



Eric Barna
Mayor

Owais Siddiqui
Mayor Pro Tem

Ben St. Clair
Deputy Mayor Pro Tem

Scott Bradley
Councilmember

Betty Spraggins
Councilmember

Bernard Grant
Councilmember

Rob Thomas
Councilmember

James Fisher
City Manager

MURPHY CITY COUNCIL AGENDA
AMENDED
REGULAR CITY COUNCIL MEETING
JUNE 18, 2013 AT 6:00 P.M.
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 June 18, 2013 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. PUBLIC COMMENTS

5. PRESENTATION ITEMS :

A. Presentation – Financial report for the month ending May 31, 2013.

6. CONSENT AGENDA

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.

A. Consider and/or act upon the June 4, 2013 Regular Meeting minutes.

B. Consider and/or act upon authorizing the City Manager to sign the contract agreement with ONCOR to utilize the easement for the east-west inter-city trail project.

C. Consider and or act upon authorizing the City Manager to sign contract for Freese and Nichols, Inc. to provide professional services for the TxDOT Safe Routes to Schools (SRTS) sidewalk and enhanced crosswalk grant projects.

D. Consider and/or act upon a resolution to the Texas Department of Transportation (TXDOT) to prepare a traffic light signal progression study and adjustments on FM 544 to reduce traffic congestion.

E. Consider and/or act upon declaring Patrol Unit #32, Ford Crown Victoria, with certain accessories as surplus and donating it to the West Police Department.

F. Consider and/or act upon an amendment to the Code of Ordinances to rescind the "No Left Turn" designation at the westbound turn lane of FM 544 and the entrance to the Neighborhood Market.

7. INDIVIDUAL CONSIDERATION

A. Discuss and take action, if any, on the review of the follow-up Traffic Study conducted on Moonlight Drive along with data collection on Grant and Mason.

- B. Hold a public hearing and consider and/or act on the application of Dunkin Donuts, on behalf of the property owner, Champion Langford Partners, to re-plat Lot 3 - Block C – Murphy Marketplace East Addition on property zoned PD (Planned Development) District No. 12-10-923 Retail Uses. This property is located at the northwest corner of FM 544 and North Maxwell Creek Road.
- C. Hold a public hearing and consider and/or act on the application of Dunkin Donuts, on behalf of the property owner, Champion Langford Partners, for an ordinance approving a Specific Use Permit for a drive thru on Lot 3 - Block C – Murphy Marketplace East Addition on property zoned PD (Planned Development) District No. 12-10-923 Retail Uses. This property is located at the northwest corner of FM 544 and North Maxwell Creek Road.
- D. Consider and/or act on the application of Dunkin Donuts, on behalf of the property owner, Champion Langford Partners, for approval of a site plan, including building elevations and landscape plan, on Lot 3 - Block C – Murphy Marketplace East Addition on property zoned PD (Planned Development) District No. 12-10-923 Retail Uses. This property is located at the northwest corner of FM 544 and North Maxwell Creek Road.

8. CITY MANAGER/STAFF REPORTS

North Murphy Road Construction Update
Murphy Central Park Construction Update
Budget Work Sessions
Neighborhood Crime Watch, June 27th
Sounds at Sundown – Emerald City Band, June 28th

9. 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:

AMENDED

§ 551.071 Consultation with City 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 the Texas Open Meetings act regarding traffic calming policies and measures.

§ 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).

10. RECONVENE INTO REGULAR 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:

AMENDED

§ 551.071 Consultation with City 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 the Texas Open Meetings act regarding traffic calming policies and measures.

§ 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).

A. Consider and or act upon any executive session items.

11. 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 June 14, 2013 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.



Kristi Gilbert, TRMC, CMC, CPM
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 kgilbert@murphytx.org.

CITY COUNCIL MINUTES JUNE 4, 2013 REGULAR CITY COUNCIL MEETING

1. CALL TO ORDER

Mayor Barna called the meeting to order at 6:01 p.m.

2. INVOCATION & PLEDGE OF ALLEGIANCE

Deputy Mayor Pro Tem St. Clair gave the invocation. Mayor Barna led the recitation of the Pledge of Allegiance.

