



AGENDA

PLANNING AND ZONING

AUGUST 8, 2013 @ 7:00 P.M.

Notice is hereby given; the Planning and Zoning Commission for the City of Parker will hold a Regular Meeting on Thursday, August 8, 2013 at 7:00 P.M. at Parker City Hall, 5700 E. Parker Road, Parker, Texas 75002.

CALL TO ORDER – Roll Call and Determination of a Quorum

PLEDGE OF ALLEGIANCE

AMERICAN PLEDGE: I pledge allegiance to the flag of the United States of America; and to the republic for which it stands, one nation under God, indivisible with liberty and justice for all.

TEXAS PLEDGE: Honor the Texas flag; I pledge allegiance to thee, Texas, one state under God, one and indivisible.

PUBLIC COMMENTS The City Council invites any person with business before the Council to speak to the Council. No formal action may be taken on these items at this meeting. Please keep comments to 3 minutes.

INDIVIDUAL CONSIDERATION ITEMS

1. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON MEETING MINUTES FOR JULY 11, 2013.
2. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON THE CITY THOROUGHFARE MAP.

ROUTINE ITEMS

3. FUTURE AGENDA ITEMS
Next Regular Meeting – August 22, 2013
4. ADJOURN

In addition to any specifically identified Executive Sessions, the Planning and Zoning Commission may convene into Executive Session at any point during the open meeting to discuss any item posted on this Agenda. The Open

Meetings Act provides specific exceptions that require that a meeting be open. Should Commission elect to convene into Executive Session, those exceptions will be specifically identified and announced. Any subsequent action, as a result of this Executive Session, will be taken and recorded in open session.

I certify that this Notice of Meeting was posted on or before August 2, 2013 by 5:00 p.m. at the Parker City Hall, and as a courtesy, this Agenda is also posted to the City of Parker Website at www.parkertexas.us

Date Notice Removed

Carrie L. Smith, City Secretary

The Parker City Hall is Wheelchair accessible. Sign interpretations or other special assistance for disabled attendees must be requested 48 hours in advance by contacting the City Secretary's Office at 972 442 6811.

MINUTES
PLANNING AND ZONING COMMISSION MEETING
JULY 11, 2013

CALL TO ORDER – Roll Call and Determination of a Quorum

The Planning and Zoning Commission met on the above date. Chairperson Wright called the meeting to order at 7:00 P.M.

Commissioners Present:

<input checked="" type="checkbox"/> Chairperson Wright	<input checked="" type="checkbox"/> Commissioner Raney
<input checked="" type="checkbox"/> Commissioner Schroeder	<input checked="" type="checkbox"/> Commissioner Lozano
<input checked="" type="checkbox"/> Commissioner Stanislav	
<input checked="" type="checkbox"/> Alternate Jeang	<input checked="" type="checkbox"/> Alternate Cassavechia
<input checked="" type="checkbox"/> Alternate Sutaria	

Staff Present

<input checked="" type="checkbox"/> City Administrator Flanigan	<input checked="" type="checkbox"/> City Secretary Smith
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PLEDGE OF ALLEGIANCE

The pledges to the American and Texas flags were recited.

PUBLIC COMMENTS The City Council invites any person with business before the Council to speak to the Council. No formal action may be taken on these items at this meeting. Please keep comments to 3 minutes.

None

INDIVIDUAL CONSIDERATION ITEMS

1. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON MEETING MINUTES FOR May 30, 2013.

MOTION: Commissioner Lozano moved to approve the May 30 minutes as written. Commissioner Stanislav seconded with Commissioners Schroeder, Lozano, Wright, Stanislav and Raney voting for. Motion carried 5-0.

2. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON MEETING MINUTES FOR JUNE 13, 2013.

Amend Item 3 motion, to read "...1.5 average acre lots..."

MOTION: Commissioner Raney moved to approve the May 30 minutes as amended. Commissioner Lozano seconded with Commissioners Schroeder, Lozano, Wright, Stanislav and Raney voting for. Motion carried 5-0.

3. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON PRELIMINARY PLAT FOR ESTATES AT CREEKSIDER PARKER, PHASE 1, ZONED SF-T AND GENERALLY LOCATED EAST OF MOSS RIDGE.

Staff recommended approval of the preliminary plat as presented. The City Engineer provided a review letter dated July 10, 2012. The incomplete items noted are engineering. All items noted in previous letters by the engineer on the plat are complete. Parker and Wylie are in the process of preparing an interlocal agreement for the maintenance of the parkland.

MOTION: Commissioner Raney moved to approve Creekside Estates Phase 1 Preliminary Plat; subject to a variance on Lot 8, Block A and an approved interlocal agreement between Parker and Wylie. Commissioner Stanislav seconded with Commissioners Schroeder, Lozano, Wright, Stanislav and Raney voting for. Motion carried 5-0.

4. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON THE CITY THOROUGHFARE MAP.

This item was tabled to a future date. The Commission requested the City Engineer to be present to discuss the thoroughfare needs of the City.

ROUTINE ITEMS

5. FUTURE AGENDA ITEMS

Next Regular Meeting – July 25

Discuss thoroughfare plan with City Engineer

6. ADJOURN

Adjourned at 8:02 p.m.

Minutes Approved on _____ day of August, 2013.

Chairman Russell Wright

Attest:

Commission Secretary Stanislav

Prepared by City Secretary Carrie L. Smith

BIRKHOFF, HENDRICKS & CARTER, L.L.P.

PROFESSIONAL ENGINEERS

11910 Greenville Ave., Suite 600

Dallas, Texas 75243

Fax (214) 461-8390

Phone (214) 361-7900

JOHN W. BIRKHOFF, P.E.
GARY C. HENDRICKS, P.E.
JOE R. CARTER, P.E.
MATT HICKEY, P.E.
ANDREW MATA, JR., P.E.
JOSEPH T. GRAJEWSKI, III, P.E.
DEREK B. CHANEY, P.E.

July 5, 2013

Mr. Jeff Flanigan
City of Parker
5700 E. Parker Rd.
Parker, Texas 75002

Re: Estates at Creekside - Fourth Review

Dear Mr. Flanigan:

As requested, we have reviewed the Engineering Plans for the Estates at Creekside - Phase 1, dated June 2013. Cover sheet dated January 2013, stamped by Engineer - April 15, 2013.

Our review of the Engineering Plans is for general compliance with the City of Parker's development requirements and good engineering practice, and does not relieve the engineer of record of his responsibilities under the Texas Engineering Practice Act. This is our Fourth Review of the Engineering Plans, below are our comments:

General Notes Comments

1. Longitudinal Butt Joint detail is called out in Note 5, but no detail is in the plans.
2. Storm sewer note allows 12-inch loose lifts while the detail limits that to 6 inches. Six inches is correct.
3. Storm Sewer Note 12 requires VHS tape of TV inspection to be provided to the City. That needs to be updated to DVD.
4. Water Note 7 needs to be revised to set density requirement at optimum moisture plus or minus 2 percentage points.

Construction Plan Comment

1. Residential Street detail on Sheet C2.6 needs to include a Lime Treated Subgrade. Reinforcing steel must be called out. Compacted effort needs to be defined.
2. Two street header details are shown. Recommend detail to the right be removed.
3. A longitudinal butt joint detail is needed, as it is called out in General Notes. The dowel bars on paving details need to be called out as smooth bars. The dowel bar needs to be shown to extend through the joint.
4. Erosion Control Devices are required at each culvert. Overflow devices are required along the long stretches of silt fence.

Mr. Jeff Flanigan
City of Parker
July 5, 2013
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5. The construction plans do not include profiles of drainage channels between homes or along the roadways. No cross sections of the design have been provided. To complete a review of the drainage these will be required. A typical section has been provided showing flows for various depths on a 1% grade. No freeboard is shown and it is assumed none has been designed into the open channel system.
6. Culvert profiles do not show head water or tail water condition, so it is not clear to what basis the design was completed on.
7. High velocity storm sewer pipe discharge have short runs of rock rip rap to protect the channel, while low velocity discharge have rip rap twice as long. We need verification how this was determined.
8. There are sections of pipe to be constructed at existing grade. The fill must be constructed and then the trench cut for the pipe. This method of construction will provide a greater probability the pipe bedding material will support the pipe.
9. The PRV notes need to be revised to include the PRV valve being submitted in shop drawing format for review. Note 7 needs to be revised to include "PRV shall be designed to reduce pressure to normal operating pressure of 75 psi". Not clear what valve is being called out as in Note 7 it is a Watts ACV 115 and the title at bottom of page is a Cla-Val 90-48. The Cla Val 90-48 has an internal bypass.
10. The piping and valves in the vault need to be coated with a Tnemec Series 141 coating to a dry film thickness of 12 mils. Color to be selected by the City.

The bridge plans are currently still out for review by the Structural Engineer.

No revised plat was submitted for our review. The previous plat had a lot that did not have roadway frontage. A variance will be required for this lot if it is still land locked.

We are available to discuss our review comments further at your convenience.

