodate one travel lane and two parking lanes, although narrower cross-sections are acceptable. Local Streets typically comprise about 65 to 80 percent of the total street system in urban areas. Local streets are shown in black on the Thoroughfare Plan.

TRANSPORTATION GOAL, OBJECTIVES AND ACTIONS:

The Transportation Goal, with its Objectives and Actions form the basis of the transportation plan. They serve as a framework for guiding future transportation growth and improvements within the City of Sachse. For the Sachse Transportation Element these are based upon input from the Steering Committee as well as from comments received from residents at a community meeting held in May 2000. Also taken into consideration were the goals and objectives from the previous plans. The Transportation Plan is based upon the following goal, objectives and actions:

Transportation Goal: ***Provide access to neighborhoods and businesses while serving overall mobility needs of residents and businesses.***

Objective A: Ensure the road system in the City provides appropriate access for residents while discouraging commercial traffic in neighborhoods.

Action 1: Use the Thoroughfare Plan to determine where arterial and collector streets are needed in new residential and commercial developments.

Action 2: Use city funds on streets to benefit the community as a whole.

Action 3: Improve traffic signal timings to enhance progressive movement along Hwy 78 and other major thoroughfares.

Objective B: Alternative transportation modes should be available to the residents of the City.

Action 1: Provide designated on and off street bike routes.

Action 2: Provide trails, sidewalks and crosswalks on all arterial and collector streets.

Objective C: Larger vehicles should utilize major transportation routes around the City to minimize negative impact on residential neighborhoods.

Action 1: Downgrade the functional classifications of roads traversing Sachse to discourage their use by larger vehicles.

Action 2: Adopt designated enforceable truck routes.

Action 3: Establish Hazardous Material Routing.

Action 4: Provide better enforcement of traffic regulations, especially for trucks.

Action 5: Provide signage for truck traffic movement through and within the Sachse area.

IMPLEMENTATION OF THE THOROUGHFARE PLAN

Implementation of thoroughfare system improvements occurs in stages over time as the City grows and, over many years, builds toward the ultimate thoroughfare system shown in the Thoroughfare Plan. The fact that a planned thoroughfare is shown in the plan does not represent a commitment to a specific time frame for construction, nor that the City will build the roadway improvement. Individual thoroughfare improvements may be constructed by a variety of implementing agencies including the City of Sachse, Dallas and Collin Counties and Texas Department of Transportation (TxDOT), as well as private developers and land owners for sections of roadways located within or adjacent to their property.

The City of Sachse, Dallas and Collin Counties, TxDOT, as well as residents, land owners and developers, can utilize the Thoroughfare Plan in making decisions relating to the planning, coordination and programming of future development and transportation improvements. Review by the City of preliminary and final plats for proposed subdivisions in accordance with the Subdivision Ordinance should include consideration of compliance with the Thoroughfare Plan, in order to ensure consistency and availability of sufficient right-of-way for the general roadway alignments shown in the plan. By identifying thoroughfare locations where right-of-way is needed, land owners and developers can consider the roadways in their subdivision planning, dedication of public right-of-way and provision of set backs for new buildings, utility

lines, and other improvements located along the rights-of-way for existing and planned thoroughfares.

The Thoroughfare Plan will have long reaching effects on the growth and development in the Sachse area, since it guides the reservation of rights-of-way needed for future thoroughfare improvements. The plan has important influence on the pattern of movement and the desirability of areas as locations for development and land use. While other elements of the Comprehensive Plan look at foreseeable changes and needs over a 20-year period, thoroughfare planning requires an even longer-range perspective extending into the very long-term future. Future changes in transportation technology, cost structure, service demands for the transportation system and resulting long-term shifts in urban growth and development patterns require a farsighted and visionary approach to thoroughfare planning decisions.

PLAN AMENDMENT PROCESS

It will be necessary to periodically consider and adopt proposed amendments to the Thoroughfare Plan to reflect changing conditions and new needs for thoroughfare system improvement and development. A systematic procedure should be followed for making plan amendments, including a set schedule for annually inviting and considering proposed changes.

The process for amending the Thoroughfare Plan should be established in the City's Subdivision Ordinance. Typically, plan amendment requests may originate from landowners, civic groups, neighborhood associations, developers, other governmental agencies, City staff, and other interested parties. Proposed revisions should be analyzed by the Planning and Development Department, Public Works Director, City Engineer and other City staff and the proposed changes and staff recommendations should then be considered by the Planning and Zoning Commission. The Planning and Zoning Commission should conduct a public hearing on proposed plan amendments, including required 15-day public notice in advance of the hearing. Proposed amendments should be considered in a fair, reasonable and open process. The burden for proving compelling reasons for and public benefit of any proposed changes should rest with the requesting parties. Decisions and determinations should represent the best interests of the public.

The revised Thoroughfare Plan, including any approved plan amendments, should be adopted by the Planning and Zoning Commission and submitted by the Commission for adoption by the City Council. The amended plan becomes effective upon adoption by the City Council.

**Engineering
Department**

Greg A. Peters, P.E., LEED AP
City Engineer
City of Sachse
March 6, 2014

**Results of the Capacity Analysis for the Proposed Collector Road between
Sachse Road and Pleasant Valley Road**

The City of Sachse Engineering Department has reviewed the capacity analysis report for the proposed extension of a collector road between Sachse Road and Pleasant Valley Road as provided by Bury-AUS, Inc. and dated March 5, 2014. The intent of the analysis was to determine if a single north-south collector road would provide adequate traffic capacity between Sachse Road and Pleasant Valley Road, East of Merritt Road. Currently, the City of Sachse Thoroughfare Plan shows two collector roads to function in this capacity:

- Ben Road (future connection to Pinnacle Oak Circle)
- Unnamed Collector Road east of Ben Road

Summary of the analysis received from Bury-AUS, Inc.

The analysis provided by Bury-AUS, Inc. included the following assumptions:

- PM peak period traffic data was used for analysis due to the higher volumes
- 50% of existing traffic northbound on Merritt Road will make a right turn on Pleasant Valley and then a left turn onto the proposed collector road instead of continuing north on Merritt Road
- 50% of traffic headed west on Sachse Road will make a left turn onto the proposed collector road instead of continuing on to Merritt Road to head south.
- 50% of north-south traffic will utilize the proposed collector road, and 50% will utilize Merritt Road
- Traffic from the City of Wylie's new residential development to the east, The Dominion of Pleasant Valley (975 Single Family properties), contains a direct connection to Pleasant Valley Road, and thus will not utilize the proposed collector road to travel to the President George Bush Turnpike.
- A 1% growth rate for the area was utilized in calculations

Bury-AUS, Inc. also performed a manual turning movement count at two locations, Merritt Road at Sachse Road, and Merritt Road at Pleasant Valley Road during morning and evening peak traffic times. The data collected during these counts were utilized in making the assumptions listed above.

Bury-AUS, Inc. used an industry standard computer program, “Trip Generation” by MicroTrans Corp., to complete the computational analysis of the proposed traffic conditions. The results of the analysis show that the proposed future collector road would operate with a density of 34 passenger cars per mile per lane. The vehicle density is used to determine the functionality of the road system.

The Highway Capacity Manual is a document prepared by the Transportation Research Board that is regularly updated as a reference for the analysis and design of roadway systems in the United States. The Highway Capacity Manual utilizes “Level of Service” to explain the functionality of roadways. The range is from A to F, and is determined primarily by the vehicle density projected for the roadway. The highest level of service, LOS-A, indicates free flowing traffic at or above the posted speed limit, while LOS-F indicates forced flow – in other words, a traffic jam.

The resulting “Level of Service” (LOS) for the proposed roadway density was found to be LOS - D.

For the proposed collector roadway, LOS-D indicates that the roadway will have speeds just below the speed limit with traffic volumes above normal with cars spaced at roughly 150 feet apart. A typical example of this level of service is a roadway along a busy retail area.

Staff Findings

- **Turning Movements**

The assumptions made by Bury-AUS, Inc. regarding turning movements are conservative, which is good. Staff believes that the future widening of Sachse Road, Merritt Road, and Pleasant Valley Road to 4-lane divided roadways will significantly impact the choices motorists make as they travel to and from the President George Bush Turnpike. It is important to note that while Sachse/Merritt/Pleasant Valley Road are all shown in the City of Sachse 10-year CIP to be widened, the funding for the majority of the improvements has not yet been determined. All three corridors will likely be improved through a partnership between the City of Sachse and Dallas County. Thus, the proposed collector may be constructed well in advance of the completion of improvements to Sachse/Merritt/Pleasant Valley.

- **Traffic Volume**

The analysis prepared by Bury-AUS, Inc. does take into account the large single family development planned to begin this year in the City of Wylie. The analysis also takes into account the additional traffic volume that would be created by the approval of the companion Future Land Use Amendment. The 1% annual growth assumed in the analysis seems reasonable for the surrounding rural residential areas in Sachse.

- **Level of Service**

The analysis shows a proposed vehicle density of 34 passenger cars per mile per lane. This density is based upon peak traffic volume during afternoon rush hour,

and results in a level of service, LOS-D. In fact, at this density, it is very close to LOS-E. However, the high density is a result of the assumption that 50% of vehicles on the intersecting arterial roadways will make the turning movement onto the proposed collector road.

Staff Conclusion

Staff has determined that the proposed single north-south collector road will provide adequate traffic capacity between Sachse Road and Pleasant Valley Road, East of Merritt Road.

Therefore, the second collector road, currently shown as Ben Road, is not required. If the proposed collector road is constructed prior to any improvements being made to Sachse/Merritt/Pleasant Valley, it is expected that traffic volumes will be at peak levels on the collector shortly after construction. During this time, the collector road would operate at the lower end of LOS-D. Traffic volumes on the proposed collector would then be anticipated to decrease as future improvements are made to the surrounding minor arterial roads. Once the surrounding arterial roads are improved, staff anticipates that the majority of traffic would remain on the 4-lane divided roadways, Sachse/Merritt/Pleasant Valley. The collector road would then be utilized primarily by motorists that live on local streets adjacent to the proposed collector road and existing collector road north off Sachse Road (Country Club Drive). Therefore, the long term LOS for the roadway would be in the higher range of LOS-D.

It is also important to note that a Traffic Impact Analysis (TIA) will be required as a part of any land development project in this area. The TIA will provide more detailed information on intersections and turning movements as a result of a development. If a land development project in the area is submitted, City staff will review the required TIA and utilize the data in the TIA to determine requirements for turn lanes, traffic signals, and other intersection improvements required for the development.

Sincerely,

A handwritten signature in black ink, appearing to read 'Greg A. Peters', with a stylized flourish at the end.

Greg A. Peters, P.E., LEED AP
City Engineer

CC: City of Sachse – Billy George
City of Sachse – Wes Lawson
City of Sachse – Marc Kurbansade
City of Sachse – Michael Spencer

**ESTATES OF
DOMINION OF PLEASANT VALLEY
STATEMENT OF INTENT AND PURPOSE
THOROUGHFARE PLAN AMENDMENT**

The Estates of Dominion of Pleasant Valley (“the Estates”) is designed to be an upscale, rural community in keeping with the immediate surrounding area. Residents of the neighborhood will have the benefits of living in a neighborhood where lots will be a minimum of one acre in size, but will be close enough to the President George Bush Turnpike (PBGT) to have all of the conveniences of being in the DFW Metro-Plex.

The approximate 66 lot neighborhood is located at the northwest corner of Pleasant Valley Road and Ben Road. The Future Land Use Plan designates the area to be developed with “Rural Residential” uses.