3. ROLL CALL & CERTIFICATION OF A QUORUM

City Secretary, Kristi Gilbert, certified a quorum with the following Councilmembers present:

Mayor Eric Barna
Mayor Pro Tem Owais Siddiqui
Deputy Mayor Pro Tem Ben St. Clair
Councilmember Scott Bradley
Councilmember Betty Nichols Spraggins
Councilmember Bernard Grant
Councilmember Rob Thomas

Councilmembers absent:

None

4. PUBLIC COMMENTS –

Donna Jenkins, Murphy Historical Society – Ms. Jenkins, President of the Murphy Historical Society, along with Lolisa Langer, Vice President of the Murphy Historical Society, introduced themselves to Council and provided each member with a book on the city's history entitled "Images of America: Murphy".

Greg Matocha, 151 Moonlight Drive – Mr. Matocha stated that he was representing the homeowner's along Moonlight Drive. Mr. Matocha stated that the residents would like to see a structured, data driven approach to the traffic issues along their road.

5. PRESENTATION ITEMS –

- A. Presentation – Proposed Magnolia Park subdivision - Pat Atkins spoke regarding a proposed, single family residential subdivision to be located at the southwest corner of FM 544 and Maxwell Creek. Mr. Atkins stated that the proposed development would be comprised of approximately 70 lots approximately 5,000 square feet in size.
- B. Chief Mark Lee updated the Council on the North Central Texas Council of Governments' Metro Safe Room Rebate Program.

6. CONSENT AGENDA

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.

- A. Consider and take action, if any, on the May 21, 2013 Regular Meeting minutes.

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- B. Consider and/or act upon approval of a resolution authorizing signature authority to sign and endorse checks and drafts of the City of Murphy bank accounts. *(Assigned Resolution No. 13-R-771)*
- C. Consider and take action, if any, on the approval of an ordinance approving and adopting rate schedule "RRM – rate review mechanism" for Atmos Energy Corporation, Mid-Tex division to be in force in the city for a period of time as specified in the rate schedule; adopting a savings clause; determining that this ordinance was passed in accordance with the requirements of the Texas open meetings act; declaring an effective date; and requiring delivery of this ordinance to the company and ACSC legal counsel. *(Assigned Ordinance No. 13-06-954)*
- D. Consider and/or act on the application of Helen Pickard and CVS Pharmacy for approval of a Final Plat of **McCreary Marketplace**, located on the SWC of FM544 and McCreary Road.
- E. Consider and/or act on the application of Wal-Mart Real Estate Business Trust for approval of a Final Plat of **Wal-Mart Addition**, located on the NW Corner of FM 544 and Murphy Road.

COUNCIL ACTION (6.A -6.E.):

APPROVED

Councilmember Bradley moved to approve the consent agenda as presented. Councilmember Grant seconded the motion. For: Unanimous. The motion carried by a vote of 7 to 0.

7. INDIVIDUAL CONSIDERATION

- A. Discuss Planned Development District Ordinance No. 03-10-590 (Gables and Ranch), Section H. City Manager James Fisher stated that staff was seeking Council direction on how to proceed with residents affected by the wooden fence along McWhirter Road.

Charles Hall, 411 Sagebrush Trail – Mr. Hall stated that he moved into his house in 2006 and was told by the developer that the HOA was responsible for the fence. He stated that the current planned development ordinance requires the homeowners to maintain the fence along McWhirter and he would like to see the ordinance amended to require the HOA to maintain the fence.

Ray Shahan, 405 Sagebrush Trail – Mr. Shahan stated that the fence along McWhirter was in deplorable condition and had been damaged severely as a result of the removal of photinia bushes by the HOA. Mr. Shahan asked that the requirement of homeowner maintenance be removed from the ordinance.

David Strudwick, 323 Sagebrush Trail – Mr. Strudwick stated he agreed with Mr. Shahan's statements.

John Wideman, 404 Gene Autry Lane – Mr. Wideman stated that he was president of the HOA from 2006 through 2010 and stated that there were previously issues with drainage which resulted in the planting of the photinias by DR Horton. Mr. Wideman stated that the HOA had asked DR Horton not to install the photinias. Mr. Wideman stated that the planned development ordinance for the Gables and Ranch had been amended previously and asked the Council to look at the ordinance as a whole and not continue to nit pick at items.

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Michael Teamann, 406 Sagebrush – Mr. Moon stated that, even though he did not own a fence that backed up to McWhirter, he did not have a problem with the HOA paying for the replacement cost.

The Council held discussions with regard to deed restrictions, previous amendments, aesthetics of the neighborhood and homeowner and HOA responsibilities.

Mayor Barna stated that he would like a brief from the City Attorney with regard to what can be done.

COUNCIL ACTION (ITEM 7.A.):

NON-ACTION ITEM

The Council took no action on Item 7.A.

