

**MURPHY CITY COUNCIL AGENDA  
REGULAR CITY COUNCIL MEETING  
TUESDAY, MAY 15, 2012 AT 6:00 PM  
206 NORTH MURPHY ROAD  
MURPHY, TEXAS 75094**

NOTICE is hereby given of a meeting of the City Council of the City of Murphy, Collin County, State of Texas, to be held on 05/15/2012 at Murphy City Hall for the purpose of considering the following items. The City Council of the City of Murphy, Texas, reserves the right to meet in closed session on any of the items listed below should the need arise and if applicable pursuant to authorization by Title 5, Chapter 551, of the Texas Government Code.

**1 CALL TO ORDER**

**2 INVOCATION & PLEDGE OF ALLEGIANCE**

**3 ROLL CALL & CERTIFICATION OF A QUORUM**

**4 PROCLAMATIONS & PRESENTATIONS**

4.1 Proclamation for Motorcycle Safety Awareness Week

4.2 Proclamation for EMS Week

4.3 Presentation to C.E.R.T. Program Participants

4.4 Presentation from Exchange Club of Murphy

**5 PUBLIC COMMENTS**

**6 CONSENT ITEMS**

All consent agenda items are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Councilmember so requests, in which event the item will be removed from the Consent Agenda and voted on separately.

6.1 Consider and/or act upon approval of a resolution denying Atmos Mid-Tex's proposed rate increase.

**7 PUBLIC HEARINGS**

7.1 Hold a Public Hearing and Consider and/or act on the application of HELEN PICKARD/CVS PHARMACY requesting a change in zoning of approximately 10.844 acres from SFR (Single Family Residential) to a PD (Planned Development) District for Retail Uses with conditions on property located at SWC FM 544 and McCreary Road. (ZF 2012-01)

**8 OTHER CONSIDERATION ITEMS**

8.1 Consider and/or act on the application of Landcore Development Company requesting approval of a site plan for a dialysis clinic with additional retail rental space on the property zoned Planned Development for Retail Uses, located at the northwest corner of FM 544 and Maxwell Creek. (Tract 1, Block C, Lot 3, Murphy Marketplace)

8.2 Consider and/or act upon ratification of the City Council Focus Areas from the 2012 Strategic Planning Session.

- 8.3** Consider and/or act upon the proposed Multi-Agency Recreation Center joint project with the City of Richardson.

**9 DISCUSSION ITEMS**

- 9.1** Update on site plan, landscape plan and elevations for 121 E FM544 (Pad 7 – Einstein’s / Chipotle)

**10 CITY MANAGERS REPORT**

- March Financial Reports
- Stage 2 Water Restrictions
- Primary Election - City Hall Voting
- May 22 - Possible Work Session
- May 28 - City offices closed

**11 EXECUTIVE SESSION**

The City Council will hold a closed Executive Session pursuant to the provisions of Chapter 551, Subchapter D, Texas Government Code, in accordance with the authority contained in:

- 11.1** § 551.071 Consultation with City Attorney regarding pending litigation or contemplated litigation or settlement offer involving Michael Cantrell v. City of Murphy, et. al, Cause No. 6:09-cv-225.
- 11.2** § 551.071 Consultation with City Attorney regarding pending litigation or contemplated litigation or settlement offer involving Johnny Boles v. City of Murphy, et al., Civil Action No. 4:11-cv-682.
- 11.3** § 551.087 Deliberation regarding economic development negotiations (1) to discuss or deliberate regarding commercial or financial information that the governmental body has received from a business prospect that the governmental body seeks to have locate, stay, or expand in or near the territory of the governmental body and with which the governmental body is conducting economic development negotiations; (2) to deliberate the offer of a financial or other incentive to a business prospect described by Subdivision (1) regarding Murphy Marketplace, PD District Ordinance No. 09-02-784 and related development agreements.
- 11.4** § 551.071. Consultation with attorney on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with this chapter regarding Murphy Marketplace, PD District Ordinance No. 09-02-784 and related development agreements; and the application of Landcore Development Co. requesting approval of a site plan.
- 11.5** § 551.072. Deliberation regarding real property; closed meeting; to deliberate the purchase, exchange, lease, or value of real property.

## **12 RECONVENE INTO REGULAR SESSION**

The City Council will reconvene into Regular Session, pursuant to the provision of Chapter 551, Subchapter D, Texas Government Code, to take any action necessary regarding:

- 12.1** § 551.071 Consultation with City Attorney regarding pending litigation or contemplated litigation or settlement offer involving Michael Cantrell v. City of Murphy, et. al, Cause No. 6:09-cv-225.
- 12.2** § 551.071 Consultation with City Attorney regarding pending litigation or contemplated litigation or settlement offer involving Johnny Boles v. City of Murphy, et al., Civil Action No. 4:11-cv-682.
- 12.3** § 551.087 Deliberation regarding economic development negotiations (1) to discuss or deliberate regarding commercial or financial information that the governmental body has received from a business prospect that the governmental body seeks to have locate, stay, or expand in or near the territory of the governmental body and with which the governmental body is conducting economic development negotiations; (2) to deliberate the offer of a financial or other incentive to a business prospect described by Subdivision (1) regarding Murphy Marketplace, PD District Ordinance No. 09-02-784 and related development agreements.
- 12.4** § 551.071. Consultation with attorney on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with this chapter regarding Murphy Marketplace, PD District Ordinance No. 09-02-784 and related development agreements; and the application of Landcore Development Co. requesting approval of a site plan.
- 12.5** § 551.072. Deliberation regarding real property; closed meeting; to deliberate the purchase, exchange, lease, or value of real property.

## **13 ADJOURNMENT**

I certify that this is a true and correct copy of the Murphy City Council Meeting Agenda and that this notice was posted on the designated bulletin board at Murphy City Hall, 206 North Murphy Road, Murphy, Texas 75094; a place convenient and readily accessible to the public at all times, and said notice was posted on May 11, 2012 by 5:00 p.m. and will remain posted continuously for 72 hours prior to the scheduled meeting pursuant to Chapter 551 of the Texas Government Code.

\_\_\_\_\_  
Aimee Nemer, TRMC, MMC  
City Secretary

In compliance with the American with Disabilities Act, the City of Murphy will provide for reasonable accommodations for persons attending public meetings at City Hall. Requests for accommodations or interpretive services must be received at least 48 hours prior to the meeting. Please contact the City Secretary at 972.468.4011 or [anemer@murphytx.org](mailto:anemer@murphytx.org).

**Proclamation**  
**Motorcycle Safety and Awareness Month**

*WHEREAS, today's society is finding more citizens involved in motorcycling on the roads of our country; and*

*WHEREAS, motorcyclists are roughly unprotected and therefore more prone to injury or death in a crash than other vehicle drivers; and*

*WHEREAS, campaigns have helped inform riders and motorists alike on motorcycle safety issues to reduce motorcycle related risks, injuries, and, most of all, fatalities, though a comprehensive approach to motorcycle safety; and*

*WHEREAS, it is the responsibility of all who put themselves behind the wheel, to become aware of motorcyclists, regarding them with the same respect as any other vehicle traveling the highways of this country; and it is the responsibility of riders and motorists alike to obey all traffic laws and safety rules; and*

*WHEREAS, all citizens of our community are urged to become aware of the inherent danger involved in operating a motorcycle, and for riders and motorists alike to give each other the mutual respect they deserve;*

*NOW, THEREFORE I, Bret Baldwin, Mayor of the City of Murphy, do hereby proclaim the month of May, 2012, as **Motorcycle Safety and Awareness Month** in Murphy.*

*IN WITNESS WHEREOF, I have set my hand and caused the Seal of the City to be affixed this 15th day of May 2012.*

**Proclaimed by**

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**Bret M. Baldwin, Mayor**

***Proclamation***  
***Emergency Medical Services Week***  
***May 20 – 26, 2012***

***WHEREAS***, emergency medical services is a vital public service; and

***WHEREAS***, the members of emergency medical services teams are ready to provide lifesaving care to those in need 24 hours a day, seven days a week; and

***WHEREAS***, access to quality emergency care dramatically improves the survival and recovery rate of those who experience sudden illness or injury; and

***WHEREAS***, the emergency medical services system consists of physicians, nurses, emergency medical technicians, paramedics, firefighters, educators, administrators and others; and

***WHEREAS***, the members of emergency medical services teams, whether career or volunteer, engage in thousands of hours of specialized training and continuing education to enhance their lifesaving skills; and

***WHEREAS***, it is appropriate to recognize the value and the accomplishments of emergency medical services providers by designating Emergency Medical Services Week.

***NOW THEREFORE***, I, Bret Baldwin, do hereby proclaim May 20-26, 2012,

***EMERGENCY MEDICAL SERVICES WEEK***

**Proclaimed this 15<sup>th</sup> Day of May**

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**Mayor Bret Baldwin**

**Issue**

Consider and/or act upon approval of a resolution denying Atmos Mid-Tex's proposed rate increase.

**Staff Resource/Department**

James Fisher, City Manager  
Linda Truitt, Finance Director

**Summary**

The City, along with approximately 153 other cities served by Atmos Energy Corp., Mid-Tex Division ("Atmos Mid-Tex" or "Company"), is a member of the Atmos Cities Steering Committee ("ACSC" or "Steering Committee"). On or about January 31, 2012, Atmos Mid-Tex filed with the City a Statement of Intent to increase rates within the City.

The City approved Resolution No. 12-R-746 on March 6, 2012 suspending the effective date of the proposed rate increase and sent the resolution on Atmos Mid-Tex on March 7, 2012. A settlement has not been reached; therefore, ACSC is recommending that the City deny Atmos Mid-Tex's proposed rate increase pending further settlement discussions and to prevent Atmos' proposed rate increase from automatically taking effect on June 11, 2012.

**Background**

In 2003, TXU Gas filed a statewide rate case which became known at the Railroad Commission of Texas ("RRC") as Gas Utilities Docket ("GUD") No. 9400. That same year the Texas Legislature passed legislation referred to as the Gas Reliability Infrastructure Program ("GRIP") which authorized annual piecemeal rate reviews that Texas courts have concluded significantly restrict city jurisdiction, participation, and input. Shortly after GUD No. 9400 was decided in 2004, Atmos Energy purchased TXU Gas and created what is known as Atmos Energy Corp., Mid-Tex Division. The City is within the Atmos Mid-Tex Division.

Atmos Mid-Tex filed four GRIP cases before filing a traditional rate case in September, 2007. As part of Cities' Settlement Agreement with Atmos of the 2007 rate case, ACSC and Atmos created a substitute process for annual piecemeal GRIP cases. That substitute process was called a Rate Review Mechanism ("RRM") and was intended as an expedited but comprehensive rate review that included a number of fixed values and constraints. The RRM was intended as a three-year experiment. Last year, it was extended for a fourth year with some slight modifications to the original formulas. ACSC negotiated with Atmos in the final quarter of last year to further extend the RRM process, but no agreement was reached. Atmos has expressed a desire to reach a settlement of the January 31, 2012 filing that includes a revised RRM process.

Atmos Mid-Tex filed a Statement of Intent on January 31, 2012, seeking to increase system-wide base rates (which exclude the cost of gas) by approximately \$49 million or 11.94%. However, the Company is requesting an increase of 13.6%, excluding gas costs, for its residential customers. Additionally, the application would change the way that rates are collected, by increasing the residential fixed-monthly (or customer) charge from \$7.50 to

\$18.00 and decreasing the consumption charge from \$0.25 per 100 cubic feet (“ccf”) to \$0.07 per ccf.

On March 6, 2012, the City Council approved a resolution suspending the effective date of the Atmos Mid-Tex’s proposed rate increase. Motion made by Colleen Halbert to approve as presented with second by John Daugherty. Motion passed unanimously. Resolution was sent to Atmos on March 7, 2012.

Since the filing by Atmos Mid-Tex, ACSC engaged attorneys and consultants to review Atmos Mid-Tex’s proposed rate increase. Additionally, the ACSC cities passed suspension resolutions earlier this year, extending the effective date of Atmos Mid-Tex’s proposed rate increase to June 4, 2012, in order to permit the cities time to review Atmos Mid-Tex’s Statement of Intent. During their review, ACSC’s consultants found justification that Mid-Tex’s rates should be decreased. On April 25, 2012, the Company extended the effective date of its proposed rate change, which similarly extended cities’ jurisdictional deadline to June 11, 2012.

ACSC and the Company have engaged in some settlement discussions but have not yet reached agreement. ACSC is hoping to achieve settlement with the Company in order to perpetuate the RRM process. The ACSC Settlement Committee therefore recommends denial of the Company’s proposed rate increase rather than a rate decrease to facilitate further settlement discussions. The resolution prevents the Company’s proposed rates from automatically going into effect on June 11. The Company has expressed a desire for settlement while an appeal from the cities’ denial of the rate increase is pending at the RRC. Should a settlement be reached, the City may be required to pass an ordinance setting new rates pursuant to the settlement.

The purpose of the resolution is to deny Atmos Mid-Tex’s proposed rate increase pending further settlement discussions and to prevent Atmos’ proposed rate increase from automatically taking effect on June 11, 2012.

#### **Financial Considerations**

N/A

#### **City Manager Comments**

Please see Exhibit A for the ACSC consultants recommended adjustment to Atmos Mid-Tex’s statement of intent to increase rates.

#### **Action Requested**

Motion to approve the resolution denying Atmos Mid-Tex’s proposed rate increase.

#### **Attachments**

- 1) Resolution
- 2) Memo to ACSC Members
- 3) Exhibit A to Memo

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE CITY OF MURPHY, TEXAS, DENYING ATMOS ENERGY CORP., MID-TEX DIVISION'S ("ATMOS MID-TEX") REQUESTED RATE CHANGE; REQUIRING THE COMPANY TO REIMBURSE THE CITY'S REASONABLE RATEMAKING EXPENSES; FINDING THAT THE MEETING AT WHICH THIS RESOLUTION IS PASSED IS OPEN TO THE PUBLIC AS REQUIRED BY LAW; REQUIRING NOTICE OF THIS RESOLUTION TO THE COMPANY AND ACSC'S LEGAL COUNSEL**

**WHEREAS**, the City of Murphy, Texas ("City") is a gas utility customer of Atmos Energy Corp., Mid-Tex Division ("Atmos Mid-Tex" or "Company"), and is a regulatory authority under the Gas Utility Regulatory Act ("GURA") and under Chapter 104, §104.001 et seq. of GURA, has exclusive original jurisdiction over Atmos Mid-Tex's rates, operations, and services within the City; and

**WHEREAS**, the City is a member of the Atmos Cities Steering Committee ("ACSC"), a coalition of over 150 similarly situated cities served by the Company that have joined together to facilitate the review and response to natural gas issues affecting rates charged in the Atmos Mid-Tex Division; and

**WHEREAS**, pursuant to the terms of the agreement settling the Company's 2007 Statement of Intent to increase rates, ACSC and the Company worked collectively to develop a Rate Review Mechanism ("RRM") tariff that allows for an expedited rate review process controlled in a three-year experiment by ACSC as a substitute to the current GRIP process instituted by the Legislature; and

**WHEREAS**, ACSC and the Company agreed to extend the RRM process in reaching a settlement in 2010 on the third RRM filing; and

**WHEREAS**, in 2011, ACSC and the Company engaged in good faith negotiations regarding the continuation of the RRM process, but were unable to come to ultimate agreement; and

**WHEREAS**, on or about January 31, 2012, the Company filed a Statement of Intent with the cities retaining original jurisdiction within its Mid-Tex service division to increase rates by approximately \$49 million; and

**WHEREAS**, Atmos Mid-Tex proposed March 6, 2012, as the effective date for its requested increase in rates; and

**WHEREAS**, the City suspended the effective date of Atmos Mid-Tex's proposed rate increase for the maximum period allowed by law and thus extended the City's jurisdiction until June 4, 2012; and

**WHEREAS**, on April 25, 2012, the Company extended the effective date for its proposed rates by one week, which similarly extended the City's jurisdiction until June 11, 2012; and

**WHEREAS**, the ACSC Executive Committee hired and directed legal counsel and consultants to prepare a common response to the Company's requested rate increase and to negotiate with the Company and direct any necessary litigation; and

**WHEREAS**, ACSC's consultants conducted a review of the Company's requested rate increase and found justification that the Company's rates should be decreased; and

**WHEREAS**, ACSC and the Company have engaged in settlement discussions but will be unable according to Company representations to reach settlement in sufficient time for cities to act before June 11, 2012; and

**WHEREAS**, failure by ACSC members to take action before June 11, 2012 would allow the Company the right to impose its full request on residents of said ACSC members; and

**WHEREAS**, the ACSC Settlement Committee recommends denial of the Company's proposed rate increase in order to continue settlement discussions pending the Company's appeal of cities' denials to the Railroad Commission of Texas; and

**WHEREAS**, the GURA § 103.022 provides that costs incurred by cities in ratemaking activities are to be reimbursed by the regulated utility.

**THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MURPHY, TEXAS:**

1. That the rates proposed by Atmos Mid-Tex to be recovered through its gas rates charged to customers located within the City limits, are hereby found to be unreasonable and shall be denied.
2. That the Company shall continue to charge its existing rates to customers within the City and that said existing rates are reasonable.
3. That the City's reasonable rate case expenses shall be reimbursed by the Company.
4. That it is hereby officially found and determined that the meeting at which this Resolution is passed is open to the public as required by law and the public notice of the time, place, and purpose of said meeting was given as required.

5. A copy of this Resolution shall be sent to Atmos Mid-Tex, care of David Park, Vice President Rates & Regulatory Affairs, at Atmos Energy Corporation, Mid-Tex Division, 5420 LBJ Freeway, Suite 1862, Dallas, Texas 75240, and to Geoffrey Gay, General Counsel to ACSC, at Lloyd Gosselink Rochelle & Townsend, P.C., P.O. Box 1725, Austin, Texas 78767-1725.

PASSED AND APPROVED this 15<sup>th</sup> day of May 2012.

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Bret M. Baldwin, Mayor

ATTEST:

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Aimee Nemer, City Secretary

APPROVED AS TO FORM:

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Wm. Andrew Messer, City Attorney

Mr. Gay's Direct Line: (512) 322-5875  
Email: ggay@lglawfirm.com

## MEMORANDUM

TO: Atmos Cities Steering Committee Members

FROM: Geoffrey M. Gay  
Georgia Crump  
Eileen McPhee

DATE: April 30, 2012

RE: Denial Resolution For Atmos Mid-Tex's Requested Rate Increase

### **Background on Atmos Mid-Tex Rate Case**

On January 31, 2012, Atmos Energy Corporation, Mid-Tex Division ("Atmos Mid-Tex" or "Company") filed with Atmos Cities Steering Committee ("ACSC") city members that exercise original jurisdiction a request for a rate increase in excess of \$49 million. ACSC members passed resolutions suspending the effective date of the proposed increase to allow ACSC attorneys and consultants to study the request. A summary of the consultants' findings is attached as Exhibit A. The ACSC Settlement Committee has met with Company officials to negotiate a settlement. While ACSC has given the Company a settlement offer, Atmos Mid-Tex does not want to provide a written offer before the expiration of city jurisdiction on June 11, 2012.

### **Timing of City Action**

ACSC members with original jurisdiction suspended the proposed effective date of March 6, 2012, extending city jurisdiction until June 4, 2012. On April 25, 2012, the Company extended its effective date by a week, which similarly extended the June 4, 2012 deadline to June 11, 2012. It does not appear that settlement could be achieved within a time frame that would allow the City to take action prior to June 11, 2012. Thus, ACSC members are encouraged to pass a denial resolution. Atmos Mid-Tex has promised to support the action which does not preclude a subsequent settlement. If settlement is achieved, ACSC will return to member cities with a request for approval of the settlement.

**Recommendation and Explanation of Denial Resolution**

The ACSC Settlement Committee recommends the ACSC cities pass resolutions denying Atmos Mid-Tex's proposed rate increase. The denial resolution will prevent the Company's proposed rate increase from automatically taking effect on June 11, 2012, and allow more time to engage in settlement discussions. Atmos will appeal your denial to the Railroad Commission which will trigger a 185-day time frame for action by the Commission. Settlement will hopefully occur before a hearing takes place. Please contact Geoffrey Gay if you have any questions or concerns.

## Exhibit A

### ACSC Consultants' Recommended Adjustments to Atmos Mid-Tex's 2012 Statement of Intent to Increase Rates<sup>1</sup>

Following a review of the Company's 2012 Statement of Intent, ACSC consultants found justification for an approximately \$77 million decrease to the Company's requested revenue, resulting in a \$23 million decrease to the current rates charged by Atmos Mid-Tex. ACSC consultants' recommendation for a rate decrease is based upon the following major components:<sup>2</sup>

- Lowering the Company's return on equity from 10.9% to 9.5%, resulting in a revenue requirement decrease of over \$30 million
- Removing the Company's improper post-test year adjustment to add plant from January to March 2012, resulting in a revenue requirement decrease of approximately \$5 million
- Removing the Company's proposal for an energy efficiency plan to be funded only by ratepayers, resulting in a revenue requirement decrease of over \$1 million
- Various adjustments to accumulated deferred income tax, resulting in a revenue requirement decrease of approximately \$10 million
- Recognizing new depreciation rates as filed by the Company (without adjustment by ACSC consultants), resulting in a revenue requirement decrease of approximately \$15 million
- Various adjustments to the Company's requested level of operating and maintenance (O&M) expense, resulting in a revenue requirement decrease of over \$8 million
- Reducing rate base to account for ratepayer supplied funds relating to other post-employment benefits (FASB 106), resulting in a revenue requirement decrease of over \$8 million
- Cap residential customer charge at \$9.00, instead of Atmos' requested \$18.00.

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<sup>1</sup> All figures are adjustments resulting in a revenue requirement impact to Atmos' filed case system-wide. Factoring out Dallas, the ACSC cities would see slight decreases in the numbers listed above.

<sup>2</sup> Please note that the adjustments listed are on a stand-alone basis, and may have a different impact when combined with the other adjustments.

**Issue**

Hold a Public Hearing and Consider and/or act on the application of HELEN PICKARD/CVS PHARMACY requesting a change in zoning of approximately 10.844 acres from SFR (Single Family Residential) to a PD (Planned Development) District for Retail Uses with conditions on property located at SWC FM 544 and McCreary Road. (ZF 2012-01)

**Staff Resource/Department**

Kristen Roberts, Director of Economic and Community Development

**Summary**

The proposed Planned Development District Conditions and concept plan depict three retail buildings on the full property, approximately 11 acres on the property located at the SWC FM544 and McCreary Road. However, there are no immediate plans to develop the property as such with the exception of FM 544 frontage/northeast corner. To address development specifics and details for the future of the entire approximate 11 acres and adjacent properties, the property must be zoned as a Planned Development District detailing uses and conditions.

**Background**

The property is currently zoned Single Family Residential (SFR). The SFR District does not allow the requested uses; however, the applicant is requesting the approval of a Planned Development District in order to address certain development conditions. The applicant is requesting to change the zoning on the subject property from the Single Family Residential District to a PD (Planned Development) District for Retail Uses with conditions in order to allow for the future development depicted on the submitted concept plan.

Development of this property would be restricted to only those uses listed in the proposed Planned Development District.

The 2008 Future Land Use Plan recommends Mixed Use for the subject property as well as the surrounding properties as shown on the Future Land Use Plan. Areas appropriate for this type of land use are intended to provide a mixture of non-residential and residential uses, with the non-residential component comprising a greater percentage of the development than the residential component – this would be approximately a 60/40 split. Generally, businesses within this use would be limited to office, retail and public uses.

However, the majority of the adjacent properties as described above are directly within the floodway, making future development options limited.

**Other Considerations**

**Planned Development District Conditions**

At the April 23, 2012 Planning & Zoning Commission, some Planned Development Conditions were edited as well as consideration of edits to be recommended by the applicant. The sections below detail the Staff Recommended verbiage vs. the Commission's and/or applicant's recommendations.

**A.**

Staff recommended verbiage:

G. Landscape Standards – section 2) should now read: A landscape buffer shall be provided twenty-five (25) feet in depth adjacent to the right-of-way of FM 544, twenty-five (25) feet in depth adjacent to McCreary Road, and fifteen (15) feet from all other property lines. No parking may be placed within any landscape buffer. Pedestrian easements and sidewalks may be located within a landscape buffer.

Planning & Zoning Commission recommendation:

G. Landscape Standards – section 2) should now read: A landscape buffer shall be provided twenty-five (25) feet in depth adjacent to the right-of-way of FM 544, twenty-five (25) feet in depth adjacent to McCreary Road, and fifteen (15) feet from all other property lines. No parking may be placed within any landscape buffer. Pedestrian easements and sidewalks may be located within a landscape buffer.

**B.**

Staff Recommended verbiage:

J. Signage and Graphics, 3. Shopping Center Sign, a. shall now read: The shopping center sign shall be constructed at a height of not to exceed thirty-five (35) feet upon approval of a building permit of an anchor tenant.

Applicant recommendation:

J. Signage and Graphics, 3. Shopping Center Sign, a. The shopping center sign shall be constructed in phases as referenced in Exhibit C. The total sign height shall not exceed thirty five (35') feet. Phase Two of the sign shall not be permitted until a building permit is received for development on Lot 2.

**C.**

Staff Recommended verbiage:

K. Open Space, 1. Add the verbiage: All pedestrian areas and open space must be located away from vehicular traffic areas.

Applicant recommendation:

K. Open Space, 1. Add the verbiage: All pedestrian areas and open space must be located away from vehicular traffic areas as reflected generally on the concept plan attached.

**Planned Development District Permitted Uses**

Staff has continued to review the details of the proposed Planned Development. It is recommended to edit the following Permitted Uses:

4. Artist Studio (SUP)
6. Bank or Credit Union (with Drive-thru)(one free standing only) (SUP)
8. ~~Barber/Beauty Shop College~~ (SUP)
16. Financial Services (Advice/Invest) (SUP)
21. Health Club (Indoors) (SUP)
23. Insurance Agency Offices (SUP)
26. Offices (Brokerage Services) (SUP)

27. Offices (Health Services) (SUP)
28. Offices (Legal Services) (SUP)
29. Offices (Professional) (SUP)
34. Real Estate Offices (SUP)
40. Travel Agency (SUP)

For clarification, the following are defined in the Code of Ordinances for Restaurant and Cafeteria:

*Restaurant or cafeteria (with no drive-through service)* means an eating establishment where customers are primarily served at tables or are self-served, where food is consumed on the premises, and which does not have a drive-through window.

### **Concept Plan and Phasing Plan Schedule**

1. Staff understands that the front, northeast portion of the property (corner of FM544 and McCreary and noted as Phase 1) has been sold off to CVS using metes and bounds. Collin CAD already shows them as the owner. The zoning is currently Single Family Residential and the property is not platted nor was this section subdivided from the approximate 11 acres prior to being sold.
2. The applicant intends to phase development of this site in two Phases. Phase 1 development is proposed at the front, northeast portion of the property (corner of FM544 and McCreary), leaving the remaining acreage, Phase 2, undeveloped with no current or planned users. Although CVS Pharmacy is one of the intended front piece users, that particular development is **not** an item for consideration at this time.
3. Staff has met with the developer for many months and on numerous occasions communicated the concern of puzzle-piece developing this property. The development of the front piece dictates and limits the possibilities of potential development on the back portion of the property, including potential users, traffic management, building layouts, pedestrian flow, etc...all of which are unknown with no current plans.
4. In an effort to address staff's concerns with the unknown traffic flow, not only with the development but cross access openings with the adjacent City's development, the applicant conducted a Site Access Assessment. A copy of this study has been included with this item for your review.
5. A portion of the building shown on Lot 3 is within the floodplain area shown. A flood study at the developer's expense will be completed for any grading improvements within the floodplain.
6. A public hearing notification for this proposed zoning change was published in the newspaper as well as notification mailed to the property owners included in the required 200 feet notification radius prior to the May 15, 2012 Public Hearing on this item.

### **Board Discussion/Action**

On April 23, 2012, the Planning & Zoning Commission approved 6-0 the application of Helen Pickard/CVS Pharmacy requesting a change in zoning of approximately 10.844 acres from SFR (single family Residential) to a PD (planned development) District for retail uses with the following conditions:

- Deleting all reference of '15 ft from other property lines' in Section G.
- Section J – signage - to be reworked with verbiage agreeable to both parties by the City in regards to phasing 1 & 2
- Section K - more clarity will be given to Section K open space with verbiage agreeable to both parties

### **City Manager Comments**

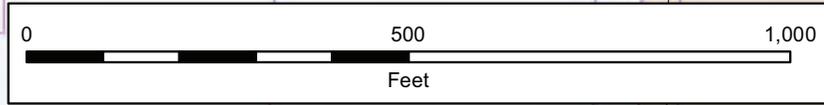
Kristen and I have met with the developers of this property multiple times. Our greatest concern is the piecemeal type of approach to the development. The proposed pharmacy is the only known piece and the other building drawings are just conceptual drawings. It is hard to make a recommendation regarding driveway placements, internal drives, signage, and landscape improvements that meet our community standards when the overall project is unknown. We have expressed our concerns to the developer with no avail. This is an important retail corner in our City and we only have one chance to do it right.

### **Action Requested**

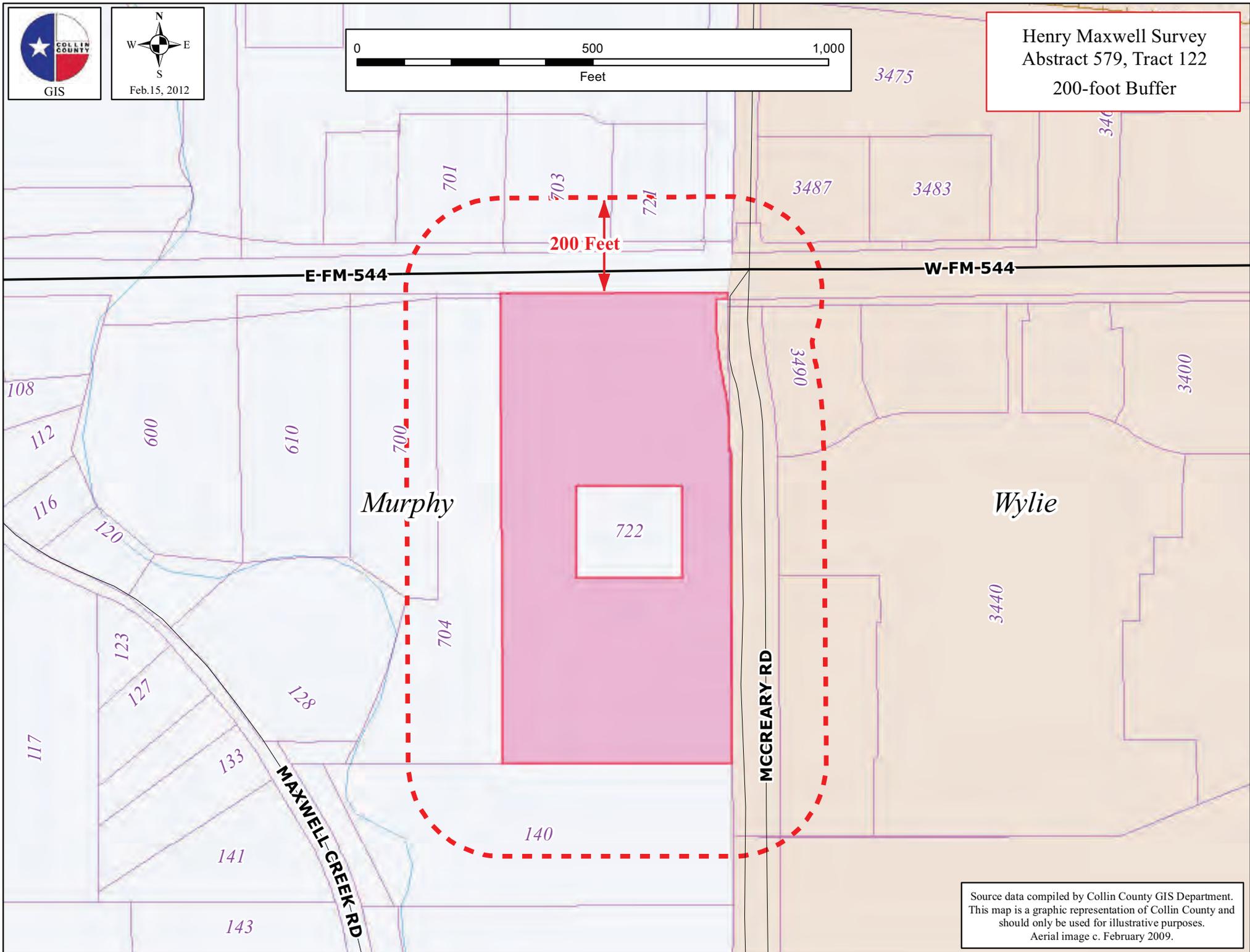
Staff recommends approval with the listed staff verbiage.