With respect to the City’s transportation facilities, Pleasant Valley Road is proposed to be a 4 lane, divided road. The Concept Plan for the Estates neighborhood provides for the western ½ of the right-of-way needed to build the road. The City’s Thoroughfare Plan also shows a collector street traversing the property in order to make a connection between Pleasant Valley Road and Sachse Road. This street is proposed to be an extension of Country Club Drive in the Woodbridge neighborhood. If built as proposed, this street will provide easy access to the PBGT, not only from the Woodbridge neighborhood, but from all of the development north of The Estates in Sachse and Wylie. The extension of a collector street through The Estates will have a very negative impact on the vision of the development. A continuous through -street, irrespective of its size, will destroy the rural feeling of the neighborhood. For this reason, it is being requested to eliminate the collector from the Thoroughfare Plan.

The Estates development pattern is compatible with the surrounding land patterns. The lot size, as well as the elimination of a collector through-street will help to keep a rural atmosphere in this portion of the community. This rural neighborhood will be attractive to many homeowners by its creation of an environment where they can live and raise their families.



Legislation Details (With Text)

File #:	15-2700	Version:	1	Name:	CD - Estates of Pleasant Valley PD PZ
Type:	Agenda Item	Status:		Status:	Agenda Ready
File created:	2/19/2015	In control:		In control:	Planning & Zoning Commission
On agenda:	2/23/2015	Final action:		Final action:	
Title:	Conduct a public hearing and make recommendation to City Council regarding the consideration of an Ordinance of the City of Sachse, Texas, amending the Comprehensive Zoning Ordinance and Map, as heretofore amended; to grant a change of zoning from an Agricultural District (AG) to a Planned Development District (PD) on an approximately 96.80-acre tract of land, more particularly described in Exhibit "A" and located on the northeast corner of Pleasant Valley Road and Ben Road, City of Sachse, Dallas County, Texas; providing for the approval of the Zoning Exhibit attached as Exhibit "B"; providing for the approval of Development Standards attached as Exhibit "C"; providing for the approval of the Zoning Concept Plan approved as Exhibit "D".				

Executive Summary

The applicant is requesting to rezone the subject property from its existing Agricultural zoning district to a Planned Development zoning district. The proposed Planned Development would be comprised of single-family residential lots with typical lot sizes of one acre.

Sponsors:

Indexes:

Code sections:

Attachments: [CD -Estates of Pleasant Valley presentation.pdf](#)
[CD -Estates of PV Exhibit A.pdf](#)
[CD -Estates of PV Exhibit B.pdf](#)
[CD -Estates of PV Exhibit C.pdf](#)
[CD -Estates of PV Exhibit D.pdf](#)
[CD -Estates of PV -Attachment 1.pdf](#)
[CD -Estates of PV -Attachment 2.pdf](#)
[CD - Estates of PV - Attachment 3.pdf](#)
[CD -Estates of PV -Attachment 4.pdf](#)
[CD -Estates of PV -Attachment 5.pdf](#)

Date	Ver.	Action By	Action	Result
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Title

Conduct a public hearing and make recommendation to City Council regarding the consideration of an Ordinance of the City of Sachse, Texas, amending the Comprehensive Zoning Ordinance and Map, as heretofore amended; to grant a change of zoning from an Agricultural District (AG) to a Planned Development District (PD) on an approximately 96.80-acre tract of land, more particularly described in Exhibit "A" and located on the northeast corner of Pleasant Valley Road and Ben Road, City of Sachse, Dallas County, Texas; providing for the approval of the Zoning Exhibit attached as Exhibit "B"; providing for the approval of Development Standards attached as Exhibit "C"; providing for the approval of the

Zoning Concept Plan approved as Exhibit “D”.

Executive Summary

The applicant is requesting to rezone the subject property from its existing Agricultural zoning district to a Planned Development zoning district. The proposed Planned Development would be comprised of single-family residential lots with typical lot sizes of one acre.

Background

The 96.80-acre subject property is located at the northeast corner of Pleasant Valley Road and Ben Road and retains a current zoning designation of Agricultural (AG) district. (See Attachment 1 - Aerial Location Map and Attachment 2 - Zoning Identification Map). The applicant is requesting to rezone the subject property to a Planned Development (PD) zoning district.

The development/land uses adjacent to the subject property are as follows:

- North: Agricultural uses and vacant.
- South: Undeveloped property owned by Garland Independent School District and the Muddy Creek Preserve Nature Trails.
- East: Existing homesteads and agricultural uses.
- West: Existing homesteads.

The Future Land Use designation for the subject property is Rural Residential (See Attachment 3 for a copy of the Future Land Use Plan). The Comprehensive Plan describes Rural Residential as “rural, larger lot neighborhoods”. The single-family residential uses associated with the proposed Planned Development rezoning request contains 66 lots that will be one acre or greater in size. One-acre lots are consistent with the Future Land Use Plan for this area of the city.

The current zoning designation of Agricultural (AG) allows for the development of one acre lots for single family development by right. The applicant however is requesting modifications to the subdivision design requirements for the project. These proposed design modifications require that the project be processed as a Planned Development request. The applicant is seeking to modify the requirement for the road construction to allow for a more rural street design than what is typically installed within our newer subdivision. This design is outlined on the zoning concept plan attached as Exhibit D. The biggest difference being the narrower pavement width and no curb or gutter system to account for the reduced traffic volumes and storm water runoff coming from such a low density project. This design is consistent with other projects here in Sachse with larger lots and those projects found throughout the metroplex.

Policy Considerations

The zoning request is to rezone the subject property from its existing Agricultural (AG) zoning designation to a Planned Development (PD) zoning designation. The proposed Planned Development would be comprised of single-family residential lots and associated Homeowner's Association lots.

The Development Standards (Exhibit C) and the Zoning Concept Plan (Exhibit D) indicate that a maximum of 66 single-family residential units would be permitted pursuant to the Planned Development Regulations. The applicant is also imposing additional architectural standards that either meet or exceed the requirements of the zoning ordinance for single family construction within the Planned Development Standards (Exhibit C).

Lot Dimensional Standards (All items meet or exceed those of the AG district for single family home construction):

1. Minimum lot area: 43,560 square feet.
2. Minimum lot width: 150'. On cul-de-sacs and/or elbows, the minimum lot width at the street right-of-way shall be 60'.
3. Minimum lot depth: 150'. On cul-de-sacs and/or elbows, the minimum lot depth shall be 125'.
4. Minimum front yard: 50'. Front build lines to be staggered with alternating 50' & 55' setbacks.
5. Minimum side yard: 25'.
6. Minimum rear yard: 30' for the primary structure, 20' rear setback for accessory buildings.
7. Minimum dwelling area: 3,000 sq. ft.
8. Maximum lot coverage: 30%, inclusive of all structures.
9. Maximum height: 2 1/2 stories or 35' with the maximum height determined with Sachse's methods and standards.
10. A minimum of 2 off-street parking spaces shall be provided on each single family lot.

The main access proposed to the site will be via two entrances on Pleasant Valley Road. Access along Ben Road is not proposed for the project. It should be noted that as part of a concurrent request, the applicant is proposing to remove the extension of Country Club Drive from the Master Thoroughfare Plan. Staff believes the extension of Country Club Drive will be important for the future mobility of residents in this portion of the city and is recommending that Country Club Drive be left on the plan. If the Master Thoroughfare Plan is not amended,

Country Club Drive will also be an access point in the future for the subject property to allow traffic to exit north out to Sachse Road. The proposed access for this plan meets the City access requirements without the potential future northern connection to Sachse Road.

Public Notification

Notice of this public hearing was mailed to the property owner and all other property owners within 1,000 feet of the subject property, as indicated by the most recently approved municipal tax roll and as required by Texas Local Government Code and the City of Sachse Code of Ordinances. As of Thursday February 19, 2015, 4 responses were returned, 1 in favor and 3 opposed to the zoning request. See Attachment 4 for returned responses.

In summary, due to the fact that the proposed zoning request is consistent with the Future Land Use category of Rural Residential and the proposed street design is in line with that development type and density of housing, staff is recommending approval of this request.

Budgetary Considerations

None.

Staff Recommendations

Staff recommends approval of an Ordinance of the City of Sachse, Texas, amending the Comprehensive Zoning Ordinance and Map, as heretofore amended; to grant a change of zoning from an Agricultural District (AG) to a Planned Development District (PD) on an approximately 96.80-acre tract of land, more particularly described in Exhibit "A" and located on the northeast corner of Pleasant Valley Road and Ben Road, City of Sachse, Dallas County, Texas; providing for the approval of the Zoning Exhibit attached as Exhibit "B"; providing for the approval of Development Standards attached as Exhibit "C"; providing for the approval of the Zoning Concept Plan approved as Exhibit "D".



PLANNING & ZONING COMMISSION

FEBRUARY 23, 2015

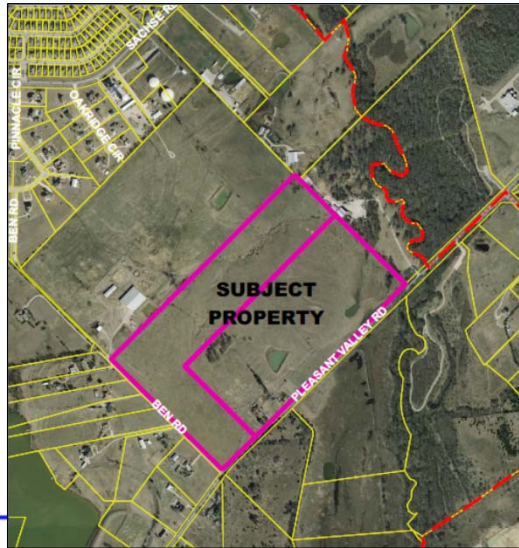
REQUEST

Conduct a public hearing and make recommendation to City Council regarding the consideration of an Ordinance of the City of Sachse, Texas, amending the Comprehensive Zoning Ordinance and Map, as heretofore amended; to grant a change of zoning from an Agricultural District (AG) to a Planned Development District (PD) on an approximately 96.80-acre tract of land.



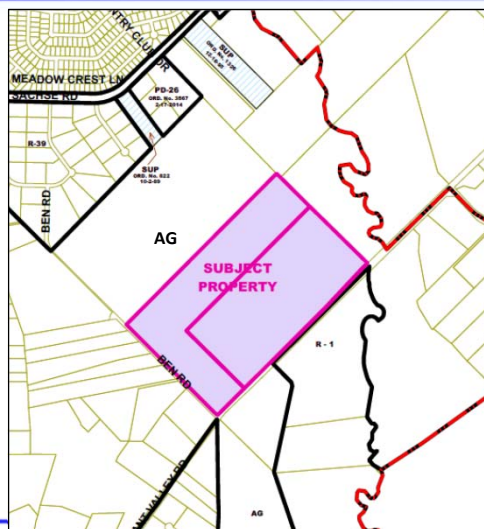
BACKGROUND

AERIAL LOCATION MAP

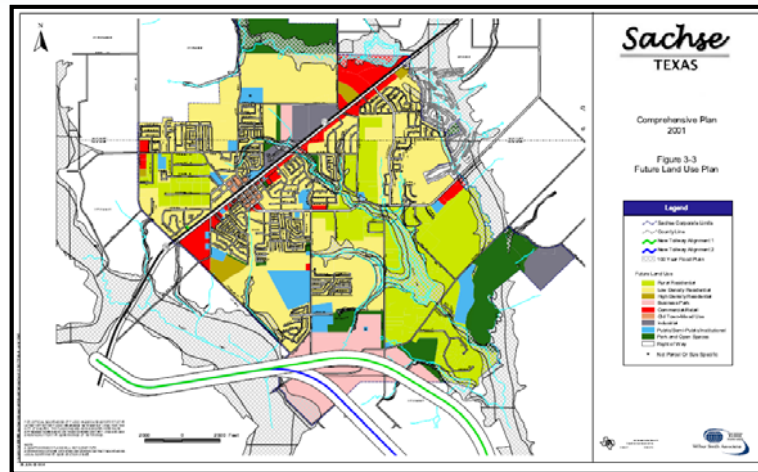


BACKGROUND

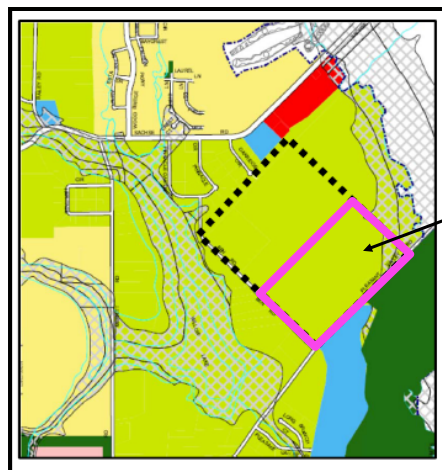
ZONING MAP



BACKGROUND FUTURE LAND USE MAP



BACKGROUND FUTURE LAND USE MAP



Subject Property



BACKGROUND

SITE INFORMATION

- Site Area: 96.80 acres
- Existing Future Land Use designation: Rural Residential
- Proposed Land Use: Rural Residential (min. one acre lots)
- Existing Zoning designation: Agricultural
- Proposed Zoning designation: Planned Development for Single Family Uses