Sincerely,

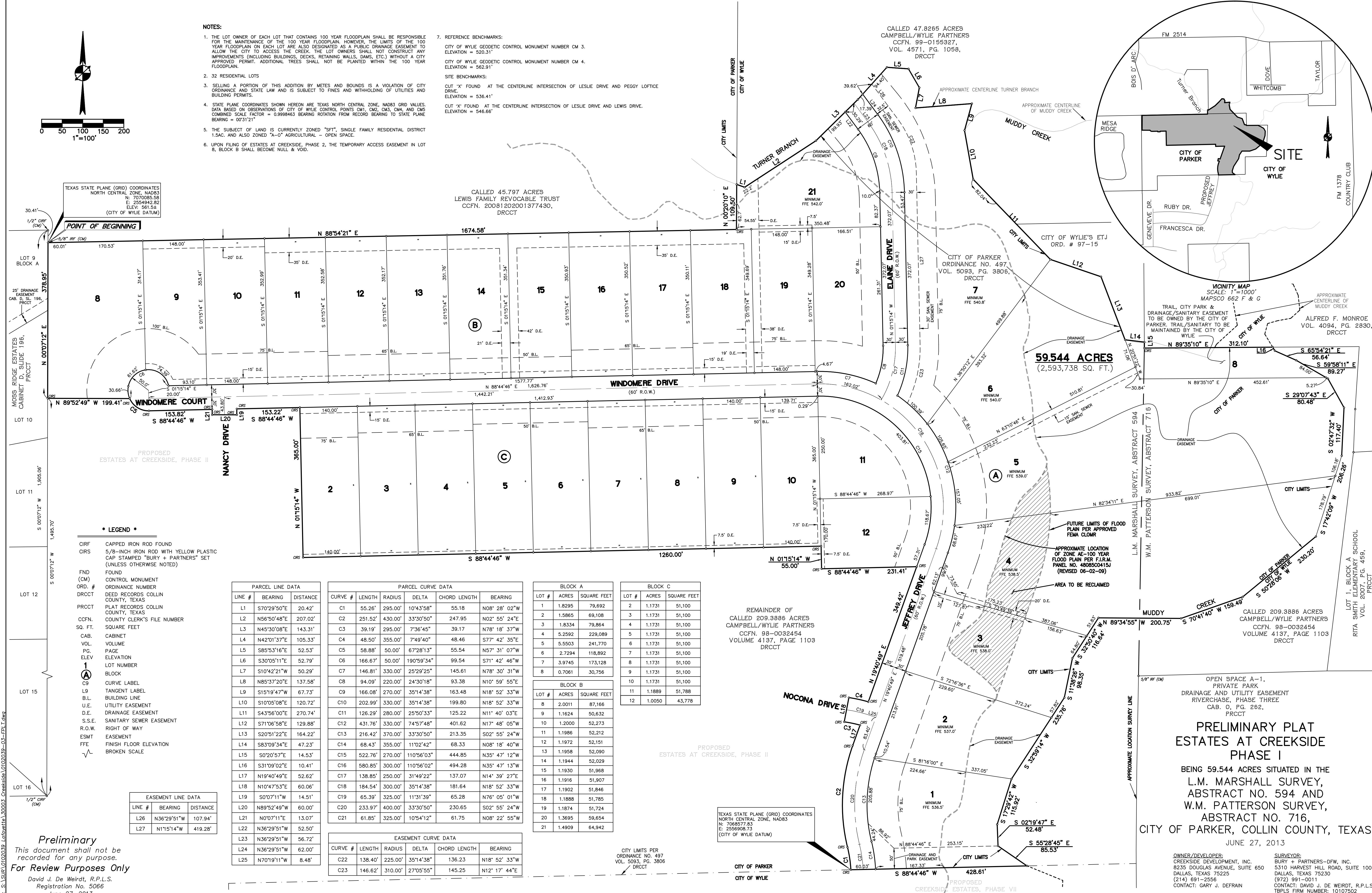


John W. Birkhoff, P.E.

PL

Enclosures

cc: Mr. Chris Holsted
Bury + Partners



OWNER'S CERTIFICATE

STATE OF TEXAS §

COLLIN COUNTY, TEXAS §

WHEREAS, CREEKSIDER DEVELOPMENT, INC. IS THE OWNER OF A 59.544 ACRE TRACT OF LAND SITUATED IN THE LEWIS M. MARSHALL SURVEY, ABSTRACT NO. 594 AND THE W.M. PATTERSON SURVEY, ABSTRACT NO. 716, CITY OF PARKER, COLLIN COUNTY, TEXAS, AND BEING A PORTION OF THAT CALLED 47.8265 ACRE TRACT OF LAND DESCRIBED IN A SPECIAL WARRANTY DEED WITH VENDOR'S LIEN TO CAMPBELL/WYLIE PARTNERS RECORDED IN VOLUME 4571, PAGE 1058, DEED RECORDS OF COLLIN COUNTY, TEXAS, (DRCCT), AND A PORTION OF THE REMAINDER OF THAT CALLED 209.3886 ACRE TRACT OF LAND DESCRIBED IN A SPECIAL WARRANTY DEED WITH VENDOR'S LIEN TO CAMPBELL/WYLIE PARTNERS RECORDED IN VOLUME 4137, PAGE 1103, DRCCT, SAID 59.544 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS;

BEGINNING AT A 5/8-INCH IRON ROD FOUND FOR THE NORTHWEST CORNER OF SAID 209.3886 ACRE TRACT SAME BEING THE SOUTHWEST CORNER OF THAT CALLED 45.797 ACRE TRACT OF LAND DESCRIBED IN THE DEED TO LEWIS FAMILY REVOCABLE TRUST RECORDED IN COUNTY CLERK'S FILE NUMBER 20081202001377430, DRCCT, AND BEING IN THE EAST LINE OF MOSS RIDGE ESTATES, AN ADDITION TO THE CITY OF PARKER, ACCORDING TO THE PLAT THEREOF RECORDED IN CABINET D, SLIDE 196, PLAT RECORDS COLLIN COUNTY, TEXAS, (PRCT);

THENCE NORTH 88°54'21" EAST ALONG THE COMMON LINE OF SAID 209.3886 ACRE TRACT OF LAND AND SAID 45.797 ACRE TRACT OF LAND, A DISTANCE OF 1674.58 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR THE SOUTHEAST CORNER OF SAID 45.797 ACRE TRACT OF LAND SAME BEING THE SOUTHWEST CORNER OF SAID 47.8265 ACRE TRACT;

THENCE NORTH 00°20'10" EAST ALONG THE COMMON LINE OF SAID 45.797 ACRE TRACT OF LAND AND SAID 47.8265 ACRE TRACT OF LAND, A DISTANCE OF 109.50 FEET TO A POINT FOR CORNER IN THE APPROXIMATE CENTERLINE OF TURNER BRANCH;

THENCE GENERALLY ALONG THE CENTERLINE MEANDERS OF SAID TURNER BRANCH, AND THE CITY LIMIT LINE OF PARKER AND WYLIE THE FOLLOWING:

SOUTH 70°29'50" EAST, A DISTANCE OF 20.42 FEET TO A POINT FOR CORNER;

NORTH 56°50'48" EAST, A DISTANCE OF 207.02 FEET TO A POINT FOR CORNER;

NORTH 45°30'08" EAST, A DISTANCE OF 143.31 FEET TO A POINT FOR CORNER;

NORTH 42°01'37" EAST, A DISTANCE OF 105.33 FEET TO A POINT FOR CORNER;

SOUTH 85°53'16" EAST, A DISTANCE OF 52.53 FEET TO A POINT FOR CORNER;

SOUTH 30°05'11" EAST, A DISTANCE OF 52.79 FEET TO A POINT FOR CORNER;

SOUTH 10°42'21" WEST, A DISTANCE OF 50.29 FEET TO A POINT FOR CORNER;

NORTH 85°37'20" EAST, A DISTANCE OF 137.58 FEET TO A POINT FOR CORNER IN THE APPROXIMATE CENTERLINE OF MUDDY CREEK;

THENCE GENERALLY ALONG THE CENTERLINE MEANDERS OF MUDDY CREEK, AND THE CITY LIMIT LINE OF PARKER AND WYLIE THE FOLLOWING;

SOUTH 15°19'47" WEST, A DISTANCE OF 67.73 FEET TO A POINT FOR CORNER;

SOUTH 10°05'08" EAST, A DISTANCE OF 120.72 FEET TO A POINT FOR CORNER;

SOUTH 43°56'00" EAST, A DISTANCE OF 270.74 FEET TO A POINT FOR CORNER;

SOUTH 71°06'58" EAST, A DISTANCE OF 129.88 FEET TO A POINT FOR CORNER;

SOUTH 20°51'22" EAST, A DISTANCE OF 164.22 FEET TO A POINT FOR CORNER;

SOUTH 83°09'34" EAST, A DISTANCE OF 47.23 FEET TO THE SOUTHEAST CORNER OF SAID 47.8265 ACRE TRACT OF LAND AND BEING IN THE WEST LINE OF THAT CERTAIN TRACT OF LAND DESCRIBED IN AN EXECUTOR'S SPECIAL WARRANTY DEED TO ALFRED F. MONROE RECORDED IN VOLUME 4094, PAGE 2830, DRCCT;

THENCE SOUTH 00°20'57" EAST ALONG THE COMMON LINE OF SAID 209.3886 ACRE TRACT OF LAND AND SAID MONROE TRACT, A DISTANCE OF 14.53 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR THE SOUTHWEST CORNER OF THE SAID MONROE TRACT OF LAND;

THENCE NORTH 89°35'10" EAST CONTINUING ALONG SAID COMMON LINE, A DISTANCE OF 312.10 FEET TO A POINT FOR CORNER IN THE APPROXIMATE CENTERLINE OF MUDDY CREEK;

THENCE GENERALLY ALONG THE CENTERLINE MEANDERS OF MUDDY CREEK, AND THE CITY LIMIT LINE OF PARKER AND WYLIE THE FOLLOWING;

SOUTH 31°09'02" EAST, A DISTANCE OF 10.41 FEET TO A POINT FOR CORNER;

SOUTH 65°54'21" EAST, A DISTANCE OF 56.64 FEET TO A POINT FOR CORNER;

SOUTH 59°58'11" EAST, A DISTANCE OF 89.27 FEET TO A POINT FOR CORNER;

SOUTH 29°07'43" EAST, A DISTANCE OF 80.48 FEET TO A POINT FOR CORNER;

SOUTH 02°47'32" WEST, A DISTANCE OF 117.40 FEET TO A POINT FOR CORNER;

SOUTH 17°42'09" WEST, A DISTANCE OF 206.26 FEET TO A POINT FOR CORNER;

SOUTH 50°28'06" WEST, A DISTANCE OF 230.20 FEET TO A POINT FOR CORNER;

SOUTH 70°41'40" WEST, A DISTANCE OF 159.49 FEET TO A POINT FOR CORNER;

NORTH 89°34'55" WEST, A DISTANCE OF 200.75 FEET TO A POINT FOR CORNER;