### **Attachments**

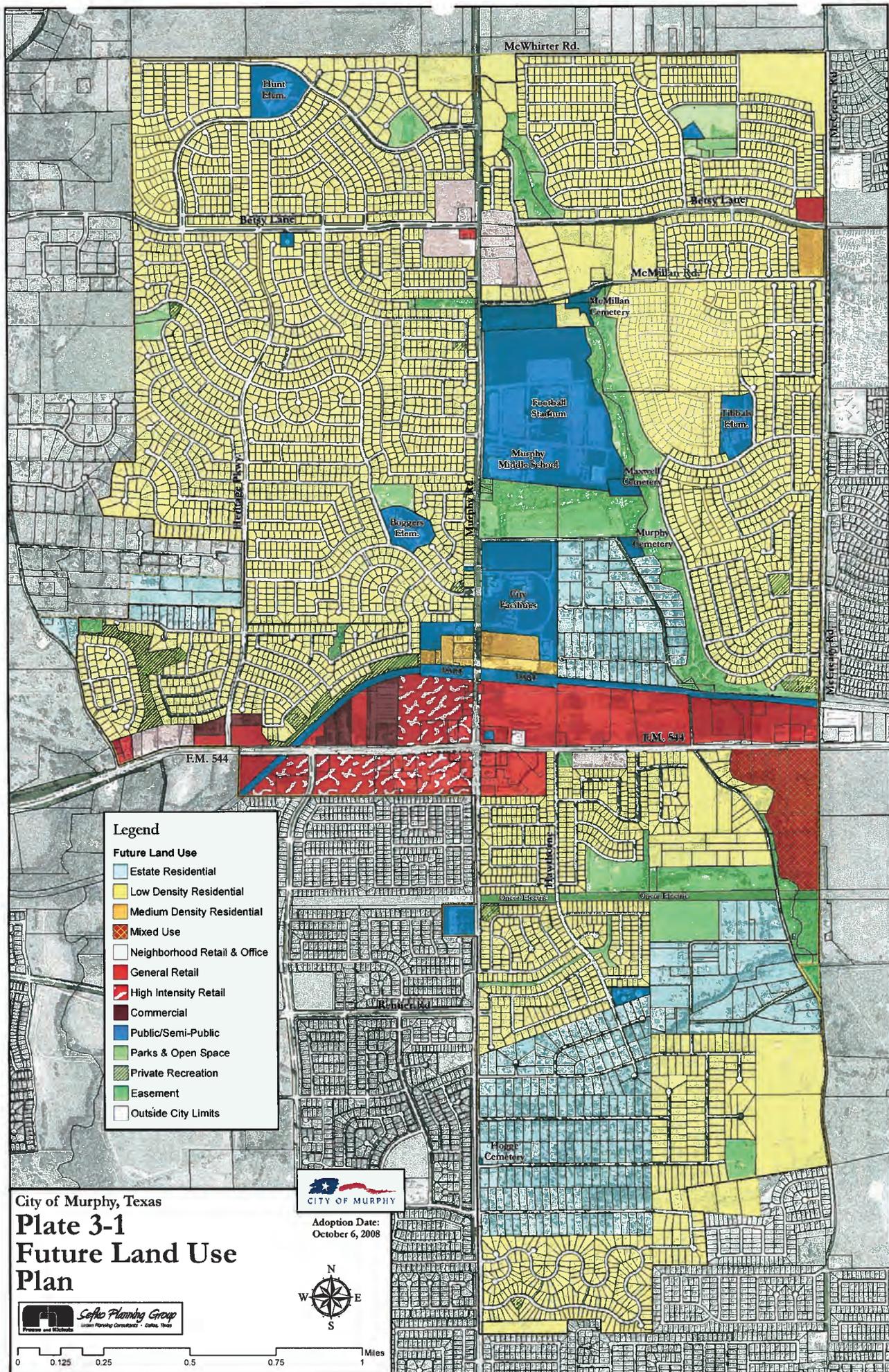
- 1) Location Map
- 2) Future Land Use Plan Map
- 3) Concept Site Plan
- 4) Exhibit B - Planned Development District Conditions
- 5) Exhibit C - Signage
- 6) Exhibit D – Landscape Plan
- 7) Exhibit E – Exterior Elevation Plan and Color Renderings
- 8) Exhibit E – Exterior Elevation Plan and Color Renderings 2
- 9) Exhibit E – Exterior Elevation Plan and Color Renderings 3
- 10) Phasing Exhibit
- 11) Traffic Study from applicant
- 12) Letter from Applicant
- 13) Power Point from applicant



Henry Maxwell Survey  
 Abstract 579, Tract 122  
 200-foot Buffer



Source data compiled by Collin County GIS Department.  
 This map is a graphic representation of Collin County and  
 should only be used for illustrative purposes.  
 Aerial image c. February 2009.



- Legend**
- Future Land Use**
- Estate Residential
  - Low Density Residential
  - Medium Density Residential
  - Mixed Use
  - Neighborhood Retail & Office
  - General Retail
  - High Intensity Retail
  - Commercial
  - Public/Semi-Public
  - Parks & Open Space
  - Private Recreation
  - Easement
  - Outside City Limits

City of Murphy, Texas  
**Plate 3-1**  
**Future Land Use**  
**Plan**



Adoption Date:  
 October 6, 2008

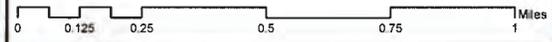




EXHIBIT B

ZONING FILE NO. 2012-\_\_\_\_\_

McCreary Marketplace  
SW Corner of FM 544 and McCreary Road

PLANNED DEVELOPMENT CONDITIONS

- I. **Statement of Intent:** The intent of this Planned Development District is to provide high quality retail development that is generally consistent with the Comprehensive Plan.
- II. **Statement of Purpose:** The purpose of this Planned Development District is to ensure that any development that occurs within the area designated by this Planned Development encourage the following uses.
  - Larger anchor uses
  - Grocery Store
  - Family, sit-down restaurants
  - Upscale retail shops
  - Individual pad site uses
  - Other retail uses as outlined herein
- III. **Statement of Effect:** This Planned Development shall not affect any regulation found in the Comprehensive Zoning Ordinance, Ordinance No. 04-05-610, as amended, except as specifically provided herein.
- IV. **General Regulations:** All regulations of the R (Retail) District set forth in Section 29 of the Comprehensive Zoning Ordinance are included by reference and shall apply except as otherwise specified by this ordinance.
- V. **Development Plans:**
  - A. Concept Plan: Development shall be in general conformance with the approved concept plan set forth in Exhibit C; however, in the event of conflict between the concept plan and the conditions, the conditions shall prevail.
  - B. Landscape Plan: Development shall be in general conformance with the approved landscape plan set forth in Exhibit D; however, in the event of conflict between the landscape plan and the conditions, the conditions shall prevail.
  - C. Exterior Elevation Plan: Development shall be in general conformance with the approved exterior elevations as set forth in Exhibit E; however, in the event of conflict between the exterior elevations and the conditions, the conditions shall prevail.
  - D. Signage Plan: Development shall be in general conformance with the approved signage plan as set forth in Exhibit F; however, in the event of conflict between the signage plan and the conditions, the conditions shall prevail.
  - E. Concept Plan, Landscape Plan, Exterior Elevation Plan, and Signage Plan approval shall be for a period of one year from the date of City Council action on the plan. If within that one-year period a site plan has been submitted and approved for a portion of the development, then the Concept Plan shall be deemed

## Planned Development Conditions

Zoning File 2012-\_\_\_\_\_

Page 2

to have no expiration date. Site plans shall be valid for a period of one year from the date of City Council action on the plan.

- F. Site Plan: A Site Plan shall be submitted in accordance with the Requirements set forth in Chapter 86, Article II, and Division 7 of the City of Murphy Code of Ordinances. The Site Plan may be for all or any part of the land within the Planned Development District.

### VI. Specific Regulations:

#### A. Permitted Uses

1. Amusement Services (Indoors) (SUP)
2. Antique Shop
3. Art Dealer/Gallery
4. Artist Studio (SUP)
5. Bakery (Retail)
6. Bank or Credit Union (with Drive-thru)(one free standing only) (SUP)
7. Barber/Beauty Shop
8. ~~Barber/Beauty Shop College (SUP)~~
9. Book Store
10. Cafeteria
11. Computer Sales
12. Confectionery Store (Retail)
13. Department Store
14. Dinner Theatre (SUP Only)
15. Electronics (Retail)
16. Financial Services (Advice/Invest) (SUP)
17. Florist
18. Food or Grocery Store
19. Furniture Sales (Indoor)
20. Hardware Store
21. Health Club (Indoors ) (SUP)
22. Home Improvement Center
23. Insurance Agency Offices (SUP)
24. Laundry/Dry Cleaning (Drop Off/Pick Up Only)
25. Motion Picture Theatre
26. Offices (Brokerage Services) (SUP)
27. Offices (Health Services) (SUP)
28. Offices (Legal Services) (SUP)
29. Offices (Professional) (SUP)
30. Pet Shop/Supplies
31. Pharmacy(with Drive-thru)
32. Photo Studio
33. Photocopying /Duplicating
34. Real Estate Offices (SUP)
35. Restaurant
36. Restaurant (Drive-In/Drive-Thru) (SUP)
37. Retail Store
38. Tailor Shop
39. Theatre (Live Drama)
40. Travel Agency (SUP)

## Planned Development Conditions

Zoning File 2012-\_\_\_\_\_

Page 3

### B. Area and Yard Regulations

1. Minimum Size of Lot/Tract: There shall be no minimum lot/tract area required.
2. Minimum Lot/Tract Width: Minimum frontage requirements for lots adjacent to either FM 544 or McCreary Road shall be 100'.
3. Minimum Lot/Tract Depth: There shall be no minimum lot/tract depth required.
4. Pad Sites: The maximum number of pad sites allowed along FM 544 shall be two (2).

### C. Parking, Driveways and Sidewalks:

1. Parking areas shall not be permitted within any landscape buffer strip.
2. Fire lanes, driveway, loading areas and access easements shall be paved in accordance with the minimum design standards of the City of Murphy codes and ordinances.
3. The number of required parking spaces shall be dependent upon the use and shall meet the requirements of the City of Murphy Comprehensive Zoning Ordinance.
4. No required parking space may be occupied by signs, merchandise, or display items at any time except by specific 30 day permit.
5. A special "signature" paving treatment shall be established as shown on the approved concept plan (Exhibit C). Appropriate locations for the special paving treatment shall include street intersections, pedestrian crosswalks and driveway openings.
6. Sidewalks along FM 544 and McCreary Road shall be 8 feet in width.

### D. Loading and Unloading

1. Truck loading berths and apron space shall only be required for space that totals 30,000 square feet or more and shall not be located on the street side of any building or facing another building without adequate screening.
2. Truck loading berths shall not be located within any required setback or landscape buffer strip.

### E. Building Height

1. All structures shall have a maximum building height of thirty-five (35) feet except that the maximum height may be increased to forty-five (45) feet to allow for architectural elements.

F. Minimum Exterior Construction Standards, Building Materials and Design-  
Exterior Construction and Design Requirements shall comply with the standards set forth in Chapter 28, Code of Ordinances, except as provided below.

1. All structures, including all building elevations, shall be constructed utilizing a unified design that is substantially consistent with the approved Exterior Elevation Plan (Exhibit E).
2. All exterior elevations shall utilize a unified design as shown on the approved Exterior Elevation Plan (Exhibit E). At least two masonry materials shall be used in addition to glass on any single building. The following masonry materials shall be allowed:
  - a. Brick
  - b. Cast Stone
  - c. Scored & Textured concrete tilt wall
  - d. EIFS and Stucco (limited to no more than 12% total)
  - e. Integral-color split-face CMU – per elevation
  - f. Stone/simulated stone – per elevation
3. The use of primary or garish colors shall not be predominately used on the exterior façade of any structure. Corporate identities shall be allowed with owner review and approval.
4. Stand fans, skylights, cooling towers, communication towers, satellite dishes, vents, and any other structures or equipment, whether located on the roof or elsewhere, shall be architecturally compatible or effectively shielded from view from any immediately adjacent public dedicated street by an architecturally sound method.
5. Each commercial building, complex of buildings or separate commercial business enterprise shall have a trash bin on the premises adequate to handle the trash and waste items generated, manufactured, or acquired there on by such commercial activities. The sorting, handling, moving, storing, removing and disposing of all waste materials must be housed or screened from view.
6. In all cases, mechanical equipment on roofs and outcroppings shall be clad by a like building material or painted with a color scheme similar to the principal structure walls or roof.

G. Landscape Standards

Landscaping shall comply with the standards set forth in Chapter 28, Code of Ordinances, except as provided below.

1. Landscaping shall generally be as shown on the approved Landscape Plan (Exhibit D). Landscaping shall be required on all developments within the Planned Development District and shall be complete prior to the issuance of any certificate of occupancy for the specific development. An automatic underground irrigation system including freeze and rainwater sensor shall

**Planned Development Conditions**

**Zoning File 2012-\_\_\_\_\_**

**Page 5**

be installed and maintained for all required landscaping and shall be in place and operable at time of planting.

2. A landscape buffer shall be provided twenty-five (25) feet in depth adjacent to the right-of-way of FM 544, twenty-five (25) feet in depth adjacent to McCreary Road, and fifteen (15) feet from all other property lines. No parking may be placed within any landscape buffer. Pedestrian easements and sidewalks may be located within a landscape buffer.

3. **Parking Lots**

a. A minimum percentage of the parking area shall be landscaped according to the following requirements. Such landscaping shall be distributed within the parking area, occurring within medians, islands, or peninsulas. All such landscape areas shall be protected by concrete curbing or other acceptable devices which prohibit vehicular access to landscaped areas. Bumper overhang shall not be included as part of required landscaping. A permeable area no less than six (6) feet by six (6) feet shall be provided surrounding each tree located in a surface parking area. Landscape islands within the parking lot shall be a minimum of 64 square feet.

1. A total of seven (7) percent of the interior of the entire parking lot regardless of location, shall be landscaped. One large tree or three (3) ornamental trees from the Plant List, shall be provided for each twelve (12) parking spaces, and planted within the seven (7) percent area. Trees shall be distributed so that bays of parking spaces shall not exceed twenty (20) spaces in length.

2. An additional 8% open space shall be provided. This 8% will be for the entire development and not necessarily on a lot by lot basis. The 8% area will consist of two or more of the following amenities:

- a. Pedestrian walkways
- b. Benches
- c. Gazebo
- d. Constant level pool
- e. Landscape material
- f. Hardscape
- g. Pedestrian lighting

**H. Screening**

Screening shall comply with the standards set forth in Chapter 28, Code of Ordinances, except as provided below.

1. All screening at the rear (South & West) of the property will be a live screen where required. Plant materials shall conform to the standards of the approved plant list in Section 50 and the current edition of the "American Standard for Nursery Stock" (as amended), published by the American Association of Nurserymen.

2. All truck docks/loading areas for anchor stores with a footprint greater than 30,000 square feet shall be screened from view through the use of 12-foot all masonry walls (which are the same colors and materials as main building).

**Planned Development Conditions**

**Zoning File 2012-\_\_\_\_\_**

**Page 6**

All other screening of the rear of the site shall be living screens (eight foot height and at least 75 percent density within four years of planting unless such areas are screened from public views by a building.

3. Outside seasonal displays shall be permitted within the Planned Development District for no more than 30 days. Outside storage shall not be permitted with the Planned Development District.

I. Site Lighting:

Lighting shall comply with the standards set forth in Chapter 28, Code of Ordinances, except as provided below.

1. Site lighting fixtures used along entrance driveways and parking areas shall be uniform and a consistent design within the development. Lighting standards for illuminating these areas shall be no taller than 30 ft. high. However, the height of all light standards shall be subject to review of the lighting plan during the Site Plan review.

J. Signage and Graphics

Signage will comply with the standards set forth in Chapter 28, Code of Ordinances, except as provided below.

Signature Sign: Developer shall construct a signature sign depicting "City of Murphy" at the intersection of McCreary Road and FM 544 immediately adjacent (behind) the 50x50 visibility triangle. The developer shall submit the signature signage plans to the City for approval prior to construction.

1. General

- a. All signage for the Planned Development District shall be allowed as shown on the approved Signage Plan (Exhibit G).
- b. Shared Tenant Monument Signs-Two (2) monument signs shall be allowed located on Lot 2 and Lot 3 (One per Lot) and shall be limited to a maximum sign area of 40 square feet.
- c. Shopping center signs-One (1) shopping center sign shall be permitted as shown on the approved Signage Plan (Exhibit G). The shopping center sign shall be limited to a maximum sign area of 240 square feet.
- d. All signs must be surrounded by landscaping.

2. Shared Tenant Monument Signs

- a. Monument signs shall identify individual tenants or uses within the shopping center. Monument signs shall be a maximum of eight (8) feet tall.
- b. All shared tenant monument signs shall be double-sided, internally illuminated sign panels within a masonry structure. Shared tenant monument signage may also be lit by ground mounted flood

lighting or internal letter illumination either face lit or reverse channel lit.

- c. Monument signs shall be located at a setback distance of not less than five (5) feet from the right-of-way line of any adjacent street and maybe incorporated within the landscaping area or buffer.
- d. Construction of monument signs shall include a base of material similar to the material used for buildings.

3. Shopping Center Sign

- a. The shopping center sign shall be constructed at a height not to exceed thirty-five (35) feet upon approval of a building permit of an anchor tenant.
- b. The base of the shopping center sign shall be located at a setback distance of not less than eight (8) feet from the right-of-way line of any adjacent street and may be incorporated within the landscaping area or buffer.
- c. The shopping center sign shall be double-sided, internally illuminated sign panels within ~~atop~~ a masonry structure. Pylon signs may also be lit by ground mounted flood lighting or internal letter illumination either face lit or reverse channel lit.
- d. Construction of shopping center signs shall include a base of material similar to the material used for buildings.

4. Temporary Marketing Signage

- a. One (1) quality temporary marketing sign shall be permitted on the development on McCreary Road and on FM 544. ~~These signs shall for a term of twelve (12) months from the date of installation.~~ Temporary signs must be approved by the City Manager or designee and are valid for 180 days.
- b. The maximum signage area will be 64 square feet. The maximum height shall be 8 feet.
- c. All other temporary signage specifically referred to in the Signage Criteria package or in this section shall comply with the City of Murphy standards.
- d. Temporary signs are not required to be constructed of the material used for buildings.

K. Open Space

- 1. All open space amenities shall use a unified design as shown on the approved Amenities Plan. Development with the Planned Development District should make a positive impact to the City by providing defined public spaces and activity centers so that varied activities are encouraged within these areas. This can be accomplished through the incorporation of open spaces that become public amenities and that provide interest within

the Tract at the pedestrian level. All pedestrian areas and open space must be located away from vehicular traffic areas as reflected on the concept plan attached.

- a. Outdoor Seating. Any establishment serving food for consumption on-premises is encouraged to provide an outdoor seating area and shall be approved with the site plan.
- b. An additional 8% of open space is required in addition to the landscape, setback, and parking lot island requirements. The additional 8% may be located adjacent to the required setbacks or landscaping at the ROW and property lines or in front or in some cases to the side of the structure. The additional open space percentage may not include the building footprint or vehicular parking lot. This area and associated amenities shall be approved on the site plan. At least one of the following amenities shall be located within the additional 5% open space area and count towards the required percentage.
  1. Water feature, such as a fountain or detention pond with constant water level.
  2. Plaza or courtyard with art sculpture piece.
  3. Outdoor patio or gazebo with seating area.
  4. Other areas for pedestrian congregation, and may be approved on the site plan.

**VII. Special Regulations:**

- A. Right Turn Deceleration Lanes: A right turn deceleration lane shall be required for the driveway on FM 544 at the time construction begins on any pad site along FM 544 and paid for by the developer and/or property owner. A right turn deceleration lane shall be required for the middle driveway on McCreary Road at the time construction begins on the anchor tenant.
- B. Utility Power Lines: Utility distribution and service lines for individual business establishments, buildings, and signs and for any other site development features shall be placed underground.
- C. Cross-Access Requirement: A joint access (i.e.-ingress, egress) easement shall be provided to minimize the number of driveway openings along FM 544 and McCreary Road. The location(s) of access easement(s) shall be shown on the site plan and shall comply with the Texas Department of Transportation (TxDOT) Access Management Standards. Access shall be provided for property to the West of this site for future connectivity.
- D. Outside storage shall not be permitted with the Planned Development District.
- E. Outside display of merchandise and temporary seasonal items: Outside display of merchandise and temporary seasonal items, such as Christmas trees, pumpkins, etc., shall be limited to the following:

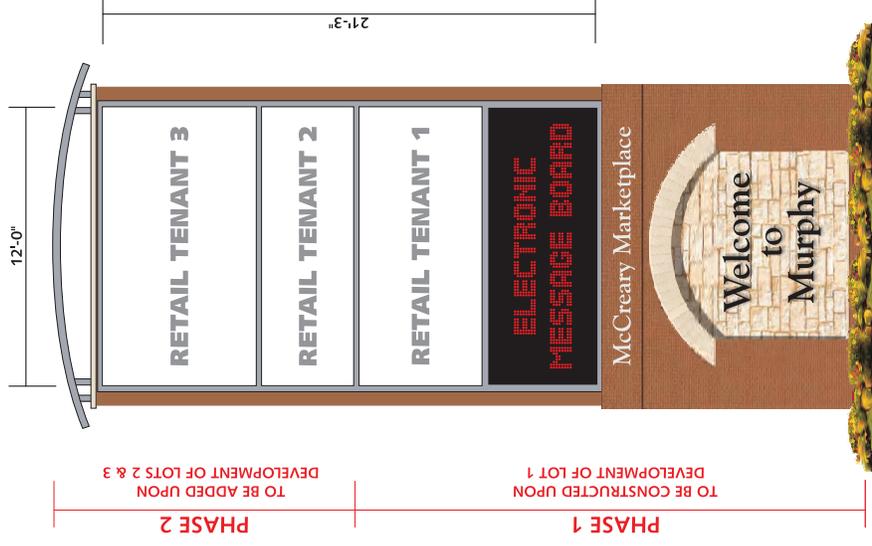
**Planned Development Conditions**

**Zoning File 2012-\_\_\_\_\_**

**Page 9**

1. Shall not be placed/located more than 30 feet from the main building.
  2. Shall not occupy any of the parking spaces that are required by this chapter for the primary use of the property, except on a temporary basis only, which is a maximum of 30 days per display and a maximum of two displays per calendar year.
  3. Shall not pose a safety or visibility hazard, nor impede public vehicular or pedestrian circulation, either on site or off site, in any way.
  4. Shall not extend into public right-of-way or onto adjacent property.
  5. All outside display items shall be removed at the end of business each day, except for large seasonal items such as Christmas trees.
  6. All merchandise shall be displayed in a neat, orderly manner, and the display area shall be maintained in a clean, litter-free manner.
- F. Maintenance: The developer and/or property owner of any part of the Planned Development District shall maintain the property in terms of quality landscape maintenance, trash removal, interior and exterior sign conditions, trash receptacles and other amenities to ensure a consistent high quality development.

D/F ILLUMINATED MONUMENT A1

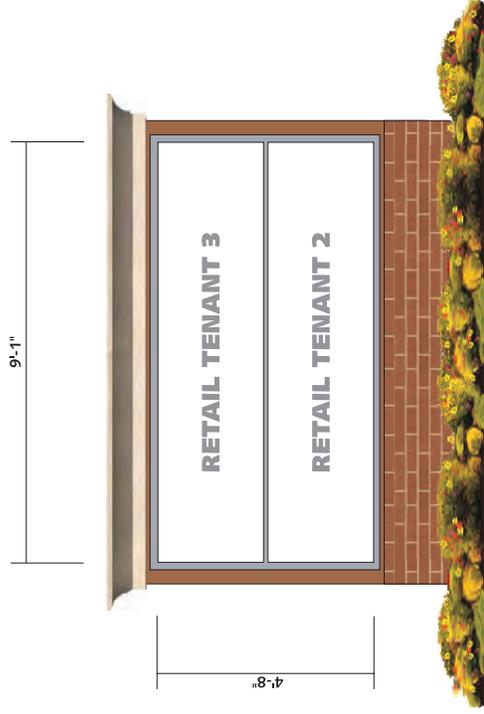


**A1** D/F MONUMENT SIGN

(1) REQUIRED

3/16"=1'-0"

D/F ILLUMINATED MONUMENT A2



**D/F MONUMENT SIGN**

**A2**

( 2 ) REQUIRED

3/8" = 1'-0"

NO.	DATE	REVISION	APPROV.

**Winckelmann & Associates, Inc.**  
 CONSULTING CIVIL ENGINEERS • SURVEYORS  
 1000 Lakeside Drive, Suite 200  
 Birmingham, Alabama 35242  
 Phone: (205) 988-8888  
 Fax: (205) 988-8889  
 Email: info@winckelmann.com  
 Copyright © 2012, Winckelmann & Associates, Inc.

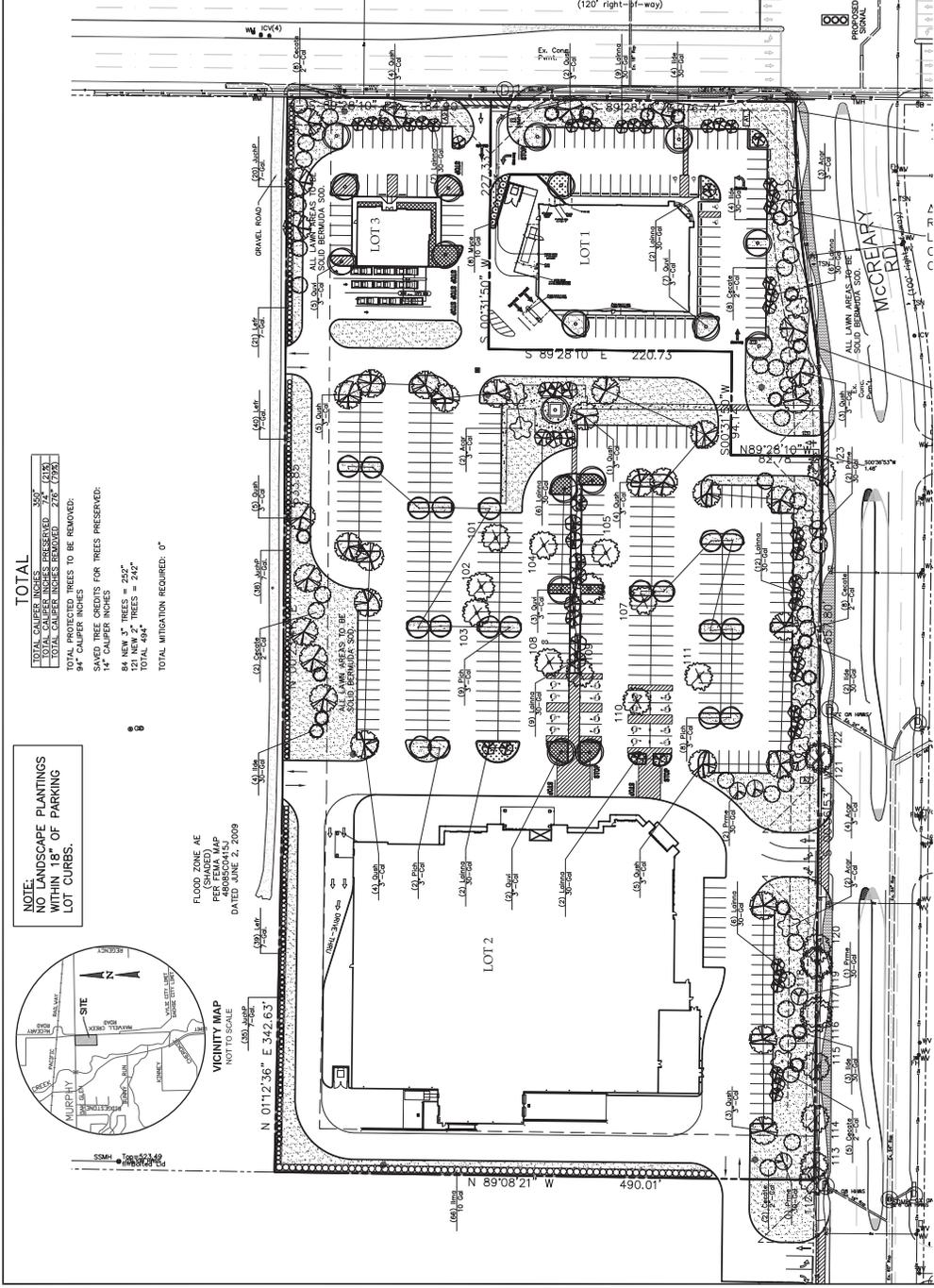
HENRY MAXWELL SURVEY, ABSTRACT NO. 579  
 CITY OF MURPHY  
 GRANGE DEVELOPMENT, INC.  
 1200 CORPORATE DRIVE, SUITE 40-50  
 BIRMINGHAM, ALABAMA 35242

LANDSCAPE PLAN  
 MCCREARY MARKETPLACE  
 MURPHY, TEXAS

Project No: 7010201(10)  
 Date: JANUARY 30, 2012  
 Scale: 1" = 50'

SHEET  
**L-1**

LANDSCAPE PLAN  
 MCCREARY MARKETPLACE  
 LOTS 1, 2 & 3, BLOCK A



**TOTAL**

TOTAL CALIPER INCHES	350"
TOTAL CALIPER INCHES PROPOSED	74"
TOTAL CALIPER INCHES TO BE REMOVED	276"

TOTAL PROTECTED TREES TO BE REMOVED:  
 84" CALIPER INCHES  
 14" CALIPER INCHES

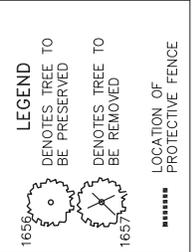
SAVED TREE CREDITS FOR TREES PRESERVED:  
 84 NEW 3" TREES = 252"  
 14" CALIPER INCHES TREES = 242"  
 TOTAL 494"

TOTAL MITIGATION REQUIRED: 0"

**NOTE:**  
 NO LANDSCAPE PLANTINGS  
 WITHIN 18" OF PARKING  
 LOT CURBS.



FLOOD ZONE AE  
 CHECK SHEET FOR FLOOD ZONE  
 PER FEMA MAP  
 48085C0115J  
 DATED JUNE 2, 2009



THIS ELECTRONIC DRAWING FILE IS RELEASED UNDER THE AUTHORITY OF JOHN B. LAMM, REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT, STATE OF ALABAMA. THIS ELECTRONIC DRAWING FILE MAY BE USED AS A BACKGROUND FOR ANY FUTURE PROJECTS. THE USER OF THIS ELECTRONIC DRAWING FILE AGREES TO ASSUME ALL RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN AND TO COMPLY WITH THE REQUIREMENTS OF THE RULES AND REGULATIONS OF THE BOARD OF LANDSCAPE ARCHITECTS OF THE STATE OF ALABAMA. THE USER OF THIS ELECTRONIC DRAWING FILE AGREES TO WAIVE ANY AND ALL RIGHTS TO RECOVER DAMAGES FROM THE LANDSCAPE ARCHITECT'S EXPRESS WRITTEN PERMISSION.

TEMPORARY IRRIGATION WILL BE REQUIRED TO ESTABLISH TURF IN ALL DISTURBED AREAS WITHOUT A PERMANENT IRRIGATION SYSTEM. SOD TURF IN ALL DISTURBED AREAS AS IDENTIFIED ON GRADING AND EROSION CONTROL PLANS.

ALL LAWN AREAS TO BE SOLID BERMUDA SOG.

REF LEGEND SHEET L2

DFL Group, LLC  
 2000 GARDNER AVENUE, SUITE 1000, DALLAS, TEXAS 75242

# McCreary Marketplace

Orange Development Inc.  
1200 Corporate Drive  
Suite G-60  
BIRMINGHAM, AL 35242  
TEL: (205)408-3443  
FAX: (205)408-1850

**JACOBS**  
777 Main St.  
Fort Worth, Tx. 76102

## Proposed Conceptual Retail 1

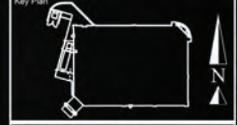
West Elevation			South Elevation		
Material	s.f.	%	Material	s.f.	%
Stone	416	16%	Stone	707	19%
Cast stone	97	4%	Cast stone	210	6%
Brick red	1520	59%	Brick red	2002	50%
Brick pink	447	18%	Brick pink	637	17%
Metal			Metal		
Windows	13	1%	Windows	13	1%
Doors	57	2%	Doors	86	2%
<b>Total</b>	<b>2559</b>		<b>Total</b>	<b>2705</b>	

East Elevation			North Elevation		
Material	s.f.	%	Material	s.f.	%
Stone	546	20%	Stone	655	17%
Cast stone	137	5%	Cast stone	193	5%
Brick red	905	34%	Brick red	1731	44%
Brick pink	731	27%	Brick pink	923	23%
Metal			Metal		
Windows	387	14%	Windows	387	10%
Doors			Doors	58	1%
<b>Total</b>	<b>2707</b>		<b>Total</b>	<b>3947</b>	

Notes:  
-This Facade Plan is for conceptual purposes only. All building plans require review and approval of the Building Inspection Department.  
-All mechanical units shall be screened from public view.  
-When permitted, exposed utility boxes and conduits shall be painted to match the building.  
-All signage areas and locations are subject to approval by the Building Inspection Department.  
-Roof access shall be provided internally, unless otherwise permitted by the Building Official.