POLICY CONSIDERATIONS

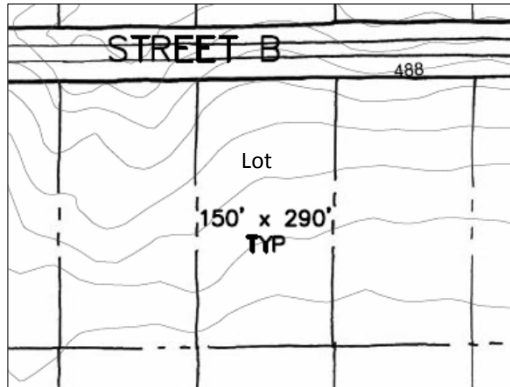
DEVELOPMENT PLAN



POLICY CONSIDERATIONS

TYPICAL LOT SIZES

- ❑ One acre or greater (43,560 square feet): 66 lots



POLICY CONSIDERATIONS

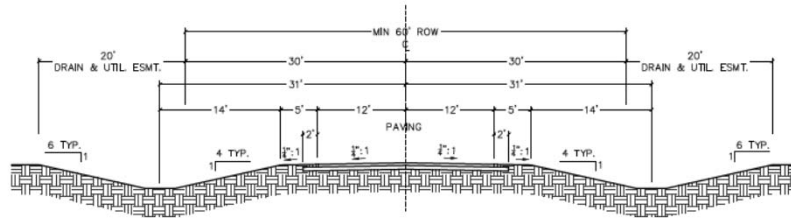
DEVELOPMENT STANDARDS

- Minimum lot area: 1 acre (43,560 square feet).
- Minimum lot width: 150'. Cul-de-sacs and/or elbows 60'.
- Minimum lot depth: 150'. On cul-de-sacs and/or elbows 125'.
- Minimum front yard: 50' or 55'. Front build lines to be staggered Minimum side yard: 25'.
- Minimum rear yard: 30' for the primary structure, 20' rear setback for accessory buildings.
- Minimum dwelling area: 3,000 sq. ft.
- Maximum lot coverage: 30%, inclusive of all structures.
- Maximum height: 2 1/2 stories or 35'



POLICY CONSIDERATIONS

RURAL ROAD DESIGN

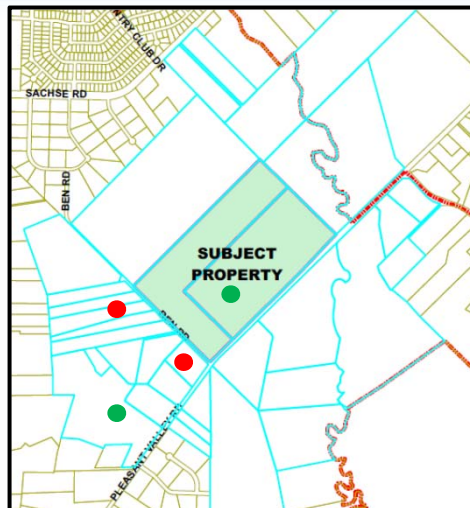


TYPICAL PAVEMENT SECTION
ESTATE RESIDENTIAL (CONCRETE) STREET
N.T.S.



PUBLIC NOTIFICATION

MAP (1,000-FT OPPOSED)



- 28 Property Owners within 1,000-feet notified (as of 2/18/15)
 - 2 – in favor
 - 2 - opposed



STAFF RECOMMENDATION

Staff recommends approval of the zoning request.



EXHIBIT A

LEGAL DESCRIPTION

BEING a tract of land located in the City of Sachse, Dallas County, Texas, a part of the Thomas Goodwin Survey, Abstract Number 502, and being a part of a called 97.5 acre tract of land described in a warranty deed to G.W. Buhler and Edward Buhler as recorded in Volume 3314, Page 604, Dallas County Deed Records, and being all of a called 45.32 acre tract of land described in a special warranty deed to Judy Kay Cook, Joann Dixon and Kathy Johnson as recorded in Volume 2000054, Page 1132, Dallas County Deed Records, and being further described as follows:

BEGINNING at the south corner of said 45.32 acre tract of land, said point being the intersection of the center of Ben Road with the center of Pleasant Valley Road;

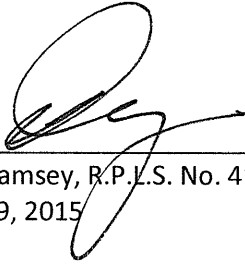
THENCE North 45 degrees 16 minutes 00 seconds West, 1584.70 feet along the center of Ben Road to the west corner of said 45.32 acre tract of land;

THENCE North 44 degrees 39 minutes 19 seconds East, 2639.91 feet to the north corner of said 45.32 acre tract of land;

THENCE South 45 degrees 16 minutes 00 seconds East, 1609.80 feet to the east corner of said 97.5 acre tract of land in the center of Pleasant Valley Road;

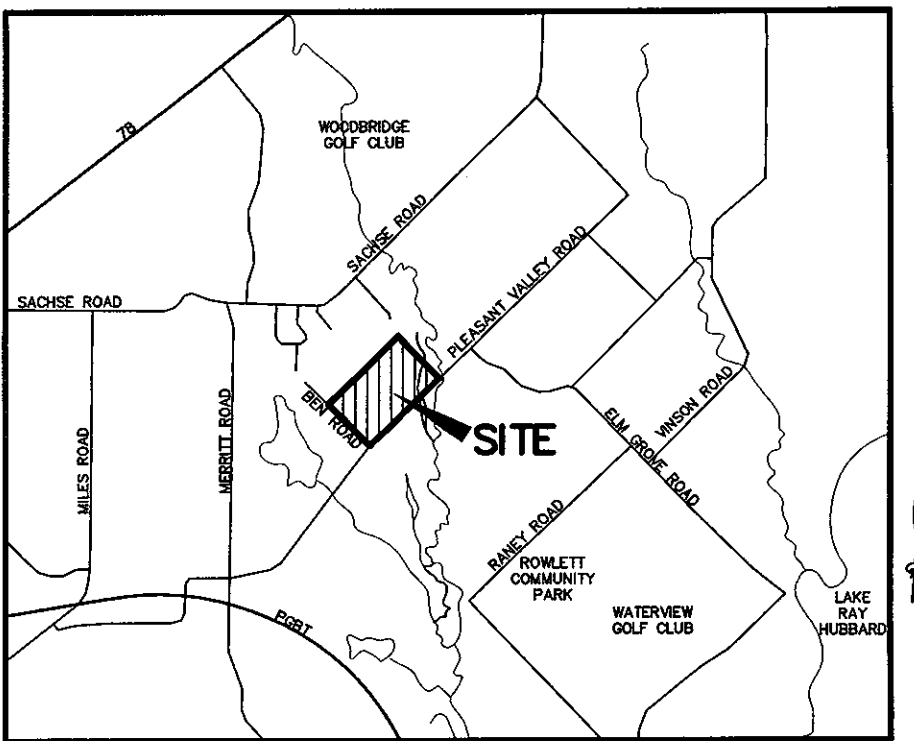
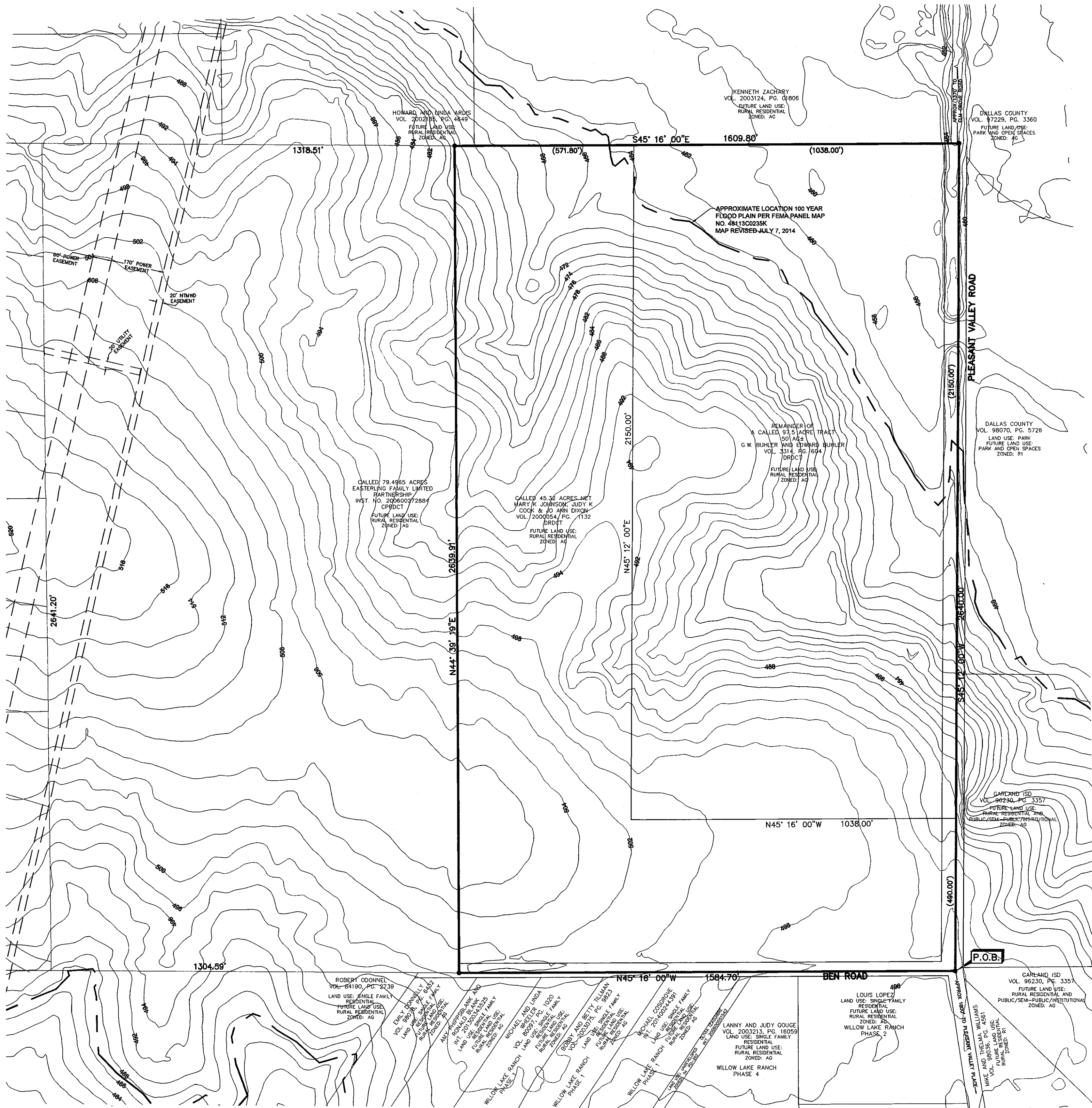
THENCE South 45 degrees 12 minutes 00 seconds West, 2640.00 feet along the center of Pleasant Valley Road to the POINT OF BEGINNING and containing 4,216,600 square feet or 96.80 acres of land.