SOUTH 32°50'40" WEST, A DISTANCE OF 116.64 FEET TO A POINT FOR CORNER;

SOUTH 11°38'26" WEST, A DISTANCE OF 98.35 FEET TO A POINT FOR CORNER;

SOUTH 32°59'14" WEST, A DISTANCE OF 235.76 FEET TO A POINT FOR CORNER;

SOUTH 17°29'42" WEST, A DISTANCE OF 115.92 FEET TO A POINT FOR CORNER;

SOUTH 02°19'47" EAST, A DISTANCE OF 52.48 FEET TO A POINT FOR CORNER;

SOUTH 55°28'45" EAST, A DISTANCE OF 85.53 FEET TO A POINT FOR CORNER;

THENCE SOUTH 88°44'46" WEST DEPARTING THE CENTERLINE OF MUDDY CREEK AND CONTINUING ALONG THE CITY LIMIT LINE OF PARKER AND WYLIE A DISTANCE OF 428.61 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR THE POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS POINT WHICH BEARS SOUTH 86°53'57" WEST, A DISTANCE OF 295.00 FEET;

THENCE NORWESTERLY WITH SAID CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 10°43'58" FOR AN ARC DISTANCE OF 55.26 FEET, A CHORD BEARING OF NORTH 08°28'02" WEST AND A CHORD DISTANCE OF 55.18 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR THE POINT OF REVERSE CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 430.00 FEET;

THENCE NORTHEASTERLY WITH SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 25.152 FEET, A CHORD BEARING OF NORTH 02°55'24" EAST AND A CHORD DISTANCE OF 247.95 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR THE POINT OF TANGENCY;

THENCE NORTH 19°40'49" EAST, A DISTANCE OF 52.62 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR THE POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS POINT WHICH BEARS SOUTH 15°29'46" WEST, A DISTANCE OF 295.00 FEET;

THENCE NORTHEASTERLY WITH SAID CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 07°36'45" FOR AN ARC DISTANCE OF 39.19 FEET, A CHORD BEARING OF NORTH 78°18'37" WEST AND A CHORD DISTANCE OF 39.17 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE NORTH 10°47'53" EAST, A DISTANCE OF 60.06 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR THE POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS POINT WHICH BEARS SOUTH 08°22'35" WEST, A DISTANCE OF 355.00 FEET;

THENCE SOUTHEASTERLY WITH SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 07°49'40" FOR AN ARC DISTANCE OF 48.50 FEET, A CHORD BEARING OF SOUTH 77°24'35" EAST AND A CHORD DISTANCE OF 48.46 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE NORTH 19°40'49" EAST, A DISTANCE OF 349.42 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE SOUTH 88°44'46" WEST, A DISTANCE OF 231.41 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE NORTH 01°15'14" WEST, A DISTANCE OF 55.00 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE SOUTH 88°44'46" WEST, A DISTANCE OF 1260.00 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE NORTH 01°15'14" WEST, A DISTANCE OF 365.00 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE SOUTH 88°44'46" WEST, A DISTANCE OF 153.22 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE NORTH 89°52'49" WEST, A DISTANCE OF 60.00 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE NORTH 00°07'11" EAST, A DISTANCE OF 13.07 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE SOUTH 88°44'46" WEST, A DISTANCE OF 153.82 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET;

THENCE NORWESTERLY WITH SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 67°28'13" FOR AN ARC DISTANCE OF 58.88 FEET, A CHORD BEARING OF NORTH 57°31'07" WEST AND A CHORD DISTANCE OF 55.54 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER;

THENCE NORTH 89°52'49" WEST, A DISTANCE OF 199.41 FEET TO A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "BURY+PARTNERS" SET FOR CORNER IN THE WEST LINE OF SAID 209.3886 ACRE TRACT OF LAND SAME BEING THE EAST LINE OF THE AFOREMENTIONED MOSS RIDGE ESTATES AND FROM WHICH A 1/2-INCH IRON ROD FOUND FOR THE SOUTHEAST CORNER OF SAID MOSS RIDGE ESTATES BEARS SOUTH 00°07'12" WEST, A DISTANCE OF 1,495.70 FEET;

THENCE NORTH 00°07'12" EAST ALONG THE COMMON LINE OF SAID 209.3886 ACRE TRACT OF LAND AND SAID MOSS RIDGE ESTATES, A DISTANCE OF 378.95 FEET TO THE POINT OF BEGINNING;

CONTAINING A COMPUTED AREA OF 2,593,738 SQUARE FEET OR 59.544 ACRES OF LAND.

SURVEYOR'S CERTIFICATE

THAT I, DAVID J. DE WEIRD, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE SURVEY OF THE TRACT SHOWN HEREON MADE UNDER MY SUPERVISION THAT THE CORNER MONUMENTS WILL BE PROPERLY PLACED UNDER MY DIRECTION AND SUPERVISION IN ACCORDANCE WITH THE PLATING RULES AND REGULATIONS OF THE CITY PLAN COMMISSION OF THE CITY OF PARKER, COLLIN COUNTY, TEXAS.

DAVID J. DE WEIRD, R.P.L.S.
TEXAS REGISTRATION NO. 5066
BURY + PARTNERS-DFW, INC.
5310 HARVEST HILL, SUITE 100 DALLAS, TEXAS 75230

Preliminary

This document shall not be recorded for any purpose.

For Review Purposes OnlyDavid J. De Weird, R.P.L.S.
Registration No. 5066
June 26, 2013

STATE OF TEXAS §

BEFORE ME, THE UNDERSIGNED AUTHORITY, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE ON THIS DAY PERSONALLY APPEARED DAVID J. DE WEIRD, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE ABOVE AND FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN THE CAPACITY THEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS THE _____ DAY OF _____ 2013.

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

THAT JAMES MELINO, ACTING HEREIN BY AND THROUGH ITS DULY AUTHORIZED OFFICER, DO HEREBY ADOPT THIS PLAT DESIGNATING THE HEREIN ABOVE DESCRIBED PROPERTY AS **ESTATES AT CREEKSIDER, PHASE I**, AN ADDITION TO THE CITY OF WYLIE, TEXAS, AND DO HEREBY DEDICATE TO THE PUBLIC USE FOREVER THE EASEMENTS AND RIGHT-OF-WAYS AS SHOWN THEREON. THE EASEMENTS SHOWN HEREON ARE HEREBY RESERVED FOR THE PURPOSES AS INDICATED. NO BUILDINGS, FENCES, TREES, SHRUBS OR OTHER IMPROVEMENTS OR GROWTHS SHALL BE CONSTRUCTED OR PLACE UPON, OVER OR ACROSS THE EASEMENTS AND RIGHT-OF-WAYS AS SHOWN. SAID UTILITY EASEMENT BEING HEREBY RESERVED FOR THE MUTUAL USE AND ACCOMMODATIONS OF ALL PUBLIC UTILITIES DESIRING TO USE OR USING SAME. ALL PUBLIC UTILITIES SHALL HAVE THE FULL RIGHT TO REMOVE AND KEEP REMOVED ALL OR PARTS OF ANY BUILDING, FENCES, TREES, SHRUBS OR OTHER IMPROVEMENTS OR GROWTH WHICH MAY IN ANY WAY ENDANGER OR INTERFERE WITH THE CONSTRUCTION, MAINTENANCE OR EFFICIENCY OF ITS RESPECTIVE SYSTEM ON THE UTILITY EASEMENT AND ALL PUBLIC UTILITIES SHALL AT ALL TIMES HAVE THE FULL RIGHT OF INGRESS OR EGRESS TO OR FROM AND UPON THE SAID UTILITY EASEMENT FOR THE PURPOSE OF REMOVING ALL OR PART OF ITS RESPECTIVE SYSTEMS WITHOUT THE NECESSITY AT ANY TIME PROCURING THE PERMISSION OF ANYONE.

WITNESS MY HAND THIS THE _____ DAY OF _____.

BY:

JAMES MELINO
PRESIDENT

STATE OF TEXAS §

BEFORE ME, THE UNDERSIGNED AUTHORITY, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE ON THIS DAY PERSONALLY APPEARED DAVID J. DE WEIRD, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE ABOVE AND FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN THE CAPACITY THEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS THE _____ DAY OF _____.

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

"RECOMMENDED FOR APPROVAL"