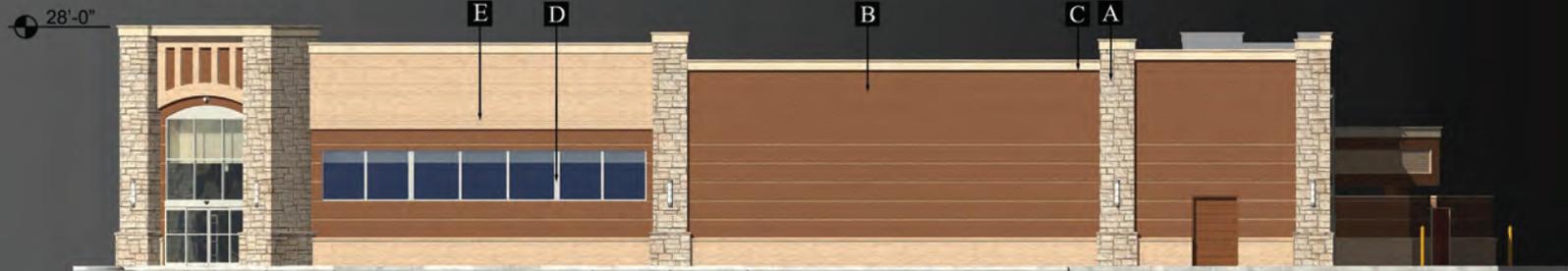
Key Plan  
Graphic Scale  
0 10 20



Subdivision: McCreary Marketplace  
Block:  
Lot number: 1  
Preparation Date: March 06 2012



Front Elevation



Right Elevation



Left Elevation



Right Elevation



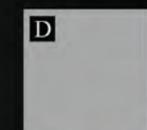
LUEDERS LIMESTONE



ACME BRICK "Crimson"



CLASSIC CAST STONE



ANODIZED ALUMINUM



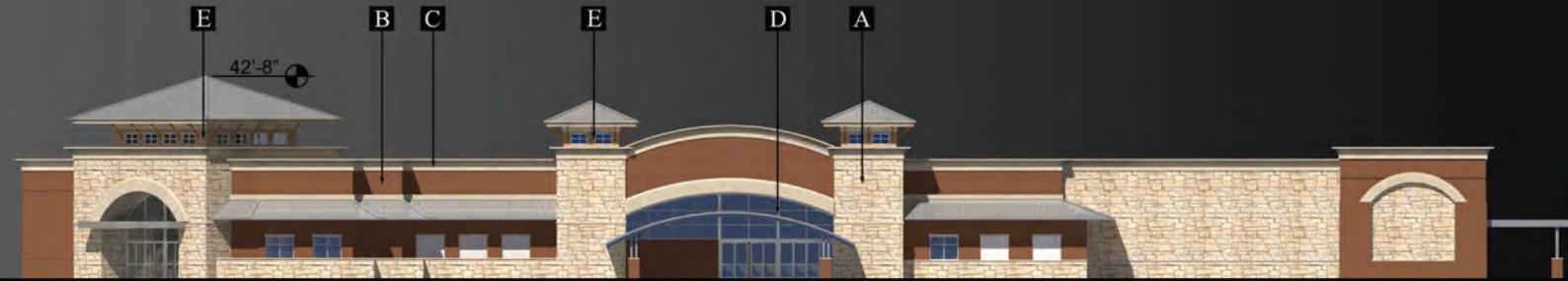
ACME BRICK "Rockefeller Plaza"

\*Signage to be provided separately by sign vendor

# McCreary Marketplace

Orange Development Inc.  
1200 Corporate Drive  
Suite G-50  
BIRMINGHAM, AL 35242  
TEL: (205)408-3443  
FAX: (205)408-1850

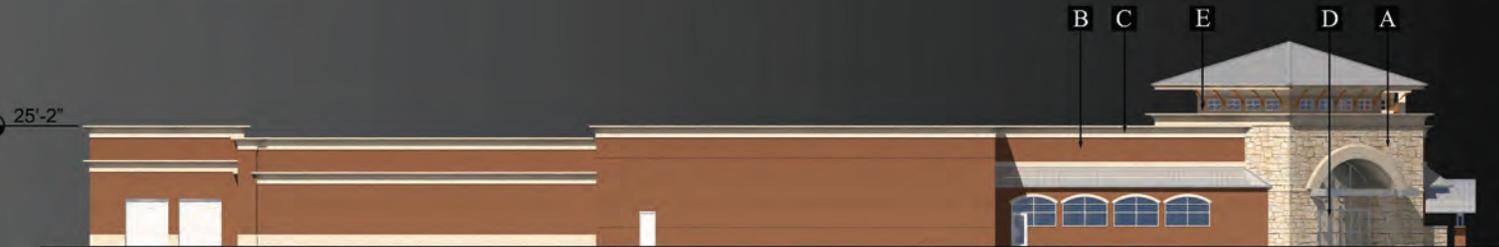
**JACOBS**  
777 Main St.  
Fort Worth, Tx. 76102



North (front) Elevation



South Elevation



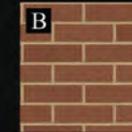
East Elevation



West Elevation



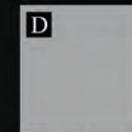
**A**  
LUEDERS  
LIMESTONE



**B**  
ACME BRICK  
"Crimson"



**C**  
CLASSIC  
CAST STONE



**D**  
ANODIZED  
ALUMINUM



**E**  
ACME BRICK  
"Rockefeller Plaza"

## Proposed Conceptual Retail 2

North Elevation			East Elevation		
Material	s.f.	%	Material	s.f.	%
Stone	2103	30%	Stone	1300	22%
Cast stone	1900	70%	Cast stone	4733	75%
Brick red			Brick red		
Brick pink			Brick pink		
Metal			Metal	20	1%
Windows			Windows	113	2%
Doors			Doors		
<b>Total</b>	<b>7212</b>		<b>Total</b>	<b>6228</b>	

South Elevation			West Elevation		
Material	s.f.	%	Material	s.f.	%
Stone	3705	35%	Stone	960	9%
Cast stone	1454	17%	Cast stone	1505	20%
Brick red	2152	25%	Brick red	4109	55%
Brick pink	123	1%	Brick pink	85	1%
Metal	977	11%	Metal	538	7%
Windows	885	10%	Windows	434	8%
Doors	113	1%	Doors	204	3%
<b>Total</b>	<b>8735</b>		<b>Total</b>	<b>7435</b>	

Notes:  
- This Facade Plan is for conceptual purposes only. All building plans require review and approval of the Building Inspection Department.  
- All mechanical units shall be screened from public view.  
- When permitted, exposed utility lines and conduits shall be painted to match the building.  
- All signage sizes and locations are subject to approval by the Building Inspection Department.  
- Roof access shall be provided internally, unless otherwise permitted by the Building Officer.



Graphic Scale  
0 15 30

Subdivision: McCreary Marketplace

Block:

Lot number: 3

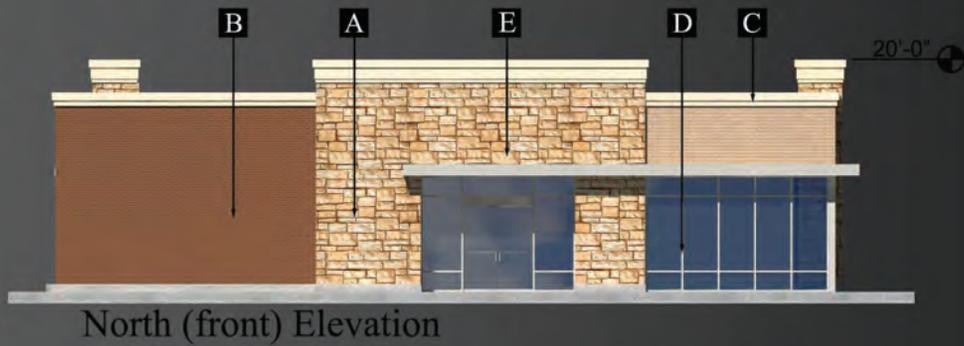
Preparation Date: Jan. 26 2012

\*Signage to be provided separately by sign vendor

# McCreary Marketplace

**Orange Development Inc.**  
 1200 Corporate Drive  
 Suite G-50  
 BIRMINGHAM, AL 35242  
 TEL: (205)408-3443  
 FAX: (205)408-1850

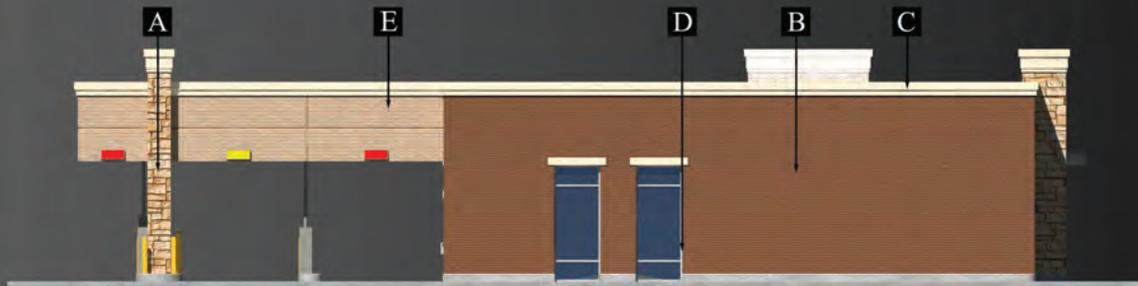
**JACOBS**  
 777 Main St.  
 Fort Worth, Tx. 76102



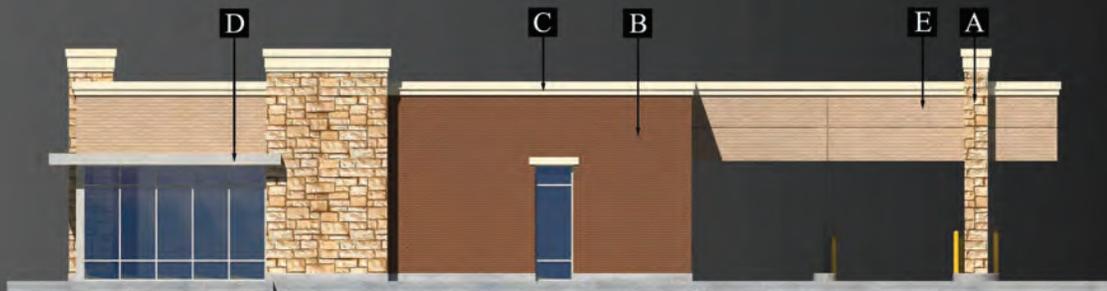
North (front) Elevation



South Elevation



West Elevation



East Elevation



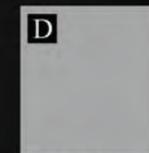
**A**  
 LUEDERS  
 LIMESTONE



**B**  
 ACME BRICK  
 "Crimson"



**C**  
 CLASSIC  
 CAST STONE



**D**  
 ANODIZED  
 ALUMINUM



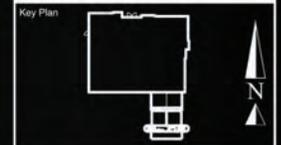
**E**  
 ACME BRICK  
 "Rockefeller Plaza"

## Proposed Conceptual Retail 3

South Elevation			West Elevation		
Material	s.f.	%	Material	s.f.	%
Stone	157	14%	Stone	226	12%
Cast stone	104	9%	Cast stone	123	17%
Brick red	541	57%	Brick red	368	31%
Brick pink	113	10%	Brick pink	249	21%
Metal	2	1%	Metal	20	2%
Windows	84	7%	Windows	197	17%
Doors	24	2%	Doors		
<b>Total</b>	<b>1125</b>		<b>Total</b>	<b>1183</b>	

North Elevation			East Elevation		
Material	s.f.	%	Material	s.f.	%
Stone	356	29%	Stone	82	7%
Cast stone	112	9%	Cast stone	114	10%
Brick red	345	28%	Brick red	699	60%
Brick pink	82	7%	Brick pink	167	15%
Metal	39	3%	Metal	2	1%
Windows	297	24%	Windows	60	7%
Doors			Doors		
<b>Total</b>	<b>1233</b>		<b>Total</b>	<b>1145</b>	

**Notes:**  
 - This Facade Plan is for conceptual purposes only. All building plans require review and approval of the Building Inspection Department.  
 - All mechanical units shall be screened from public view.  
 - When permitted, exposed utility boxes and conduits shall be painted to match the building.  
 - All signage areas and locations are subject to approval by the Building Inspection Department.  
 - Roof access shall be provided internally, unless otherwise permitted by the Building Officer.



Subdivision: **McCreary Marketplace**  
 Block:  
 Lot number: **2**  
 Preparation Date: **Jan. 26 2012**

\*Signage to be provided separately by sign vendor

**Winkelmann & Associates, Inc.**  
 CONSULTING CIVIL ENGINEERS & SURVEYORS  
 1000 CORPORATE DRIVE, SUITE C-50  
 BIRMINGHAM, ALABAMA 35242

DATE: APRIL 17, 2012  
 SCALE: 1" = 50'

PROJECT: PHASING PLAN  
 PROJECT NO.: 20102.01(10)

ORANGE DEVELOPMENT, INC.  
 1200 CORPORATE DRIVE, SUITE C-50  
 BIRMINGHAM, ALABAMA 35242

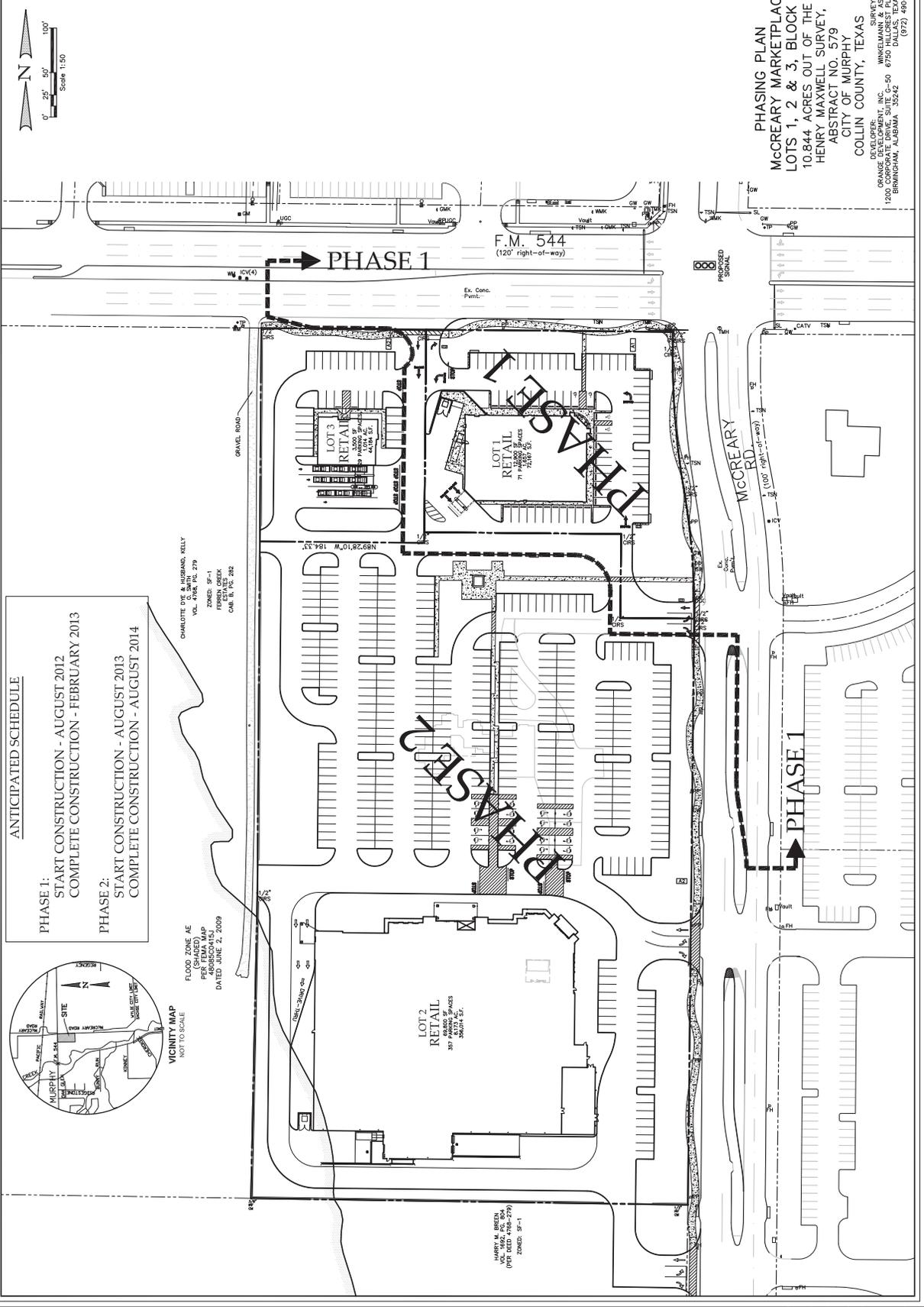
CITY OF MURPHY  
 HENRY MAXWELL SURVEY, ABSTRACT NO. 579

**PHASING PLAN  
 MCCREARY MARKETPLACE  
 MURPHY, TEXAS**

PHASING PLAN  
 MCCREARY MARKETPLACE  
 LOTS 1, 2 & 3, BLOCK A  
 10.844 ACRES OUT OF THE  
 HENRY MAXWELL SURVEY,  
 ABSTRACT NO. 579,  
 CITY OF MURPHY,  
 COLLIN COUNTY, TEXAS

ORANGE DEVELOPMENT, INC.  
 1200 CORPORATE DRIVE, SUITE C-50  
 BIRMINGHAM, ALABAMA 35242

WINKELMANN & ASSOCIATES, INC.  
 1000 CORPORATE DRIVE, SUITE C-50  
 BIRMINGHAM, ALABAMA 35242



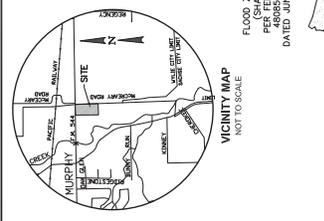
**ANTICIPATED SCHEDULE**

PHASE 1:  
 START CONSTRUCTION - AUGUST 2012  
 COMPLETE CONSTRUCTION - FEBRUARY 2013

PHASE 2:  
 START CONSTRUCTION - AUGUST 2013  
 COMPLETE CONSTRUCTION - AUGUST 2014

CHARLOTTE D.C. BURMAN, KELLY  
 VOL. 4788, PG. 279  
 ZONED: SF-1  
 FRESH CENTER  
 CAB. 10, PG. 282

FLOOD ZONE AE  
 (SHARED)  
 PREPARED BY: J. BURMAN  
 4288500415J  
 DATED: JUNE 2, 2009



LOT 1  
 RETAIL  
 71,800 SQ. FT.

LOT 2  
 RETAIL  
 507,400 SQ. FT.

LOT 3  
 RETAIL  
 414,000 SQ. FT.

PHASE 1

PHASE 1

F.M. 544  
 (120' right-of-way)

MCCREARY RD  
 (100' right-of-way)

GRAVEL ROAD

Scale 1:50  
 0' 25' 50' 100'

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# ***SITE ACCESS ASSESSMENT FOR THE McCREARY MARKETPLACE IN MURPHY, TEXAS***

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Prepared for:  
**Winkelmann & Associates, Inc.**  
6750 Hillcrest Plaza Drive, Suite 325  
Dallas, Texas 75230

Prepared by:  
**DeShazo Group, Inc**  
**Texas Registered Engineering Firm F-3199**  
400 South Houston Street, Suite 330  
Dallas, Texas 75202  
Phone 214/748-6740

*March 23, 2012*



DeShazo Project No. 12044

Site Access Assessment for  
**McCreary Marketplace**

~ DeShazo Project No. 12044 ~

## **Table Of Contents**

<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>INTRODUCTION .....</b>	<b>1</b>
<i>Purpose .....</i>	<i>1</i>
<i>Project Description.....</i>	<i>1</i>
<i>Study Parameters.....</i>	<i>2</i>
<i>Study Area.....</i>	<i>2</i>
<b>TRAFFIC IMPACT ANALYSIS.....</b>	<b>2</b>
<i>Approach.....</i>	<i>2</i>
<i>Background Traffic Volume Data.....</i>	<i>3</i>
Existing Volumes .....	3
Historical Traffic Characteristics .....	3
Projected Background Traffic Volumes.....	3
<i>Site-Related Traffic.....</i>	<i>3</i>
Trip Generation and Mode Split .....	3
Trip Distribution and Assignment .....	4
Site-Generated Traffic Volumes.....	4
<i>Traffic Operational Analysis.....</i>	<i>4</i>
Analysis Methodology .....	4
Analysis Traffic Volumes.....	4
Summary of Results.....	5
Cut-Through Traffic.....	6
Location of Site Driveways.....	6
<b>CONCLUSIONS .....</b>	<b>7</b>

***LIST OF APPENDICES:***

**Appendix A. Trip Generation Supplement**

**Appendix B. Existing Peak Hour Intersection Traffic Volumes**

**Appendix C. Level-of-Service Definitions**

**Appendix D. Detailed Intersection Capacity Analysis Results**

## EXECUTIVE SUMMARY

The services of **DeShazo Group, Inc** (DeShazo) were retained by **Winkelmann & Associates, Inc.** to conduct a Site Access Assessment for a proposed development named *McCreary Marketplace* (the "Project"), a commercial development containing pharmacy, shopping center and bank uses. The proposed Project is located on a 10.844-acre site at the southwest corner of FM 544-McCreary Road intersection in the City of Murphy, Texas. A zoning change of the subject from "Single Family Low Density (SF-1)" to PD-Retail is proposed. Completion of the Project is estimated to occur by 2014.

The purpose of this report is to summarize the findings of the study for use by **Winkelmann & Associates, Inc.** in a request for a zoning change for the City of Murphy. This study also addresses the concerns of the City Staff regarding the potential cut-through traffic and location of site driveway openings along McCreary Road.

This study analyzed the anticipated impact of background traffic growth and site-related traffic at specified buildout conditions. The intersection analysis indicated that the existing operational conditions at FM 544-McCreary Road intersection generally operate efficiently and at acceptable Levels of Service during weekday AM & PM peak hours. This intersection is expected to experience some delays upon the addition of background growth and site-related traffic. The site generates a moderate amount of traffic volume at the FM 544-McCreary Road intersection; however the increased delays at this intersection are primarily attributed to the background through traffic volumes on FM 544. This is a typical condition similar to what several other nearby signalized intersections along FM 544 in Murphy are experiencing currently.

END

## **Technical Memorandum**

**To:** Michael Doggett — **Winkelmann & Associates, Inc.**  
**From:** DeShazo Group, Inc  
**Date:** March 23, 2012  
**Re:** Site Access Assessment for McCreary Marketplace in Murphy, Texas  
*DeShazo Project No. 12044*

---

### **INTRODUCTION**

The services of **DeShazo Group, Inc** (DeShazo) were retained by **Winkelmann & Associates, Inc.** to conduct a Site Access Assessment for development of McCreary Marketplace (“the Project”). **DeShazo** is an engineering consulting firm providing licensed engineers skilled in the field of traffic/transportation engineering.

The proposed Project is a commercial development located on a 10.844-acre site at the southwest corner of FM 544-McCreary Road intersection in the City of Murphy, Texas. The subject site is currently zoned “Single Family Low Density (SF-1)”.

#### ***Purpose***

The purpose of this report is to summarize the findings of the assessment for use by **Winkelmann & Associates, Inc.** in a request for a zoning change from SF-1 to PD-Retail for the Project. The study will be provided to the City of Murphy staff (“the Staff”) for technical review to fulfill the associated requirements of the local approval process.

This study primarily was conducted to address the following concerns of the Staff.

1. The potential of the proposed development to attract cut-through traffic from eastbound FM 544 to southbound McCreary Road
2. Location of the site driveway openings on McCreary Road

#### ***Project Description***

The proposed development will include retail uses. A summary of the proposed development program (Preliminary) is provided in **Table 1**.

Table 1. Development Program

USE	LOT #	AMOUNT
Pharmacy	LOT 1	12,900 SF
Shopping Center	LOT 2	69,800 SF
Bank	LOT 3	3,500 SF

NOTE: The development program provided above is based upon the most current information available at the time of this study publication. The actual development program may differ from this summary, however no appreciable differences are anticipated.

The Project will be built in two phases with Lot 1 anticipated to be completed in Year 2013. For the purpose of this assessment it was assumed that the entire project would be completed by Year 2014. A preliminary site plan for the Project as provided by **Winkelmann & Associates, Inc.**, is provided in **Exhibit 1**.

### **Study Parameters**

This study will analyze the day-to-day traffic operational conditions that are anticipated to be the most critically impacted by the proposed Project at buildout conditions. Based upon the traffic generation characteristics of the Project and the prevailing background traffic conditions, the following periods shall be analyzed:

- traditional weekday AM and PM peak hours of adjacent street traffic
  - o at existing conditions
  - o at site buildout year 2014 with site-generated traffic

### **Study Area**

Based upon the scale of the proposed Project, the study area was defined in order to assess the most relevant traffic impacts to the local area. The following intersections are included in the study area.

- (a) FM 544 and McReary Road: *traffic-signal-controlled*

## **TRAFFIC IMPACT ANALYSIS**

### **Approach**

The Traffic Impact Analysis presented in this report will analyze the operational conditions for the peak hours and study area as defined above using standardized analytical methodologies where applicable. Existing traffic volume data were collected at the study area intersection to represent base traffic conditions. Growth factors were applied to the base volumes to project future background traffic at site buildout year conditions. Then, traffic generated by the proposed development was projected using the standard four-step approach: Trip Generation, Mode Split, Trip Distribution, and Traffic Assignment. By adding the site-generated traffic to the background traffic, the resulting site-plus-background traffic impact to operational conditions was assessed.

## **Background Traffic Volume Data**

### Existing Volumes

Current peak period traffic volumes were collected by DeShazo at FM 544-McCreary Road intersection on March 20, 2012 and are summarized in **Exhibit 2**; detailed data are provided in **Appendix B**.

### Historical Traffic Characteristics

A compilation of historical traffic volume data available from North Central Texas Council of Governments (NCTCOG) and Texas Department of Transportation (TxDOT) were assembled in **Table 2** for review and development of an approximate average annual growth rate for background traffic in the study area. Generally, historical traffic volumes on the major area roadways followed a fluctuating traffic demand in recent years. Although no positive growth factor is consistently evident, DeShazo assumed a 2.0 percent per year rate of growth in order to reflect a conservative condition.

*Table 2. Historical Daily Traffic Volumes*

<b>ROADWAY SEGMENT</b>	<b>HISTORICAL DAILY VOLUME (DATE)</b>	<b>ANNUAL GROWTH RATE</b>
FM 544 west of McCreary Road	42,000 ('10) <sup>A</sup>	-4.55%
	44,000 ('09) <sup>A</sup>	18.92%
	37,000 ('08) <sup>A</sup>	-2.63%
	38,000 ('07) <sup>A</sup>	0.52%
	37,418 ('04) <sup>B</sup>	--

Data Source: A = Texas Department of Transportation (TxDOT) – Statewide;

B = North Central Texas Council of Governments (NCTCOG) – TxDOT Saturation Counts

### Projected Background Traffic Volumes

By applying the assumed growth rate, future background (non-site-related) peak period traffic volumes at the study area intersections in the Project buildout year of 2012 were derived.

## **Site-Related Traffic**

### Trip Generation and Mode Split

Trip generation for the Project was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation* manual (8<sup>th</sup> Edition). ITE *Trip Generation* is a compilation of actual traffic generation data by land use as collected over several decades by credible sources across the country, and it is accepted as the standard methodology to determine trip generation volumes for various land uses where sufficient data exists. It is assumed that “mode split” characteristics (i.e., consideration of vehicle occupancy, transit usage, and other factors that may effect site-generated traffic volume) for the subject uses are “typical” and are sufficiently incorporated in the default *Trip Generation* data.

Trip generation is summarized in trip ends – a trip end is a one-way vehicular trip entering or leaving a site (i.e., one vehicle arriving and departing represents two trip ends). This analysis

evaluates typical weekday AM and weekday PM peak hour conditions of the local street traffic. **Table 3** provides a summary of the calculated trip ends generated by the project. Excerpts from *Trip Generation* are provided in **Appendix A**.

*Table 3. Projected Trip Generation Summary*

ITE Code	ITE Land Use	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
820	Shopping Center	69,800 SF	5,376	125	76	49	500	245	255
881	Pharmacy/Drugstore with Drive-Through	12,900 SF	1,137	34	20	15	134	67	67
912	Drive-in Bank	3,500 SF	519	43	24	19	90	45	45
<i>Total</i>			<i>7,032</i>	<i>202</i>	<i>120</i>	<i>83</i>	<i>724</i>	<i>357</i>	<i>367</i>

### Trip Distribution and Assignment

Traffic generated by the existing and proposed development was distributed and assigned to the study area roadway network based upon existing traffic orientations using professional judgment and a technical understanding of the densities of the households and available roadway network. Detailed trip distribution and traffic assignment calculations and results are summarized in **Exhibit 3**.

### Site-Generated Traffic Volumes

Site-generated traffic is calculated by multiplying the trip generation value (from **Table 3**) by the corresponding traffic assignments (from **Exhibit 3**). The resulting cumulative (for all uses) peak period site-generated traffic volumes at buildout of the Project are summarized in **Exhibit 4**.

## **Traffic Operational Analysis**

### Analysis Methodology

Traffic operational conditions for traffic-signal-controlled (“signalized”) roadway intersections are quantitatively measured in terms of average delay per vehicle in a one-hour period through the intersection as a function of roadway capacity and operational characteristics of the traffic signal. The standardized methodology applied herein was developed by the **Transportation Research Board** as presented in the *Highway Capacity Manual (HCM)*. *HCM* also qualitatively rates the overall delay conditions in terms of “Level-of-Service” (LOS) ranging from “A” (free-flowing conditions) to “F” (over-capacity conditions). Generally, *LOS D* or better is considered an acceptable condition for signalized intersections in urban and suburban conditions. A detailed description of *HCM* LOS for signalized intersections is provided in **Appendix C**.

### Analysis Traffic Volumes

**Exhibit 5** summarizes the background-plus-site peak period traffic volumes at the Project buildout year. Existing roadway geometry used in the analysis is provided in **Exhibit 6**.

## Summary of Results

Intersection capacity analyses presented in this study were performed using the **Synchro 7** software package. Table 4 provides a summary of the intersection operational conditions during the peak periods under the analysis conditions presented previously. Detailed software output is provided in **Appendix D**. NOTE: Signalized intersection results were obtained directly from the optimized software output based upon an assumed traffic signal cycle length of 180 seconds and optimized traffic signal phasing and may differ slightly from actual traffic signal operations.

**Table 4. Peak Hour Intersection Capacity Analysis Results**

Intersection	Existing Conditions		Site Buildout Conditions	
	AM	PM	AM	PM
FM 544 & McCreary Road	D (53.8)	D (42.8)	E (67.5)	E (79.7)

KEY: A, B, C, D, E, F = Overall Level-of-Service for the intersection  
 (##.#) = Overall Control Delay in seconds/vehicle  
 AM = AM Peak Hour of Adjacent Street  
 PM = PM Peak Hour of Adjacent Street

As noted in the results, the capacity analysis indicates that the existing operational conditions at FM 544-McCreary Road intersection generally operate efficiently and at acceptable Levels of Service during weekday AM & PM peak hours. This intersection is expected to experience some delays upon the addition of background growth and site-related traffic. The site generates a moderate amount of traffic volume at the FM 544-McCreary Road intersection; however the increased delays at this intersection are primarily attributed to the background through traffic volumes on FM 544. This is a typical condition similar to what several other nearby signalized intersections along FM 544 in Murphy are experiencing currently.

According to the *ITE Trip Generation*, certain commercial uses such as shopping centers, banks, pharmacies, service stations, and convenience markets attract a portion of their trips from traffic passing by the site on the adjacent roadways. The net amount of traffic that is actually added to the roadway system by these land uses is the difference between the total site generated traffic and the “pass-by” traffic. ITE defines pass-by trips as follows:

*Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway.<sup>1</sup>*

Based on the average percentage of pass-by trips obtained from the *ITE Trip Generation Handbook – Second Edition*, the average number of pass-by trips generated by the proposed development would account for approximately 38% of the total site generated traffic during PM peak hour (Shopping Center – 34%, Pharmacy – 49%, and Bank-47%). However, the effect of the “pass-by” trips generated by the retail uses have not been accounted for in this analysis and therefore the results

<sup>1</sup> Obtained from Chapter 5 of *ITE Trip Generation Handbook, 2<sup>nd</sup> Edition*

shown in **Table 1** should represent a very conservative scenario, especially during the PM peak hour.

### Cut-Through Traffic

The City Staff has expressed concerns that placing driveways at existing median openings may encourage cut-through traffic. This is possible, but offsetting the driveways from the openings would not decrease the attractiveness of this maneuver and would create a need for U-turns downstream that may be more detrimental than an occasional cut-through. The intersection analysis indicated that the eastbound approach is expected to get a large amount of “green time” per signal cycle during PM peak hour due to heavy approach volumes. The intersection operates generally at acceptable conditions with moderate delays, which may provide less incentive for the right-turning vehicles to cut-through the site. In addition, the potential cut-through traffic would incur additional delays having to go through the parked vehicles, the vehicles backing in & out of the parking spaces, and the vehicles going slower in order to find a parking space. The delay would increase as the site gets developed to the ultimate buildout. This would eventually discourage the cut-through traffic.