"This document was prepared under 22 TAC 663.23, does not reflect the results of an on the ground survey, and is not to be used to convey or establish interests in real property except those rights and interests implied or established by the creation or reconfiguration of the boundary of the political subdivision for which it was prepared."



Dan B. Ramsey, R.P.L.S. No. 4172
January 9, 2015





LOCATION MAP
(NOT TO SCALE)

LEGAL DESCRIPTION

BEING a tract of land located in the City of Sachse, Dallas County, Texas, a part of the Thomas Goodwin Survey, Abstract Number 502, and being a part of a called 97.5 acre tract of land described in a warranty deed to G.W. Buhler and Edward Buhler as recorded in Volume 3314, Page 604, Dallas County Deed Records, and being all of a called 45.32 acre tract of land described in a special warranty deed to Judy Kay Cook, Joann Dixon and Kathy Johnson as recorded in Volume 2000054, Page 1132, Dallas County Deed Records, and being further described as follows:

BEGINNING at the south corner of said 45.32 acre tract of land, said point being the intersection of the center of Ben Road with the center of Pleasant Valley Road;

THENCE North 45 degrees 16 minutes 00 seconds West, 1584.70 feet along the center of Ben Road to the west corner of said 45.32 acre tract of land;

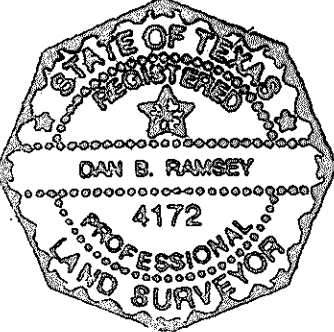
THENCE North 44 degrees 39 minutes 19 seconds East, 2639.91 feet to the north corner of said 45.32 acre tract of land;

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"This document was prepared under 22 TAC 663.23, does not reflect the results of an on the ground survey, and is not to be used to convey or establish interests in real property except those rights and interests implied or established by the creation or reconfiguration of the boundary of the political subdivision for which it was prepared."

Dan B. Ramsey, R.L.S. No. 4172
January 9, 2015



GROSS ACREAGE: 96.8 AC±
NET ACREAGE: 93.0 AC±

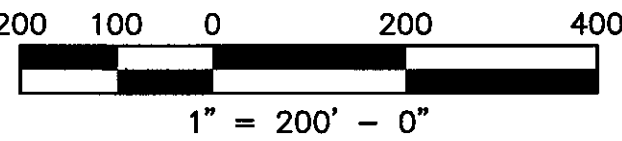
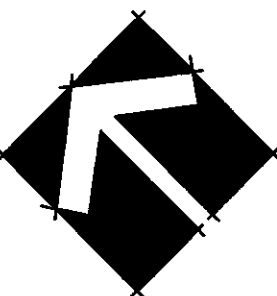


EXHIBIT B – ZONING EXHIBIT

ESTATES OF
DOMINION OF PLEASANT VALLEY

4,216,600 SQUARE FEET OR 96.80 ACRES
OUT OF THE THOMAS GOODWIN SURVEY, ABSTRACT 502,

CITY OF SACHSE, DALLAS COUNTY, TEXAS

RNH ACQUISITIONS, INC.
8214 Westchester, Suite 650
Dallas, TX 75225
Contact: Ron Haynes

APPLICANT
(214)673-0574

MARY K JOHNSON
10325 Sandy Hollow Lane
Bonita Springs, FL 34135

OWNER

JB PARTNERS, INC.
16301 Quorum Drive, Suite 200 B
Addison, Texas 75001
Contact: Jerry Sylo
TBPLS No. 10076000 TBPE No. F-438

PLANNER/SURVEYOR/ENGINEER
(972)248-7676

Submitted: January 19, 2015

NOTES:

1. THE THOROUGHFARE ALIGNMENT(S) SHOWN ON THIS EXHIBIT ARE FOR ILLUSTRATION PURPOSES AND DOES NOT SET THE ALIGNMENT. THE ALIGNMENT IS DETERMINED AT TIME OF ENGINEERING PLAN APPROVAL.
2. THE DEVELOPMENT OF THE SITE WILL BE IN ACCORDANCE WITH CITY OF SACHSE DEVELOPMENT SCHEDULE.

EXHIBIT C
ESTATES OF DOMINION OF PLEASANT VALLEY
PLANNED DEVELOPMENT STANDARDS

COMMUNITY FRAMEWORK

The Estates of Dominion of Pleasant Valley (“the Estates”) is designed to be an upscale, rural community in keeping with the immediate surrounding area. Residents of the neighborhood will have the benefits of living in a neighborhood where lots will be a minimum of one acre in size, but will be close enough to the President George Bush Turnpike (PBGT) to have all of the conveniences of being in the DFW Metro-Plex.

GENERAL STANDARDS

1. The design and development of the Estates of Dominion of Pleasant Valley shall take place in general accordance with the attached Concept Plan (Exhibit D).
2. The property shall be developed in accordance with the R-39 Single Family District of the Sachse Zoning Ordinance as it exists or may be amended unless otherwise addressed in these planned development standards.
3. Sodded bar ditches & culverts shall be required to handle drainage.
4. Perimeter screen along Pleasant Valley Road shall be provided within a 40’ wide easement where developed lots are adjacent to Pleasant Valley Road. The fencing shall consist of a 6’ board on board cedar fence with metal poles and masonry columns spaced every 50’. The fence’s rails shall face the inside of the lot. The fencing shall be stained a uniform neutral brown color and be maintained by the homeowner’s Association. Additionally, 3” caliper trees planted 75’ on center shall be provided within the easement and be maintained by the Homeowner’s Association.
5. Perimeter buffer along Ben Road: A 20’ wide landscape easement along the backs of lots along Ben Road. As builders build houses on these lots they will be required to plant a row of red cedars in the 20’ wide easement to provide a buffer from the houses on the other side of Ben Road. The cedars shall be placed approximately 20’ on center.
6. Community Streets: Streets within the Estates of Dominion of Pleasant Valley community shall dedicate right-of-way and be built to the paving widths and thicknesses as identified on Exhibit F (Paving and Right-of-Way Dimensions).
7. A landscape and maintenance easement 30’ in width shall be placed on the developed lots backing to Pleasant Valley Road for purposes of installing a 6’ high board on board fence with clustered, decorative landscaping including but not limited to: plants, trees, turf, mulch, irrigation, etc.

A minimum 10' wide "common area" lot, as shown on Exhibit D, shall be provided where developed lots are adjacent to Pleasant Valley Road. This lot shall be owned and maintained by the Estates of Dominion of Pleasant Valley Homeowners Association. Minimum 3" caliper trees, spaced 75' on center, shall be located within the common area lot. All trees planted within the "common area" lot shall have tree wells and bubbler irrigation.

Water meters shall be obtained from the City, while backflow devices shall be furnished by the Developer. Monthly water and electrical charges for easement maintenance outside of the fence shall be paid for by the Estates of Dominion of Pleasant Valley Homeowners Association.

RESIDENTIAL LOT STANDARDS

Lots shall be developed according to the following standards.

Dimensional Standards

1. Minimum lot area: 43,560 square feet.
2. Minimum lot width: 150'. On cul-de-sacs and/or elbows, the minimum lot width at the street right-of-way shall be 60'.
3. Minimum lot depth: 150'. On cul-de-sacs and/or elbows, the minimum lot depth shall be 125'.
4. Minimum front yard: 50'. Front build lines to be staggered with alternating 50' & 55' setbacks.
5. Minimum side yard: 25'. The minimum side yard on a corner lot adjacent to a street shall be 25'.
6. Minimum rear yard: 30' for the primary structure, 20' rear setback for accessory buildings.
7. Minimum dwelling area: 3,000 sq. ft.
8. Maximum lot coverage: 30%, inclusive of all structures.
9. Maximum height: 2 1/2 stories or 35' with the maximum height determined with Sachse's methods and standards.
10. A minimum of 2 off-street parking spaces shall be provided on each single family lot.

RESIDENTIAL ARCHITECTURAL STANDARDS

1. All plans submitted for single family home construction will be required to have an approval letter issued from the Homeowner's Association verifying all architectural standards below have been met before the City can issue a building permit for construction.
2. Plate heights in houses shall be no less than 9' for the first floor and 8' for the second or higher floor.
3. The front façade of each house shall contain architectural detailing to include at least two of the following.
 - A. A front porch, as defined in No. 5 below.
 - B. Decorative gable feature. Such a feature may be delineated with complimentary building materials or differing laid pattern, or combination thereof.
 - C. Decorative door, window, and/or opening lintels. Such a feature shall be delineated with complementary building materials.
 - D. Complimentary building material wainscoting.
 - E. Attic windows or dormers.