- B. Consider and take appropriate action, if any, on professional engineering services for the Betsy Lane Widening and Drainage Improvements project from North Murphy Road to McCreary Road.

Mr. Fisher stated surplus revenue from the 121 Project, along with Collin County bond funds would be used to fund the project. He stated that no money, only staff time, would be expended at this time.

COUNCIL ACTION (7.B.):

APPROVED

Councilmember Bradley moved to authorize the City Manager to execute the engineering professional services agreement for the Betsy Lane Widening and Drainage Improvement Project. Deputy Mayor Pro Tem St. Clair seconded the motion. For: Unanimous. The motion carried by a vote of 7 to 0.

EXECUTIVE SESSION

The City Council convened into Executive Session at 7:11 p.m. pursuant to the provisions of Chapter 551, Subchapter D, Texas Government Code, in accordance with the authority contained in:

§ 551.076. DELIBERATION REGARDING SECURITY DEVICES OR SECURITY AUDITS Discussion regarding a contract for Access Control/Video Surveillance for the Municipal Complex.

§ 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).

RECONVENE INTO REGULAR SESSION

The City Council reconvened into Open Session at 8:03 p.m. pursuant to the provisions of Chapter 551, Subchapter D, Texas Government Code, in accordance with the authority contained in:

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§ 551.076. DELIBERATION REGARDING SECURITY DEVICES OR SECURITY AUDITS Discussion regarding a contract for Access Control/Video Surveillance for the Municipal Complex.

§ 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).

COUNCIL ACTION:

APPROVE UPGRADE

Councilmember Bradley moved to authorize the City Manager to move forward with upgrading IT security infrastructure. Councilmember Nichols Spraggins seconded the motion. For: Unanimous. The motion carried by a vote of 7 to 0.

- C. Consider and/or act upon authorizing the addition of a 3rd CID position in anticipation of the opening of the new Walmart, which would require hiring an additional police officer.

Police Chief GM Cox presented the Council with the data compiled indicating the need for a third CID officer. The Council held discussions with regard to the hiring of a third officer.

COUNCIL ACTION (7.C.):

APPROVE

Councilmember Bradley moved to authorize the addition of a third CID position in anticipation of the opening of Walmart which would require the hiring of an additional police officer. Mayor Pro Tem Siddiqui seconded the motion. For: Unanimous. The motion carried by a vote of 7 to 0.

- D. Consider and take appropriate action, if any, on an ordinance amending the FY 2012-2013 revenue and expenditure budget for the General Fund.

Finance Director Linda Truitt reviewed the budget amendments with Council.

COUNCIL ACTION (7.D.):

APPROVE

Councilmember Bradley moved to approve an ordinance amending the FY 2012-2013 revenue and expenditures budget for the General Fund with the following: increase revenues by \$67,200 based on a grant from NCTCOG; and, increase expenditures by \$79,720 for big belly trash compactors, \$16,700 for a part-time Fire Marshal \$70,000 for IT facility expenditures and \$33,000 for Police Department expenditures. Councilmember Grant seconded the motion. For: Unanimous. The motion carried by a vote of 7 to 0. (*Assigned Ordinance No. 13-06-953*)

- E. Discussion regarding establishment of the FY 14 Budget schedule and planning sessions.

COUNCIL ACTION (7.E.):

NON-ACTION ITEM

The Council took no action on Item 7.E.

8. CITY MANAGER/STAFF REPORTS

Mr. Fisher provided the Council with an update on the following items:
North Murphy Road Construction Update

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McCreary Road Construction Update
Murphy Central Park Construction Update
City Hall Facility Tour – June 8th
Moonlight Movie – June 14th – How to Train Your Dragon
Chamber of Commerce Meeting – June 18th
Water leak on Moonlight Drive

9. ADJOURNMENT

With no further business, the meeting was adjourned at 8:32 p.m.

APPROVED BY:

Eric Barna, Mayor

ATTEST:

Kristi Gilbert, City Secretary

City Council Meeting

June 18, 2013

Issue

Consider and/or act upon authorizing the City Manager to sign the contract agreement with ONCOR to utilize the easement for the east-west inter-city trail project.

Staff Resource / Department

James Fisher, City Manager and Kim Lenoir, Director of Parks and Public Works

Key Focus Area

Community Character and 2008 Park/Trail Bond Project and Collin County Grant

Summary

The Timbers Nature Preserve Park project includes renovations of City Park, improvements to the adjacent Bunny Run property, and a new hike and bike trail on the ONCOR easement. The ONCOR agreement is ready for City Council consideration.