### Location of Site Driveways

The City Staff was also concerned with Driveways 1 and 2 of the proposed development being lined up with the existing median openings on McCreary Road. There are two existing median openings on McCreary Road in the vicinity of the site that serve retail development located across the street from the Project. Lining up the site driveways with the existing median openings would provide better efficiency and safety in traffic operations at these driveways and has following benefits.

1. The existing median openings on McCreary Road in the vicinity of the site are located approximately 300' apart. This would prohibit the proposed development from having any additional full median openings and northbound left-turn bays on McCreary Road.

If the site driveways are not lined up with the existing median openings than the northbound vehicles wishing to enter the proposed development would either have to make a U-turn at FM 544 traffic signal or turn left at the signal and make a U-turn further west on FM 544.

2. If the driveway openings for Driveway 1 and 2 are provided elsewhere on McCreary road, these driveways will be limited to “right-in-right-out” access only. These would force the outbound vehicles wanting to go north or east to turn right on McCreary Road drive southbound and make a U-turn at the exiting median opening. This will be more unsafe than making a left-turn and these vehicles would incur more delay trying to find a sufficient gap in the northbound traffic on McCreary Road. In addition these vehicles may hinder the southbound left-turning vehicles wishing to go to the retail development located on the east side of the McReary Road.

Alternatively, the outbound vehicles wishing to go north or east may have to turn right on FM 544 and merge with heavy eastbound traffic especially in the PM peak hour.

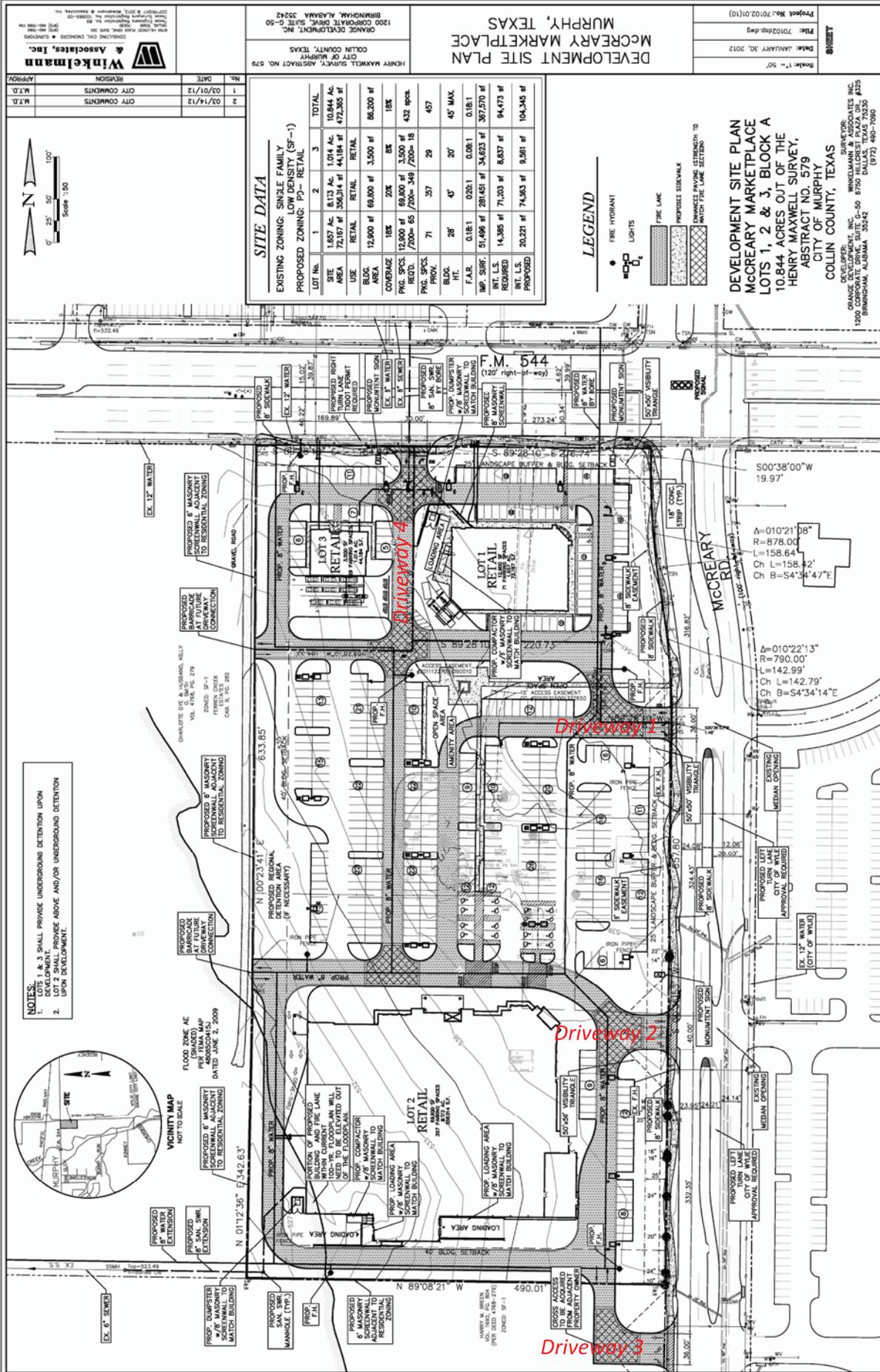
3. If the driveway openings are lined up with existing median openings as shown in the preliminary site plan, the outbound vehicles wishing to go north or east would primarily use Driveways 1 and 2 and make left-turns to exit the site. These vehicles are expected to queue up on site until they find sufficient gaps in the northbound traffic on McCreary Road and therefore the delays would be incurred by the site traffic only and would not adversely affect the through traffic on McCreary Road.

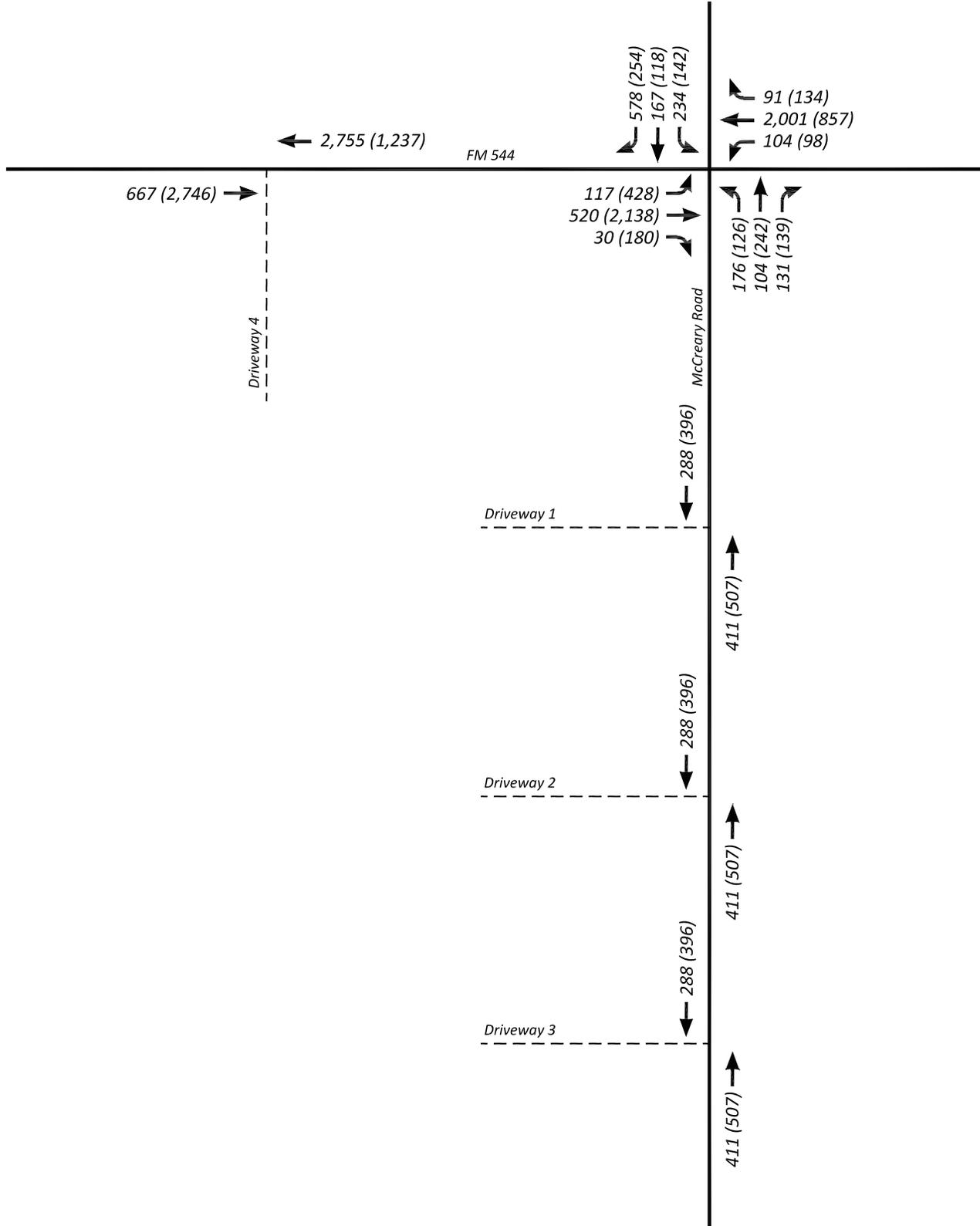
## **CONCLUSIONS**

Redevelopment of the subject property to a retail development containing pharmacy, shopping center, and bank uses is proposed. The proposed Project is located on a 10.844-acre site at the southwest corner of FM 544-McCreary Road intersection in the City of Murphy, Texas. A zoning change of the subject from "Single Family Low Density (SF-1)" to PD-Retail is proposed.

The intersection analysis indicated that the existing operational conditions at FM 544-McCreary Road intersection generally operate efficiently and at acceptable Levels of Service during weekday AM & PM peak hours. This intersection is expected to experience some delays upon the addition of background growth and site-related traffic. The site generates a moderate amount of traffic volume at the FM 544-McCreary Road intersection; however the increased delays at this intersection are primarily attributed to the background through traffic volumes on FM 544. This is a typical condition similar to what several other nearby signalized intersections along FM 544 in Murphy are experiencing currently.

*END OF MEMO*





**Legend:**  
 XXX (YYY)  
 XXX - AM Peak Hour Traffic Volumes  
 (YYY) - PM Peak Hour Traffic Volumes

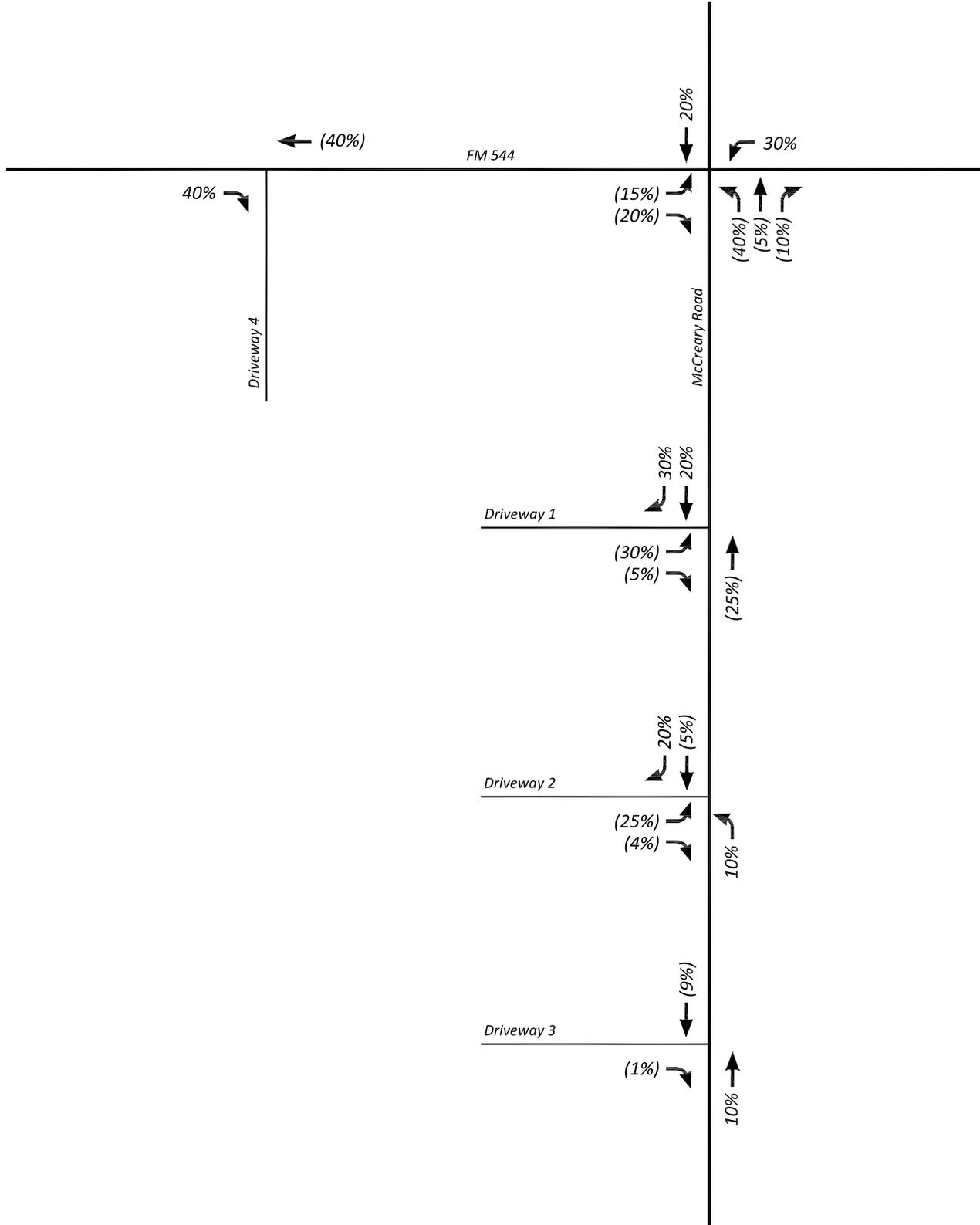
## Year 2012 Existing Traffic Volumes

McCreary Marketplace Site Access Assessment

EXHIBIT

**2**

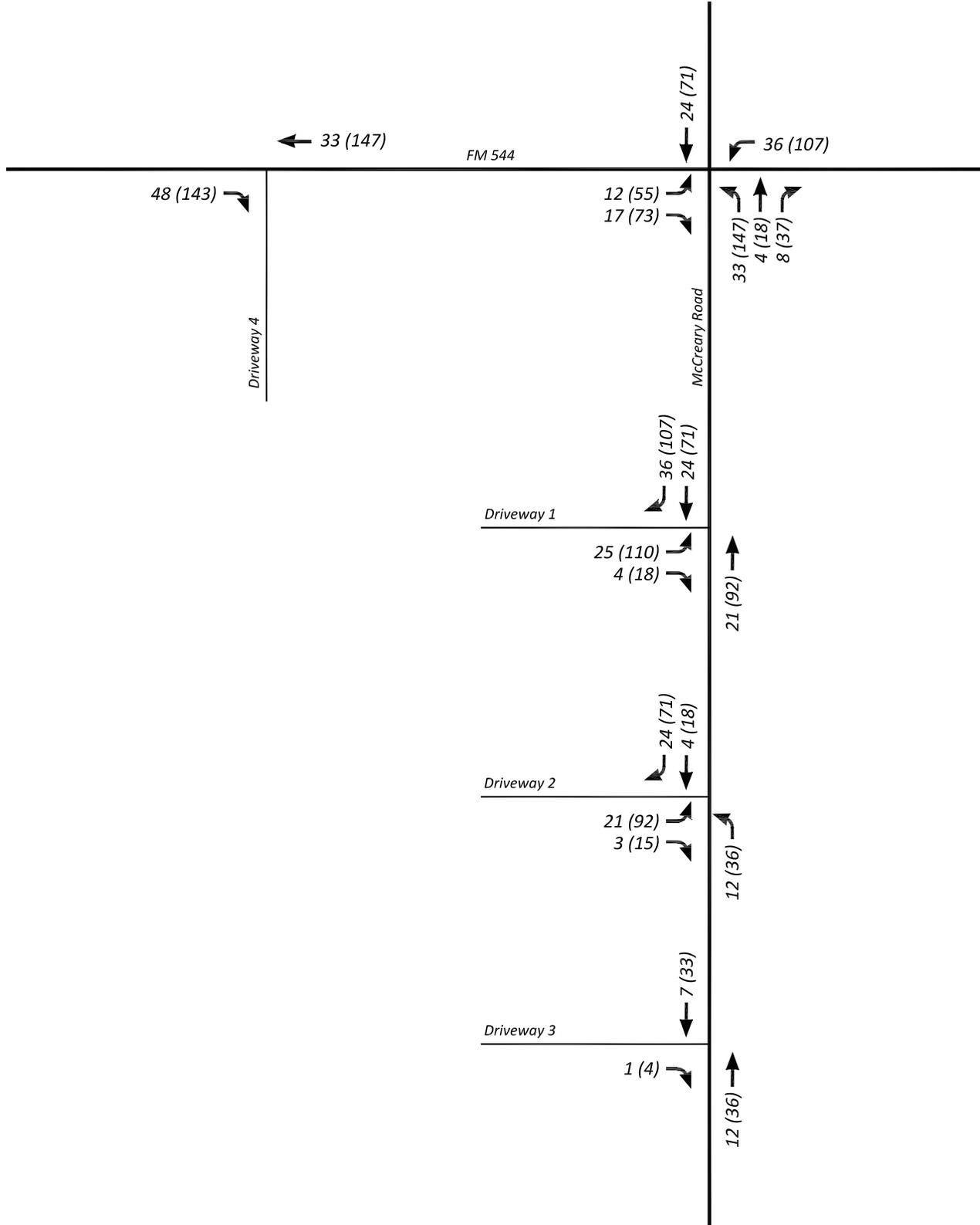
Page 9



**Legend:**  
 XX% (YY%)  
 XX% - Inbound Site Traffic Assignment  
 (YY%) - Outbound Site Traffic Assignment

## Site Traffic Assignment

McCreary Marketplace Site Access Assessment



**Legend:**

XXX (YYY)

XXX - AM Peak Hour Traffic Volumes

(YYY) - PM Peak Hour Traffic Volumes

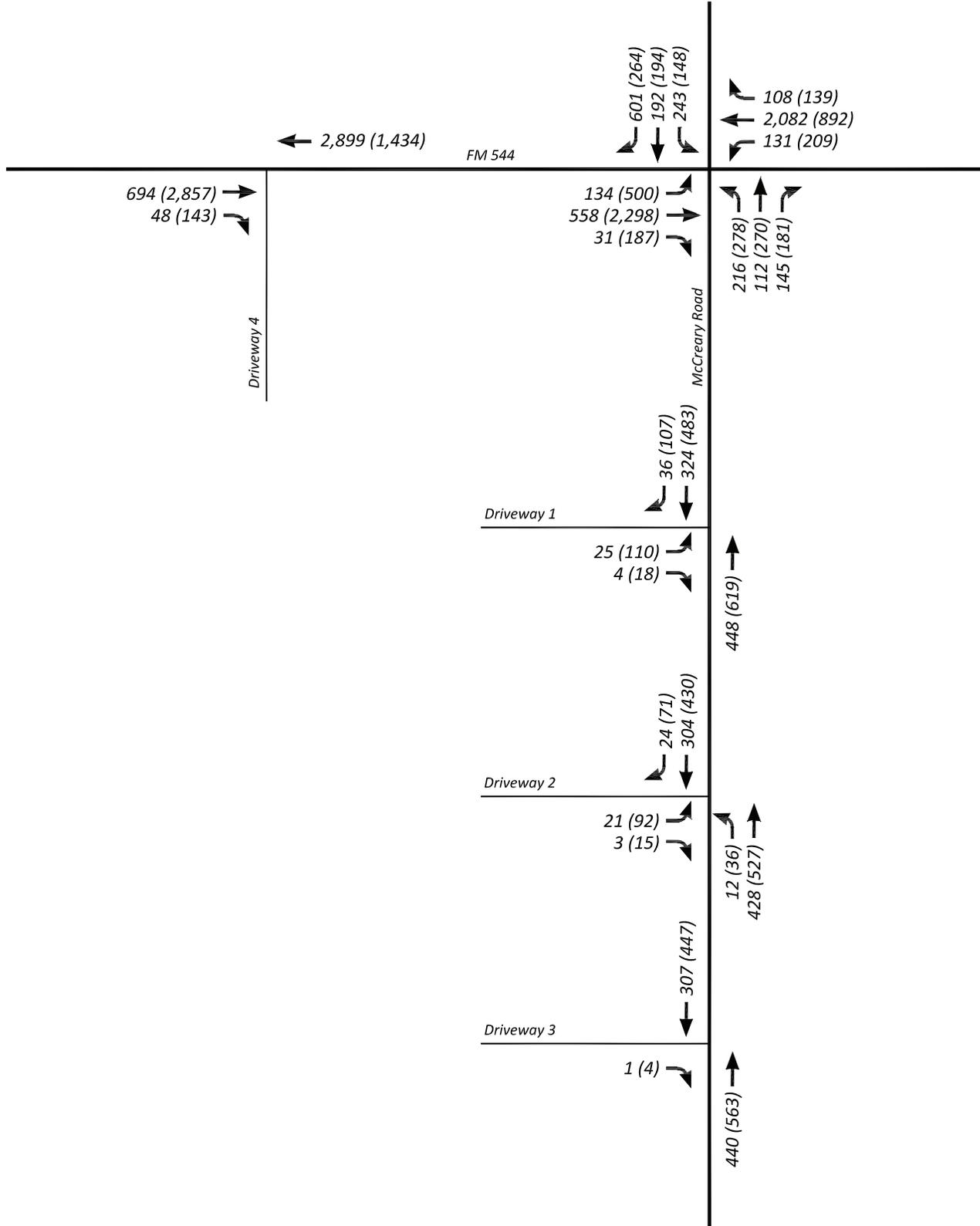
# Site Generated Traffic Volumes

McCreary Marketplace Site Access Assessment

**EXHIBIT**

**4**

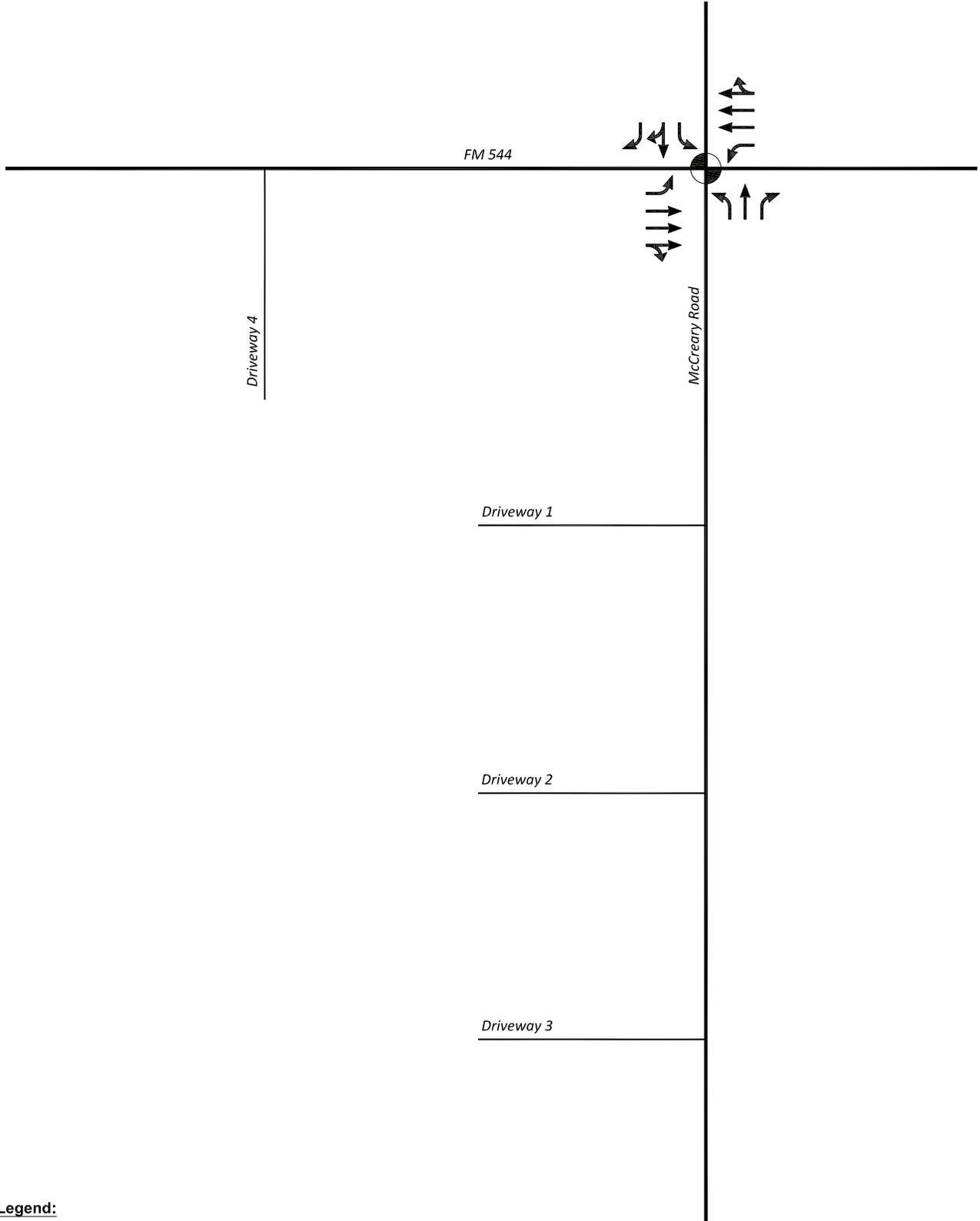
Page 11



**Legend:**  
 XXX (YYY)  
 XXX - AM Peak Hour Traffic Volumes  
 (YYY) - PM Peak Hour Traffic Volumes

## Site Buildout Traffic Volumes

McCreary Marketplace Site Access Assessment



**Legend:**

-  - Existing Roadway Lane
-  - Existing Traffic Signal

## Existing Roadway Geometry

McCreary Marketplace Site Access Assessment

*Appendix A. Trip Generation Supplement*

# Land Use: 820

## Shopping Center

### Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Specialty retail center (Land Use 814) and factory outlet center (Land Use 823) are related uses.

### Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs and recreational facilities (for example, ice skating rinks or indoor miniature golf courses). The centers ranged in size from 1,700 to 2.2 million square feet gross leasable area (GLA). The centers studied were located in suburban areas throughout the United States and therefore represent typical U.S. suburban conditions.

**Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.**

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Separate equations have been developed for shopping centers during the Christmas shopping season. Plots were included for the weekday peak hour of adjacent street traffic and the Saturday peak hour of the generator.

**Information on approximate hourly, monthly and daily variation in shopping center traffic is shown in Tables 1–4. It should be noted, however, that the information contained in these tables is based on a limited sample size. Therefore, caution should be exercised when applying the data. Also, some information provided in the tables may conflict with the results obtained by applying the average rate or regression equations. When this occurs, it is suggested that the results from the average rate or regression equations be used, as they are based on a larger number of studies.**

Time	Average Weekday <sup>a</sup>		Average Saturday <sup>b</sup>	
	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic
10 a.m.–11 a.m.	7.6	6.5	6.8	5.8
11 a.m.–12 p.m.	7.6	8.4	8.8	8.9
12 p.m.–1 p.m.	7.6	8.2	9.4	8.8
1 p.m.–2 p.m.	6.9	7.5	10.0	10.1
2 p.m.–3 p.m.	9.0	7.8	9.7	8.4
3 p.m.–4 p.m.	9.6	9.5	10.3	9.6
4 p.m.–5 p.m.	9.7	10.4	10.7	10.7
5 p.m.–6 p.m.	10.3	11.0	9.4	8.7
6 p.m.–7 p.m.	7.4	8.3	7.3	8.3
7 p.m.–8 p.m.	5.4	5.3	5.0	5.7
8 p.m.–9 p.m.	4.2	4.3	3.2	3.9
9 p.m.–10 p.m.	1.9	1.8	2.0	3.3

<sup>a</sup> Source numbers - 95, 124; based on four studies

<sup>b</sup> Source numbers - 95, 124; based on four studies

Time	Average Weekday <sup>a</sup>		Average Saturday <sup>b</sup>		Average Sunday <sup>c</sup>	
	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic
10 a.m.–11 a.m.	7.5	3.7	8.3	4.3	3.5	1.7
11 a.m.–12 p.m.	8.6	5.9	10.9	6.9	9.4	3.5
12 p.m.–1 p.m.	9.5	7.9	11.9	8.9	15.3	6.3
1 p.m.–2 p.m.	8.7	8.2	12.5	10.4	17.3	11.0
2 p.m.–3 p.m.	7.9	8.8	12.4	12.0	16.4	14.4
3 p.m.–4 p.m.	7.7	8.9	11.2	12.9	13.8	16.2
4 p.m.–5 p.m.	8.2	9.1	9.2	13.4	9.8	16.8
5 p.m.–6 p.m.	8.3	9.5	5.2	12.7	5.5	15.7
6 p.m.–7 p.m.	7.8	7.7	2.9	8.0	2.2	6.1
7 p.m.–8 p.m.	8.4	7.0	1.9	2.1	1.3	1.9
8 p.m.–9 p.m.	4.7	7.7	1.4	1.2	0.8	1.1
9 p.m.–10 p.m.	1.8	9.1	2.9	0.8	0.6	0.9

<sup>a</sup> Source numbers - 48, 73, 88, 124; based on seven studies

<sup>b</sup> Source numbers - 73, 88; based on three studies

<sup>c</sup> Source number - 88; based on two studies

Table 3 Daily Variation in Shopping Center Traffic Percentage of Average Weekday Volume (Monday through Friday)				
Day	Less Than 100,000 Square Feet GLA	100,000 to 300,000 Square Feet GLA	More Than 300,000 Square Feet GLA	Discount Center
Sunday	45.2	65.4	77.4	82.1
Monday	97.3	96.8	96.8	95.1
Tuesday	92.9	103.1	97.1	91.4
Wednesday	92.7	99.1	93.6	94.8
Thursday	98.2	85.3	97.1	99.5
Friday	118.9	108.7	115.4	119.2
Saturday	128.5	113.4	128.0	151.0
Sample Size	6	8	17	2

Source numbers - 88, 124

Table 4 Monthly Variation in Shopping Center Traffic Percentage of Average Month			
Month	Percentage	Month	Percentage
January	85.3	July	100.8
February	78.1	August	102.1
March	92.0	September	94.8
April	93.2	October	98.9
May	105.4	November	101.5
June	106.0	December	141.8

Sample size: 2

Average gross leasable area: 938,000 square feet

The sites were surveyed between the 1960s and the 2000s throughout the United States and Canada.