F. Window shutters.

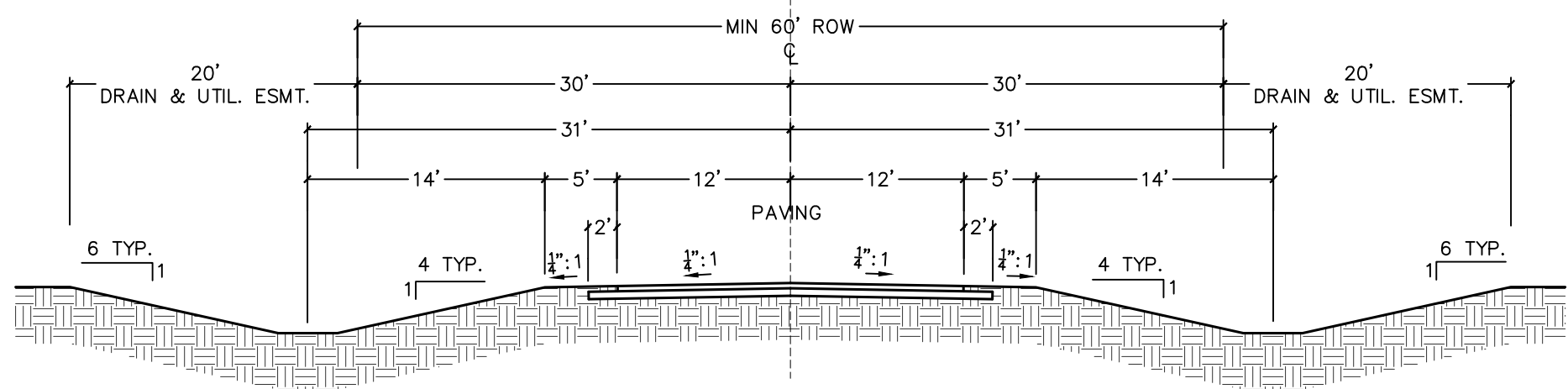
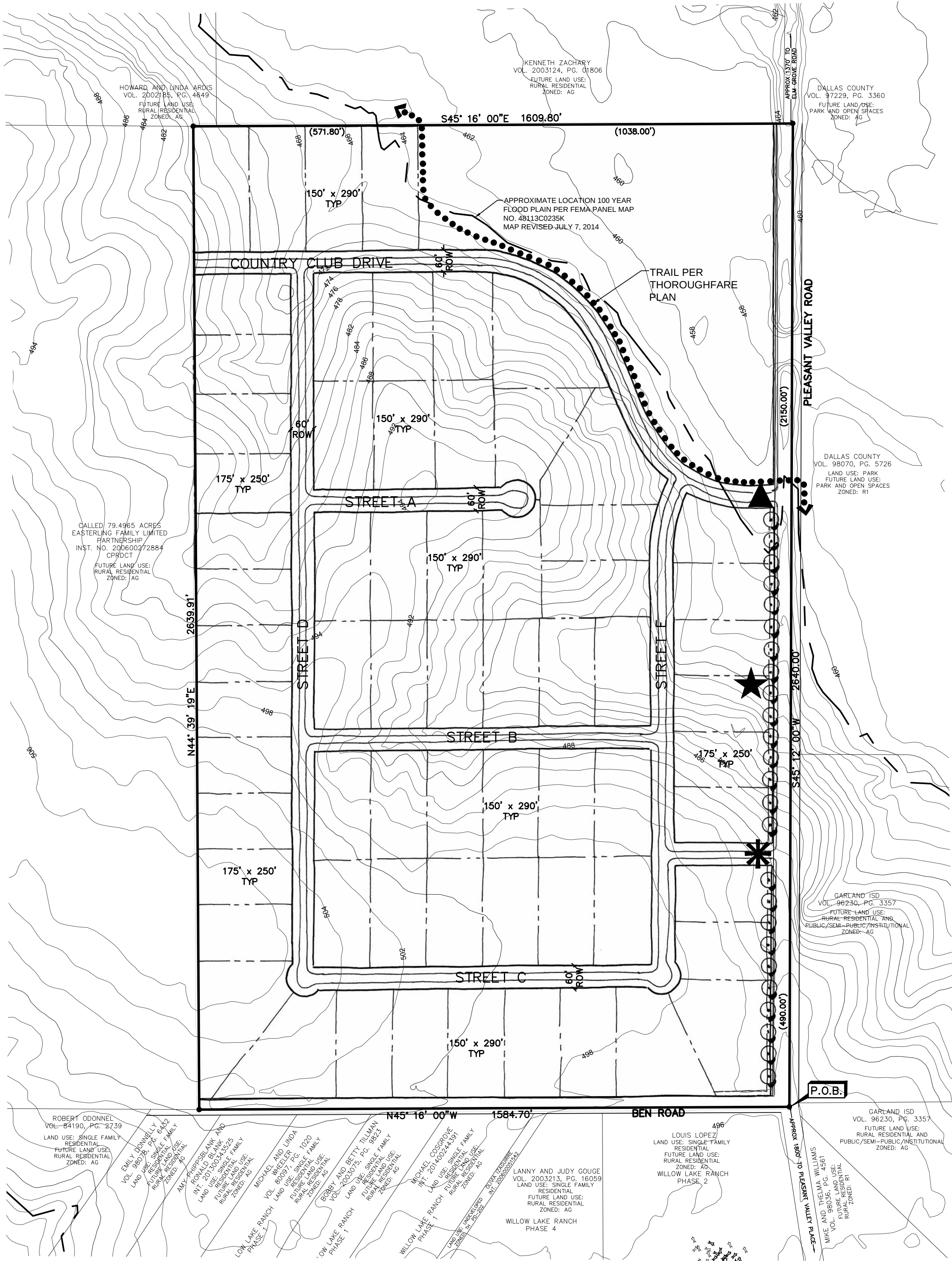
Examples of the above are shown on Attachment 1.

4. A “sense of arrival” shall be created at a house’s primary entrance. This can be done with, but not limited to, any two or number of the following:
 - A. A front porch.
 - B. Oversized openings for a recessed front door.
 - C. Complimentary building materials to accent the entryway.
 - D. Decorative front door.
 - E. Enhanced primary walkway paving using earth-tone colored concrete (stain mixed in, not applied after), stamped/pattern concrete, or brick/pave stone.

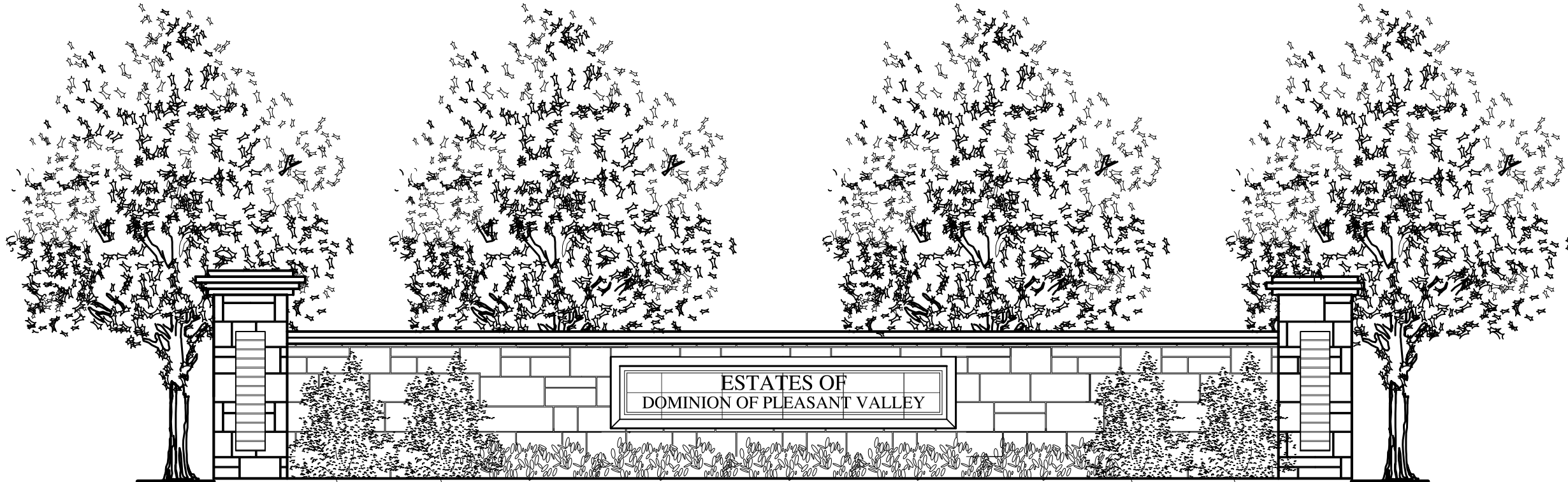
Examples of the above are shown on Attachment 2.

4. A minimum of 25% of the home’s street façade shall be offset from the remainder of the façade by at least 2’.
5. Front porches: A front porch shall have a minimum depth of 6’ and a minimum width of 10’ (60 square feet minimum). Front porches shall have railings and columns. The railings and columns shall be architecturally compatible with the house’s front façade.
6. A hip roof which faces the street and which comprises greater than 35% of the total width of a house’s façade shall be broken up with dormers or other architecturally compatible appurtenances.
7. Lighted house number wall plaques shall be provided on the front of all homes.
8. Exterior façade material: The homes shall be constructed with 90% masonry. Masonry shall include brick, stone, masonry stucco, and cementitious hard plank.
9. Chimneys on the front building façade shall be enclosed with masonry matching the primary masonry used on the residence.
10. All trim, siding, ceilings, and garage doors on the front facades shall be painted two contrasting colors to achieve an architecturally enhanced appearance. An example is, trim to be painted one color and side surfaces and garage doors to be painted a second color.
11. Roof pitches shall be minimum 8:12 for main gables and hips on the front elevation, and the side or rear elevation roof pitch of any structure shall be a minimum of (5’) by twelve feet (12’). Dormer roofs and roofs over porches may have a lesser pitch. Roofing materials shall be either, architectural grade overlap shingles, tile, or standing seam metal. Wood shingles shall be prohibited. Unless made of true copper, vents and other roof appurtenances shall be painted to match the roof’s color.
12. Fencing: No fences allowed in front of the building line; rear yard fences shall have a minimum of 50% of the fence face area open/transparent. Fencing along the side or rear property lines of a lot, including when a side or rear property line is adjacent to a street, shall have a maximum height of 6’.
13. Tubular steel or wrought-iron type fencing (5’) in height shall be allowed.
14. Landscaping: Sodded front yards with a minimum three 3” caliper trees and 25 shrubs shall be provided for each home, planted with an unique, irregular pattern on each lot. Enhanced landscaping along the home’s primary walkway shall also be provided. When automated, subsurface irrigation systems are provided, rain sensors shall be installed and operational.
15. Outdoor lighting: Entrances to homes and garages shall be illuminated.
16. Conservation/Sustainability: All homes shall comply with the Energy component of the Sachse Building Code.

17. Mailboxes: Mailboxes shall be a uniform style, selected by the developer, and shall be of material consistent with each residence.

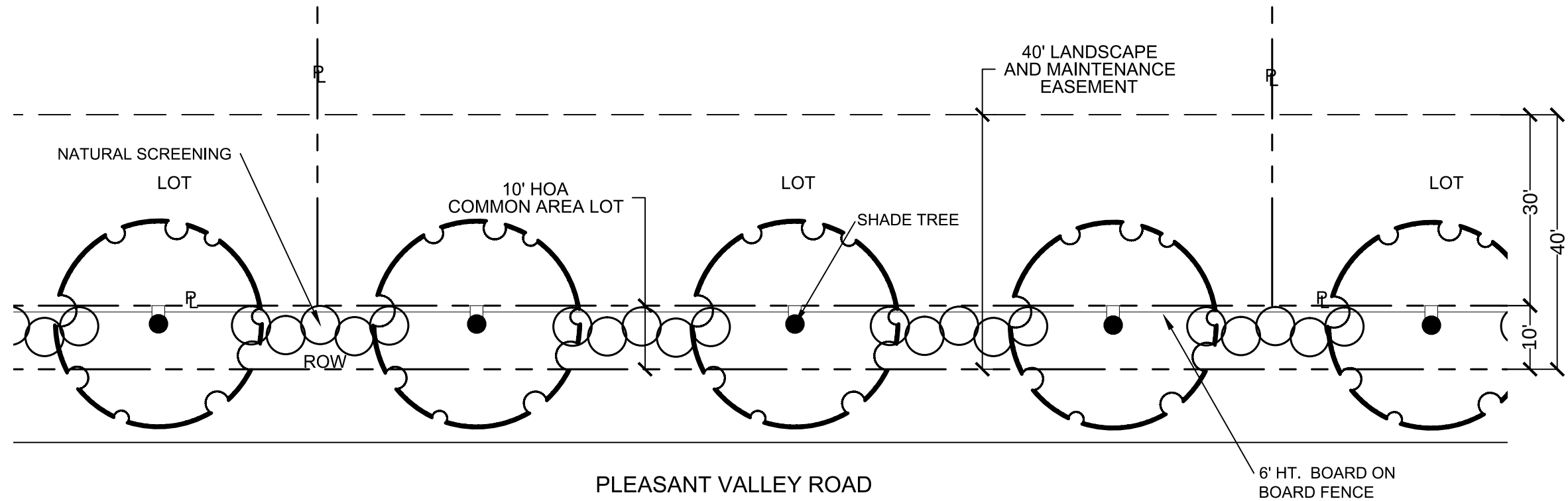


TYPICAL PAVEMENT SECTION
ESTATE RESIDENTIAL (CONCRETE) STREET
N.T.S.