CHAIRMAN, PLANNING & ZONING COMMISSION
CITY OF PARKER, TEXAS
DATE: _____

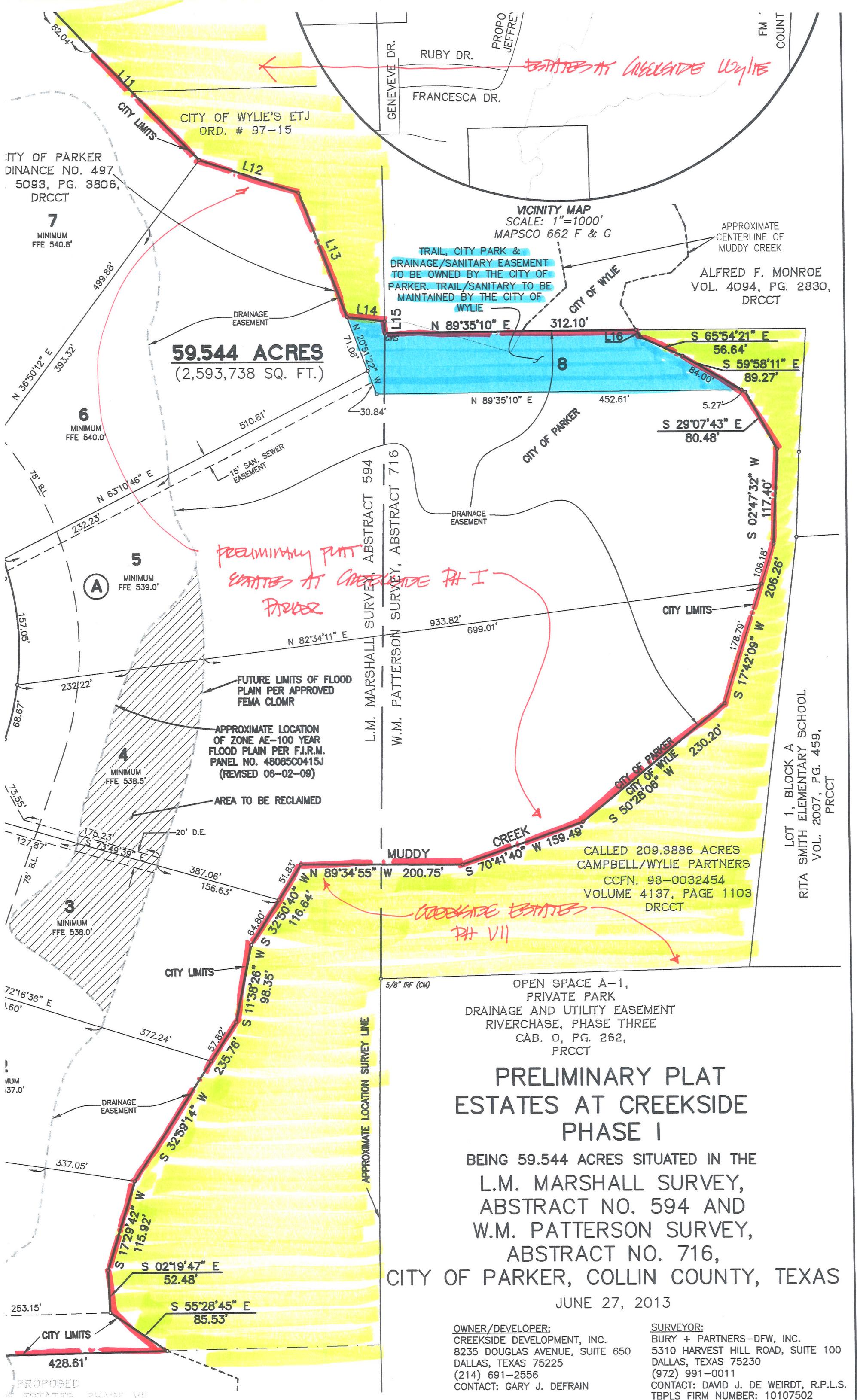
"APPROVED FOR CONSTRUCTION"

MAYOR, CITY OF PARKER, TEXAS
DATE: _____

CERTIFICATE OF COMPLETION

"ACCEPTED" _____ DATE: _____

THE UNDERSIGNED, THE CITY SECRETARY OF THE CITY OF PARKER, TEXAS, HEREBY CERTIFIES THAT THE FOREGOING FINAL PLAT OF **ESTATES AT CREEKSIDER, PHASE I** SUBDIVISION OR ADDITION TO THE CITY OF WYLIE WAS SUBMITTED TO THE CITY COUNCIL ON THE _____ DAY OF _____ 2012, AND THE COUNCIL, BY FORMAL ACTION THEN AND THERE ACCEPTED THE DEDICATION OF STREETS, ALLEYS, PARKS, EASEMENTS, PUBLIC PLACES, AND WATER AND SEWER LINES AS SHOWN AND SET FORTH IN AND UPON SAID PLAT AND SAID COUNCIL FURTHER AUTHORIZED THE MAYOR TO NOTE THE ACCEPTANCE THEREOF BY SIGNING HIS NAME AS HEREINABOVE SUBSCR



Meeting Date: May 29, 2013

Agenda Subject:

CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON THE CITY THOROUGHFARE MAP.

Exhibits:

Current Thoroughfare Plan
Collin County Thoroughfare Plan
Murphy and Lucas Thoroughfare Plan

Summary:

Ordinance 300 – City Comprehensive Plan

4.0 THOROUGHFARE SYSTEM

In September 1986, Collin County completed a thoroughfare Plan. The plan is intended as a guide for city decision making. Basically, two thoroughfares divide the city into four quadrants -- FM-2551 (Murphy Road) and FM-2514 (Parker Road). Another major thoroughfare is planned for Betsy Lane within the south portion of the city. Betsy Lane will become the continuation of Park Boulevard as soon as the bridge over the Cottonwood Creek is constructed.

Driving through the city, on FM-2514 (Parker Road) is a trip on well paved country roads in good repair. The city can be reviewed only as a composite of individual housing subdivisions and separate estate lots, with interconnections of roads which have been difficult to maintain. Scattered subdivisions have become a financial burden for the city, and in order to make some of these interconnecting roads drivable (by filling pot holes, washed out edges of roads, etc.), the city has high costs. There is no coordinated road system; and the only continuous road through the city is Parker Road (FM-2514).

9.10 THOROUGHFARE PLAN

Major access to the City of Parker is from the west, from the population centers of Dallas and Plano. Most people having destinations in Parker will travel into the city along Parker Road, from the west and FM-544 from the west of the city, to either Brand Road, FM-2551 (Murphy Road) or McCreary Lane. Some traffic into the city will arrive along Bandy Lane (FM-3286) from the west from the City of Plano. Origins and destination to the east, are much fewer -- since there are such small population centers in that direction.

Two major roads are planned to bisect the middle of the city. (See Exhibit 8: Proposed Thoroughfare Plan). Parker Road (FM-2514) and Murphy Road (FM-2551) are planned to become six lane divided roads. It is recommended the City of Parker encourage Collin County to restrict FM-2514 (Parker Road) and FM-2551 (Murphy Road) to four (4) lane divided roadways having wide, landscaped medians with roadsides edged by rows of trees, spaced 50' -0" on center. Wild flowers will be planted in the medians; and, major entrances and exits from the city will be along these grand boulevards. With special design controls, the driver will know he has arrived in Parker.

Using these two grand boulevards as a framework, other important roads are: 1) the planned extension of Betsy Lane (Park Boulevard) on the south side of the city -connecting to Central Expressway (1-75) to the west; 2) McCreary Lane, on the east side of the city, is planned to become a major north to south thoroughfare, and is designated as four lane divided; 3) a new route, curving in front of Southfork Ranch, FM-2551, will travel north to meet with the intersection of Dillehay Drive. As this new road crosses Parker road, it will become a very scenic drive -- passing alongside the flood plain areas of Maxwell Creek; 4) Brand Road, another north to south thoroughfare is planned to become a four lane divided road connecting Murphy with Allen; 5) Bolin Drive, on the western edge of the city, is planned to become a minor thoroughfare dead ending into Parker Road and winding north into Allen. In addition to the aforementioned thoroughfare designations, the city will coordinate development by later planning of the collector streets, etc., during the subdivision platting process. It is anticipated that those curvilinear street requirements, recommended for the new subdivision ordinance will provide interesting and well designed traffic patterns.

10.4.7 Negotiations with Collin County, the State of Texas, and adjacent cities should be undertaken with regard to the proposed thoroughfare plan.



SUBDIVISION REGULATIONS

shall minimize the use of retaining walls. A grading plan shall be provided with contours at an interval of one (1) foot or less.

G. DEBRIS AND WASTE

No cut trees, timber, debris, large rocks or stones, junk, rubbish or other waste materials of any kind shall be buried in any land, or left or deposited on any lot or street at the time of final acceptance by the City Engineer, and removal of those items and materials shall be required prior to such acceptance. No items and materials as herein described shall be left or deposited in any area of the subdivision or addition at the time of acceptance of dedication of public improvements. However, soil for redistribution may be stockpiled on a property with approval of the City Engineer.

5.3 Thoroughfare Screening

Screening walls are not permitted, except as specifically approved by the Council.

5.4 Streets and Thoroughfares

A. ADEQUACY OF STREETS AND THOROUGHFARES

All streets shall be designed and platted in general conformance with the Thoroughfare Plan, and other standards as applicable. Access to all lots shall be via approved streets as defined in these regulations.

B. DESIGN STANDARDS

1) General

In order to provide for streets of suitable location, width, and construction to accommodate prospective traffic and afford satisfactory access to police, firefighting, sanitation, and street-maintenance equipment, and to coordinate streets so as to compose a convenient system and avoid undue hardships to adjoining properties, an adequate street and thoroughfare system shall be designed in accordance with the standards set forth in these regulations. In the event of a conflict between these or other regulations and those contained in such documents, the more specific and/or restrictive provisions shall be applied. Paving and other improvements are subject to the participation policies of the City.

2) Street Paving and Improvements

After underground utilities have been installed, the developer shall construct roadways as prescribed in these regulations. Adequate provision shall be made for culverts, drains, and bridges. All street pavement, drainage improvements and structures, and turnarounds shall conform to all construction standards and specifications contained or referenced in these regulations.

3) Concrete Street Requirements

Streets shall conform to the corresponding Attachments to these regulations.



SUBDIVISION REGULATIONS

4) Substandard Streets

Existing substandard streets or roads, as defined in Section 2.2 of these regulations that are located within, or adjacent to the proposed development shall be upgraded, by the developer at his expense, to City Standards. Off-site roads that are proposed by the Developer to be improved to less than City Standards shall be by written request of the developer and must be acted on as a variance to these subdivision regulations.

5) Construction Requirements

(a) Residential and Collector Street Construction

The Developer shall, at his own cost and expense, construct all residential and collector streets within his subdivision in accordance with City Standards (see attachments).

No proposed pavement section of lesser thickness or using alternate materials to those shown on the attachments shall be permitted unless the design is fully documented by the developer's Engineer to substantiate that such alternate design will provide equivalent capacity and durability and said alternate design is approved by the City Council with the advice and consent of the City Engineer.

(b) Major Thoroughfare Construction

On roadways, adjacent to the proposed subdivision, that are designated to be major thoroughfares, the subdivider shall be required to construct, at his own cost and expense, one-half (1/2) of the proposed ultimate street section together with proper drainage facilities.

Where major thoroughfares traverse a subdivision, the subdivider shall be required, at his own cost and expense, to construct a two (2) lane wide section on each side of the roadway. Construction shall be in accordance with City Standard Construction Details (see Attachments 5 and 6).

No proposed pavement section of lesser thickness or using alternate materials to those shown on the attachments shall be permitted unless the design is fully documented by the Engineer to substantiate that such alternate design will provide equivalent capacity and durability and said alternate design is approved by the City Council with the advice and consent of the City Engineer.