### Source Numbers

1, 2, 3, 4, 5, 6, 13, 14, 18, 19, 22, 26, 40, 42, 48, 49, 54, 59, 60, 61, 64, 65, 72, 73, 75, 76, 77, 78, 79, 87, 89, 90, 98, 99, 100, 105, 110, 124, 156, 159, 172, 186, 193, 194, 195, 196, 197, 198, 199, 202, 204, 211, 213, 260, 263, 269, 295, 299, 300, 301, 304, 305, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 358, 365, 376, 385, 390, 400, 404, 414, 420, 423, 428, 437, 440, 442, 444, 446, 507, 562, 563, 580, 598, 629, 658

# Shopping Center (820)

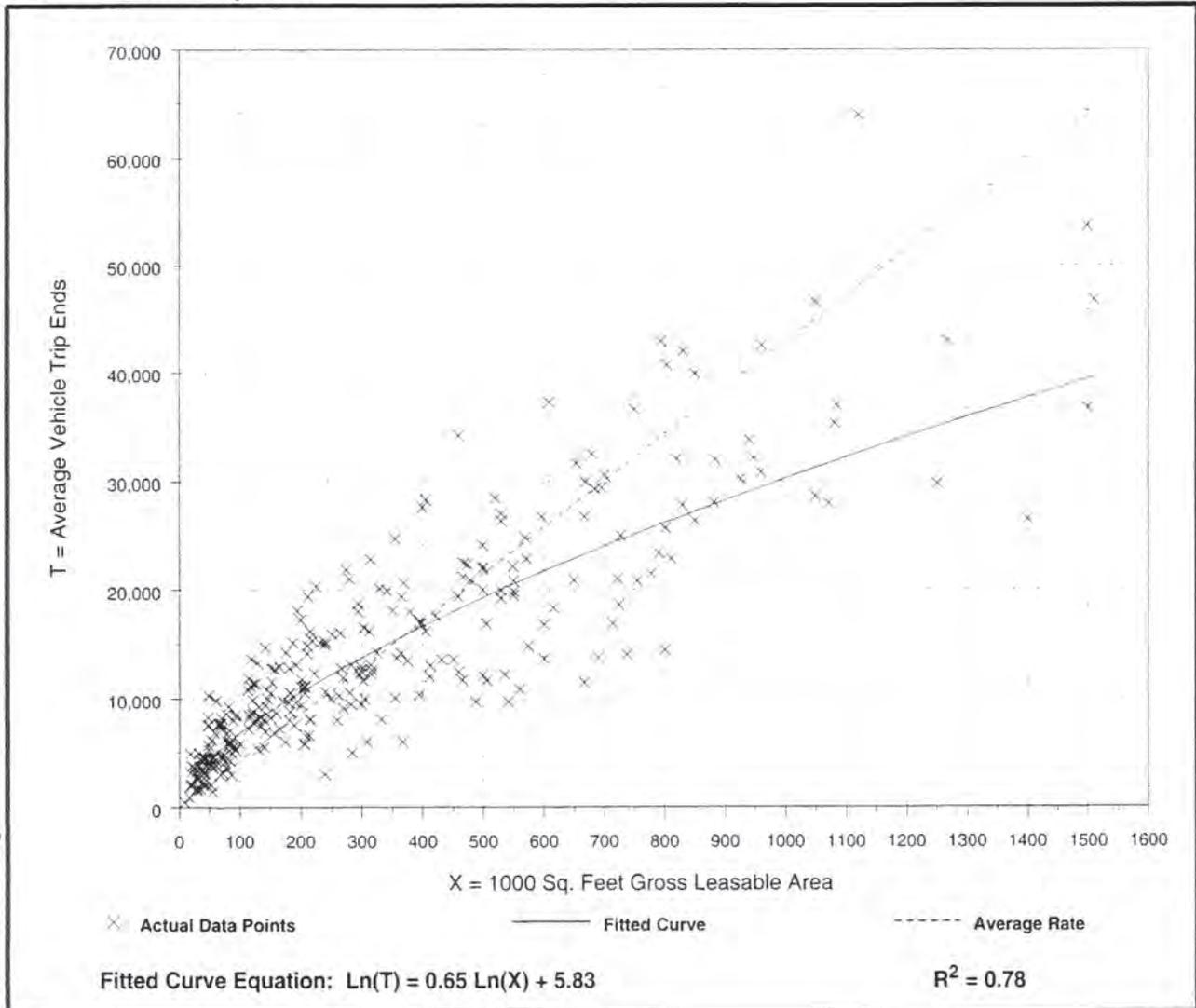
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
On a: Weekday**

Number of Studies: 302  
Average 1000 Sq. Feet GLA: 328  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
42.94	12.50 - 270.89	21.38

## Data Plot and Equation



# Shopping Center (820)

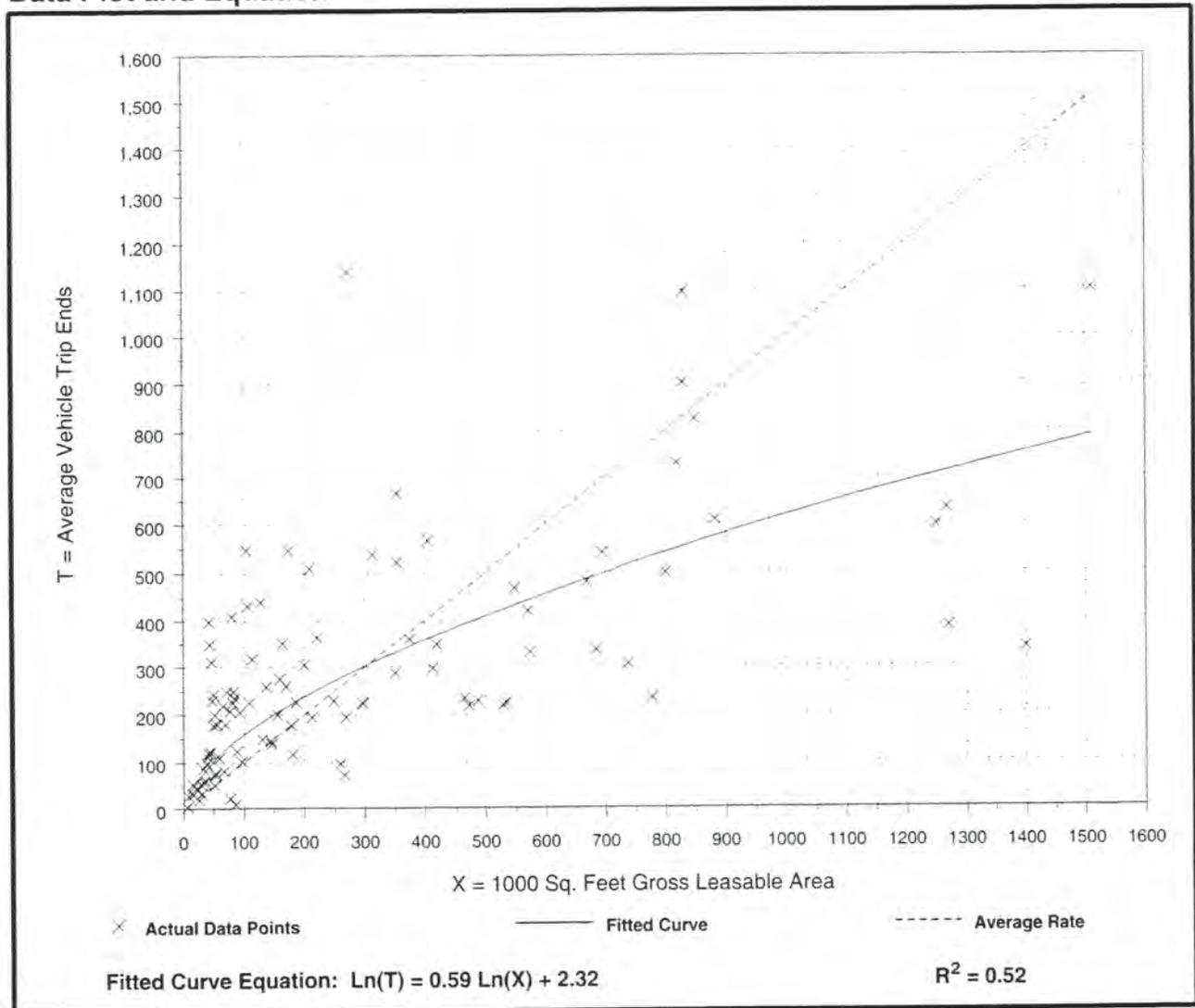
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.**

Number of Studies: 101  
Average 1000 Sq. Feet GLA: 296  
Directional Distribution: 61% entering, 39% exiting

## Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
1.00	0.10 - 9.05	1.38

## Data Plot and Equation



# Shopping Center (820)

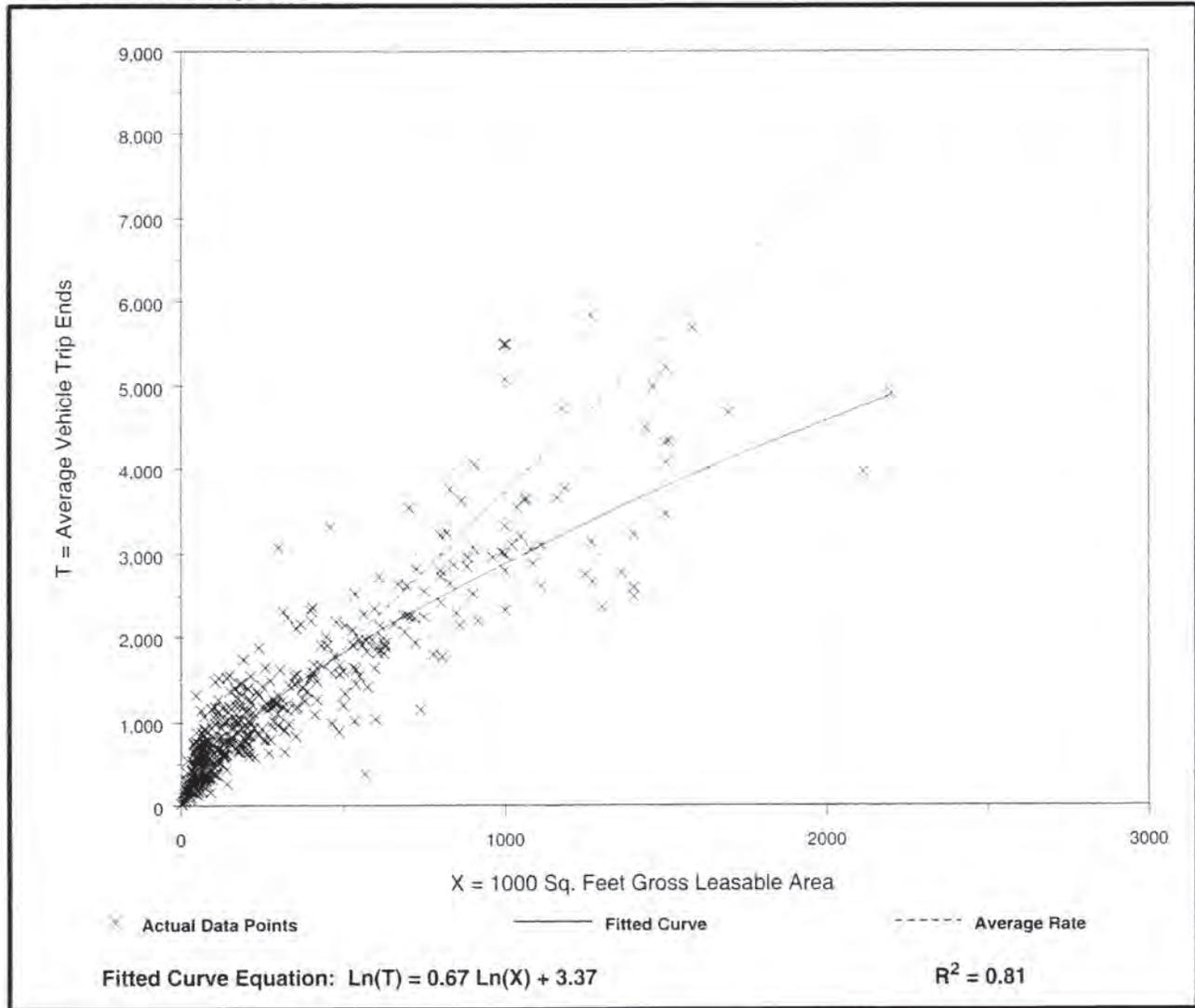
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

Number of Studies: 412  
 Average 1000 Sq. Feet GLA: 379  
 Directional Distribution: 49% entering, 51% exiting

## Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
3.73	0.68 - 29.27	2.74

## Data Plot and Equation



# Land Use: 881

## Pharmacy/Drugstore with Drive-Through Window

### Description

Pharmacies/drugstores are retail facilities that primarily sell prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products and general merchandise. The drug stores in this category contain drive-through windows. Pharmacy/drugstore without drive-through window (Land Use 880) is a related use.

### Additional Data

Several studies indicated that they had two drive-through windows.

Peak hours of the generator—

The weekday a.m. peak hour was between 11:00 a.m. and 12:00 p.m. The weekday p.m. peak hour varied between 12:00 p.m. and 6:00 p.m. The weekend peak hour varied between 12:00 p.m. and 2:00 p.m.

The sites were surveyed between the 1990s and the 2000s in California, Colorado, Florida, New York, New Jersey, Minnesota, Pennsylvania and Wisconsin.

### Source Numbers

369, 418, 436, 547, 550, 552, 563, 568, 573, 599, 621

# Pharmacy/Drugstore with Drive-Through Window (881)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday

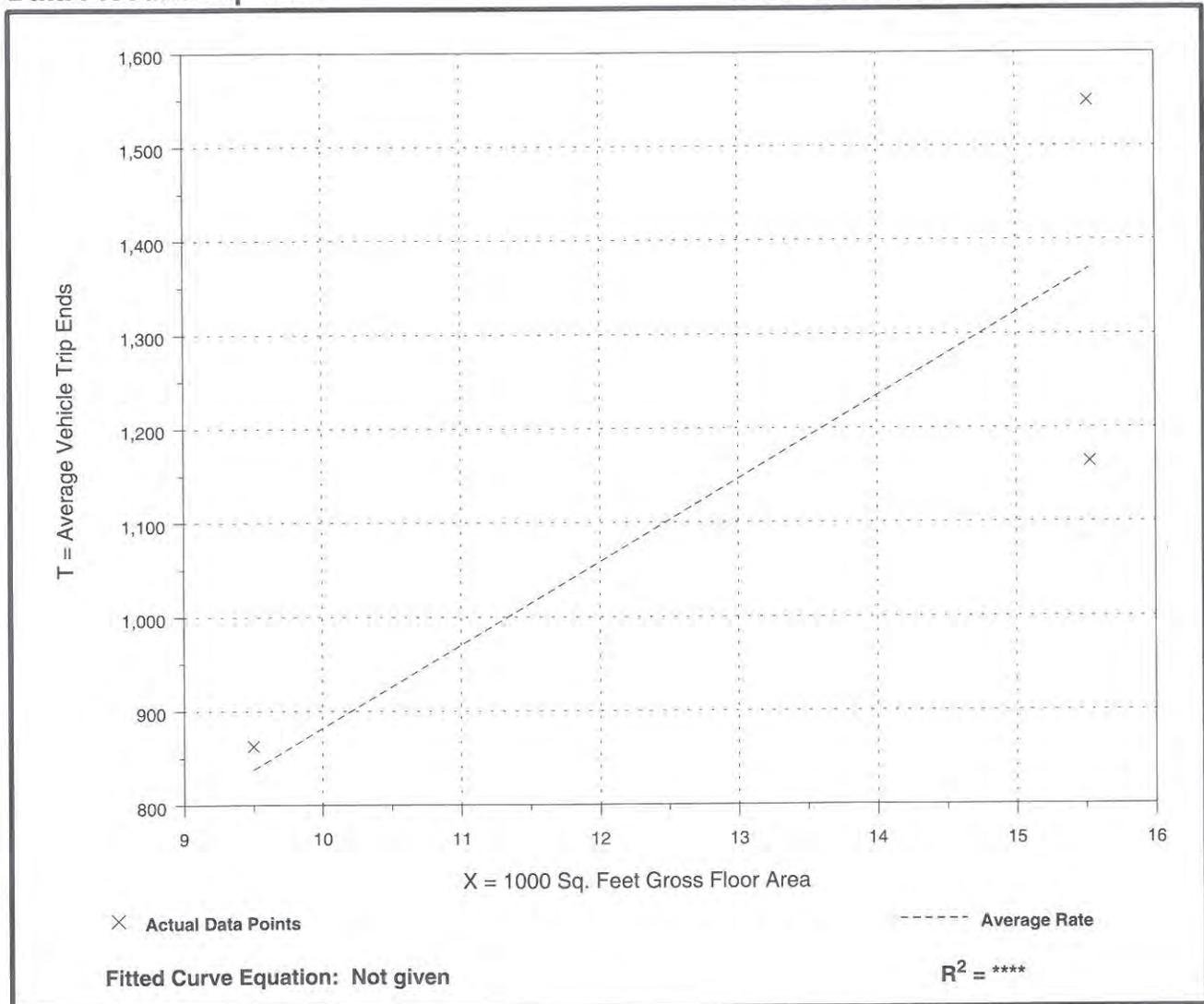
Number of Studies: 3  
Average 1000 Sq. Feet GFA: 14  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
88.16	74.95 - 99.74	14.37

## Data Plot and Equation

Caution - Use Carefully - Small Sample Size



# Pharmacy/Drugstore with Drive-Through Window (881)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

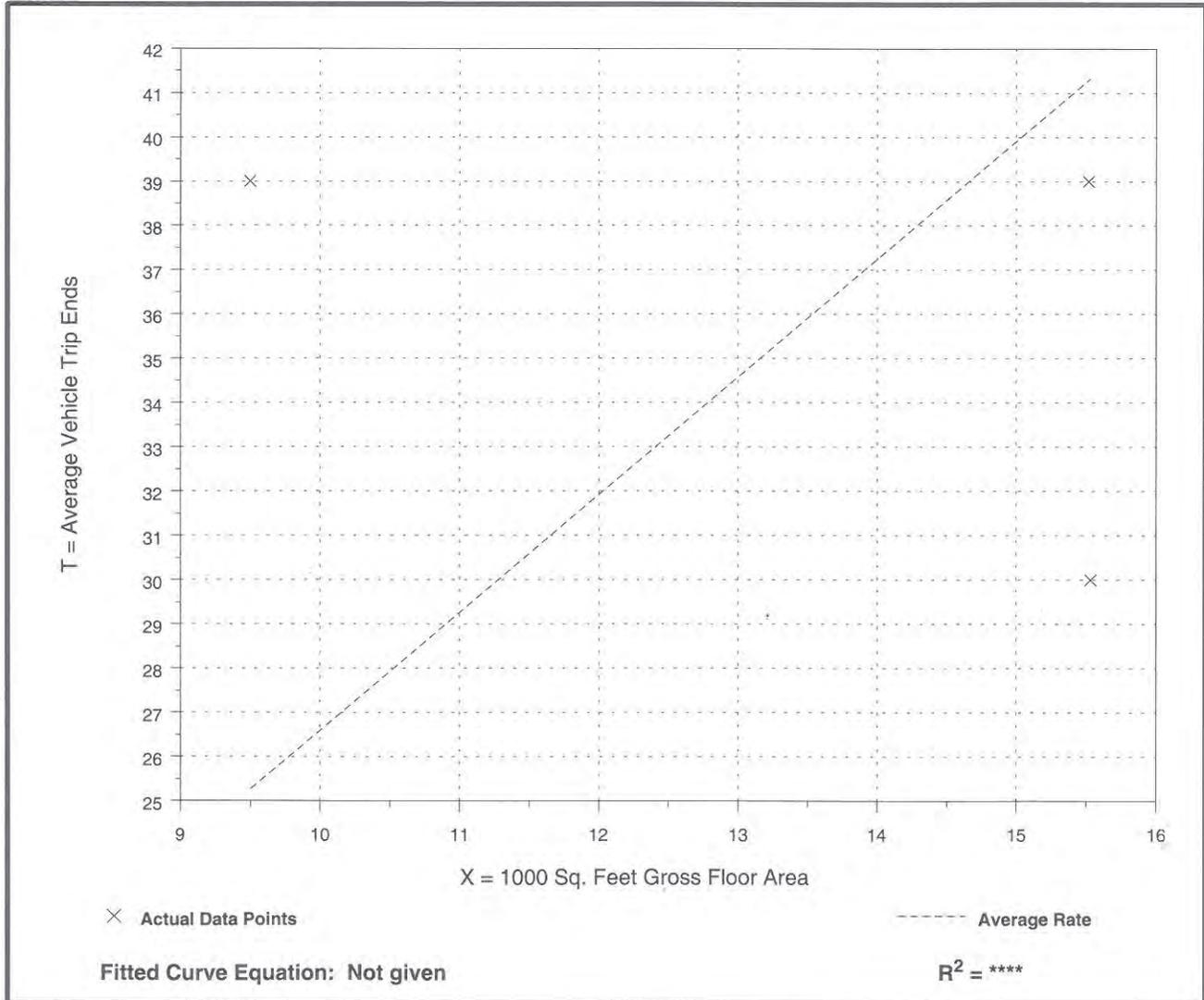
Number of Studies: 3  
Average 1000 Sq. Feet GFA: 14  
Directional Distribution: 57% entering, 43% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.66	1.93 - 4.11	1.80

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Pharmacy/Drugstore with Drive-Through Window (881)

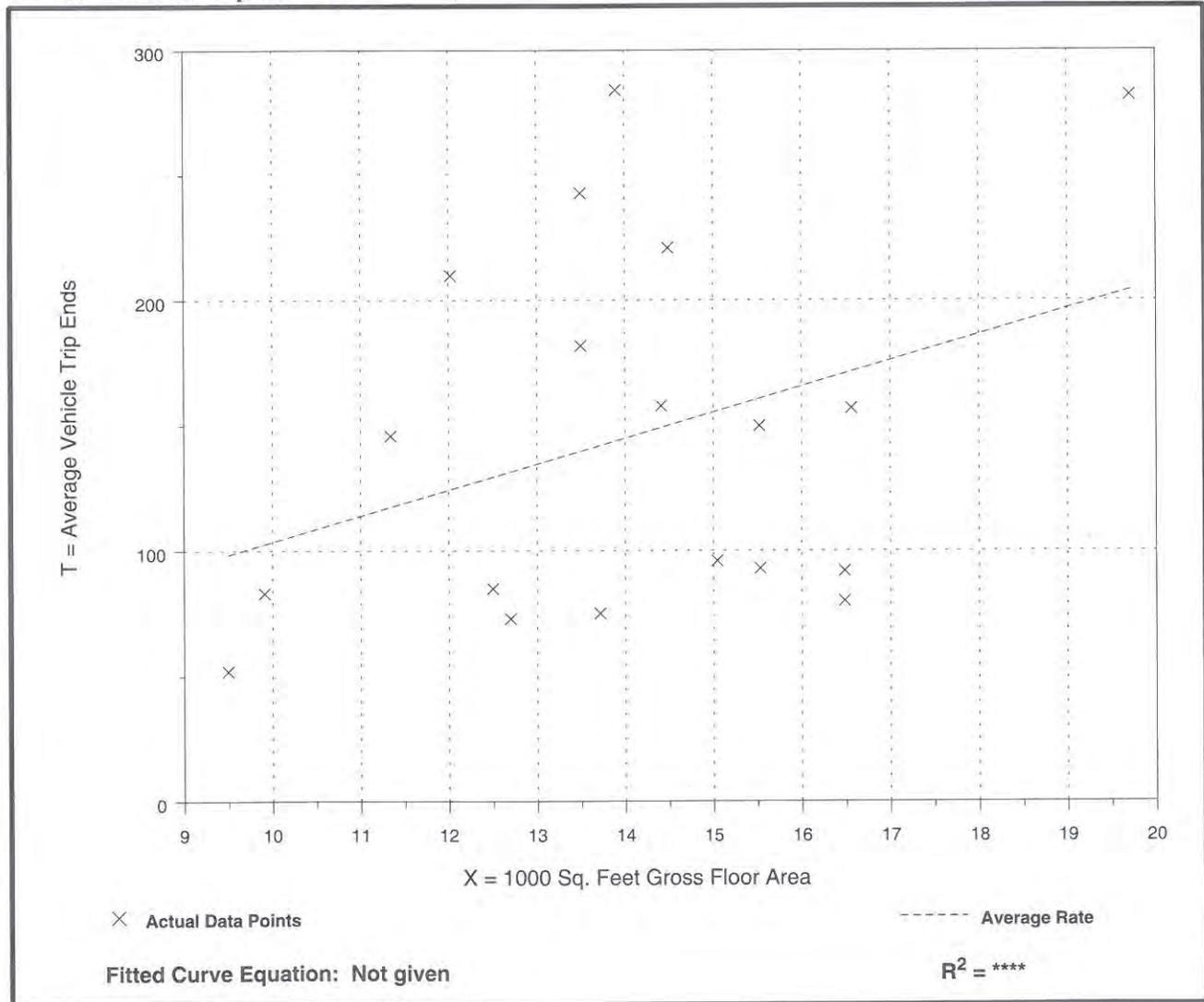
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Number of Studies: 19  
Average 1000 Sq. Feet GFA: 14  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
10.35	4.85 - 20.43	5.72

## Data Plot and Equation



# Land Use: 912 Drive-in Bank

## Description

Drive-in banks provide banking facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building. The drive-in lanes may or may not provide automatic teller machines (ATMs). Walk-in bank (Land Use 911) is a related use.

## Additional Data

To reflect changes in travel patterns resulting from recent technological advances in the banking industry, data from years prior to the year 2000 have been removed from this land use. The elimination of these data resulted in substantially lower trip generation rates for most time periods presented.

The independent variable, drive-in lanes, refers to all lanes at a banking facility used for financial transactions, including ATM-only lanes.

Peak hours of the generator—

The weekday a.m. peak hour varied between 8:00 a.m. and 12:00 p.m. The weekday p.m. peak hour varied between 12:00 p.m. and 6:00 p.m. The weekend peak hour varied between 9:00 a.m. and 1:30 p.m.

The sites were surveyed in the 2000s throughout the United States.

***To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period and the number of drive-through lanes that are open at the time of the study.***

## Specialized Land Use Data

One study provided data on a drive-in bank with an office on the second floor. The size and scale of this site differs considerably from those contained in this land use. Therefore, the information collected for this facility is presented in the following table and was excluded from the data plots.

**1,000 Square Feet Gross Floor Area**

<b>Day/Time Period</b>	<b>Trip Generation Rate</b>	<b>Size of Independent Variable</b>	<b>Number of Studies</b>	<b>Directional Distribution</b>
Weekday a.m. Peak Hour of Adjacent Street Traffic	3.55	15,200	1	69% entering, 31% exiting
Weekday p.m. Peak Hour of Adjacent Street Traffic	5.57	15,200	1	44% entering, 56% exiting
Weekday a.m. Peak Hour of Generator	3.55	15,200	1	69% entering, 31% exiting
Weekday p.m. Peak Hour of Generator	5.57	15,200	1	44% entering, 56% exiting

Source: 656

**Source Numbers**

553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657

# Drive-in Bank (912)

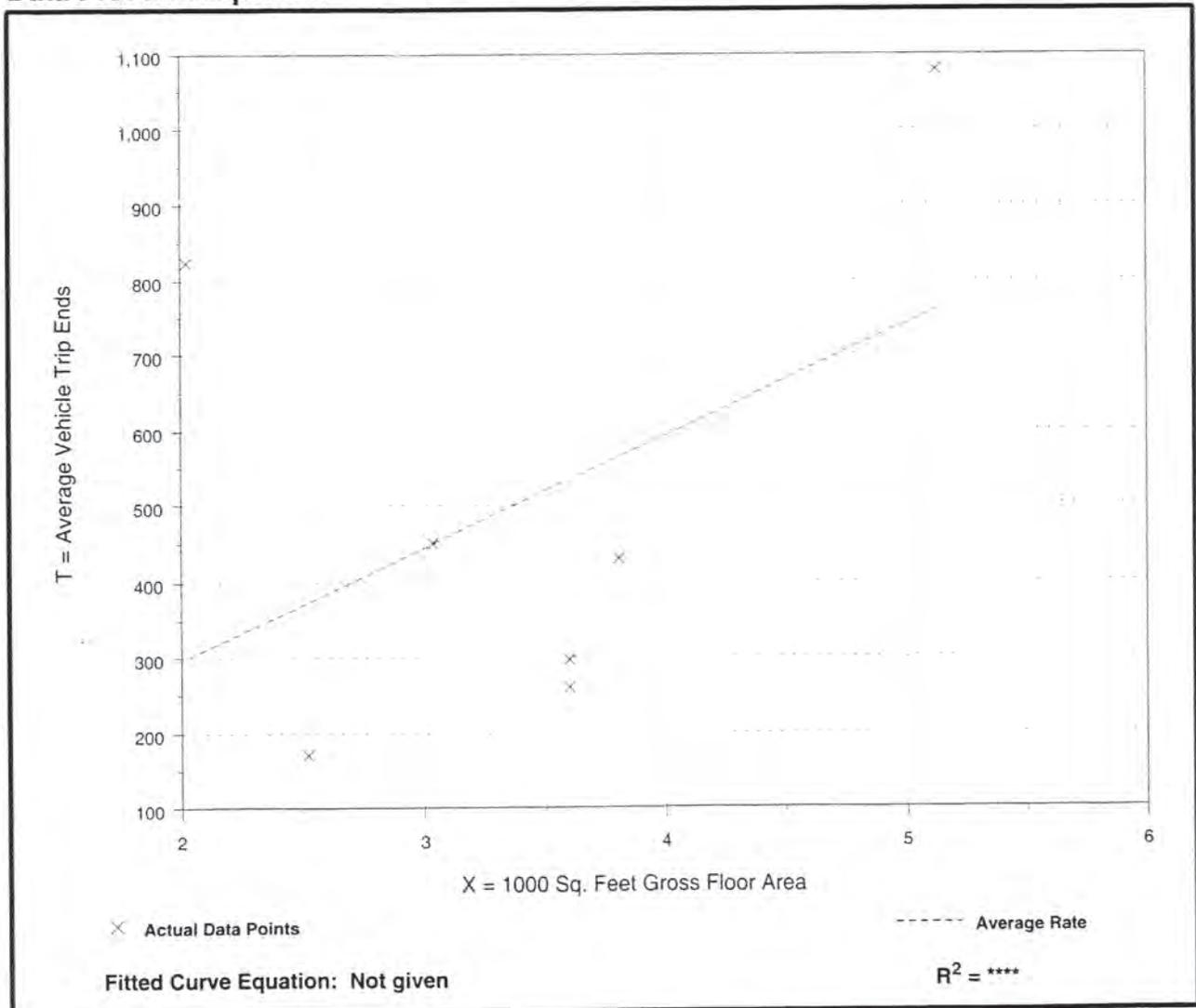
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**  
On a: **Weekday**

Number of Studies: 7  
Average 1000 Sq. Feet GFA: 3  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
148.15	68.23 - 407.21	97.36

## Data Plot and Equation



# Drive-in Bank (912)

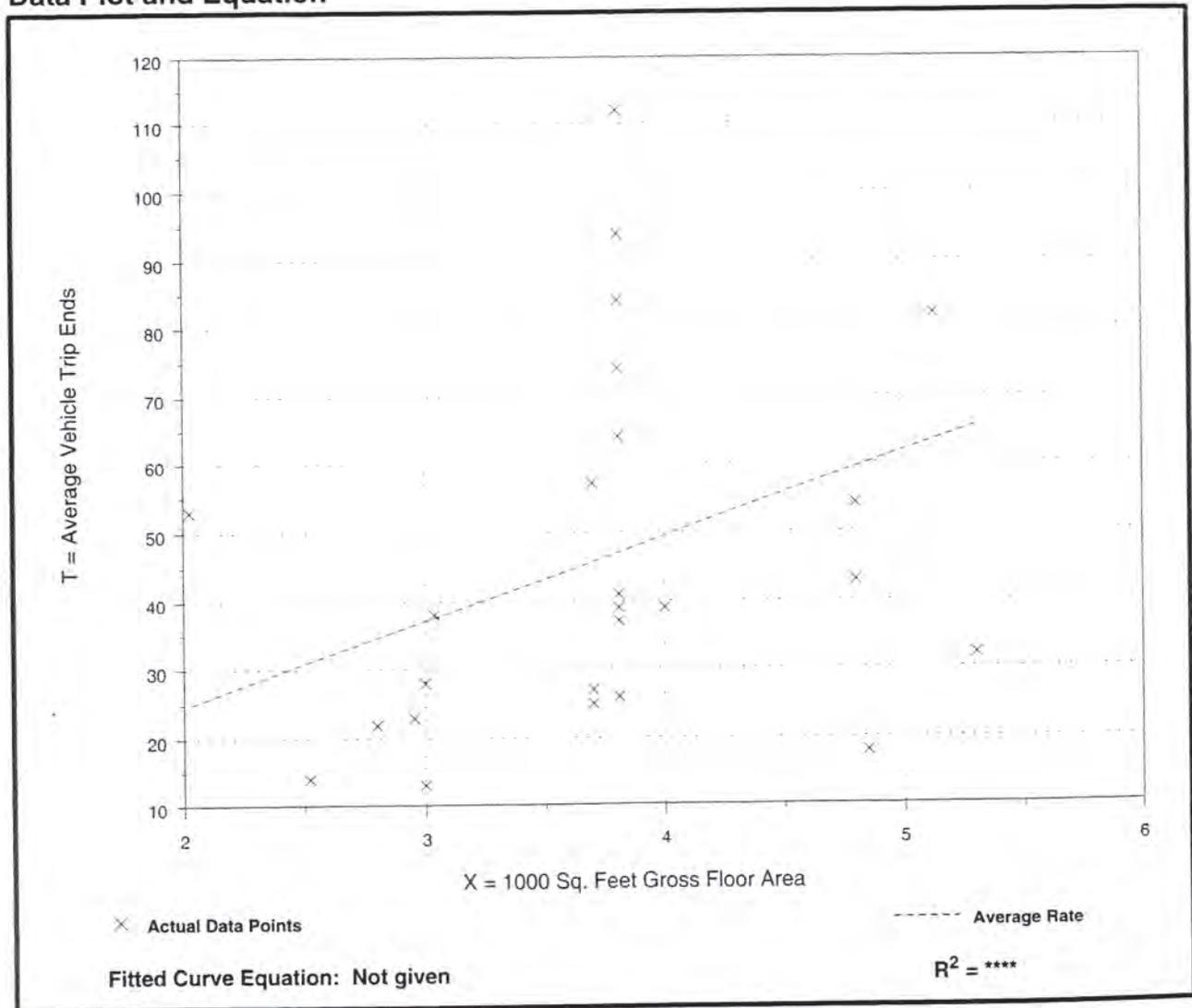
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

Number of Studies: 26  
 Average 1000 Sq. Feet GFA: 4  
 Directional Distribution: 56% entering, 44% exiting

### Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
12.35	3.71 - 29.40	7.38

### Data Plot and Equation



# Drive-in Bank (912)

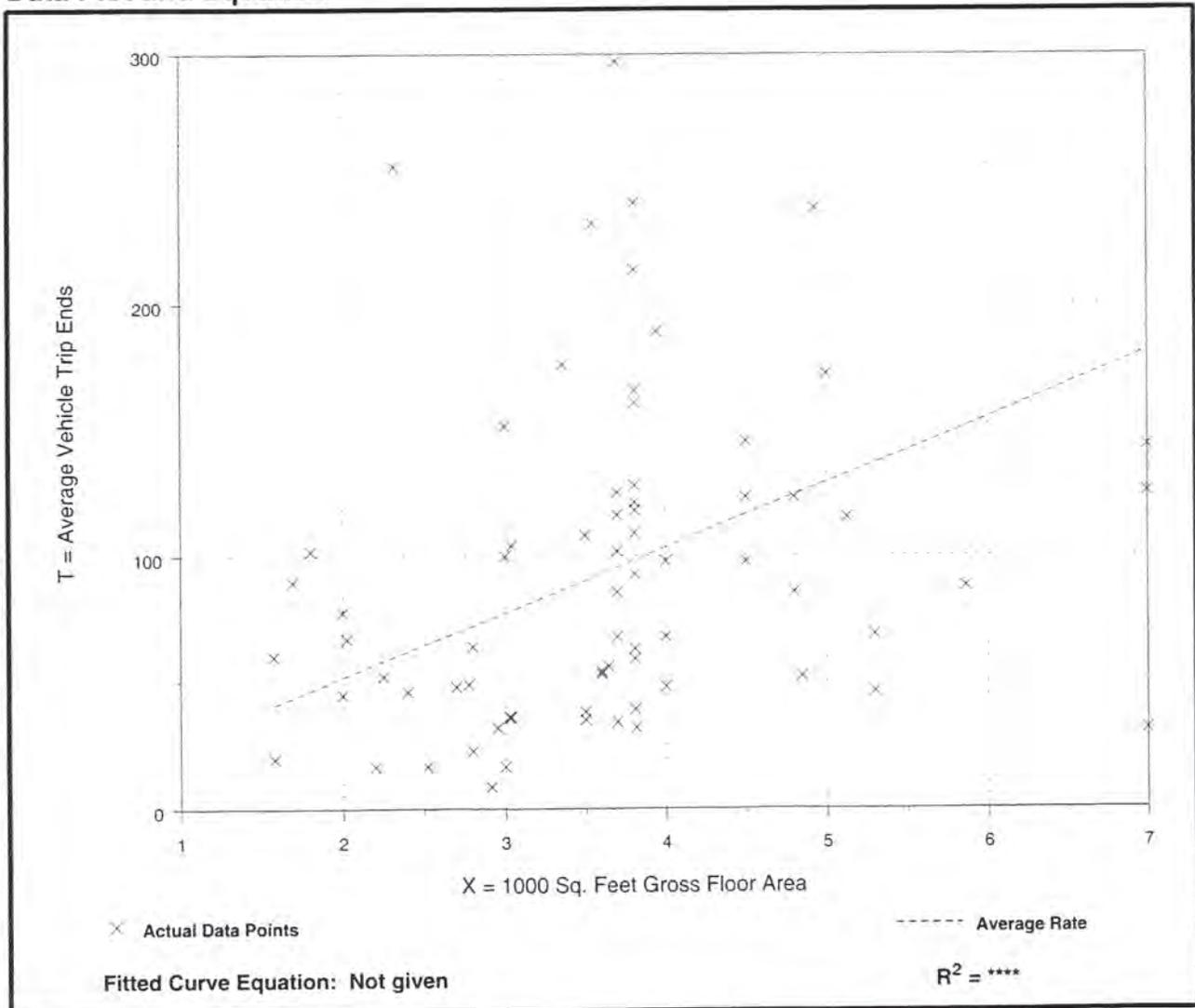
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 4 and 6 p.m.