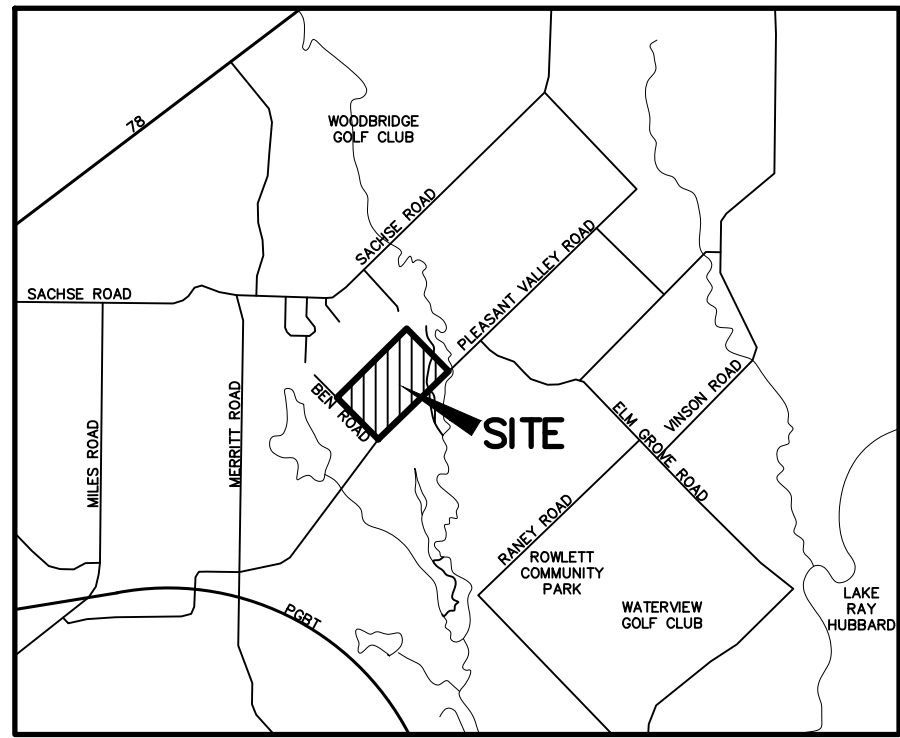
SECONDARY COMMUNITY ENTRANCE

NOT TO SCALE



LANDSCAPE BUFFER

NOT TO SCALE



LOCATION MAP
(NOT TO SCALE)

SITE DATA SUMMARY TABLE

GENERAL		
Case Number		
Name of Project/Development	The Estates of Dominion of Pleasant Valley	
Proposed Use	Single Family Neighborhood	
Future Land Use Designation	Rural Residential	
Proposed Future Land Use Designation	Rural Residential	
Existing Zoning District	AG	
Proposed Zoning District	Planned Development (R-39 Base)	
Applicable Overlays		
Appraisal District Account Numbers and County	DCAD No. 65050213510030000	
	DCAD No. 65050213510040000	
	DCAD No. 65050213510040100	
OVERALL SITE		
Gross Site Area	96.80 acres	
Site Frontage (Street)	2,640 ft	
Site Width (Street)	1,584 ft	
Site Depth	2,640 ft	
Impervious Surface Area	N/A	
Pervious Surface Area	N/A	
Accessory Use %	N/A	
Open Space (ac & %)	Flood Plain - 13.6 ac, 14.0%	
Detention/Retention (ac & %)	NA	
Recreation (ac & %)	NA	
Preserve (ac & %)	Flood Plain - 13.6 ac, 14.0%	
Civic (ac & %)	N/A	
Other (ac & %)	N/A	
HOUSING		
Total Gross Density (du/ac)	0.68	
Lot Count by Typical Lot Size	66	
Total Number of Dwelling Units	66	
# Single Family (SF)	66	
# Zero Lot Line (ZLL)	0	
# Townhouse (TH)	0	
# Multifamily (MF)	0	
# Other (specify)	0	
PROPERTY DEVELOPMENT REGULATIONS		
Maximum Lot Coverage (permitted)	N/A	
Maximum Lot Coverage (proposed)	30%	
Minimum Lot Area (required)	43,560 SF	
Minimum Lot Area (proposed)	43,560 SF	
Minimum Lot Width (required)	150 ft	
Minimum Lot Width (proposed)	150 ft (60 ft on cul-de-sacs/elbows)	
Minimum Lot Depth (required)	N/A	
Minimum Lot Depth (proposed)	150 ft (125 ft on cul-de-sacs/elbows)	
	Required	Proposed
Front Setback at Building Line	50 ft	50 ft and 55 ft (alternating)
Side Interior Setback	15 ft	25 ft
Side Street Setback	15 ft	50 ft
Rear Setback	50 FT	30 ft primary structure 20 ft accessory building
Max. Structure Height (permitted & proposed)	35 ft	35 ft
Max. No. Stories/Floors (permitted & proposed)	N/A	2 1/2

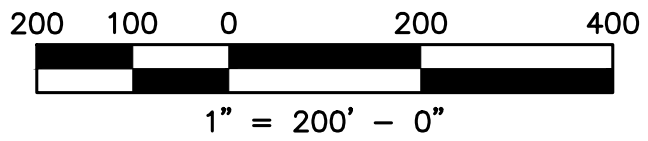
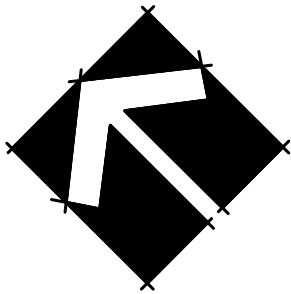


EXHIBIT D - ZONING CONCEPT PLAN

ESTATES OF
DOMINION OF PLEASANT VALLEY
4,216,600 SQUARE FEET OR 96.80 ACRES
OUT OF THE THOMAS GOODWIN SURVEY, ABSTRACT 502,
CITY OF SACHSE, DALLAS COUNTY, TEXAS

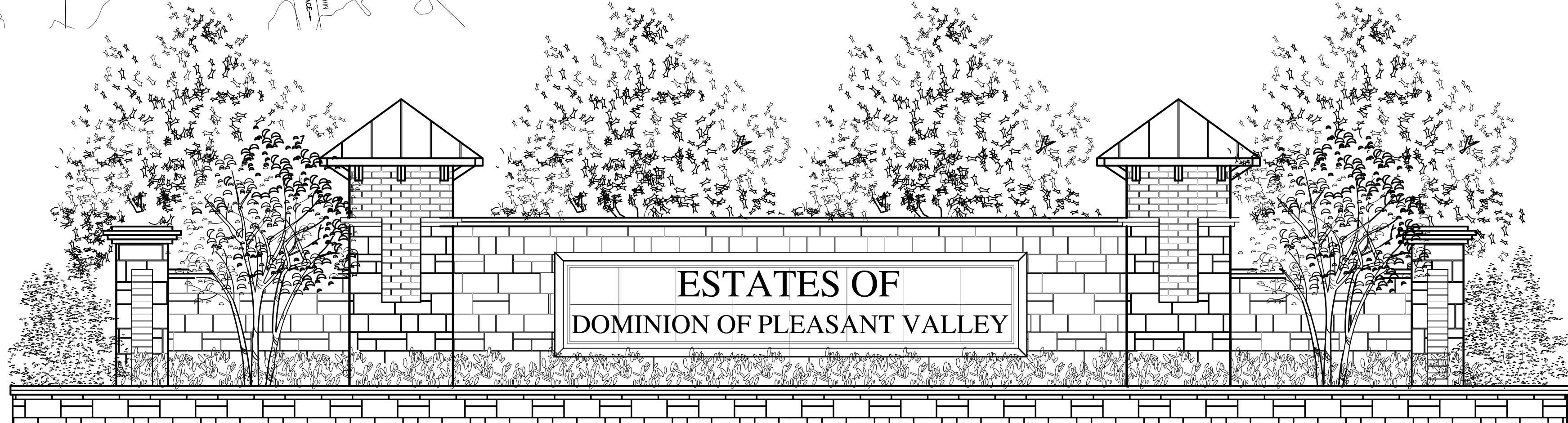
RNH ACQUISITIONS, INC. 8214 Westchester, Suite 650 Dallas, TX 75225 Contact: Ron Haynes	APPLICANT (214)673-0574
MARY K JOHNSON 10325 Sandy Hollow Lane Bonita Springs, FL 34135	OWNER
JB PARTNERS, INC. 16301 Quorum Drive, Suite 200 B Addison, Texas 75001 Contact: Jerry Sylo TBPLS No. 10076000 TBPE No. F-438	PLANNER/SURVEYOR/ENGINEER (972)248-7676

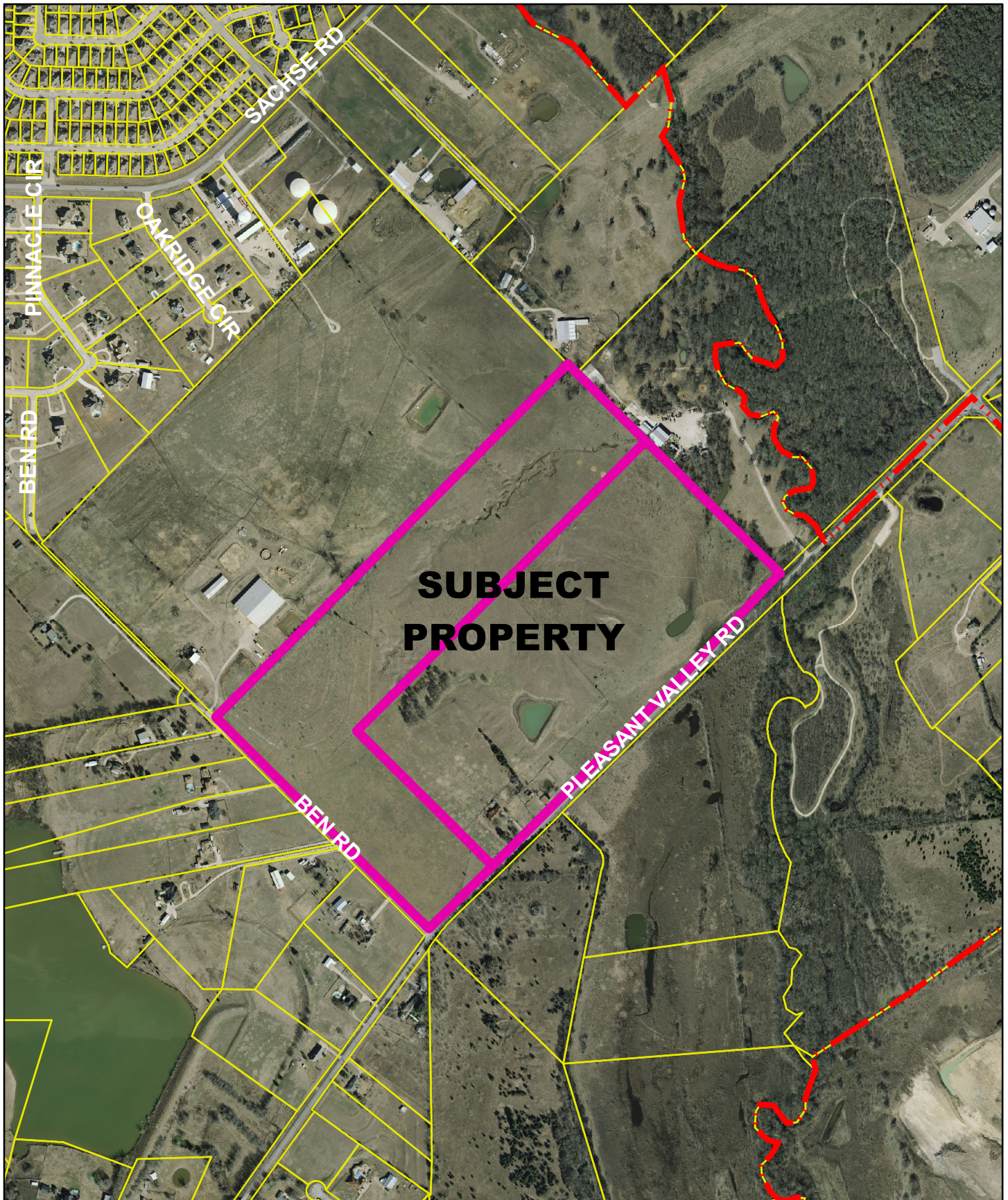
NOTES:

1. THE THOROUGHFARE ALIGNMENT(S) SHOWN ON THIS EXHIBIT ARE FOR ILLUSTRATION PURPOSES AND DOES NOT SET THE ALIGNMENT. THE ALIGNMENT IS DETERMINED AT TIME OF ENGINEERING PLAN APPROVAL.
2. DEVIATIONS FROM CURRENT DEVELOPMENT STANDARDS/REGULATIONS NOT SPECIFICALLY ADDRESSED/LISTED FOR APPROVAL AS PART OF PLANNED DEVELOPMENT REGULATIONS MAY REQUIRE A HEARING/APPROVAL BY THE ZONING BOARD OF ADJUSTMENT (BOA).
3. ALL CURRENT DEVELOPMENT REQUIREMENTS OF THE CITY AS AMENDED SHALL BE MET UNLESS APPROVED OTHERWISE WITHIN THESE PLANNED DEVELOPMENT ZONING DISTRICT DEVELOPMENT REGULATIONS.
4. THE ZONING CONCEPT PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE. THIS ZONING CONCEPT PLAN, ALONG WITH DEVELOPMENT REGULATIONS, IS INTENDED TO DESCRIBE THE INTENT OF THE PLANNED DEVELOPMENT. SIGNIFICANT DEVIATIONS FROM THIS ZONING CONCEPT PLAN, AS DETERMINED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT, WILL REQUIRE AN AMENDMENT TO THE ZONING CONCEPT PLAN AND, AS NECESSARY, THE DEVELOPMENT REGULATIONS.
5. ALL PRIVATE SEWAGE DISPOSAL SYSTEMS SHALL MEET THE REQUIREMENTS OF THE CITY OF SACHSE AND THE TCEQ SETBACKS.