6) Paving Type and Width Requirements

(a) Residential and Collector Streets

Widths of residential and collector streets shall be as described in City Standards (see Attachments #1-6).

In consideration of the reduced requirement for on-street parking in low density residential areas and in conformance with existing construction in the City of Parker, streets serving developments where the lots have an average net area of two (2) acres or greater shall be classified as Estate Collector and Estate Residential, as applicable. All cul-de-sac roads shall be a minimum of 26 feet wide.

(b) Roadway and Street Sections



SUBDIVISION REGULATIONS

As a minimum, roadways and streets shall have the right-of-way, cross-section and construction indicated on Attachments 1 through 6 of these regulations which are as follows:

- Attachment No. 1(24ft) Estate Residential (concrete)
- Attachment No. 2 Suburban Residential (concrete)
- Attachment No. 3 (24ft) Estate Collector (concrete)
- Attachment No. 4 Suburban Collector (concrete)
- Attachment No. 5 M4U-S (Suburban Undivided 4-Lane Thoroughfare)
- Attachment No. 6 M4D-S (Suburban Divided 4-Lane Thoroughfare)

(c) Street Returns

- (i) The minimum radius for all street returns shall be twenty (20) feet.
- (ii) The minimum radius returns for driveways on residential or collector streets shall be ten (10) feet.
- (iii) The minimum radius returns for driveways on thoroughfares shall be twenty (20) feet.

7) Longitudinal Pavement Grades

The maximum longitudinal grades are as follows (unless approved by the City Engineer):

Type of Street	Maximum Grade
Major Thoroughfare.....	6%
Collector.....	8%
Residential.....	10%

8) Median Openings

Median openings, median pavers and left-turn lanes, including channelizing buttons, constructed to serve dedicated streets or private drives, shall be installed and paved to City Standards (see attachments) by the developer. Existing trees in the median, if affected by median improvements, must be relocated or replaced. If the trees cannot be relocated or replaced in the median, then the developer shall pay a reasonable fee to the City to replace the tree in public right-of-way or on public land.

9) Acceleration and Deceleration Lanes

Acceleration or deceleration lanes shall be installed by the Developers when required by the City Engineer and constructed to the same standards as the adjoining street in accordance with the City Engineers requirements.

10) Reserved.

11) Future Connections

Street extensions may be required to link subdivisions as the neighborhood develops. Temporary cul-de-sacs shall be installed by the developer when required by phasing.



SUBDIVISION REGULATIONS

12) Intersections

Street intersections shall be constructed in accordance with Plano City Standards, as modified by the City Engineer for application within Parker's jurisdiction.

13) Traffic Buttons

If recommended by the City Engineer and required by the Commission, the Developer shall install traffic buttons which are necessary for the safe transition or channelization of traffic.

14) Reserve Strips

The creation of reserve strips shall not be permitted in such a manner as to deny access from adjacent property to any street, unless a variance, in writing, is requested.

15) Grading and Improvement Plan

Streets shall be graded and improved in conformance with the City Standards (see attachments), and the design and specification shall be approved as to design and specifications by the City Engineer. The construction plans are required to be submitted prior to Preliminary Plat approval.

16) Topography and Arrangement

(a) Streets shall be related appropriately to the topography. Residential streets shall be curvilinear as defined below. All streets shall be arranged so as to obtain building sites when possible at, or above, the grades of the streets. Grades of streets shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided.

Curvilinear streets are generally defined as streets which have at least 75% of the centerline length along curves having radii of no more than five hundred (500) feet and subtending arcs of at least forty-five (45) degrees. This definition is subject to site physical consideration and site configuration.

(b) All streets shall be properly integrated with the existing and proposed system of streets and dedicated rights-of-way as established on the City's Thoroughfare Plan. However, collector streets not shown on the plan may be required to meet traffic requirements of proposed development. Residential streets shall be designed to discourage use by through traffic, to permit efficient drainage and utility systems, and to require the minimum number of streets necessary to provide convenient and safe access to property.

(c) Proposed streets shall be extended to the boundary lines of the tract to be platted, unless prevented by topography or other physical conditions, or unless in the opinion of the Commission such extension is not necessary or desirable for the coordination of the layout of the subdivision or addition with the existing layout or the most advantageous future development of adjacent tracts.

17) Continuation of Streets and Cul-de-sacs

(a) The arrangement of streets shall provide for the continuation of principal streets between adjacent properties.



SUBDIVISION REGULATIONS

- (b) If the adjacent property is undeveloped and the street must temporarily be a dead-end street, the street shall be constructed to the property line in accordance with City Standards (see attachments).
- (c) Cul-de-sacs - Cul-de-sac turnarounds having a minimum radius of forty (40) feet shall be provided at the end of all permanent dead-end streets.

18) Cul-de-Sac Length

No cul-de-sac unless otherwise authorized shall exceed 600 feet in length, which is to be measured from the centerline of the street with which it intersects to the center point of the cul-de-sac. Lengths longer than 600 feet shall require specific approval by Council. In reviewing an over-length submittal, the Commission shall consider the following:

- (a) Alternative designs which would reduce cul-de-sac length;
- (b) Means of mitigation, including but not limited to increased street width, mid-block turnarounds, limitation on the number of lots to be created and served, temporary points of access, and additional fire protection measures.
- (c) Cul-de-Sac turnarounds shall be increased to a minimum of 60 feet in radius for any Cul-de-Sac length that exceeds 600 feet.

19) Street Names and Signs

(a) Street names must be submitted to the Planning & Zoning Commission for approval in accordance with the City's guidelines for the naming of streets. Names of corporations may not be used as street names. The Planning & Zoning Commission will maintain an index of street names which will contain these guidelines. Street names and subdivision names are fixed at the time of approval of the Final Plat. A fee, in accordance with the Code of Ordinances, will be charged to change street names and subdivision names after approval of the Final Plat, and approved by the appropriate Post Office.

(b) The developer shall provide payment for street name signs for the development. The price of each street name installation shall include cost of the sign assembly, pole, and installation. Payment by the Developer will be due prior to approval of the engineering plans by the City Engineer.

(c) Street name signs shall be installed in accordance with the City's guidelines before issuance of building permit for any structure on the streets approved.

20) Street Lights

Street lighting shall conform to ordinances and standards of the City of Parker. Cost of street lighting, including installation, shall be borne by the Developer.

Street lights shall use full-cutoff fixtures to confine light to the area requiring illumination. The Developer shall submit a street lighting plan with his Final Plat for approval by the City. The Developer shall install conduit for street lights and traffic signals in divided thoroughfares as directed by the City Engineer.



SUBDIVISION REGULATIONS

C. STREET DEDICATIONS AND RESERVATIONS

1. Dedication of Right-of-Way

The Developer shall provide all right-of-way required for existing or future streets, including perimeter streets, as shown in the Thoroughfare Plan or other valid development plans approved by the Planning & Zoning Commission or City Council. Additional right-of-way may be necessary to meet drainage, utility placement, visibility, emergency egress and ingress, or other requirements as required by the City Engineer. In the case of perimeter streets, at least half of the total required right-of-way for such streets shall be provided. However, in some instances more than half shall be required depending on the actual or proposed alignment of the street. Standard right-of-way widths are specifically set forth in accordance with City Standards (see Attachments 1-6).

2. Perimeter Streets

Where an existing half-street is adjacent to a new subdivision or addition, the remaining half of the street shall be dedicated and improved by the Developer of the addition.

3. Slope Easements

The dedication of easements, in addition to dedicated rights-of-way shall be required whenever, due to topography, additional width is necessary to provide adequate earth slopes. Such slopes shall not be in excess of three (3) feet horizontal to one (1) foot vertical, based on soil conditions.

D. STREET CONSTRUCTION

The Developer shall construct all streets or thoroughfares in accordance with City Standards (see attachments) in rights-of-way as required by the Thoroughfare Plan, subject to participation policies stated in Article VI of these regulations. Streets which dead-end at power lines or similar rights-of-way and are intended for future extension shall be constructed in the full right-of-way as required by the Thoroughfare Plan, for half the distance across such right-of-way for each side.

E. IMPROVEMENT, WIDENING, AND REALIGNMENT OF EXISTING AND PROPOSED STREETS

Where a subdivision or addition borders a substandard street or when the Thoroughfare Plan indicates plans for realignment, widening or constructing a street that would require use of some of the land in the subdivision or addition, the applicant shall improve and dedicate those areas for widening or realignment of those streets, as follows:

1. When a proposed subdivision or addition abuts or will abut both sides of a substandard street or a proposed street in the major thoroughfare plan, the developer shall improve the substandard street or proposed street so that it will be a standard street. The minimum street cross sections are as shown in Attachments 1-6.

2. If the proposed subdivision or addition is located along only one side of a substandard street or a proposed street in the major thoroughfare plan, the owner shall be required to improve his side of the substandard street or proposed street, so that it will be a standard street. The minimum street paving width shall be as shown in Section 5.4.B.6 of these regulations. The Developer may, however, petition the City to construct the improvements herein required, subject, upon approval, to the City's escrow policies stated in Article VI of these regulations.

3. When any non-residential street is to be extended through a property to intersect with another non-residential street, the full design width shall be constructed for a minimum distance of 350 feet from the point of intersection. From that point the pavement width may be decreased,



SUBDIVISION REGULATIONS

with provision of an appropriate transition in paving width. If property abutting only one side of the proposed thoroughfare is to be developed, then half of the lanes shall be constructed, including left turn lane and transition.

F. ACCESS FROM RESIDENTIAL SUBDIVISIONS OR ADDITIONS

Residential lots shall have a minimum street frontage at least four (4) times the minimum side yard setback (cul-de-sac lots not included). Where subdivisions are platted so that lots face onto thoroughfares, direct driveway access to the thoroughfare is not permitted unless the lot has a front yard setback of at least 75 feet and a lot width of at least 150 feet.