Number of Studies: 71  
 Average 1000 Sq. Feet GFA: 4  
 Directional Distribution: 50% entering, 50% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
25.82	3.09 - 109.68	18.37

## Data Plot and Equation



*Appendix B. Existing Peak Hour Intersection Traffic Volumes*



*Appendix C. Level-of-Service Definitions*

## ROADWAY INTERSECTIONS

[Excerpts from the *Highway Capacity Manual* Transportation Research Board - HCM 2000.]

### CHAPTER 2 – CAPACITY AND LEVEL OF SERVICE CONCEPTS

#### LEVEL OF SERVICE

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions. Safety is not included in the measures that establish service levels.

#### SERVICE FLOW RATES

The analytical methods in this manual attempt to establish or predict the maximum flow rate for various facilities at each level of service—except LOS F, for which the flows are unstable or the vehicle delay is high. Thus, each facility has five service flow rates, one for each level of service (A through E). For LOS F, it is difficult to predict flow due to stop-and-start conditions.

The *service flow rate* is the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or uniform segment of a lane or roadway during a given period under prevailing roadway, traffic, and control conditions while maintaining a designated level of service. The service flow rates are generally based upon a 15-minute period. Typically, the hourly flow rate is defined as four times the peak 15-minute volume.

Note that service flow rates are discrete values, whereas levels of service represent a range of conditions. Because the service flow rates are defined as maximums for each level of service, they effectively define flow boundaries between levels of service.

Most design or planning efforts typically use service flow rates at LOS C or D, to ensure an acceptable operating service for facility users.

## SERVICE MEASURES

For each type of facility type, one or more of the stated performance measures serves as the primary determinant of levels of service. This LOS-determining parameter is called the service measure or sometimes the measure of effectiveness (MOE) for each facility type.

### CHAPTER 16 – SIGNALIZED INTERSECTIONS

#### SCOPE OF THE METHODOLOGY

This chapter contains a methodology for analyzing the capacity and level of service (LOS) of signalized intersections. The analysis must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology focuses on the determination of LOS for known or projected conditions.

The methodology addresses the capacity, LOS, and other performance measures for lane groups and intersection approaches and the LOS for the intersection as a whole. Capacity is evaluated in terms of the ratio of demand flow rate to capacity ( $v/c$  ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). Control delay is the portion of the total delay attributed to traffic signal operation for signalized intersections. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

#### METHODOLOGY

The primary output of the method is level of service (LOS). This methodology covers a wide range of operational configurations, including combinations of phase plans, lane utilization, and left-turn treatment alternatives. It is important to note that some of these configurations may be considered unacceptable by some operating agencies from a safety point of view. The safety aspect of signalized intersections cannot be ignored, and the provision in this chapter of a capacity and LOS analysis methodology for a specific operational configuration does not imply an endorsement of the suitability for application of such a configuration.

#### LEVEL-OF-SERVICE

The average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value. The criteria are listed in Exhibit 16-2.

**Exhibit 16-2. LOS CRITERIA FOR SIGNALIZED INTERSECTIONS**

LOS	CONTROL DELAY PER VEHICLE (s/vch)
A	10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

**INPUT PARAMETERS**

This information forms the basis for selecting computational values and procedures in the modules that follow. The data needed are detailed and varied and fall into three main categories: geometric, traffic, and signalization.

**INTERPRETATION OF RESULTS**

The computations discussed in the previous section result in an estimation of the average delay per vehicle in each lane group for each approach and for the intersection as a whole. LOS is directly related to delay values and is assigned on that basis. LOS is a measure of the acceptability of delay levels to motorists at a given intersection. When delays are unacceptable, the causes of delay should be carefully examined. Although discussion below is clearly not exhaustive, some of the more common situations are as follows.

1. LOS is an indication of the general acceptability of delay to drivers. It should be noted that this is somewhat subjective: what might be acceptable in a large city is not necessarily acceptable in a smaller city or rural area.
2. When delay levels are acceptable for the intersection as a whole but are unacceptable for certain lane groups, the phase plan, allocation of green time, or both might be examined to provide for more efficient handling of the disadvantaged movement or movements.
3. When delay levels are unacceptable but v/c ratios are relatively low, the cycle length may be too long for prevailing conditions, the phase plan may be inefficient, or both. It should be noted, however, that when signals are part of a coordinated system, the cycle length at individual intersections is determined by system considerations, and alterations at isolated locations may not be practical.
4. When both delay levels and v/c ratios are unacceptable, the situation is critical. Delay is already high, and demand is near or over capacity. In such situations, the delay may increase rapidly with small changes in demand. The full range of potential geometric and signal design improvements should be considered in the search for improvements.

The following point must be emphasized: unacceptable delay can exist where capacity is a problem as well as in cases in which it is adequate. Further, acceptable delay levels do not automatically ensure that capacity is sufficient. Delay and LOS, like capacity, are complex variables influenced by a wide range of traffic, roadway, and signalization conditions. The operational analysis techniques presented here are useful in estimating the performance characteristics of the intersection and in providing basic insights into probably causal factors.

The determination of LOS is based on average control delay. It is possible, however, for average delay to decrease with increasing volumes if the volume increased occur in movements with less than the average delay. Even with increases in more than one movement on an approach, the net effect can still be a decrease in average delay if the movements with less than average delay increase sufficiently.

One way to avoid this anomaly is to consider the change in mean delay on a lane-group-by-lane-group basis rather than by averaging delay over the entire intersections. Adding traffic to a particular lane group will always increase the delay for that lane group (as long as all other factors remain unchanged).

These procedures do not, however, account for all possible conditions. The influences of such characteristics as specific curb-corner radii, intersection angle, combinations of grades on various approaches, odd geometric features (offset intersections, narrowing on the departure lanes, etc.), and other unusual site-specific conditions are not addressed in the methodology.

The capacity of an intersection is complex variable depending on a large number of prevailing traffic, roadway, and signalization conditions. Suggestions on interpretation are not meant to be exhaustive or complete but merely to point out some of the more common problems that can be identified from the Capacity and LOS Worksheet results.

*Appendix D. Detailed Intersection Capacity Analysis Results*

AM Peak Hour  
1: FM 544 & McCreary Road

Existing  
3/23/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	117	520	30	91	2001	104	176	104	131	234	167
Volumes (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	175	0	0	275	0	0	100	0	225	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	1	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25
Tapel Length (ft)	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Lane Util. Factor	0.992	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.985	0.985
Flt Protected	0.950			0.950			0.950			0.950	
Satd. Flow (prot)	1770	5045	0	1770	5050	0	1770	1863	1583	1770	1619
Flt Permitted	0.045			0.394			0.088			0.587	
Satd. Flow (perm)	84	5045	0	734	5050	0	164	1863	1583	1093	1619
Right Turn on Red		Yes			Yes				Yes		Yes
Satd. Flow (RTOR)	7			6			30		146		37
Link Speed (mph)	30			30			30		30		30
Link Distance (ft)	603			630			392		392		500
Travel Time (s)	13.7			14.3			8.9		8.9		11.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	130	578	33	101	2223	116	196	116	146	260	186
Shared Lane Traffic (%)											
Lane Group Flow (vph)	130	611	0	101	2339	0	196	116	146	260	430
Enter Blocked Intersection	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width (ft)	12			12			12		12		12
Link Offset (ft)	0			0			0		0		0
Crosswalk Width (ft)	16			16			16		16		16
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	15	9	15	15	9	15	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1
Detector Template	Left	Thru	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Type	Ch-Ex										
Detector 2 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94		94		94
Detector 2 Size (ft)	6			6			6		6		6
Detector 2 Type	Ch-Ex			Ch-Ex			Ch-Ex		Ch-Ex		Ch-Ex
Detector 2 Channel											
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pl			pm+pl			pm+pl		Perm	pm+pl	Perm
Protected Phases	7	4	3	8	5	2	2	1	6		6
Permitted Phases	4	8	8	8	2	2	2	2	6	6	6
Detector Phase	7	4	3	8	5	2	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	8.0	20.0	8.0	20.0	8.0	20.0	8.0	20.0	20.0
Total Split (s)	15.0	94.0	0.0	10.0	89.0	0.0	21.0	53.0	23.0	55.0	55.0
Total Split (%)	8.3%	52.2%	0.0%	5.6%	49.4%	0.0%	11.7%	29.4%	12.8%	30.6%	30.6%

Lanes, Volumes, Timings  
JPT  
Synchro 7 - Report  
Page 1

AM Peak Hour  
1: FM 544 & McCreary Road

Existing  
3/23/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Maximum Green (s)	11.0	90.0	6.0	85.0	6.0	85.0	17.0	49.0	49.0	19.0	51.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Last Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Pedestrian Calls (/hr)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Act Effr Green (s)	100.1	90.1	91.1	85.1	91.1	85.1	62.3	45.4	45.4	65.5	47.0
Actuated v/c Ratio	0.57	0.51	0.52	0.48	0.52	0.48	0.35	0.26	0.26	0.37	0.27
v/c Ratio	0.85	0.24	0.24	0.96	0.24	0.96	0.92	0.24	0.28	0.54	0.85
Control Delay	82.6	24.3	20.5	54.3	20.5	54.3	93.1	52.9	8.0	43.8	64.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.6	24.3	20.5	54.3	20.5	54.3	93.1	52.9	8.0	43.8	64.2
LOS	F	C	C	D	C	D	F	D	A	D	F
Approach Delay	34.5			52.9			55.8			67.9	
Approach LOS	C			D			E			E	
Queue Length 50ft (ft)	103	146	55	984	55	984	178	107	0	216	478
Queue Length 95ft (ft)	#238	175	89	#1102	89	#1102	#345	169	60	299	#692
Internal Link Dist (ft)	523			550			312			420	
Turn Bay Length (ft)	175			275			100			225	
Base Capacity (vph)	153	2586	415	2445	415	2445	214	519	546	483	496
Stationing Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.24	0.24	0.96	0.24	0.96	0.92	0.22	0.27	0.54	0.87
Intersection Summary											
Area Type:	Other										
Cycle Length:	180										
Actuated Cycle Length:	176										
Natural Cycle:	90										
Control Type:	Actuated-Uncoordinated										
Maximum v/c Ratio:	0.96										
Intersection Signal Delay:	53.8										
Intersection Capacity Utilization:	91.1%										
Analysis Period (min):	15										
# 95th percentile volume exceeds capacity, queue may be longer.											
Queue shown is maximum after two cycles.											
Spills and Phases:	1: FM 544 & McCreary Road										
	23 s	53 s	10 s	84 s	10 s	84 s	115 s	183 s	115 s	183 s	21 s
	ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8	ø9	ø10	ø11

Lanes, Volumes, Timings  
JPT  
Synchro 7 - Report  
Page 2

PM Peak Hour  
1: FM 544 & McCreary Road

Existing  
3/23/2012

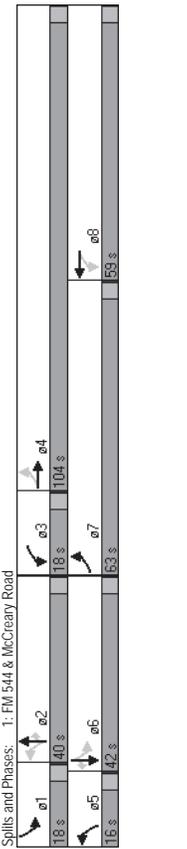
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Volumes (vph)	428	2138	180	98	857	134	126	242	139	142	118	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175	0	0	275	0	0	100	0	0	225	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	1
Turn Lane (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
FRT	0.988			0.980			0.850			0.941		0.850
Flt Protected	0.950			0.950			0.950			0.950		0.950
Satd. Flow (prot)	1770	5024	0	1770	4984	0	1770	1863	1583	1770	1665	1504
Flt Permitted	0.145			0.060			0.316			0.163		0.163
Satd. Flow (perm)	270	5024	0	112	4984	0	589	1863	1583	304	1665	1504
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	Yes
Satd. Flow (RTOR)	12			17			145		145		16	197
Link Speed (mph)	30			30			30		30		30	30
Link Distance (ft)	603			630			392		392		500	500
Travel Time (s)	13.7			14.3			8.9		8.9		11.4	11.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	476	2376	200	109	952	149	140	269	154	158	131	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	476	2576	0	109	1101	0	140	269	154	158	216	197
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width (ft)	12			12			12		12		12	12
Link Offset (ft)	0			0			0		0		0	0
Crosswalk Width (ft)	16			16			16		16		16	16
Two Way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	15	9	15	15	9	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	1	2	1
Detector Template	Left	Thru	Left	Thru	Left	Thru	Right	Left	Thru	Right	Right	Right
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch-Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94		94		94	
Detector 2 Size (ft)	6			6			6		6		6	
Detector 2 Type	Ch-Ex			Ch-Ex			Ch-Ex		Ch-Ex		Ch-Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0		0.0		0.0	
Turn Type	pm-pt			pm-pt			pm-pt		pm-pt		pm-pt	Perm
Protected Phases	7	4	3	8	5	2	1	6				
Permitted Phases	4	8	8	2	2	2	2	6	6	6	6	6
Detector Phase	7	4	3	8	5	2	2	1	6	6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	8.0	20.0	8.0	20.0	8.0	20.0	8.0	20.0	8.0	20.0
Total Split (s)	63.0	104.0	0.0	18.0	59.0	0.0	16.0	40.0	18.0	42.0	42.0	42.0
Total Split (%)	35.0%	57.8%	0.0%	10.0%	32.8%	0.0%	8.9%	22.2%	22.2%	10.0%	23.3%	23.3%

Lanes, Volumes, Timings  
JPT  
Synchro 7 - Report  
Page 1

PM Peak Hour  
1: FM 544 & McCreary Road

Existing  
3/23/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	59.0	100.0	14.0	55.0	12.0	36.0	36.0	36.0	36.0	14.0	38.0	38.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Last Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Pedestrian Calls (/hr)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Flash Don't Walk (s)	0			0			0		0		0	0
Act Eff Green (s)	114.3	99.9	77.5	67.1	40.7	29.0	29.0	29.0	29.0	44.3	30.8	30.8
Actuated v/c Ratio	0.68	0.59	0.46	0.40	0.24	0.17	0.17	0.17	0.17	0.26	0.18	0.18
v/c Ratio	0.84	0.87	0.71	0.55	0.62	0.84	0.39	0.80	0.68	0.45	0.45	0.45
Control Delay	47.0	34.1	69.6	42.8	62.2	90.8	13.0	77.8	71.2	10.2	10.2	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	34.1	69.6	42.8	62.2	95.6	13.1	77.8	71.2	10.2	10.2	10.2
LOS	D	C	E	D	E	F	B	E	F	B	E	B
Approach Delay	36.1			45.2			64.7		64.7		52.0	
Approach LOS	D			D			E		E		D	
Queue Length 50ft (ft)	363	859	66	345	123	293	8	140	222	0	222	0
Queue Length 95ft (ft)	513	1054	158	477	192	415	78	#224	331	77	77	77
Internal Link Dist (ft)	523			550			312		420		420	
Turn Bay Length (ft)	175			275			100		225		225	
Base Capacity (vph)	709	2992	192	1989	228	399	453	203	388	492	492	492
Stationing Cap Reductn	0	0	0	0	0	0	0	76	36	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.86	0.57	0.55	0.61	0.83	0.37	0.78	0.56	0.40	0.40	0.40



Lanes, Volumes, Timings  
JPT  
Synchro 7 - Report  
Page 2

AM Peak Hour  
1: FM 544 & McCreary Road

Site Buildout  
3/23/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	134	558	31	131	2082	108	216	112	145	243	198
Volumes (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	175	0	0	275	0	0	100	0	225	0	1
Storage Length (ft)	1	0	0	1	0	0	1	1	1	1	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25
Turn Lane (ft)	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95
Lane Util. Factor	0.992	0.992	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.992	0.850
Flt Protected	0.950			0.950			0.950		0.950		1504
Satd. Flow (prot)	1770	5045	0	1770	5050	0	1770	1863	1583	1770	1632
Flt Permitted	0.048			0.347			0.080		0.609		1504
Satd. Flow (perm)	89	5045	0	646	5050	0	149	1863	1583	1134	1632
Right Turn on Red	6	Yes		6	Yes		6	Yes	161	Yes	30
Satd. Flow (RTOR)	30			30			30		161		30
Link Speed (mph)	603			630			392		30		500
Link Distance (ft)	13.7			14.3			8.9		11.4		11.4
Travel Time (s)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	149	620	34	146	2313	120	240	124	161	270	220
Adj. Flow (vph)	149	620	34	146	2313	120	240	124	161	270	220
Shared Lane Traffic (%)											36%
Lane Group Flow (vph)	149	654	0	146	2433	0	240	124	161	270	460
Enter Blocked Intersection	No										
Median Width (ft)	12			12			12		12		12
Link Offset (ft)	0			0			0		0		0
Crosswalk Width (ft)	16			16			16		16		16
Two Way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	15	9	15	15	9	15	15	9	15	15	9
Turning Speed (mph)	1	2	1	2	1	2	1	2	1	2	1
Number of Detectors	Left	Thru	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Detector Template	20	100	20	100	20	100	20	100	20	100	20
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Size (ft)	Ch-Ex										
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	94			94			94		94		94
Detector 2 Position (ft)	6			6			6		6		6
Detector 2 Size (ft)	Ch-Ex										
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm-pt	4	3	8	5	2	2	2	2	6	6
Protected Phases	4	8	3	8	5	2	2	2	2	6	6
Permitted Phases	7	4	3	8	5	2	2	2	2	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	8.0	20.0	8.0	20.0	8.0	20.0	8.0	20.0	8.0	20.0	20.0
Minimum Split (s)	15.0	88.0	0.0	14.0	87.0	0.0	24.0	54.0	24.0	54.0	54.0
Total Split (%)	8.3%	48.9%	0.0%	7.8%	48.3%	0.0%	13.3%	30.0%	13.3%	30.0%	30.0%

Lanes, Volumes, Timings  
JPT  
Synchro 7 - Report  
Page 1

AM Peak Hour  
1: FM 544 & McCreary Road

Site Buildout  
3/23/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR																
Maximum Green (s)	11.0	84.0	10.0	83.0	20.0	83.0	20.0	50.0	50.0	20.0	50.0																
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5																
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5																
Last Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0																
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag																
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes																
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0																
Recall Mode	None	None	None	None	None	None	None	None	None	None	None																
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0																
Pedestrian Calls (/hr)	0	0	0	0	0	0	0	0	0	0	0																
Act Effr Green (s)	95.2	84.2	92.8	83.0	70.1	83.0	70.1	50.1	50.1	69.0	49.6																
Actuated v/c Ratio	0.53	0.47	0.52	0.46	0.39	0.46	0.39	0.28	0.28	0.38	0.28																
v/c Ratio	0.99	0.28	0.37	1.04	1.00	0.28	1.00	0.24	0.29	0.53	0.97																
Control Delay	116.3	29.3	23.4	76.5	111.9	51.7	7.6	41.9	94.4	62.0	62.0																
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
Total Delay	116.3	29.3	23.4	76.5	111.9	51.7	7.6	41.9	94.4	62.0	62.0																
LOS	F	C	C	E	F	D	A	D	A	D	F																
Approach Delay	45.4			73.5			65.9			70.2																	
Approach LOS	D			E			E			E																	
Queue Length 50ft (ft)	128	170	84	-1134	-240	114	0	221	541	389																	
Queue Length 95ft (ft)	#293	202	127	#1209	#439	177	61	305	#93	#590																	
Internal Link Dist (ft)	523			550			312		420																		
Turn Bay Length (ft)	175			275			100		225																		
Base Capacity (vph)	150	2369	397	2338	239	520	588	510	476	502																	
Stationing Cap Reductn	0	0	0	0	0	0	0	0	0	0	0																
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0																
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0																
Reduced v/c Ratio	0.99	0.28	0.37	1.04	1.00	0.24	0.42	0.53	0.97	0.85																	
Intersection Summary	Other																										
Area Type:	Cycle Length: 180																										
Actuated Cycle Length:	179.6																										
Natural Cycle:	110																										
Control Type:	Actuated-Uncoordinated																										
Maximum v/c Ratio:	1.04																										
Intersection Signal Delay:	67.5																										
Intersection Capacity Utilization:	98.0%																										
Analysis Period (min):	15																										
- Volume exceeds capacity, queue is theoretically infinite.																											
# 95th percentile volume exceeds capacity, queue may be longer.																											
Queue shown is maximum after two cycles.																											
Queue shown is maximum after two cycles.																											
Spills and Phases: 1: FM 544 & McCreary Road																											
<table border="1"> <tr> <td>e1</td> <td>e2</td> <td>e3</td> <td>e4</td> </tr> <tr> <td>24 s</td> <td>54 s</td> <td>14 s</td> <td>88 s</td> </tr> <tr> <td>e5</td> <td>e6</td> <td>e7</td> <td>e8</td> </tr> <tr> <td>24 s</td> <td>54 s</td> <td>15 s</td> <td>87 s</td> </tr> </table>												e1	e2	e3	e4	24 s	54 s	14 s	88 s	e5	e6	e7	e8	24 s	54 s	15 s	87 s
e1	e2	e3	e4																								
24 s	54 s	14 s	88 s																								
e5	e6	e7	e8																								
24 s	54 s	15 s	87 s																								

Lanes, Volumes, Timings  
JPT  
Synchro 7 - Report  
Page 2

PM Peak Hour  
1: FM 544 & McCreary Road

3/23/2012

Site Buildout

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	500	2298	187	209	892	139	278	270	181	148	194
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	175	0	0	275	0	0	100	0	225	0	1
Storage Length (ft)	1	0	0	1	0	0	1	0	1	0	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25
Turn Lane (ft)	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Lane Util. Factor	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1770	5029	0	1770	4984	0	1770	1863	1583	1770	1715
Flt Permitted	0.090	0.071	0.071	0.071	0.071	0.071	0.071	0.071	0.071	0.071	0.071
Satd. Flow (perm)	168	5029	0	132	4984	0	233	1863	1583	706	1715
Right Turn on Red	11	Yes	Yes	16	Yes	Yes	16	Yes	192	6	237
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	603	630	14.3	630	14.3	630	14.3	630	14.3	630	14.3
Travel Time (s)	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	556	2553	208	232	991	154	309	300	201	164	216
Shared Lane Traffic (%)	556	2761	0	232	1145	0	309	300	201	164	216
Lane Group Flow (vph)	No										
Enter Blocked Intersection	Left	Right	Left								
Lane Alignment	12	12	12	12	12	12	12	12	12	12	12
Median Width (ft)	0	0	0	0	0	0	0	0	0	0	0
Link Offset (ft)	16	16	16	16	16	16	16	16	16	16	16
Crosswalk Width (ft)	15	15	15	15	15	15	15	15	15	15	15
Two way Left Turn Lane	1	2	1	2	1	2	1	2	1	2	1
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	9	9	9	9	9	9	9	9	9	9
Number of Detectors	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Right
Detector Template	20	100	20	100	20	100	20	100	20	100	20
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Size (ft)	Ch-Ex										
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Position (ft)	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Size (ft)	Ch-Ex										
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	pm+pl										
Turn Type	4	8	3	8	5	2	2	2	2	6	6
Permitted Phases	7	4	3	8	5	2	2	2	2	1	6
Detector Phases	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Switch Phase	8.0	20.0	8.0	20.0	8.0	20.0	8.0	20.0	8.0	20.0	20.0
Minimum Initial (s)	62.0	96.0	0.0	23.0	57.0	0.0	29.0	46.0	46.0	15.0	32.0
Total Split (s)	34.4%	53.3%	0.0%	12.8%	31.7%	0.0%	16.1%	25.6%	25.6%	8.3%	17.8%
Total Split (%)											

Lanes, Volumes, Timings  
JPT

Synchro 7 - Report  
Page 1

PM Peak Hour  
1: FM 544 & McCreary Road

3/23/2012

Site Buildout

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Maximum Green (s)	58.0	92.0	19.0	53.0	25.0	42.0	25.0	42.0	42.0	11.0	28.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Last Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead-Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (/hr)	0	0	0	0	0	0	0	0	0	0	0
Act Effr Green (s)	115.0	92.0	75.6	56.6	57.0	42.0	42.0	42.0	42.0	39.0	28.0
Actuated v/c Ratio	0.64	0.51	0.42	0.31	0.32	0.23	0.23	0.23	0.23	0.22	0.16
v/c Ratio	0.94	1.07	1.02	0.73	1.08	0.69	0.39	0.75	1.00	0.55	0.55
Control Delay	72.9	82.3	121.8	57.8	125.8	72.4	100	73.0	126.4	12.0	12.0
Queue Delay	0.0	0.0	0.0	0.0	5.6	54.9	0.6	0.0	0.0	0.0	0.0
Total Delay	72.9	82.3	121.8	57.8	131.4	127.4	106.6	73.0	126.4	12.0	12.0
LOS	E	F	F	E	F	F	F	F	B	E	F
Approach Delay	80.7	80.7	68.6	68.6	99.9	99.9	99.9	99.9	99.9	73.1	73.1
Approach LOS	F	F	E	E	F	F	F	F	F	E	E
Queue Length 50ft (ft)	556	-1318	-243	450	-353	328	8	147	-337	0	0
Queue Length 95ft (ft)	#776	#1383	#436	509	#563	444	83	#236	#556	92	92
Internal Link Dist (ft)	523	523	550	550	312	312	420	420	420	420	420
Turn Bay Length (ft)	175	275	275	275	100	225	225	225	225	225	225
Base Capacity (vph)	624	2576	228	1579	287	435	517	218	272	434	434
Stationing Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	1.07	1.02	0.73	1.09	1.09	0.49	0.75	1.00	0.55	0.55
Intersection Summary											
Area Type:	Other										
Cycle Length:	180										
Actuated Cycle Length:	180										
Natural Cycle:	110										
Control Type:	Actuated-Uncoordinated										
Maximum v/c Ratio:	1.08										
Intersection Signal Delay:	79.7										
Intersection Capacity Utilization:	104.4%										
Analysis Period (min):	15										
Volume exceeds capacity, queue is theoretically infinite.											
Queue shown is maximum after two cycles.											
# 95th percentile volume exceeds capacity, queue may be longer.											
Queue shown is maximum after two cycles.											

Lanes, Volumes, Timings  
JPT

Synchro 7 - Report  
Page 2

## Kristen Roberts

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From: Kristen Roberts  
Sent: Wednesday, April 18, 2012 2:44 PM  
To: Planning & Zoning; Aimee Nemer  
Cc: Andy Messer  
Subject: Packets and meeting preparation

Dear Planning and Zoning Commission Members:

Attached is the power point presentation of our zoning submittal which includes the Concept Plan with supporting elevations, landscape, and signage details. We have also enclosed some more general exhibits to clarify the pedestrian and vehicular access for the overall property.

We have worked diligently with staff to produce the detailed drawings presented at the initial hearing and to our knowledge, there are no additional staff comments related to the documents provided for the PD and exhibits.

There may have been some confusion as to concept plan. We are fully aware that a site plan and plat with additional detailed information will be required as the next step in the development process for the CVS Pharmacy.

We believe the submittal represents a reasonable concept for the 10.8 acre tract which will allow for the development of the desired CVS Pharmacy store at the corner.

Please contact us should you have any questions.

**Barry R. Knight**, Attorney

Winstead PC | 5400 Renaissance Tower | 1201 Elm Street | Dallas, Texas 75270  
214.745.5274 *direct* | 214.745.5390 *fax* | [bknight@winstead.com](mailto:bknight@winstead.com) | [www.winstead.com](http://www.winstead.com)

# MCCREARY MARKETPLACE

Presentation To The Murphy City  
Council

May 15, 2012.

# ZONING REQUEST

- PD for Retail Uses
- Approximately 10.8 acres of land at the southwest corner of FM 544 and McCreary Road
- PD standards modeled after standards previously approved by the city
- PD has a concept plan, landscape plan, elevations and signage plan that govern development.

# MURPHY COMPREHENSIVE PLAN

- The proposed zoning is in accordance with the Murphy Comprehensive Plan which allows retail uses among mixed uses and expressly encourages the establishment of new businesses by attracting retail and commercial development along FM 544, Murphy Road and McCreary Road.

# CVS, A FORTUNE 18 COMPANY

- CVS owns the corner tract
- CVS has quality developments throughout the Dallas/Fort Worth area and the country
- CVS developments provide significant property and sales tax revenue
- City representatives contacted Orange Development, Inc., CVS' representative in May 2011 and encouraged CVS to locate in Murphy.

# MASTER PLANNED TWO PHASE DEVELOPMENT

- First phase is CVS on the corner which will be developed upon site plan approval.
- Retail pad site on FM 544.
- Large retail user on balance of the property.
- Timing and users of second phase will be dictated by the market but CVS will attract development to the remainder of the site.