PRIMARY COMMUNITY ENTRANCE

NOT TO SCALE





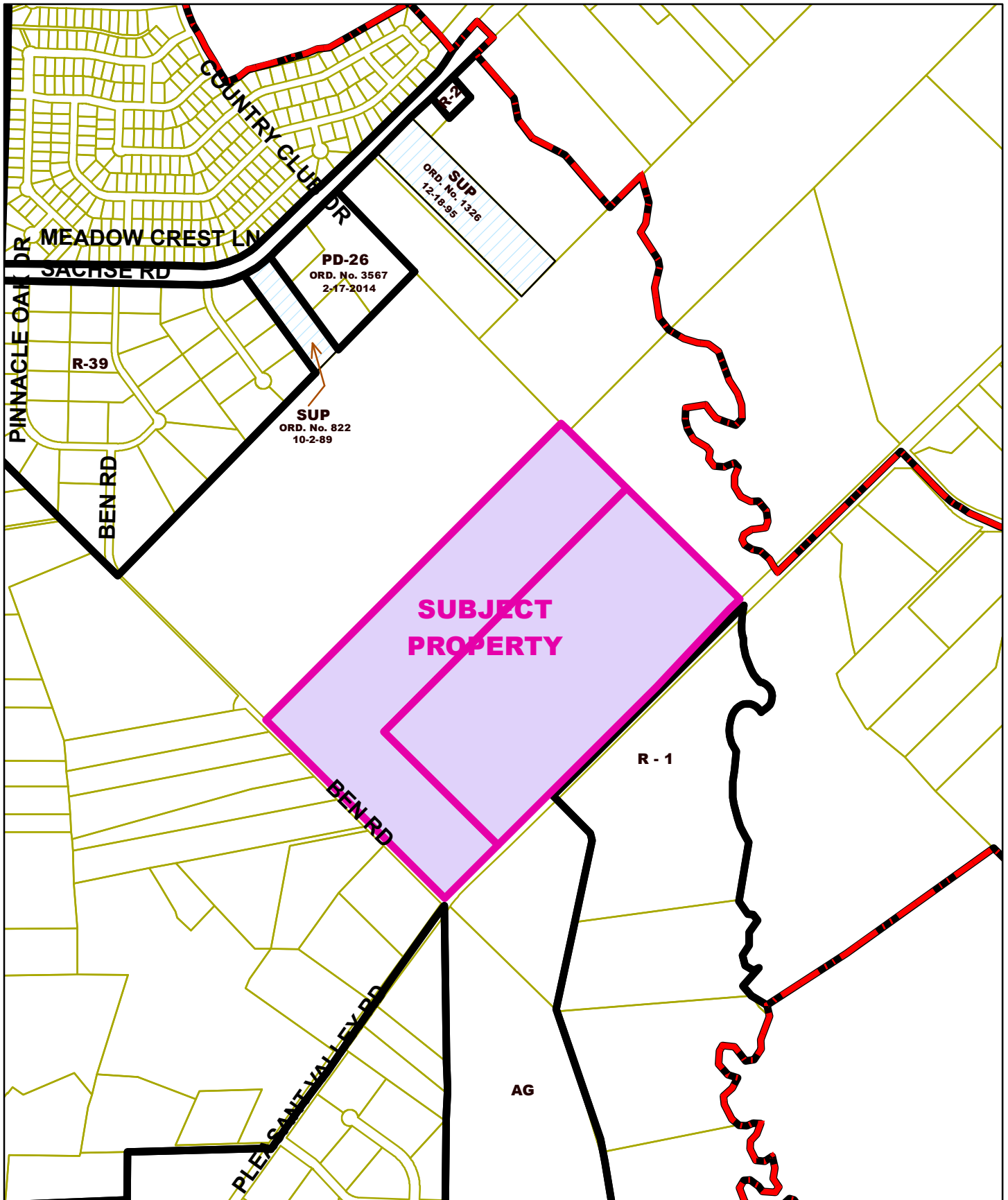
0 150 300 600 900 1,200
Feet

AERIAL LOCATION MAP

ESTATES OF DOMINION OF PLEASANT VALLEY

FILE: ZO 15-01 REZONE AG TO PD

Map Created: February 03, 2015



0 1500 600 900 1,200 1,500
Feet

ZONING IDENTIFICATION MAP
ESTATES OF DOMINION OF PLEASANT VALLEY
FILE: ZO 15-01 REZONE AG TO PD
Map Created: February 3, 2015

Sachse

TEXAS

Comprehensive Plan
2001

Figure 3-3
Future Land Use Plan

Legend

Sachse Corporate Limits

County Line

New Tollway Alignment 1

New Tollway Alignment 2

100 Year Flood Plain

Future Land Use

Rural Residential

Low Density Residential

High Density Residential

Business Park

Commercial/Retail

Old Town-Mixed Use

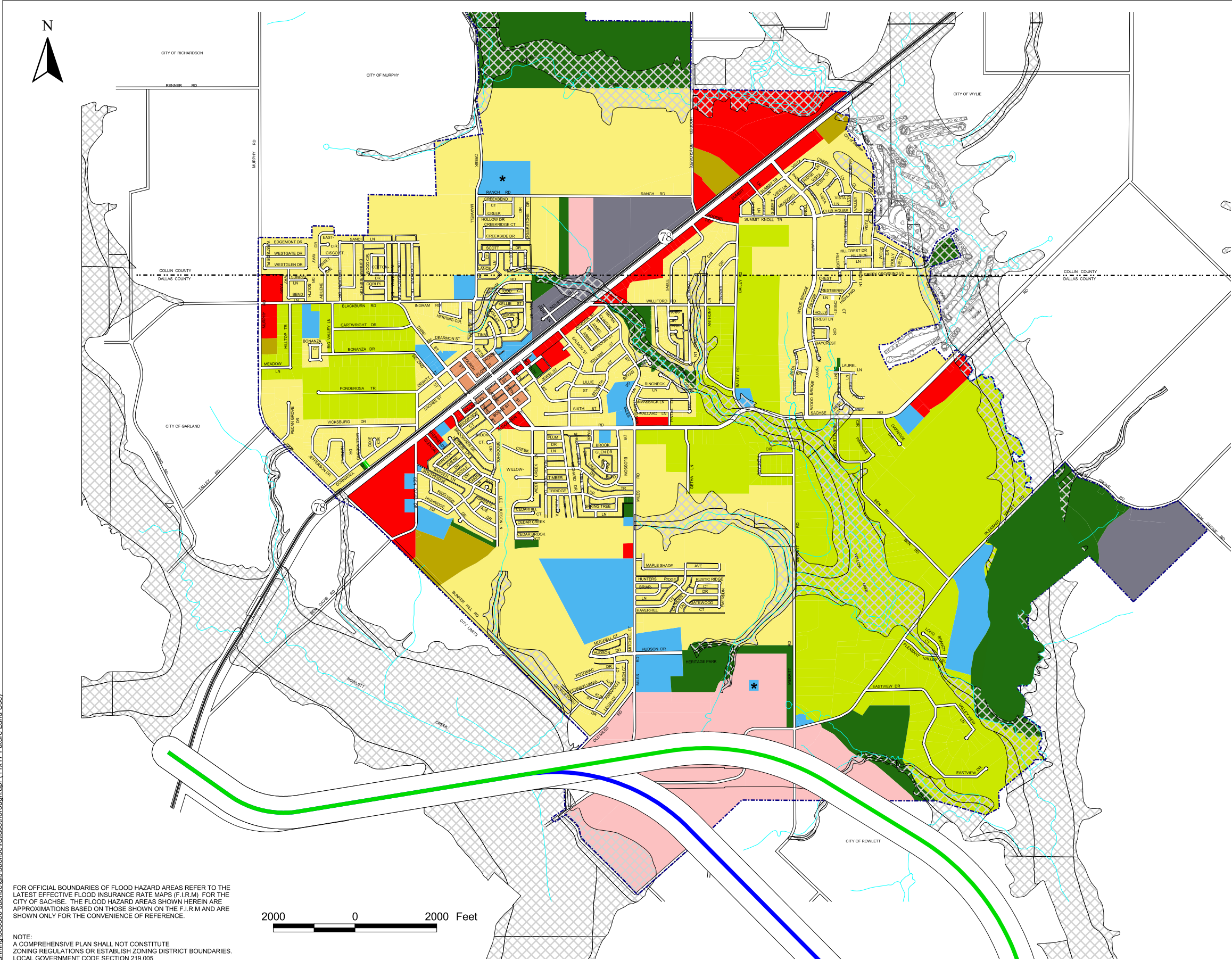
Industrial

Public/Semi-Public/Institutional

Park and Open Spaces

Right of Way

* Not Parcel Or Size Specific



HUNTER ASSOCIATES TEXAS, LTD.
ENGINEERS/PLANNERS/SURVEYORS
214-369-9171 512-454-8716





FEB 18 2015

**Community Development
Department**

NOTICE OF PUBLIC HEARING

TO: Property Owner
DATE: February 10, 2015
RE: Zoning Application for a Change in Zoning Request
LOCATION: Northwest Corner of Pleasant Valley Road and Ben Road

(A location map depicting the 1,000 feet notification area is attached for reference)

EXPLANATION OF REQUEST: The applicant is requesting a Zoning District change from Agricultural (AG) to a Planned Development (PD). The proposed residential development would be comprised of 66 single-family residential lots with typical lot sizes being 1-acre. A concurrent request for an amendment to the Master Thoroughfare Plan will be considered separately from the zoning request. The request consists of removing the proposed extension of Country Club Road as a collector street from the Master Thoroughfare Plan.

☒ I AM IN FAVOR OF THE REQUEST FOR THE FOLLOWING REASONS:

☐ I AM OPPOSED TO THE REQUEST FOR THE FOLLOWING REASONS:

COMMENTS: Lot sizes being 1 acre fits in with
our surrounding neighborhood properties.

SIGNATURE: _____

PRINTED NAME: _____

ADDRESS: _____

Judy Cook

Judy Cook

4401 Pleasant Valley Rd Sachse, TX 75048

Your written comments are being solicited in the above case. Additional information is available through the Community Development Department located at 3815-B Sachse Road. The Planning and Zoning Commission will hold a public hearing and offer a formal recommendation of the above request at 7:00pm on Monday, February 23, 2015. The meeting will be conducted in the City Council Chambers, located at 3815-B Sachse Road, Sachse, Texas.