G. PRIVATE STREETS

Subdivisions may be developed with private streets instead of public streets if the development complies with the requirements of this section and the subdivision has received a specific use permit for a private street development.

1. Design and Construction Standards

Private streets shall conform to the same standards regulating the design and construction of public streets.

2. Streets Excluded

Streets shown on the Thoroughfare Plan shall not be used, maintained or constructed as private streets. Also, the Planning & Zoning Commission may deny the creation of any other private street if in the Commission's judgment the private street would negatively affect traffic circulation on public streets or impair access to property either on-site or off-site to the subdivision, impair access to or from public facilities including schools, parks and libraries, or delay the response time of emergency vehicles.

3. Homeowners Associations Required

Subdivisions developed with private streets shall have a homeowners association which includes all property served by private streets. The association shall own and be responsible for the maintenance of private streets and appurtenances. The association documents must establish a reserve fund for the maintenance of streets and other improvements. The association documents shall be reviewed and approved by the City Attorney to ensure that they conform to this and other applicable City ordinances. The documents shall be filed of record prior to the approval of the Final Plat. Lot deeds must convey membership in the association and provide for the payment of dues and assessments required by the association. The association may not be dissolved without the prior written consent of the City. No portion of the association documents pertaining to the maintenance of the private streets and assessments may be amended without the written consent of the City.

4. Private Street Lot

Private streets shall be constructed within a separate lot owned by the homeowners association. The street shall be in accordance with City Standards (see Attachments 1-6) and the lot shall conform to all applicable City requirements.

An easement covering the street lot shall be granted to the City providing unrestricted use of the property for utilities and the maintenance of same. This right shall extend to all utility providers including telecable companies, operating within the City. The easement shall also provide the City with the right of access for any purpose related to the exercise of a governmental service or function,



SUBDIVISION REGULATIONS

including but not limited to fire and police protection, inspection and code enforcement. The easement shall permit the City to remove any vehicle or obstacle within the street lot that impairs emergency access.

5. Construction and Maintenance Cost

The City shall not pay for any portion of the cost of constructing or maintaining a private street.

6. City Utilities

Water, sewer (when required), drainage facilities, street lights, and signs placed within the private street lot shall be installed to City standards and dedicated to the City prior to approval of the Final Plat. All City regulations relating to infrastructure financing, developer cost participation and capital cost recovery shall apply to developments with private streets with the exception of those applying to street construction.

7. Plans and Inspections

Developments proposed with private streets must submit to the City the same plans and engineering information required to construct public streets and utilities. Requirements pertaining to inspection and approval of improvements prior to Final Plat approval shall apply. Fees charged for these services shall also apply. The City may periodically inspect private streets and require repairs necessary to insure emergency access.

8. Access Restrictions - The entrances to all private streets must be marked with a sign stating that it is a private street. Guard houses, access control gates and cross arms may be constructed with approval of the City Council. All restricted access entrances must be manned 24 hours every day, or provide an alternative means of ensuring access to the subdivision by the City and other utility service providers with appropriate identification. If the association fails to maintain reliable access as required to provide City services, the City may enter the subdivision and remove any gate or device which is a barrier to access at the sole expense of the association. The association documents shall contain provisions in conformity with this paragraph which may not be amended without the written consent of the City.

9. Waiver of Services

The subdivision Final Plat, property deeds and property owner association documents shall note that certain City services shall not be provided on private streets. Among the services which will not be provided are: routine police patrols, enforcement of traffic and parking ordinances and preparation of accident reports. All private traffic regulatory signs shall conform to the Texas Manual of Uniform Traffic Control Devices. Depending on the characteristics of the proposed development other services may not be provided.

10. Petition to Convert to Public Streets

The Property Association documents shall allow the association to request the City accept private streets and the associated property as public streets and right-of-way upon written notice to all association members and the favorable vote of 51% of the membership. However, in no event shall the City be obligated to accept said streets as public. Should the City elect to accept the streets as public, the City may inspect the private streets and assess the lot owners for the expense of needed repairs concurrent with the City's acceptance of the streets. The City will be the sole judge of whether repairs are needed. The City may also require, at the association's expense, the removal of guard houses, access control devices, landscaping or other aesthetic amenities located within the



SUBDIVISION REGULATIONS

street lot. The association documents shall provide for the City's right to such assessment. Those portions of the association documents pertaining to the subject matter contained in this paragraph shall not be amended without the written consent of the City.

11. Hold Harmless

The subdivision Final Plat shall specifically state that the Homeowners Association, as owner of the private streets and appurtenances, agrees to release, indemnify, defend and hold harmless the City, any governmental entity and public utility for damages to the private street occasioned by the reasonable use of the private street by the City, governmental entity or public utility; for damages and injury (including death) arising from the condition of said private street; for damages and injury (including death) arising out of the use by the City, governmental entity or public utility of any restricted access gate or entrance; and for damages and injury (including death) arising out of any use of the subdivision by the City, government entity or public utility. Further, said statement shall provide that all lot owners shall release the City, governmental entities and public utilities for such damages and injuries. The indemnifications contained in this paragraph 11 apply regardless of whether or not such damages and injury (including death) are caused by the negligent act or omission of the City, governmental entity or public utility, or their representative officers, employees or agents.

5.5 Pedestrian Access and Trails

A. PEDESTRIAN ACCESSES

The City may require, in order to facilitate pedestrian access from the streets to schools, parks, playgrounds, or other nearby streets, perpetual unobstructed easements at least fifteen (15) feet in width. Easements shall be indicated on the plat.

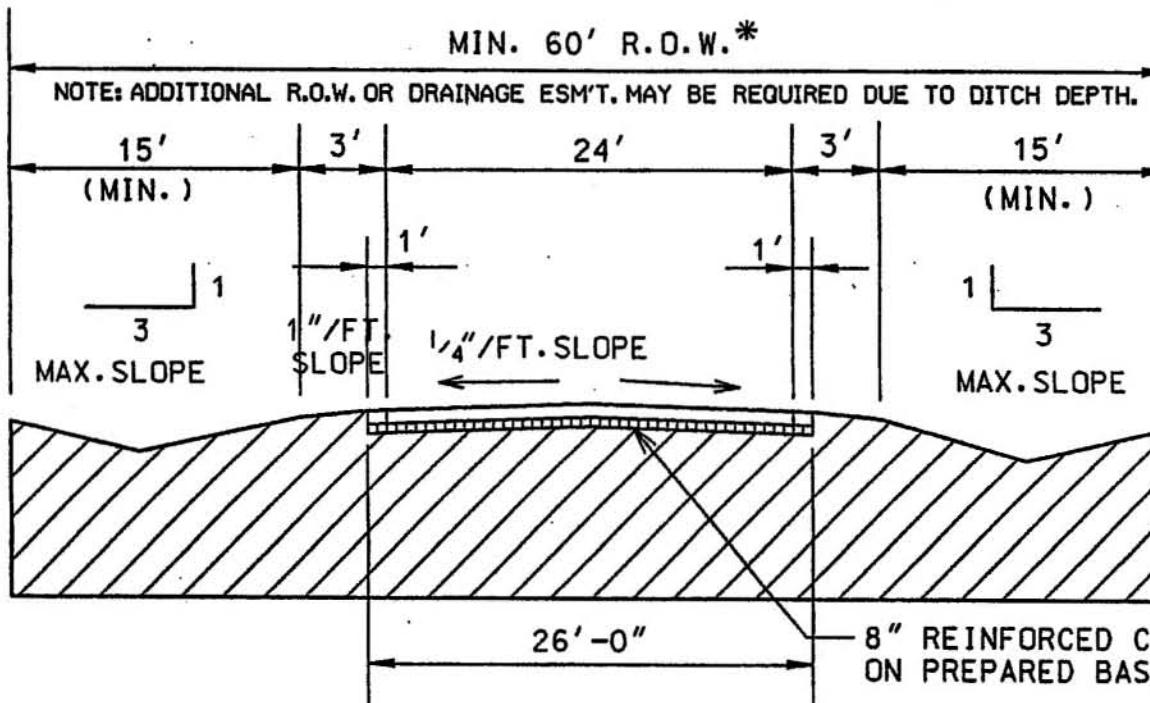
B. TRAILS

When trails are provided in a development, they shall be improved to meet the intended purpose of the trail. The trail improvement shall be permanent and shall be designed for easy maintenance.