VICINITY MAP  
NOT TO SCALE

**ANTICIPATED SCHEDULE**

PHASE 1:  
START CONSTRUCTION - AUGUST 2012  
COMPLETE CONSTRUCTION - FEBRUARY 2013

PHASE 2:  
START CONSTRUCTION - AUGUST 2013  
COMPLETE CONSTRUCTION - AUGUST 2014

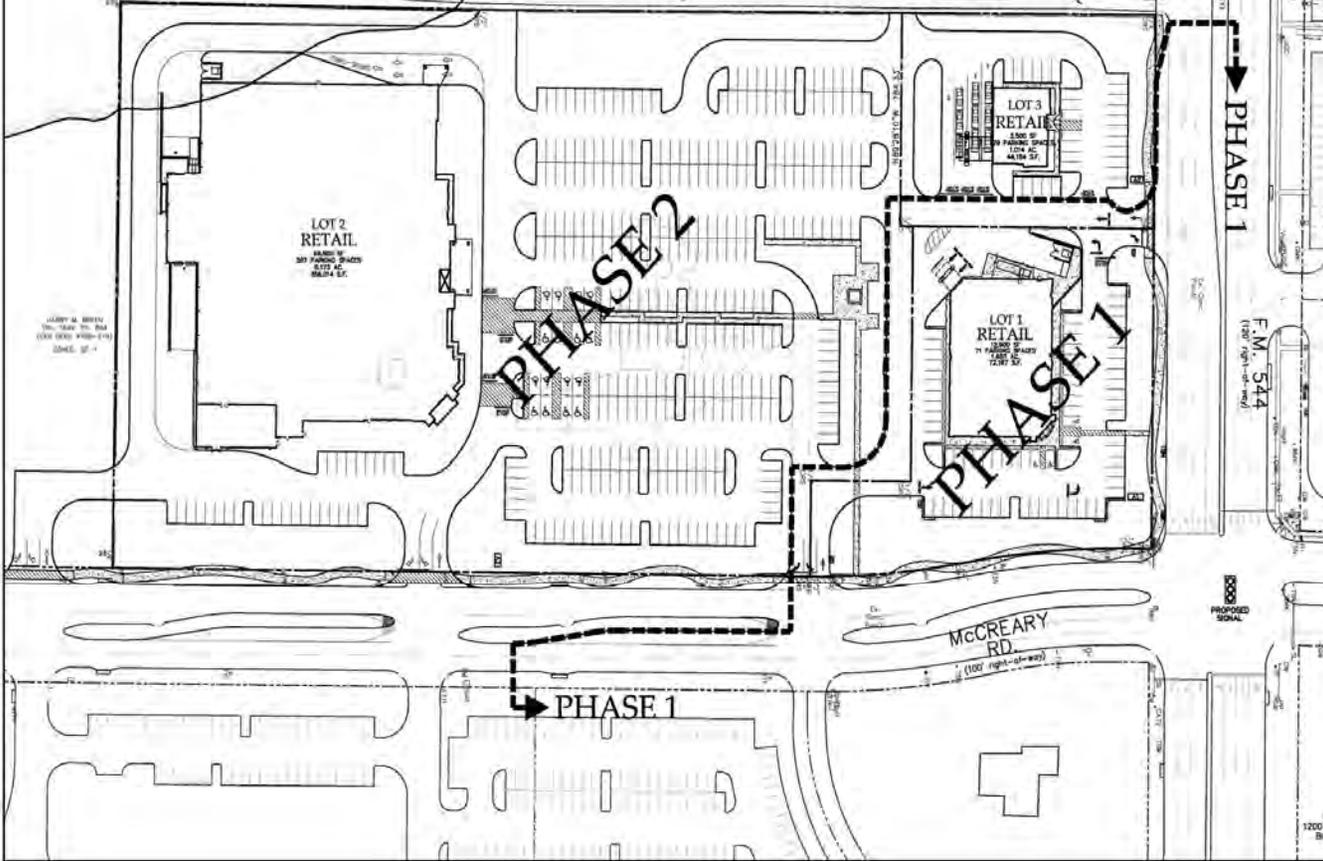


Scale 1:50

FLOOD ZONE AE  
(SHADED)  
PER FEMA MAP  
42052C0415J  
(DATED JUNE 2, 2009)

CHARLES R. BYE & ASSOCIATES, INC.  
C. BYE  
1017 7TH ST. S.W.  
BIRMINGHAM, AL 35204

DAVID R. BRYAN  
DAVID R. BRYAN  
345 91 1/2 PC. SW  
BIRMINGHAM, AL 35204



NO.	DATE	REVISION

**Winkelmann & Associates, Inc.**  
 1200 CORPORATE DRIVE, SUITE 6-50  
 BIRMINGHAM, ALABAMA 35242  
 (205) 486-7066

HENRY MAXWELL SURVEY, ABSTRACT NO. 579  
 COLLIN COUNTY, TEXAS  
 PHASING PLAN  
 McCREARY MARKETPLACE  
 MURPHY, TEXAS  
 PROJECT NO. 10702/0110

PHASING PLAN  
 McCREARY MARKETPLACE  
 MURPHY, TEXAS

PHASING PLAN  
 McCREARY MARKETPLACE  
 LOTS 1, 2 & 3, BLOCK A  
 10.844 ACRES OUT OF THE  
 HENRY MAXWELL SURVEY,  
 ABSTRACT NO. 579  
 CITY OF MURPHY  
 COLLIN COUNTY, TEXAS

DEVELOPER: CHARGE DEVELOPMENT, INC.  
 1200 CORPORATE DRIVE, SUITE 6-50  
 BIRMINGHAM, ALABAMA 35242

SURVEYOR: WINKELMANN & ASSOCIATES, INC.  
 6750 HILLCREST PLAZA DR., #320  
 DALLAS, TEXAS 75230  
 (972) 492-7066

DATE: APRIL 17, 2013

Scale: 1" = 50'

Project No. 10702/0110

Sheet: 1 of 1

# CONCEPT PLAN/LANDSCAPE PLAN

- Single access off of FM 544 with dedicated right turn lane;
- Access points on McCreary Road which line up with existing median breaks and meets traffic engineering standards;
- Internal circulation patterns that serve the entire development and discourages cut through traffic;
- Pleasant curvilinear sidewalks;
- Abundant landscaping that meets city standards.



VICINITY MAP  
NOT TO SCALE

FLOOD ZONE AE  
(SHADED)  
PER FEMA MAP  
4806SC0415J  
DATED JUNE 2, 2009

CHARLOTTE DYE & HUSBAND, KELLY  
G. SMITH  
VOL. 4788, PG. 278  
ZONED: SF-1  
FERREN CREEK  
ESTATE  
CAB. & PG. 262

HARRY M. BREEN  
VOL. 1892, PG. 804  
(REV. RECD. 4788-278)  
ZONED: SF-1



ALL LAWN AREAS ARE TO  
BE SOLD AS BARE PLANT

PROPOSED  
SIGNAL

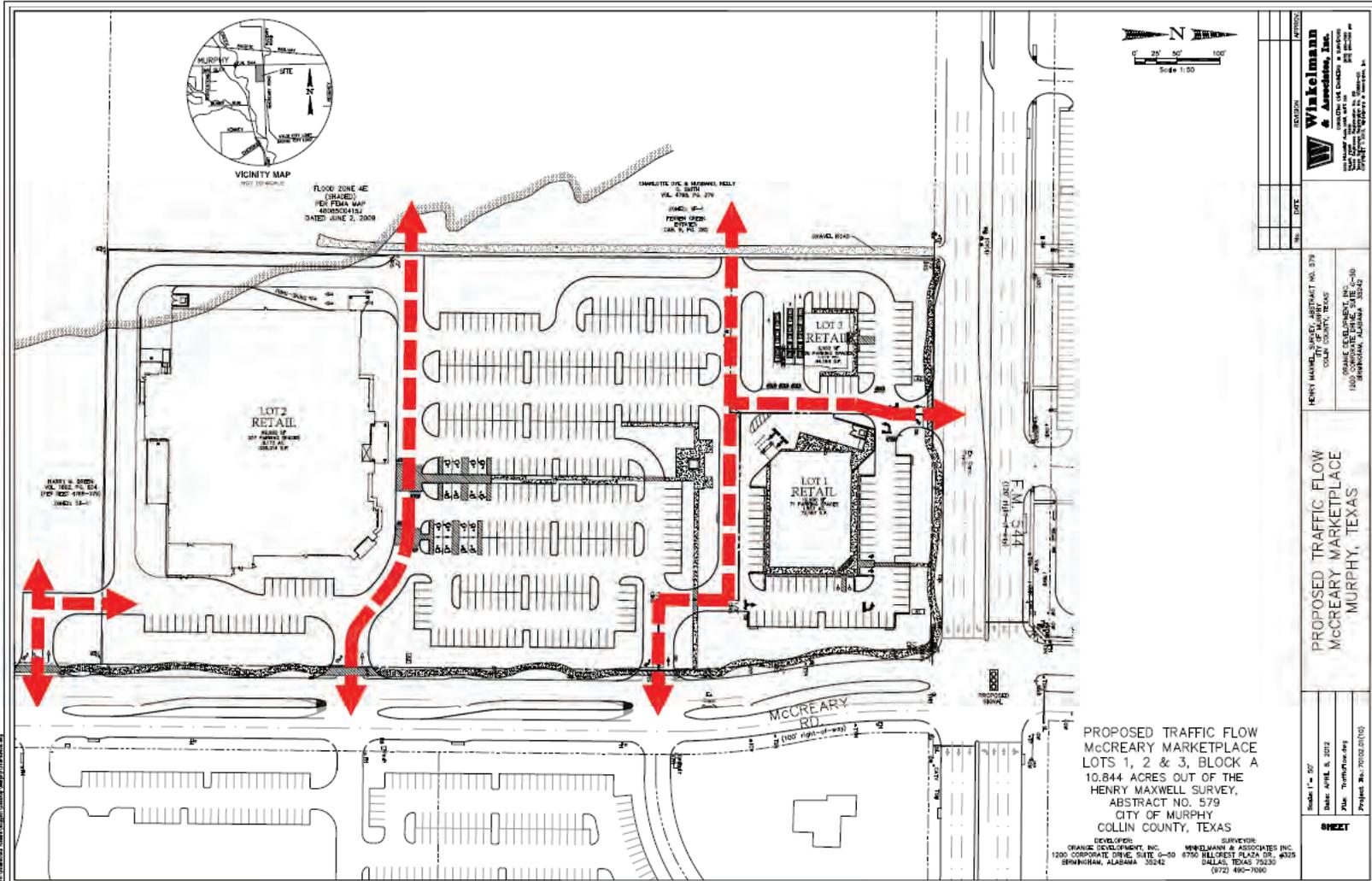


THIS ELECTRONIC DRAWING FILE IS RELEASED UNDER THE AUTHORITY OF JOHN R. FAIN, LANDSCAPE ARCHITECT REGISTRATION NUMBER 0374732, WHO MAINTAINS THE ORIGINAL FILE. THIS ELECTRONIC DRAWING FILE MAY BE USED AS A BACKGROUND DRAWING FOR VISUAL EXAMINERS. THE USER OF THIS ELECTRONIC DRAWING FILE AGREES TO ASSUME ALL RESPONSIBILITY FOR ANY MODIFICATIONS TO OR USE OF THIS DRAWING FILE THAT IS INCONSISTENT WITH THE REQUIREMENTS OF THE RULES AND REGULATIONS OF THE TEXAS BOARD OF ARCHITECTURE EXAMINERS. NO PERSON MAY MAKE MODIFICATIONS TO THIS ELECTRONIC DRAWING FILE WITHOUT THE LANDSCAPE ARCHITECT'S EXPRESS WRITTEN PERMISSION.

LANDSCAPE PLAN  
McCREARY MARKETPLACE  
LOTS 1, 2 & 3, BLOCK A

Scale: 1" = 50'	Date: JANUARY 30, 2012	File: 701020n.dwg	Project: No.: 70102.01(10)
SHEET			
L-1			
LANDSCAPE PLAN McCREARY MARKETPLACE MURPHY, TEXAS		HENRY MAXWELL SURBER, ABSTRACT NO. 379 CITY OF MURPHY COLIN COUNTY, TEXAS ORANGE DEVELOPMENT, INC 1200 CORPORATE DRIVE, SUITE G-50 BIRMINGHAM, ALABAMA 35242	
No.	DATE	REVISION	APPROVAL
			Winkelmann & Associates, Inc. CONSULTING CIVIL ENGINEERS & LANDSCAPE ARCHITECTS 1000 W. UNIVERSITY BLVD., SUITE 100 DALLAS, TEXAS 75208 PHONE: 972-242-2800 FAX: 972-242-2801 WWW.WINKELMANN-AND-ASSOCIATES.COM

C:\Documents and Settings\John.R.Fain\Desktop\Winkelmann\2012\Murphy\701020n.dwg



FLOOD ZONE AE (SHADED)  
 PER FEMA MAP 490002041J  
 DATED JUNE 2, 2009

CONCRETE SITE & REINFORCED BELLY  
 75' DITTO  
 VOL. 288, PG. 279  
 FORM. 8-1  
 FORM. ORDER:  
 1346' N, P.C. 200

HENRY H. BERRY  
 VOL. 162, PG. 224  
 170' R.O.W. 170'-170'

LOT 2  
 RETAIL  
 217' SQUARE OF AREA  
 217' X 217'

LOT 1  
 RETAIL  
 71' SQUARE OF AREA  
 71' X 71'

LOT 3  
 RETAIL  
 217' SQUARE OF AREA  
 217' X 217'

McCreey Rd  
 (100' right-of-way)

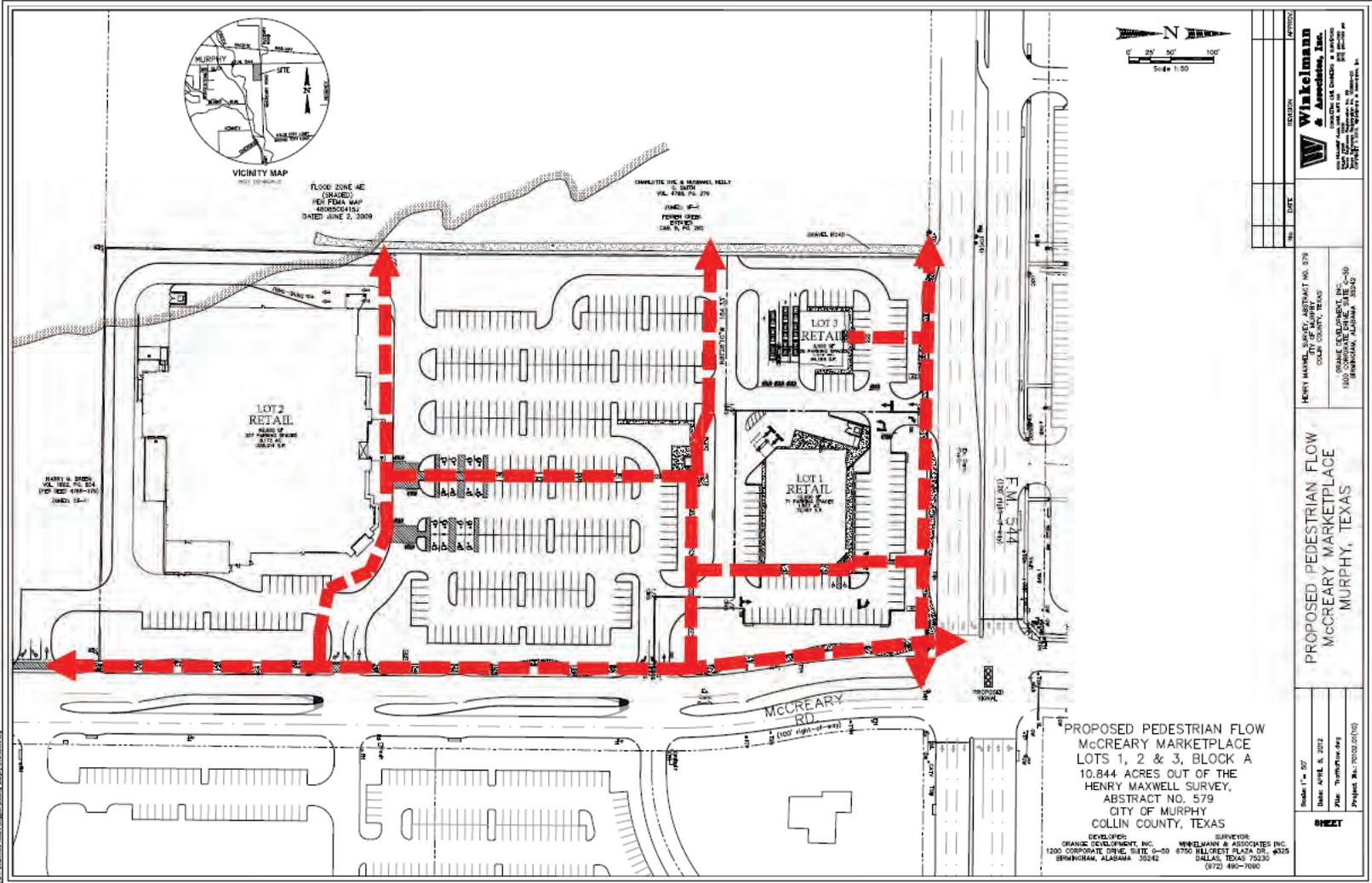
F.M. 344  
 (200' R.O.W. - 100')

PROPOSED TRAFFIC FLOW  
 McCreey Marketplace  
 LOTS 1, 2 & 3, BLOCK A  
 10.844 ACRES OUT OF THE  
 HENRY MAXWELL SURVEY,  
 ABSTRACT NO. 579  
 CITY OF MURPHY  
 COLLIN COUNTY, TEXAS

DEVELOPER: ORANGE DEVELOPMENT, INC.  
 1200 CORPORATE DRIVE, SUITE 10-20  
 BIRMINGHAM, ALABAMA 35242

SURVEYOR: WINKELMANN & ASSOCIATES, INC.  
 8750 BILLORETT PLAZA DR. #325  
 DALLAS, TEXAS 75238  
 (972) 490-7080

<p><b>Winkelmann &amp; Associates, Inc.</b>          SURVEYORS          8750 BILLORETT PLAZA DR. #325          DALLAS, TEXAS 75238          (972) 490-7080</p>	
<p>PROPOSED TRAFFIC FLOW          McCreey Marketplace          MURPHY, TEXAS</p>	<p>HENRY MAXWELL SURVEY, ABSTRACT NO. 579          COLLIN COUNTY, TEXAS</p> <p>ORANGE DEVELOPMENT, INC.          1200 CORPORATE DRIVE, SUITE 10-20          BIRMINGHAM, ALABAMA 35242</p>
<p>Scale: 1" = 20'</p> <p>Date: APRIL 8, 2012</p> <p>PLN: TrafficPlan.dwg</p> <p>Project No.: 70702-01/03</p>	<p><b>SHEET</b></p>



FLOOD ZONE AE (SHADED)  
 PER FEMA MAP 490002041J  
 DATED JUNE 2, 2009

CONCRETE SITE & REINFORCEMENT  
 PER PERM NO. 279  
 FORMED BY  
 FORTH ORDER  
 DATE: 4/14/2010

HENRY M. BERRY  
 1000 N. 100TH ST. SUITE 100  
 MURPHY, TX 75001

LOT 2  
 RETAIL

LOT 3  
 RETAIL

LOT 1  
 RETAIL

MC CREARY  
 RD.

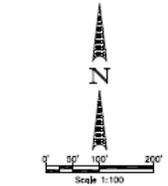
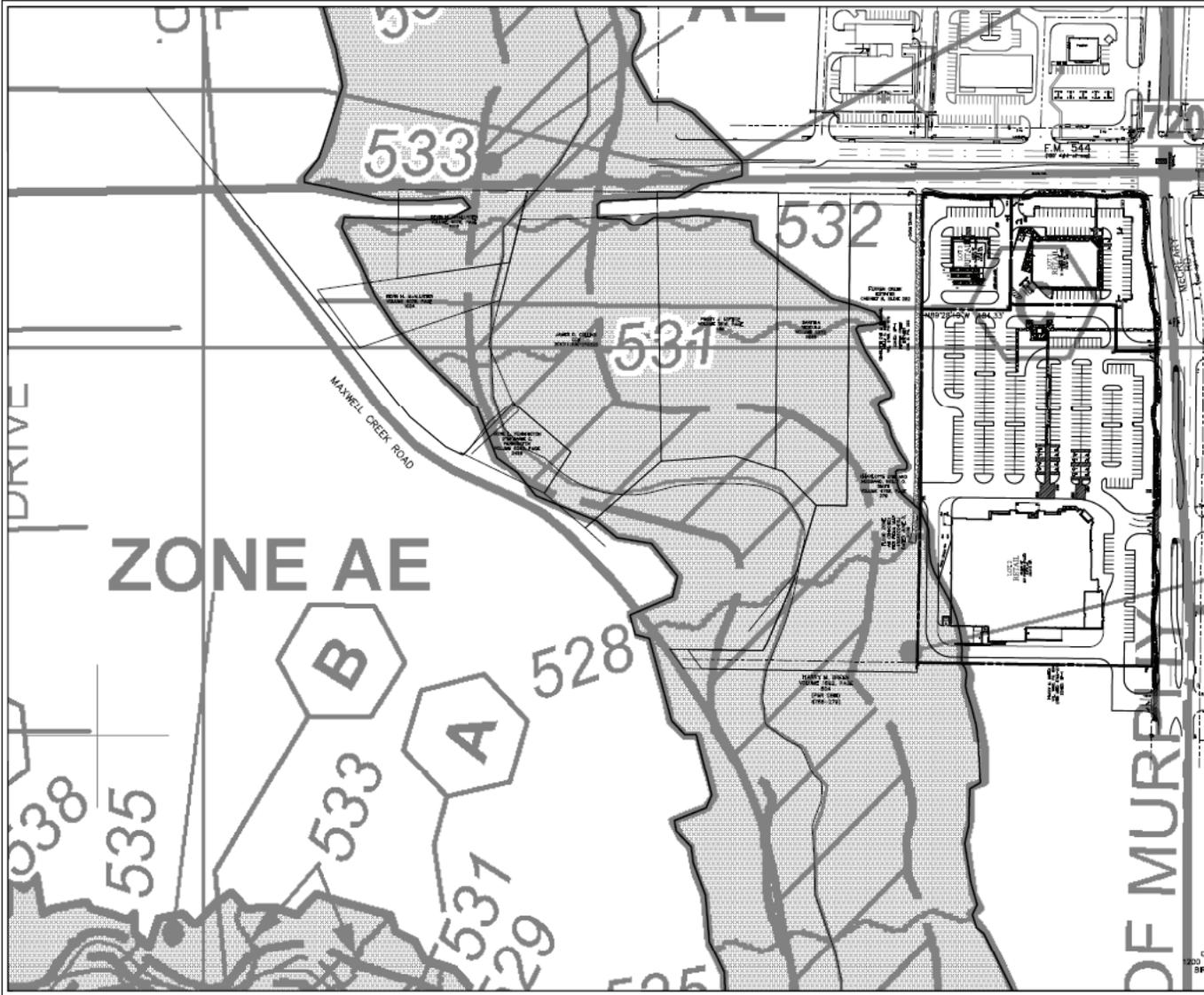
F.M. 544  
 (100' RIGHT-OF-WAY)

PROPOSED PEDESTRIAN FLOW  
 McCREARY MARKETPLACE  
 LOTS 1, 2 & 3, BLOCK A  
 10.844 ACRES OUT OF THE  
 HENRY MAXWELL SURVEY,  
 ABSTRACT NO. 579  
 CITY OF MURPHY  
 COLLIN COUNTY, TEXAS

DEVELOPER: ORANGE DEVELOPMENT, INC.  
 1200 CORPORATE DRIVE, SUITE 100  
 BIRMINGHAM, ALABAMA 35242

SURVEYOR: WINKELMANN & ASSOCIATES, INC.  
 8750 BILLORETT PLAZA DR. #325  
 DALLAS, TEXAS 75238  
 (972) 490-7080

<p>PROPOSED PEDESTRIAN FLOW          McCREARY MARKETPLACE          MURPHY, TEXAS</p>		<p>Winkelmann &amp; Associates, Inc.          8750 BILLORETT PLAZA DR. #325          DALLAS, TEXAS 75238          (972) 490-7080</p>
<p>Scale: 1" = 20'</p>	<p>DATE: APRIL 8, 2012          PLAN: TYPICAL/TRAFFIC</p>	
<p>PROJECT NO.: 70002-01/03</p>		<p>DEVELOPER: HENRY MAXWELL SURVEY, ABSTRACT NO. 579          COLLIN COUNTY, TEXAS</p> <p>ORANGE DEVELOPMENT, INC.          1000 CORPORATE DRIVE, SUITE 100          BIRMINGHAM, ALABAMA 35242</p>
<p><b>SHEET</b></p>		



**FLOODPLAIN EXHIBIT  
McCREARY MARKETPLACE  
LOTS 1, 2 & 3, BLOCK A**  
10.844 ACRES OUT OF THE  
HENRY MAXWELL SURVEY,  
ABSTRACT NO. 579  
CITY OF MURPHY  
COLLIN COUNTY, TEXAS

DEVELOPER: ORANGE DEVELOPMENT, INC.  
1200 CORPORATE DRIVE, SUITE C-50  
BIRMINGHAM, ALABAMA 35242

SURVEYOR: WINKELMANN & ASSOCIATES, INC.  
6720 HILLCREST BLVD., SUITE 830  
DALLAS, TEXAS 75230  
(972) 490-7090

NO.	DATE	REVISION	APPROVED
HENRY MAXWELL SURVEY, ABSTRACT NO. 579 CITY OF MURPHY, COLLIN COUNTY, TEXAS		 <b>Winkelmann &amp; Associates, Inc.</b> SURVEYORS AND ENGINEERS & ARCHITECTS 1700 BRIMMINGHAM AVENUE, SUITE 830 BIRMINGHAM, ALABAMA 35242 (972) 490-7090	
FLOODPLAIN EXHIBIT McCREARY MARKETPLACE MURPHY, TEXAS		SCALE: 1" = 10' DATE: APRIL 8, 2012 JOB: Triumph Plaza PROJECT NO.: 70102.01(10)	
ORANGE DEVELOPMENT, INC. 1200 CORPORATE DRIVE, SUITE C-50 BIRMINGHAM, ALABAMA 35242		WINKELMANN & ASSOCIATES, INC. 6720 HILLCREST BLVD., SUITE 830 DALLAS, TEXAS 75230 (972) 490-7090	

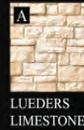
# BUILDING ELEVATIONS/SIGNAGE PLANS

- Pleasing architectural design that incorporates brick, stone and anodized aluminum trim and accents;
- Monument signage that tastefully incorporates the building materials and meets city requirements.

# McCreary Marketplace

Orange Development Inc.  
 1300 Corporate Drive  
 Suite G-50  
 Birmingham, AL 35242  
 TEL: (205)408-3443  
 FAX: (205)408-1850

**JACOBS**  
 777 Main St.  
 Fort Worth, Tx. 76102



LUEDERS  
LIMESTONE



ACME BRICK  
"Crimson"



CLASSIC  
CAST STONE



ANODIZED  
ALUMINUM



ACME BRICK  
"Rockefeller Plaza"

## Proposed Conceptual Retail 1

West Elevation				South Elevation			
Material	S.F.	%	Total	Material	S.F.	%	Total
Stone	416	8%	527	Stone	727	19%	1974
Cast Stone	227	5%	286	Cast Stone	225	6%	576
Brick red	1228	25%	1553	Brick red	2052	52%	5270
Brick grey	147	3%	187	Brick grey	127	3%	336
Aluminum	82	2%	105	Aluminum	82	2%	216
Doors	12	0%	15	Doors	12	0%	32
<b>Total</b>	<b>2000</b>		<b>2500</b>	<b>Total</b>	<b>1087</b>		<b>2807</b>

East Elevation				North Elevation			
Material	S.F.	%	Total	Material	S.F.	%	Total
Stone	545	20%	685	Stone	655	17%	1704
Cast Stone	127	5%	161	Cast Stone	113	3%	288
Brick red	215	8%	272	Brick red	172	4%	441
Brick grey	21	1%	27	Brick grey	122	3%	315
Aluminum	87	3%	110	Aluminum	87	2%	222
Doors	12	0%	15	Doors	12	0%	32
<b>Total</b>	<b>2220</b>		<b>2787</b>	<b>Total</b>	<b>1307</b>		<b>3332</b>

**Notes:**  
 1. This Schedule is for conceptual purposes only. All building prices include labor and material unless otherwise specified.  
 2. All quantities are based on the building footprint shown.  
 3. Other quantities, including site work and details, shall be obtained from the architect.  
 4. All quantities are based on the building footprint shown.  
 5. All quantities are based on the building footprint shown.  
 6. All quantities are based on the building footprint shown.



Graphic Scale

Location: McCreary Marketplace

Block:

Lot number: 1

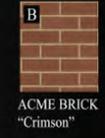
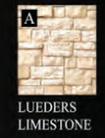
Preparation Date: March 06 2012

\*Signage to be provided separately by sign vendor

# McCreary Marketplace

Orange Development Inc.  
1308 Corporate Drive  
Suite G-90  
BIRMINGHAM, AL 35242  
TEL: (205)468-3443  
FAX: (205)468-1850

**JACOBS**  
777 Main St.  
Fort Worth, Tx. 76102



North (front) Elevation



South Elevation



East Elevation



West Elevation

## Proposed Conceptual Retail 2

North Elevation				East Elevation			
Material	S.F.	%		Material	S.F.	%	
Stone				Stone	1300	20%	
Cast stone	1000	16%		Cast stone	4100	67%	
Brick red	1000	16%		Brick red	4100	67%	
Brick pink				Brick pink			
Walls				Walls	251	4%	
Columns				Columns	113	2%	
<b>Total</b>	<b>2713</b>			<b>Total</b>	<b>8224</b>		

South Elevation				West Elevation			
Material	S.F.	%		Material	S.F.	%	
Stone	1175	17%		Stone	361	6%	
Cast stone	1050	16%		Cast stone	1300	20%	
Brick red	2100	32%		Brick red	4100	67%	
Brick pink	221	3%		Brick pink	81	1%	
Walls	695	10%		Walls	248	4%	
Columns	113	2%		Columns	434	8%	
<b>Total</b>	<b>6754</b>			<b>Total</b>	7424		

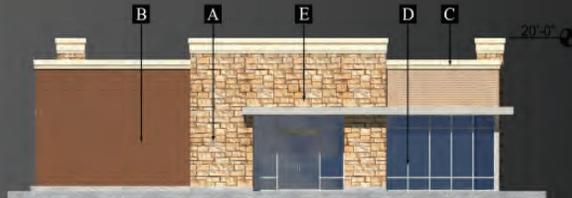
Notes:  
1. This schedule shall be reviewed and approved by the Architect prior to construction.  
2. All materials shall be approved by the Architect prior to construction.  
3. All materials shall be approved by the Architect prior to construction.  
4. All materials shall be approved by the Architect prior to construction.  
5. All materials shall be approved by the Architect prior to construction.  
6. All materials shall be approved by the Architect prior to construction.  
7. All materials shall be approved by the Architect prior to construction.  
8. All materials shall be approved by the Architect prior to construction.  
9. All materials shall be approved by the Architect prior to construction.  
10. All materials shall be approved by the Architect prior to construction.



Client: Jacobs  
Scale: 1" = 10'  
Revision: McCreary Marketplace  
Block:  
List number: 3  
Preparation Date: Jan. 26 2012

\*Signage to be provided separately by sign vendor

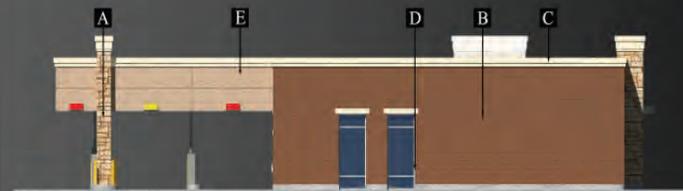
# McCreary Marketplace



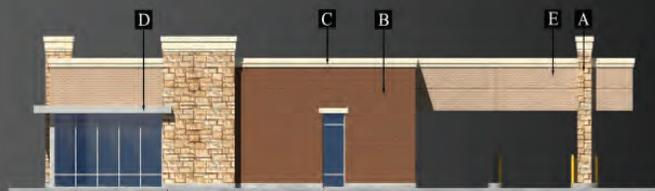
North (front) Elevation



South Elevation



West Elevation



East Elevation



LUEDERS  
LIMESTONE



ACME BRICK  
"Crimson"



CLASSIC  
CAST STONE



ANODIZED  
ALUMINUM



ACME BRICK  
"Rockefeller Plaza"

Orange Development Inc.  
1200 Corporate Drive  
Suite G-40  
BIRMINGHAM, AL 35242  
TEL: (205)400-3443  
FAX: (205)400-1898

**JACOBS**  
777 Main St.  
Fort Worth, Tx, 76102

## Proposed Conceptual Retail 3

South Elevation			West Elevation		
Material	S.F.	%	Material	S.F.	%
Stone	107	14%	Stone	220	12%
Cast stone	194	26%	Cast stone	133	7%
Brick red	441	57%	Brick red	348	21%
Brick grey	113	16%	Brick grey	340	21%
Window	2	1%	Window	24	1%
Windows	84	7%	Windows	187	17%
Doors	24	3%	Doors	2	0%
<b>Total</b>	<b>1138</b>		<b>Total</b>	<b>1983</b>	

North Elevation			East Elevation		
Material	S.F.	%	Material	S.F.	%
Stone	208	12%	Stone	22	1%
Cast stone	112	6%	Cast stone	114	10%
Brick red	340	21%	Brick red	397	36%
Brick grey	340	21%	Brick grey	397	36%
Window	2	1%	Window	2	1%
Windows	24	1%	Windows	84	7%
Doors	2	0%	Doors	2	0%
<b>Total</b>	<b>1208</b>		<b>Total</b>	<b>1148</b>	

**Notes:**  
1. See Schedule 'Part 1' for complete material list. All quantities shown represent approximate quantities of the Building Department.  
2. All measurements are to be taken from finished floor.  
3. All quantities shown are approximate and are subject to change based on final design.  
4. All quantities shown are subject to approval by the Building Department.  
5. All quantities shown are approximate and are subject to change based on final design.