Any owner of property subject to a proposed rezoning or affected by a proposed rezoning may protest the rezoning by filing a written protest (this form is sufficient) with the Director of Community Development within the time specified above. The protest shall object to the zoning map amendment, contain a legal description of the property on behalf of which the protest is made, and be signed by the owner of the property. If protests in the form of opposition are received from property owners within 200 feet of the subject property, or the property owners own a combined minimum of 20 percent or more of the land area, approval by the City Council shall only occur with a concurring vote of at least three-fourths of the full membership of the City Council.

If you have any questions concerning this request, please contact the Community Development Department.

Phone: (469) 429-4781

Email: dmcginn@cityofsachse.com

RETURN BY FAX OR MAIL

City of Sachse Community Development Dept.

3815-B Sachse Road, Sachse, Texas 75048

FAX: (972) 675-9812

TIME RECEIVED February 17, 2015 10:25:48 AM CST	REMOTE CSID 18664008599	DURATION 159	PAGES 1	STATUS Received
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02/17/15 10:23AM CST Global Payments, Inc. -> City of Sachse Dev. 9726759812 Pg 1/2



Community Development Department

NOTICE OF PUBLIC HEARING

TO: Property Owner
 DATE: February 10, 2015
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- ☐ I AM IN FAVOR OF THE REQUEST FOR THE FOLLOWING REASONS:
☒ I AM OPPOSED TO THE REQUEST FOR THE FOLLOWING REASONS:

COMMENTS: BEN ROAD HOUSES HAVE A 5 ACRE MINIMUM LOT REQUIREMENT. THERE IS NOT ENOUGH INFORMATION ABOUT THE TYPES OF HOUSING. THE POOR CONDITION OF PLEASANT VALLEY CANNOT SUPPORT ADDITIONAL TRAFFIC.

SIGNATURE: *Linda Wheeler* *Michael Wheeler*
 PRINTED NAME: LINDA WHEELER MICHAEL WHEELER
 ADDRESS: 6310 BEN ROAD SACHSE, TX 75048

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 Phone: (469) 429-4781
 Email: dmcginn@cityofsachse.com

RETURN BY FAX OR MAIL
 City of Sachse Community Development Dept.
 3815-B Sachse Road, Sachse, Texas 75048
 FAX: (972) 675-9812



**FEB 18 2015 Community Development
Department**

NOTICE OF PUBLIC HEARING

TO: Property Owner
DATE: February 10, 2015
RE: Zoning Application for a Change in Zoning Request
LOCATION: Northwest Corner of Pleasant Valley Road and Ben Road

(A location map depicting the 1,000 feet notification area is attached for reference)

EXPLANATION OF REQUEST: The applicant is requesting a Zoning District change from Agricultural (AG) to a Planned Development (PD). The proposed residential development would be comprised of 66 single-family residential lots with typical lot sizes being 1-acre. A concurrent request for an amendment to the Master Thoroughfare Plan will be considered separately from the zoning request. The request consists of removing the proposed extension of Country Club Road as a collector street from the Master Thoroughfare Plan.

☐ I AM IN FAVOR OF THE REQUEST FOR THE FOLLOWING REASONS:

☒ I AM OPPOSED TO THE REQUEST FOR THE FOLLOWING REASONS:

COMMENTS:

*We already got a dump ground.
Dump Trucks bring a Road from Hell on Pleasant
Valley. We got a sewer plant that stinks.
I don't need more to ruin country living.*

SIGNATURE:

PRINTED NAME:

ADDRESS:

Don't Lopez Louis Lopez

4203 Pleasant Valley Rd. Sachse Tex 75048

Your written comments are being solicited in the above case. Additional information is available through the Community Development Department located at 3815-B Sachse Road. The Planning and Zoning Commission will hold a public hearing and offer a formal recommendation of the above request at 7:00pm on Monday, February 23, 2015. The meeting will be conducted in the City Council Chambers, located at 3815-B Sachse Road, Sachse, Texas.

Any owner of property subject to a proposed rezoning or affected by a proposed rezoning may protest the rezoning by filing a written protest (this form is sufficient) with the Director of Community Development within the time specified above. The protest shall object to the zoning map amendment, contain a legal description of the property on behalf of which the protest is made, and be signed by the owner of the property. If protests in the form of opposition are received from property owners within 200 feet of the subject property, or the property owners own a combined minimum of 20 percent or more of the land area, approval by the City Council shall only occur with a concurring vote of at least three-fourths of the full membership of the City Council.

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☐ I AM OPPOSED TO THE REQUEST FOR THE FOLLOWING REASONS:

COMMENTS:

SIGNATURE:

PRINTED NAME:

ADDRESS:

[Signature]
Grace T. Chen, Daniel S. Chen
4001 Pleasant Valley, Sachse, TX 75048

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PAGE 01/01

DR CHENS OFFICE

02/16/2015 15:34 9726908641

STATUS
Received

PAGES
1

DURATION
44

REMOTE CSID
9726908641

TIME RECEIVED
February 16, 2015 3:22:15 PM CST

** INBOUND NOTIFICATION : FAX RECEIVED SUCCESSFULLY **



**Community Development
Department**

FEB 18 2015

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- ☒ I AM IN FAVOR OF THE REQUEST FOR THE FOLLOWING REASONS:
☐ I AM OPPOSED TO THE REQUEST FOR THE FOLLOWING REASONS:

COMMENTS: New growth for city of Sachse

SIGNATURE: Rick Rutherford
PRINTED NAME: Rick Rutherford
ADDRESS: 4401 Pleasantvalley Rd Sachse TX 75048

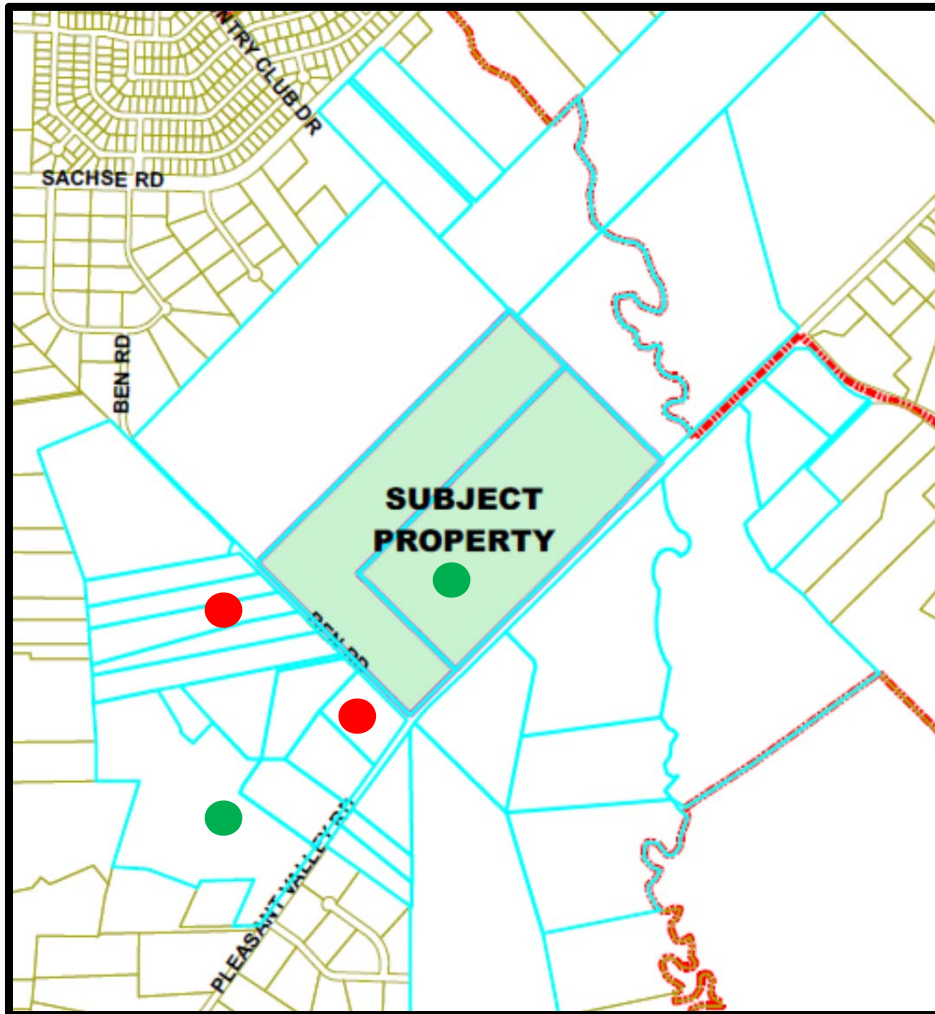
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PUBLIC NOTIFICATION MAP (1,000-FT OPPOSED)



- 28 Property Owners within 1,000-feet notified (as of 2/18/15)
 - 2 – in favor
 - 2 - opposed



Legislation Details (With Text)

File #: 15-2697 **Version:** 1 **Name:** CD - Sachse Hot Rod CELL TOWER PD PZ
Type: Agenda Item **Status:** Agenda Ready
File created: 2/13/2015 **In control:** Planning & Zoning Commission
On agenda: 2/23/2015 **Final action:**
Title: Conduct a public hearing and offer recommendation to City Council regarding the consideration of an Ordinance of the City of Sachse, Texas, amending the Comprehensive Zoning Ordinance and Map, as heretofore amended; to grant a change of zoning from an Agricultural (AG) District to a Planned Development District (PD) to allow for the development of a Type 2 Cellular Communications Tower on an approximately 10-acre tract of land, more particularly described in Exhibit "A" and located at 3904 Miles Road, City of Sachse, Dallas County, Texas; providing for the approval of the Zoning Exhibit attached as Exhibit "B"; providing for the approval of Development Standards attached as Exhibit "C"; providing for the approval of the Zoning Concept Plan approved as Exhibit "D".
(Applicant has requested that the item be postponed to the March 9th, 2015 Planning and Zoning Commission Meeting)

Executive Summary

Crown Castle is the applicant for this request to rezone the subject property to allow for the construction of a 100-foot cellular communications tower and associated equipment shelters. The communications tower would be located on Michael Millsap's property at 3904 Miles Road approximately 755 feet from Miles Road. (Applicant has requested that the item be postponed to the March 9th, 2015 Planning and Zoning Commission Meeting)

Sponsors:

Indexes:

Code sections:

Attachments: [CD- Applicants Request for postponement.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Title

Conduct a public hearing and offer recommendation to City Council regarding the consideration of an Ordinance of the City of Sachse, Texas, amending the Comprehensive Zoning Ordinance and Map, as heretofore amended; to grant a change of zoning from an Agricultural (AG) District to a Planned Development District (PD) to allow for the development of a Type 2 Cellular Communications Tower on an approximately 10-acre tract of land, more particularly described in Exhibit "A" and located at 3904 Miles Road, City of Sachse, Dallas County, Texas; providing for the approval of the Zoning Exhibit attached as Exhibit "B"; providing for the approval of Development Standards attached as Exhibit "C"; providing for the approval of the Zoning Concept Plan approved as Exhibit "D".

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Background

The applicant has requested that the item be postponed to the March 9th, 2015 Planning and Zoning Commission meeting.

Policy Considerations

Budgetary Considerations

None.

Staff Recommendations

Daniel McGinn

To: Vincent Huebinger
Subject: RE: Crown Site - Sachse Hot Rod Shop

From: Vincent Huebinger [mailto:vinceh@flash.net]
Sent: Friday, February 20, 2015 6:11 AM
To: Daniel McGinn
Subject: Re: Crown Site - Sachse Hot Rod Shop

Mr. Dan McGinn. Please place the item on the next available agenda for planning commission. Thanks

Vincent G. Huebinger
512 328-2693