5.6 Drainage

A. GENERAL

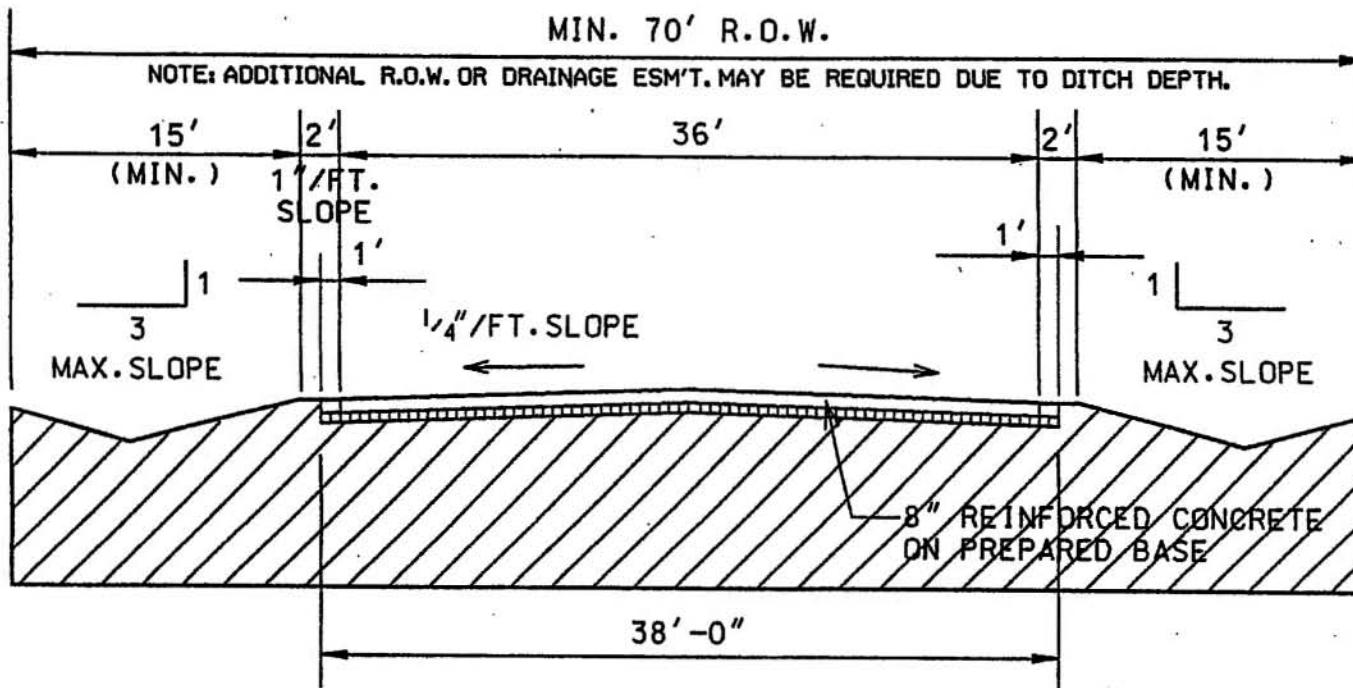
1. Plans, profiles, and specifications shall be prepared for storm sewer improvements to be constructed and shall show the locations, sizes, grades, hydraulic gradients, flow arrows, and other details for the proposed pipe, inlets, manholes, culverts, outlet structures, and other appurtenances. Each sheet of the plans and profiles shall bear the seal and signature of the registered professional civil engineer who prepared them.
2. Storm sewers, bridges, culverts, inlets, and drainage channels or ditches of a permanent design, adequate to carry off 100 year cycle rainfall, shall be installed by the subdivider throughout the entire length of the drainage area where the surface drainage traverses the subdivision.
3. The subdivider shall pay for the cost of all drainage improvements connected with development of his subdivision, including any necessary off-site channels or storm sewers required or attributed including any facilities needed to accommodate increased runoff resulting from the Developer's development of the subdivision, and acquisition of any required easements. The Developer shall provide on-site water detention capacity to limit the rate of runoff from the subdivision or make the



Attachment No.3 - Estate Collector (Concrete) Street
Standard Cross Section

PAVEMENT		BASE	
WIDTH OF CONCRETE ROADWAY	24 FEET	WIDTH OF BASE	26 FEET
THICKNESS OF CONCRETE	8 INCHES	THICKNESS OF BASE	8 INCHES
STRENGTH OF CONCRETE	3000PSI/28 DAYS	COMPACTION OF SUBGRADE	95% TxDOT, TEX-113
REINFORCEMENT	BILLET STEEL GRADE 40, #3 BARS @ 18" C-C	TYPE OF BASE	LIME TREATED BASE, 6% BY WEIGHT (361bs/s.y.)
GRADE	0.3% MINIMUM		
SURFACE	0.5% DESIRED FOR DITCHES BELT FINISHED		

Refer to the North Central Texas Council of Governments for Construction Specifications.



Attachment No.4 - Suburban Collector (Concrete) Street

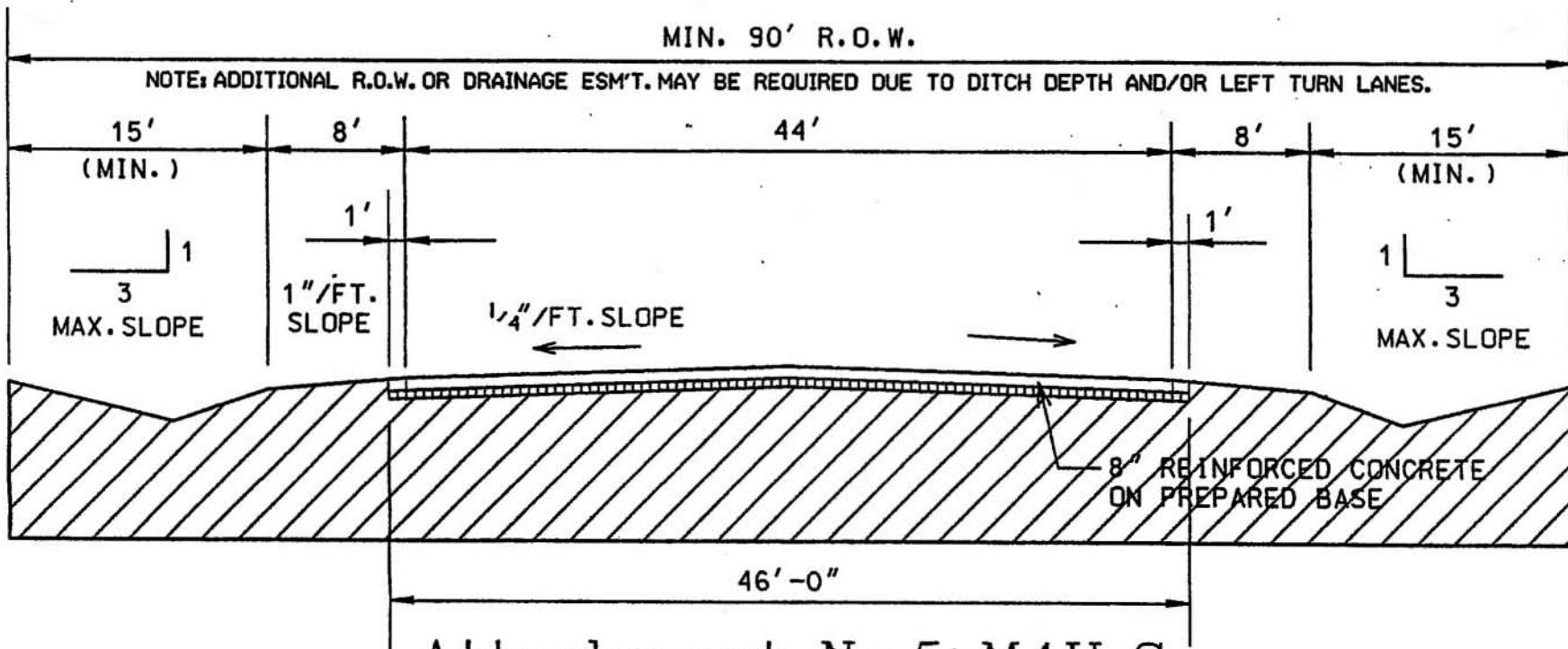
Standard Cross Section

PAVEMENT		BASE	
WIDTH OF CONCRETE ROADWAY	36 FEET	WIDTH OF BASE	38 FEET
THICKNESS OF CONCRETE	8 INCHES	THICKNESS OF BASE	8 INCHES
STRENGHT OF CONCRETE	3000PSI/28 DAYS	COMPACTIION OF BASE	95% TxDOT, TEX-113
REINFORCEMENT	BILLET STEEL GRADE 40. #3BARS @18" C-C	TYPE OF BASE	LIME TREATED
GRADE	0.3% MINIMUM		BASE , 6% BY WEIGHT (36lbs/s.y)
SURFACE	0.5% DESIRED FOR DITCHES BELT FINISHED		

Refer to the North Central Texas Council of Governments for Construction Specifications.

6-1-00

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Attachment No.5: M4U-S
(Suburban Undivided 4 Lane Throughfare

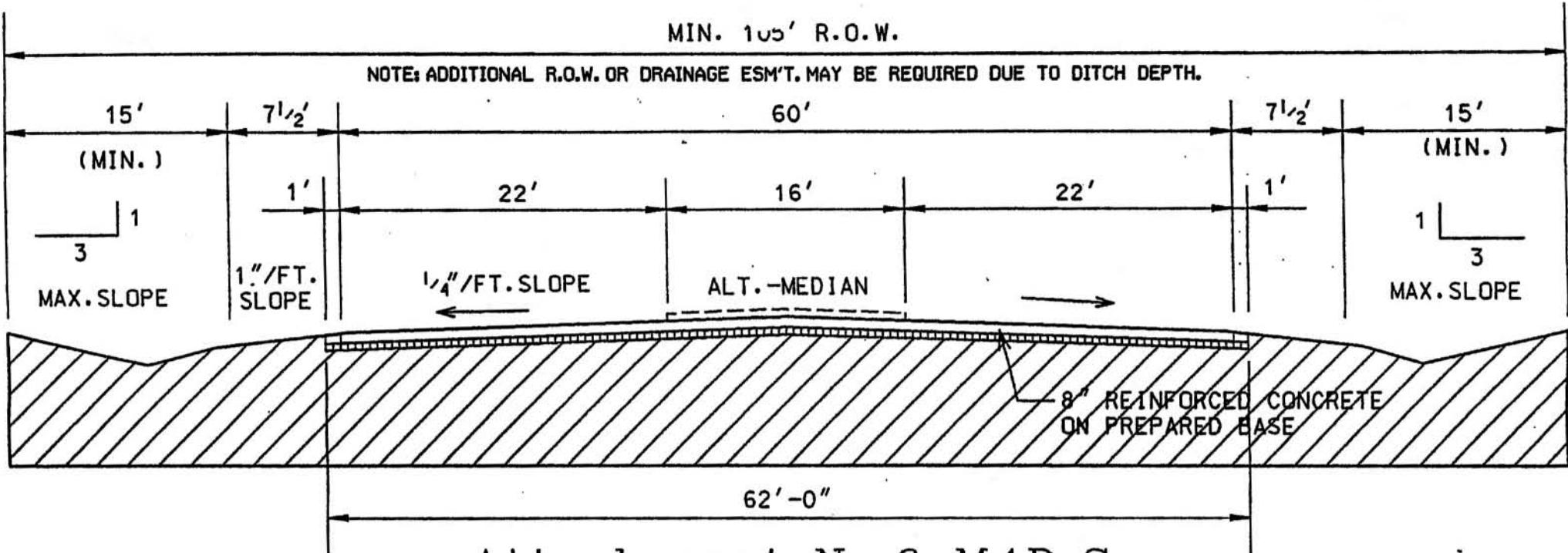
Standard Cross Section

PAVEMENT	BASE
WIDTH OF CONCRETE ROADWAY THICKNESS OF CONCRETE STRENGHT OF CONCRETE REINFORCEMENT	44 FEET 8 INCHES 3000PSI/28 DAYS BILLET STEEL GRADE 40, #3BARS @18" C-C 0.3% MINIMUM 0.5% DESIRED FOR DITCHES BELT FINISHED
GRADE	WIDTH OF BASE THICKNESS OF BASE COMPACTION OF BASE TYPE OF BASE
SURFACE	46 FEET 8 INCHES 95% TxDOT, TEX-113 LIME TREATED BASE , 6% BY WEIGHT (36lbs/s.y)

Refer to the North Central Texas Council of Governments for Construction Specifications.