Graphic Scale  
1" = 10'

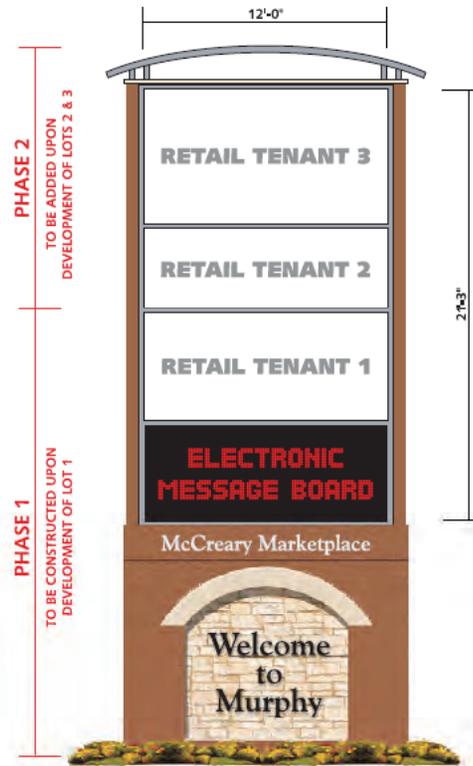
Subdivision: McCreary Marketplace

Block:  
Lot number: 2

Preparation Date: Jan. 26 2012

\*Signage to be provided separately by sign vendor

D/F ILLUMINATED MONUMENT A1



**A1** D/F MONUMENT SIGN  
( 1 ) REQUIRED

3/16" = 1'-0"

D/F ILLUMINATED MONUMENT A2



**A2** **D/F MONUMENT SIGN** 3/8"=1'-0"  
( 2 ) REQUIRED

# APPROVAL OF QUALITY RETAIL DEVELOPMENT

- We respectfully request that the City Council approve this PD for Retail Uses to allow a quality development to serve the citizens of Murphy. Thank you.



VICINITY MAP  
NOT TO SCALE

FLOOD ZONE AE  
(SHADED)  
PER FEMA MAP  
4806SC0415J  
DATED JUNE 2, 2009

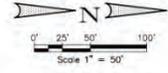
CHARLOTTE DYE & HUSBAND, KELLY  
G. SMITH  
VOL. 4788, PG. 278  
ZONED: SF-1  
FERREN CREEK  
ESTATE  
CAB. & PG. 262

HARRY M. BREEN  
VOL. 1892, PG. 804  
(REV. REEL 4788-278)  
ZONED: SF-1



ALL LAWN AREAS TO BE  
SOLD IN BLOCK A 3220

PROPOSED  
SIGNAL



THIS ELECTRONIC DRAWING FILE IS RELEASED UNDER THE AUTHORITY OF JOHN R. FAIN, LANDSCAPE ARCHITECT REGISTRATION NUMBER 805 ON 03/17/12, WHO MAINTAINS THE ORIGINAL FILE. THIS ELECTRONIC DRAWING FILE MAY BE USED AS A BACKGROUND DRAWING FOR VISUAL EXAMINERS. THE USER OF THIS ELECTRONIC DRAWING FILE AGREES TO ASSUME ALL RESPONSIBILITY FOR ANY MODIFICATIONS TO OR USE OF THIS DRAWING FILE THAT IS INCONSISTENT WITH THE REQUIREMENTS OF THE RULES AND REGULATIONS OF THE TEXAS BOARD OF ARCHITECTURE EXAMINERS. NO PERSON MAY MAKE MODIFICATIONS TO THIS ELECTRONIC DRAWING FILE WITHOUT THE LANDSCAPE ARCHITECT'S EXPRESS WRITTEN PERMISSION.

LANDSCAPE PLAN  
McCREARY MARKETPLACE  
LOTS 1, 2 & 3, BLOCK A

NO.	DATE	REVISION	APPROVAL
<b>Winkelmann &amp; Associates, Inc.</b> CONSULTING CIVIL ENGINEERS & LANDSCAPE ARCHITECTS 1200 CORPORATE DRIVE, SUITE G-50 BIRMINGHAM, ALABAMA 35242 PHONE: 205-988-2800 FAX: 205-988-2801 WWW.WINKELMANN-AND-ASSOCIATES.COM			
HENRY MAXWELL SURVEY, ABSTRACT NO. 379 CITY OF MURPHY, TEXAS COLIN COUNTY, TEXAS		ORANGE DEVELOPMENT, INC. 1200 CORPORATE DRIVE, SUITE G-50 BIRMINGHAM, ALABAMA 35242	
<b>LANDSCAPE PLAN McCREARY MARKETPLACE MURPHY, TEXAS</b>			
Scale: 1" = 50'	Date: JANUARY 30, 2012		
	File: 7010201.dwg		
	Project No.: 70102.01(10)		
SHEET		L-1	

C:\Documents and Settings\John.R.Fain\Desktop\Winkelmann\2012\Murphy\12010201.dwg

**Issue**

Consider and/or act on the application of Landcore Development Company requesting approval of a site plan for a dialysis clinic with additional retail rental space on the property zoned Planned Development for Retail Uses, located at the northwest corner of FM 544 and Maxwell Creek. (Tract 1, Block C, Lot 3, Murphy Marketplace)

**Staff Resource/Department**

Kristen Roberts, Director of Economic and Community Development

**Summary**

The applicant is requesting approval of a site plan for the property and a variance to the City's parking requirements. The site plan identifies a dialysis center as well as a retail rental space with an unidentified tenant.

**Background**

The property is currently zoned PD 09-02-784. The Planned Development conditions identify Clinic (Medical) and Retail as permitted uses.

The Landscape Plan submitted is in general conformance with the PD Landscape requirements. The plan does include existing landscaping along FM544 which is being included in the proposed Landscape Plan.

The applicant does not have an identified retail user for the 1,464 SF retail space.

The applicant requested to re-plat Tract 1, Lot 3, Block C, Murphy Marketplace. The re-plat changed the configuration of the existing fire lane and accesses easements across Lot 3, Block C. This change was made at the request of the applicant to accommodate their proposed site plan. This re-plat does not change the Lot line.

This re-plat was approved by City Council on April 17, 2012. The site plan was postponed to a future City Council meeting.

**Variance Requested**

1. Total parking per City requirement is 1/150 SF for medical and 1/200 SF for Retail. In this case: 39 (Medical) + 7 (Retail) = 46 stalls. The applicant is requesting a variance to this City standard to equal total parking = 40 stalls (33 Medical + 7 Retail).

**Other Considerations**

1. Staff has concern with the location of the handicap parking spaces. Although it is located in close proximity to the front entrance of the dialysis facility, it forces those who parked there to back into traffic flow of the 'cut through' drive of Murphy Marketplace.
2. Although the retail parking space requirement is met, staff has a concern with the retail space and the unknown user at this time.
3. Any retaining wall to be built that is greater than four (4) foot shall be designed, signed and sealed by a Professional Engineer licensed in the State of Texas and submitted to the City for review and approval prior to construction.

4. City standard for fire hydrants is either Mueller or Clow.
5. Remove or insure that the meter can, which is located in the fire access road to the east of the proposed FDC location, meets the city requirements for the weight of the fire department fire fighting apparatus.

#### **Board Discussion / Action**

The Planning & Zoning Commission considered this item on March 26, 2012. Mike Silvaggio with Landcore Development Company provided a power point presentation for the Commission and gave a brief overview of the development. Mr. Silvaggio answered questions from the Commission regarding proposed delivery door, parking, entrance ways and landscape.

Commissioner Holcomb moved to approve the application of Landcore Development Company requesting approval of a re-plat and site plan for a dialysis clinic with additional retail rental space on the property zoned Planned Development for Retail Uses, located at the northwest corner of FM 544 and Maxwell Creek with the four conditions as listed by staff in the Planning & Zoning agenda item. One of the four, as required by Engineering, has been addressed. The other three are as noted in the Other Consideration section of this Council agenda item (no. 3, 4, and 5). Commissioner King seconded the motion. Motion passed 5-1 with Commissioner Levy opposing.

#### **City Manager Comments**

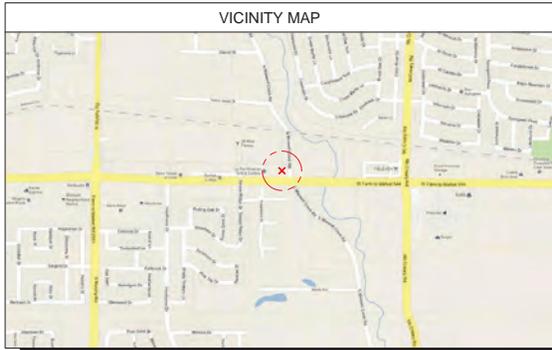
An Executive Session under § 551.071. Consultation with attorney on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with this chapter.

#### **Action Requested**

Council direction is requested.

#### **Attachments**

Proposed Site Plan



**GENERAL NOTES**

1. THIS PLAN IS PRELIMINARY IN NATURE. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.
2. ZONING AND PLAN REVIEW FEES AND APPLICATIONS SHALL BE VERIFIED WITH CITY.
3. UTILITY PERMITS, TAP FEES AND STORM WATER FEES INCLUDING WATER MODEL CALCULATIONS SHALL BE VERIFIED WITH CITY.
4. STORMWATER MANAGEMENT REQUIREMENTS SHALL BE VERIFIED WITH THE CITY ENGINEER.
5. CURRENT STATUS WITHIN FLOOD PLAIN MUST BE VERIFIED WITH THE CITY.
6. VARIANCE REQUIRED FOR THE FOLLOWING PARKING RELATED DEFICIENCIES: OVERALL PARKING COUNT AND THE AMOUNT OF PARKING IN FRONT OF THE BUILDING IS GREATER THAN 15%.

**DRAWING LEGEND**

- INDICATES EXISTING PROPERTY LINE
- - - - - INDICATES REQUIRED SETBACKS AND EASEMENTS
- ▣ INDICATES NEW CONCRETE SURFACE FOR PERMANENT USE
- ▨ INDICATES PEDESTRIAN OR ACCESSIBLE AISLE STRIPING

**SITE SUMMARY**

**ZONING**

TC - TOWN CENTER (MURPHY MARKETPLACE PLANNED DEVELOPMENT)  
 SURROUNDING ZONES:  
 NORTH - TC - TOWN CENTER (MURPHY MARKETPLACE PLANNED DEVELOPMENT)  
 EAST - TC - TOWN CENTER (MURPHY MARKETPLACE PLANNED DEVELOPMENT)  
 SOUTH - F.M. 544 - MAJOR ARTERIAL  
 WEST - TC - TOWN CENTER (MURPHY MARKETPLACE PLANNED DEVELOPMENT)

**AREAS**

LOT COVERAGE : 38,773 S.F. OR .89 ACRES  
 TOTAL BUILDING AREA: 7,279 G.S.F. (5,815 CLINIC, 1,464 RETAIL)  
 LOT COVERAGE: 19%  
 MAX. LOT COVERAGE: NONE

**PARKING**

TOTAL PARKING NEEDED PER CITY: 39+7 = 46 STALLS  
 (1 / 150GSF MEDICAL / 200SF RETAIL)

TOTAL PARKING REQUIRED BY CLIENT (4/1000) : 29  
 PROVIDED STANDARD STALLS : 36  
 PROVIDED ACCESSIBLE STALLS : 4 (1 OF 8 MUST BE VAN)  
 TOTAL PARKING PROVIDED : 40

PARKING STALL SIZE PER CODE, 90° : 9'W X 20' L  
 18' LENGTH ALLOWED WITH 2' BUMPER OVERHANG (IF SIDEWALK)  
 24' AISLE

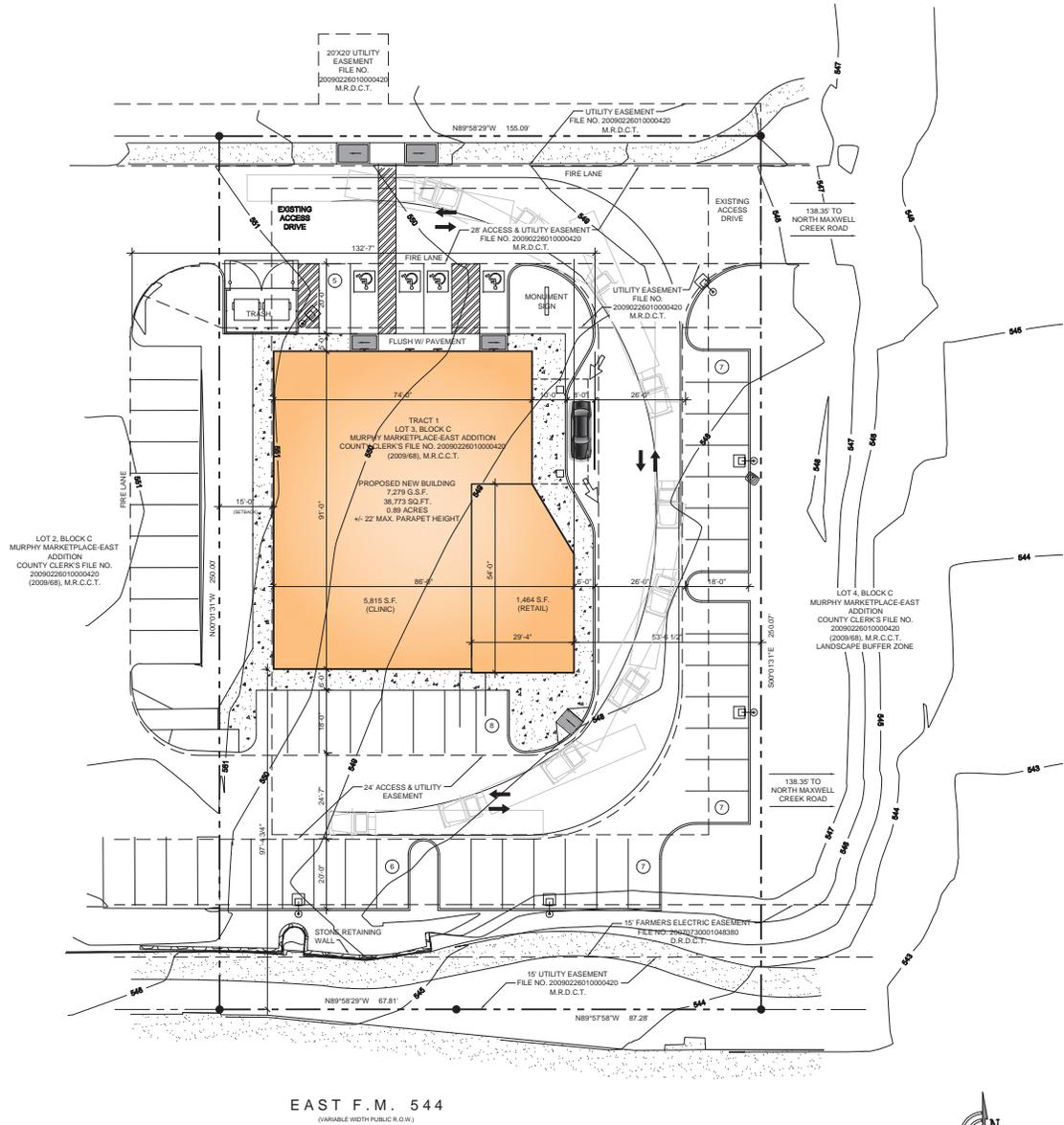
PARKING STALL SIZE PER CODE, PARALLEL : 8'W X 22' L

**SETBACKS**

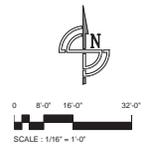
FRONT : 50' ALL STREET FRONTAGES  
 SIDE : 15' OR 0' W/ LANDSCAPING  
 REAR : 15' OR 0' W/ LANDSCAPING  
 HEIGHT : 25' MAX. AVERAGE HEIGHT (22' MAX. PROVIDED)

**LANDSCAPING**

15' BUFFER FROM FM 544  
 2% OF PARKING AREA SHALL BE LANDSCAPED  
 - ONE LARGE TREE AND 3 ORNAMENTAL/1/2 SPACES PLANTED WITHIN 5%  
 - NO ROWS OF PARKING SHALL EXCEED 18 SPACES

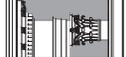


**EAST F.M. 544**  
 (VARIABLE WIDTH PUBLIC R.O.W.)



NO.	REVISION DESCRIPTION	DATE

**Christopher Kidd & Associates, LLC**  
 Architects and Engineers  
 Registration Number: 704954923  
 14851 (165.63) Lakes Road  
 Meromonte Falls, Missouri, 63051  
 Phone: 262.301.0052 / Facsimile: 262.301.0510  
 Email: cka@ckidassociates.com Website: www.ckidassociates.com



**MURPHY MEDICAL OFFICE**  
 PAD 12, Murphy Marketplace  
 FM 544 and Maxwell Creek Road  
 Murphy, TX 75094

These drawings, as instruments of service, remain the property of the Architect or Engineer. Any changes, publication, or use of any kind is prohibited unless expressly authorized by said party.  
 Copyright 2012  
 Drafted By: JTP  
 Checked By: EAH  
 Date Drafted: 03/13/2012  
 Project #: 11077-01

**A100**  
 PROPOSED SITE PLAN

**Issue**

Consider and/or act upon ratification of the City Council Focus Areas from the 2012 Strategic Planning Session.

**Staff Resource/Department**

James Fisher, City Manager; Joe Gonzalez, Strategic Planning Session Facilitator

**Key Focus Area**

TBD

**Summary**

The City Council and staff met with facilitator Joe Gonzalez February 23-24 for a Strategic Planning Session to determine objectives for the next three years. Follow-up Work Sessions were held on March 6, March 20, March 27, and April 24.

**Board Discussion/Action**

Council determined several focus areas and set Council goals and staff objectives for each of the focus areas.

**City Manager Comments**

Council should formally adopt the focus areas and objectives so that both Council and staff have clear direction for the FY 2013 Budget year and moving forward.

**Action Requested**

Staff recommends ratifying the work that City Council completed during the Strategic Planning Session and follow-up Work Sessions by adoption of the Council Focus Areas and Objectives.

**Attachments**

Council Focus Areas and Objectives

## **Focus Area: Community Character**

**Goal:** Protect the City's open spaces and natural amenities.

**Staff direction:**

- 1) Develop Land Inventory to include inventory of open space, natural amenities, land availability and options, and tools available for protecting the identified land.
- 2) Review non-residential development standards and uses and determine if they are appropriate.
- 3) FY 2013 Budget – consider funding update of Comprehensive Plan.

**Goal:** Preserve the integrity of neighborhoods and commercial development.

**Staff direction:**

- 4) Continue code compliance and review development/re-development standards; guard against over-development.

**Goal:** Community Events –focus on what we have and make them the best they can be.

**Staff direction:**

- 5) Maintain current events; formalize funding in budget; and add event that will focus on arts and cultural diversity.

**Goal:** Public Relations – tell our story; help instill community pride.

**Staff direction:**

- 6) Develop Murphy “App” that defines, delivers, and manages a consistent and standardized Murphy message.
- 7) FY 2013 Budget – consider funding Public Information Officer

## **Focus Area: Mobility**

**Goal:** Trails –develop connected trails throughout the City with connections to neighboring city trails.

**Staff direction:**

- 8) Identify and prioritize trail gaps.
- 9) Review funding opportunities and options.
- 10) Complete sidewalk inventory.

**Goal:** Traffic Management

**Staff direction:**

- 11) Establish partnerships to facilitate traffic management planning and resolutions.
- 12) Develop Southeast Collin County Traffic Management Coalition.

## **Focus Area: Finances**

**Goal:** Economic Development –proactive, involved, and aggressive.

**Staff direction:**

- 13) Attract and retain appropriate, sales tax generating businesses.

**Goal:** Tax Rate (This discussion was postponed to budget work session.)

## **Focus Area: Employee Development**

**Goal:** Employee Development –greatest City resource.

**Staff direction:**

14) Develop a succession plan; review pay/benefits plan; provide tools for training and development; and determine acceptable level of service and define future operational needs.

## **Focus Area: Public Safety**

**Goal:** Level of Service – what are the expectations of the community and what will it take to meet them?

**Staff direction:**

15) Define current level of service and cost for the Police and Fire department; determine what is needed to improve level of service if desired, including cost.

**Goal:** Programming

**Staff direction:**

16) Assess current level of programming and cost; determine if additional programming should be created and funded.

a) Feasibility of Murphy Leadership Program (Not under Public Safety)

**Goal:** Public Facilities and Infrastructure –all public buildings should be safe and efficient.

**Staff direction:**

17) Assess public facilities and infrastructure; determine routine maintenance repair items versus capital replacement items.

## **Focus Area: Infrastructure**

**Goal:** Roads –should have the proper maintenance to ensure safety and accessibility for the residents and public safety.

**Staff direction:**

18) Develop a comprehensive road improvement plan and maintain/improve 20% of City roads each year.

**Goal:** Infrastructure – ensure the investment is adequate for current and future use.

**Staff direction:**

19) Inventory and maintenance schedule of City's water/wastewater system.

20) Review Animal Control Facility Needs Assessment.

21) Provide a plan on how to maintain and maximize use of City buildings.

22) Identify, define, and prioritize maintenance and repairs of City facilities.

23) Determine staffing level of parks to include maintenance and expertise.

**Issue**

Consider and/or act upon the proposed Multi-Agency Recreation Center joint project with the City of Richardson.

**Staff Resource/Department**

James Fisher, City Manager

**Key Focus Area**

TBD

**Summary**

The City has held two joint meetings with the Richardson City Council on January 17<sup>th</sup> and April 30<sup>th</sup> to hear input on the proposed Multi Agency Recreation Center. A Public Hearing was also held in January to receive input from Murphy and Richardson residents. At the April 30<sup>th</sup> meeting, the consultant presented two alternatives with three options for consideration by both cities. The City Council needs to evaluate the information and decide how the City is going to move forward with this idea.

**Background/History**

Some discussion points for Council to consider are:

- Is this the right thing for Murphy?
- What could we do on our own?
- Location of Recreation Center outside of our city limits, is that a cause for concern?
- What is Murphy's time frame?
- What is Richardson's time frame?
- Do we really want to do this? If so, what other information is needed?
- If the City determines not to partner in this project, the decision needs to be made and communicated to the City of Richardson timely.

These are only some questions that will need to be addressed by the City Council. The cost of the proposed facility is critical, but should not be the driving or deciding factor in this decision. The proposed MARC provides a great opportunity for both cities to get a facility that will meet the needs and expectations of the residents in both communities. Murphy has a lot of competing interest for capital projects in the future and we have to decide how this opportunity fits into those plans.

**Action Requested**

Council should decide what additional information is needed in order to evaluate and determine if the City is going to move forward with the next phase of this project and/or schedule further meetings for discussion.

**Attachments**

N/A

**Issue**

Update on site plan, landscape plan and elevations for 121 E FM544 (Pad 7 – Einstein’s / Chipotle)

**Staff Resource/Department**

James Fisher, City Manager; Kristen Roberts, Director of Economic and Community Development

**Summary**

The final site plan has been submitted to the City for the development of Pad 7 in Murphy Marketplace. This site currently includes Einstein’s, Chipotle and Super Cuts. A user must still be identified for the 2,232 square foot restaurant space adjacent to the patio. Plans are being reviewed and site work is intended to begin in mid May 2012. Following the update on this project to City Council, staff will finalize plan review and issue permits.

**Background**

On November 4, 2006, the City Council adopted Ordinance No. 06-11-707 creating a Planned Development District for Retail Uses with conditions. The Planned Development District was subsequently amended on October 20, 2008 (Ordinance No. 08-10-766) to allow restaurants with drive-thru windows by the approval of a SUP (Specific Use Permit) only. The current Planned Development District allows a restaurant with a drive-thru window only with the approval of a SUP (Specific Use Permit). On August 22, 2011, the Planning & Zoning Commission approved the applicant’s request for a Special Use Permit (SUP) for a drive through. At the September 6, 2011, City Council meeting, City Council did not take action on the SUP agenda item. They requested it be brought back to the October 4, 2011 City Council meeting in addition to the Site Plan agenda item.

At the October 4, 2011 meeting, City Council approved the site plan, landscape plan and elevations for 121 E FM 544, east of North Murphy Road (ZF 2001-03) to included enhanced patio embellishments, enhanced landscaping around the patio and final approval of the site plan by staff. Since that time, staff has continued to meet with the developer to discuss details of the final site plan, landscape plan and elevations.

**Financial Considerations**

N/A

**Other Considerations**

The developer has also agreed, in the case that this building does not come to fruition, that the site be leveled and hydro mulched.

**Board Discussion/Action**

On August 22, 2011, the Planning & Zoning Commission held a public hearing to consider the application requesting approval of an SUP for a Drive-In window for Einstein’s Bros in Murphy Marketplace. There were no comments at the public hearing. Planning & Zoning Commission unanimously approved the SUP request, 7-0.

On September 26, 2011, the Planning & Zoning Commission approved the site plan, landscape plan and elevations by a vote of 7-0.

**City Manager Comments**

This item is being brought before Council to discuss the status of the site plan and development. The developer had a tenant for the restaurant pad between Einstein's and Chipotle, but there was development conflict with a related tenant. The developer is moving forward with Einstein's, Supercuts, and Chipotle with expectations that the restaurant tenant will come later.

**Action Requested**

There is no action requested on this item as Council as previously approved. This item has been provided to update Council on the status of the development.

**Attachments**

- 1) Patio view North
- 2) Patio View South
- 3) Patio View Overall
- 4) Patio - Fireplace
- 5) Exterior Elevation
- 6) Landscape Plan











WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

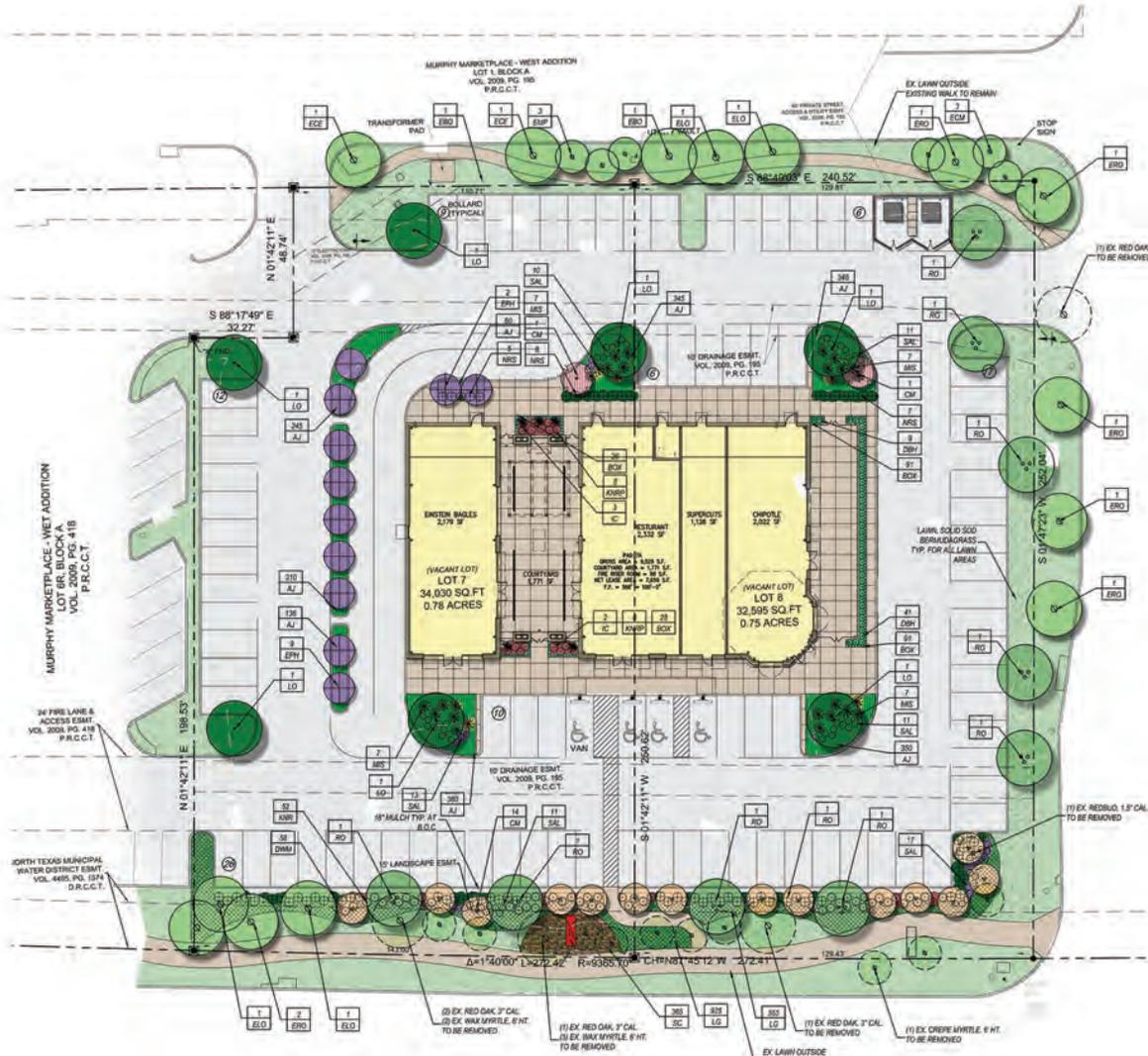
NORTH ELEVATION



**O'BRIEN & ASSOCIATES, INC.**  
 ARCHITECTURE ■ INTERIORS ■ PLANNING  
 5330 HARVEST HILL ROAD ■ SUITE 136 ■ DALLAS, TEXAS 75220 ■ (972) 788-1010 ■ FAX: (972) 788-4828

**MURPHY MARKETPLACE**  
 MURPHY, TEXAS  
**LANGFORD PROPERTY COMPANY**

**LOT 7**  
 SCALE: 1/8"=1'-0" ■ JOB# 26001 ■ ISSUE DATE: 01/12/12  
 APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
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**PLANT LIST**

TREES	QTY.	TYPE	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
CAR	16		Crape Myrtle Tree	Lagerströmia speciosa 'Red'	8" H.	container grown, 3-5 cans, no cross crotch
LD	7		Live Oak	Quercus virginiana	3" cal.	container grown, 12" H. min. 3' spread min.
RO	10		Red Oak 'Shumard'	Quercus shumardii	2" cal.	container grown, 12" H. min. 3' spread min.
EPH	11		East Palmetto Holly	Ilex opaca 'East Palmetto'	8" H.	container grown, full plant, 12" H. min.
C	5		Italian Cypress	Cupressus sempervirens	30" H.	container or box, matching, spaced in 10' H.

SHRUBS	QTY.	TYPE	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
DRM	58		Double Knockout Rose	Rosa sp. 'Double Knockout'	5" gal.	container, full plant, 30" H. min.
KMP	16		Double Knockout Rose	Rosa sp. 'Double Knockout'	5" gal.	container, full plant
BOC	246		Boulevard	Banksia marginata 'Green Beauty'	1" gal.	container, full plant
DBH	52		Dwarf Burford Holly	Ilex cornuta 'Burford Holly'	7" gal.	container, full plant
MIS	28		Miscanthus	Miscanthus sinensis 'Ornamental'	6" gal.	container, full plant
NRS	28		Nuttall's Starburst Holly	Ilex sp. 'Nuttall's Starburst'	10" gal.	container, full plant, full to ground
SAL	73		Salix 'Tremula' Red	Salix purpurea 'Flamingo Red'	5" gal.	container, full plant

GROUNDCOVERS	QTY.	TYPE	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
AJ	2151		Asian Jasmine	Trachelium asiaticum	4" pots	container, (3) 12" nursery min. 12" H. min.
LG	1480		Gladiolus	Lilium gladiolus	4" pots	container, full size of container, 12" H. min.
C	355		Common Broomrape	Cyclopia aculeata	4" pots	refer to notes, white and container, full plant

**NOTE:** Plant list is an indication only. Contractor shall verify all quantities on site. All heights and spreads are minimums. All plant material shall meet or exceed standards as indicated. All trees to have straight trunks and be free of major defects.

**PLANT LEGEND**

SYMBOL	PLANT TYPE
(Circle with code)	TREES
(Circle with code)	SHRUBS
(Circle with code)	GROUNDCOVERS

**LANDSCAPE TABULATIONS**

FRONT YARD LANDSCAPE	EAST FIRE LANE (EASMENT)	REAR YARD LANDSCAPE
Requirement: 10' minimum clear height of trees 7' H. and 10' minimum spread. 7' H. and 7' H. or 10' H. of shrubs.	Requirement: 10' H. min. trees, 7' H. min. shrubs. 7' H. min. trees, 7' H. min. shrubs. 7' H. min. trees, 7' H. min. shrubs.	Requirement: 10' H. min. trees, 7' H. min. shrubs. 7' H. min. trees, 7' H. min. shrubs. 7' H. min. trees, 7' H. min. shrubs.

**EXISTING PLANT MATERIAL**

SYMBOL	COMMON NAME
EBD	Existing Box Oak
EGE	Existing Cedar Elm
ECM	Existing Crape Myrtle
ELD	Existing Live Oak
EMP	Existing Mexican Plum
ENP	Existing Redbud
EOB	Existing Box Oak
ERM	Existing Red Maple



**FM 544**  
VARIABLE WIDTH RIGHT-OF-WAY

**PAD 7 MURPHY MARKETPLACE**  
1.39 ACRES  
ZONED: PC (ORDINANCE NO. 06-11-707)



**O'BRIEN & ASSOCIATES, INC.**  
ARCHITECTURE ■ INTERIORS ■ PLANNING

A DEVELOPMENT OF:  
**LANGFORD PROPERTY COMPANY**



**MURPHY MARKETPLACE**  
LOT 7A

**SMR**  
landscape architects, inc.

**01 LANDSCAPE PLAN**  
SCALE: 1" = 20'-0"

**LSP-01**

SCALE: 1" = 20'-0" JOB: 26001 ISSUE DATE: 5/20/13  
APPROVED BY: DATE:

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