6-1-00

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


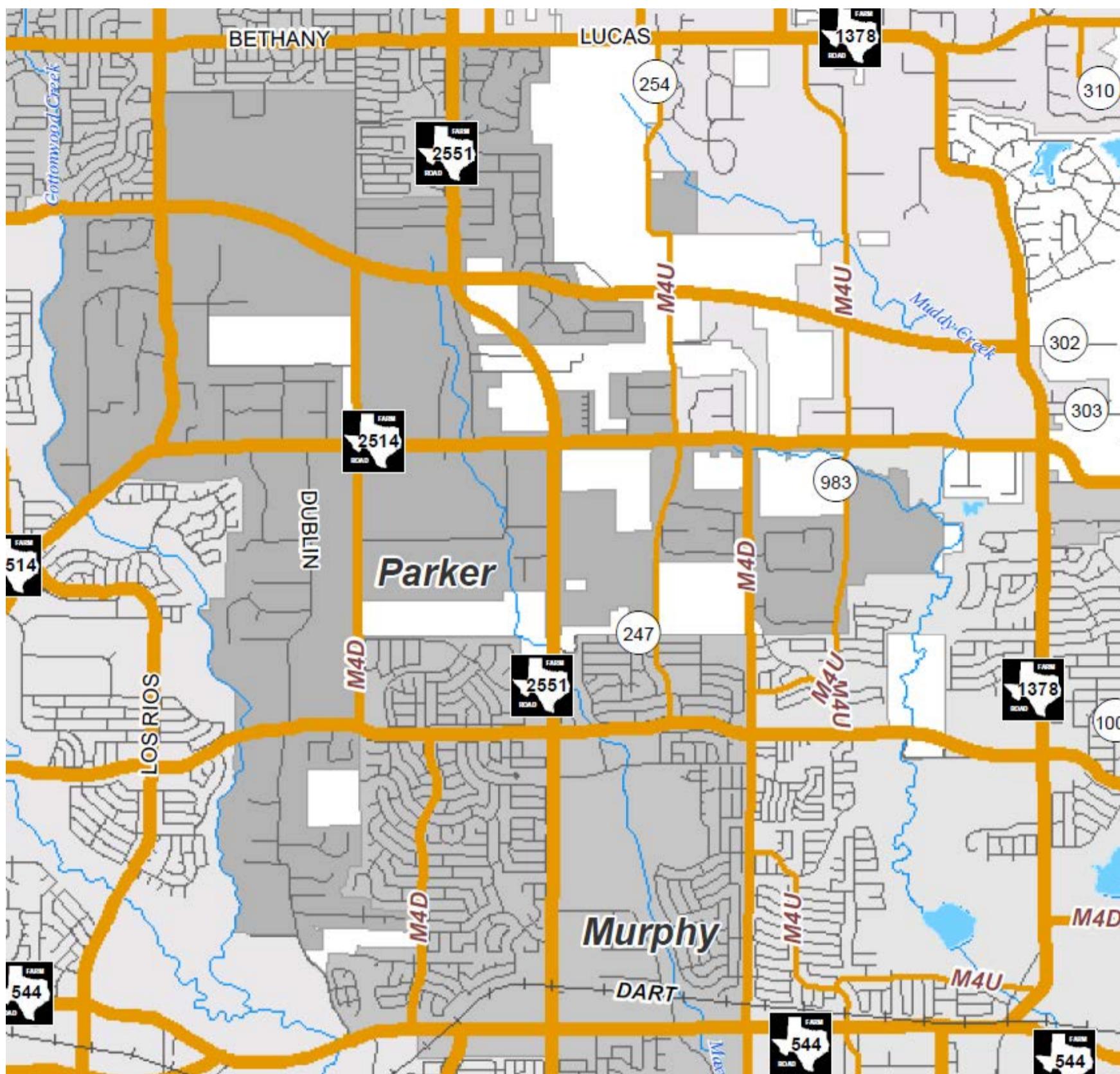
Attachment No.6 M4D-S
(Suburban Divided 4 Lane Throughfare)

Standard Cross Section

PAVEMENT		BASE	
WIDTH OF CONCRETE ROADWAY	60 FEET	WIDTH OF BASE	62 FEET
THICKNESS OF CONCRETE	8 INCHES	THICKNESS OF BASE	8 INCHES
STRENGHT OF CONCRETE	3000PSI/28 DAYS	COMPACTIION OF BASE	95% TxDOT , TEX-113
REINFORCEMENT	BILLET STEEL GRADE 40, #3 BARS @18" C-C	TYPE OF BASE	LIME TREATED BASE, 6% BY WEIGHT (36lbs/s.y)
GRADE	0.3% MINIMUM 0.5% DESIRED FOR DITCHES		
SURFACE	BELT FINISHED		

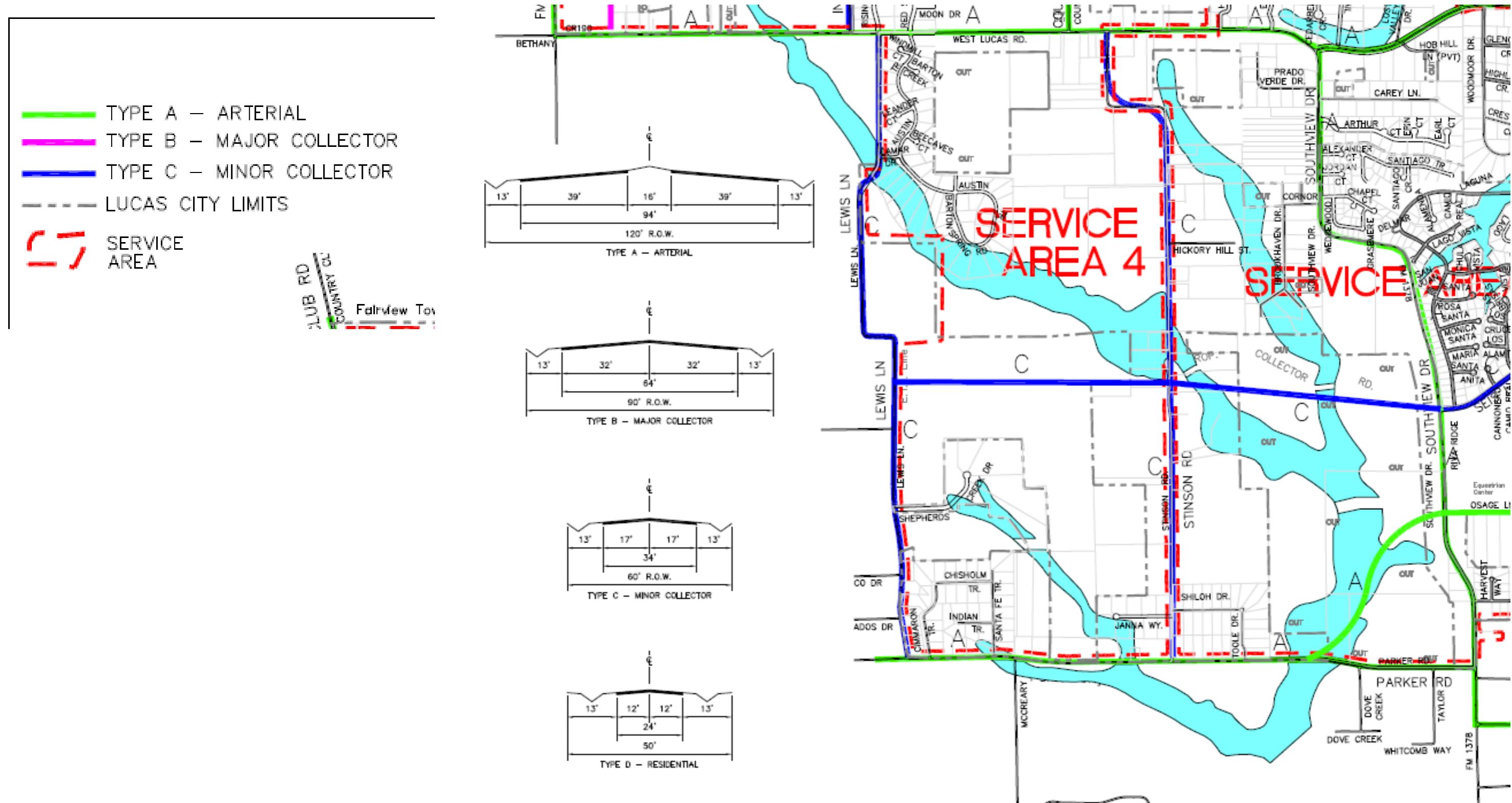
Refer to the North Central Texas Council of Governments for Construction Specifications.





Thoroughfare Plan

- Principal 6 Lane Divided (120' ROW)
- Principal 4 Lane Divided (100' ROW)
- Principal 4 Lane Undivided (70' ROW)
- Major 6 Lane Divided (120' ROW)
- Major 4 Lane Divided (100' ROW)
- Major 4 Lane Undivided (70' ROW)
- Regional Arterial 4 Lane (110' ROW)
- Regional Arterial 2 Lane (90' ROW)
- Freeway
- Tollway



THOROUGHFARE PLAN

CITY OF LUCAS, TEXAS

REVISED SEPTEMBER 24, 2007