Background/History

The last update was presented to City Council on April 16, 2013. Since that date, permits have been resubmitted, and trail revisions for the ONCOR easement have been reviewed and approved. The Timbers Nature Preserve Park (TNPP) is a 2008 park bond funded project and funding from Collin County now ready for bidding and construction.

On April 17, 2012, the City Council approved the revised park design and authorized submittal of the required permits.

On October 4, 2011, HOK presented the City Council findings to correct the drainage issues in the parks. The findings included the need for more surveying, a study, and a letter of map revision prepared for FEMA. The council members discussed priorities as being drainage improvements/management, ball fields, trails, and for the Bunny Run area to stay natural. HOK completed the initial TNPP master plan December 2010.

Financial Considerations

On March 6, 2012, City Council designated \$500,000 from the 2008 Park Bond Funds and \$600,000 from the 2008 Trail Bond funds. A Collin County Trail grant of \$500,000 was approved in October 2012, for a total of \$1.6 Million. Approximately \$900,000 is available from the 2008 bond funds that has not been allocated. Council and staff will consider additional funding during the budget process. To finalize the construction documents, bidding, and construction administration of the entire master plan the cost is \$2.4 Million.

Action Requested / Staff Recommendation

Authorize the City Manager to sign the use agreement with ONCOR.

Attachments

ONCOR agreement
 Council Briefing from April 16, 2013
 Council Briefing from April 17, 2012
 Council Briefing from March 6, 2012
 Council Briefing from October 4, 2011

Royse-Ben Davis 138kv
D-2578
2013-3231RR

**LICENSE AGREEMENT
HIKE & BIKE TRAIL
Re: Timbers Reserve Park**

This License Agreement ("Agreement") is made this _____ day of _____, 2013, ("Effective Date") by and between **Oncor Electric Delivery Company LLC**, a Delaware limited liability company, ("Oncor") and the **City of Murphy**, a Texas municipal corporation ("City").

RECITALS

1. Oncor is the owner of the land described in **Exhibit "A"** attached hereto and made a part hereof for all purposes, and referred to hereinafter as the "Property", upon which Property is located Oncor's electric transmission and distribution line(s) and associated facilities.
2. City has requested that Oncor make available the Property for City to construct, install, and maintain a hike and bike trail for the general public's recreational use, subject to the terms of this Agreement, including the Hike and Bike Trail Guidelines attached hereto as **Exhibit "B"** and incorporated herein (the "Trail Guidelines").

NOW, THEREFORE, for the consideration herein provided, it is agreed as follows:

1. **License.** Oncor hereby grants to City and City hereby accepts from Oncor, a license to use the Property to construct, install, and maintain a public hike and bike trail consisting of an improved surface and related Oncor-approved landscaping, signage, and facilities on the Property for use by the general public for recreational purposes only ("License"), but with the conditions that such hike and bike trail shall be constructed, installed, and maintained in accordance with the Trail Guidelines and in such a manner as not to damage or destroy Oncor's electric transmission and distribution line(s) and other facilities, and that the recreational use of the Property shall not interfere with the continued operation and maintenance of Oncor's electric transmission and distribution line(s) and other facilities, as well as Oncor authorized third party facilities.
2. **Limitations Of Use.** This License is strictly limited to the public hike and bike trail to be constructed, installed, and maintained on the Property and does not extend to the use of any of Oncor's facilities or Oncor authorized third party facilities located on the Property. A rendering for the existing concrete trail is attached hereto as **Exhibit "C"**. Additional general construction limitations on the Property are described and listed in **Exhibit "D"**, attached hereto and a part hereof for all intent and purpose. Prior to the installation of any landscaping on the hike and bike trail, landscaping plans that comply

with the Landscaping Requirements contained in the Trail Guidelines must be submitted to and approved in writing by Oncor. Engineering plans and landscaping plans may be submitted to Oncor separately, provided, however, that all improvements, fixtures, vegetation or other encroachments of any nature must be approved in writing by Oncor before such improvements, fixtures, vegetation or other encroachments of any nature may be installed on the hike and bike trail.

3. Consideration. In consideration for this License, the sufficiency of which Oncor hereby acknowledges, City (a) has paid to Oncor One Dollar (\$1.00), (b) shall undertake the maintenance and other obligations herein provided, and (c) agrees that City shall not object to or contest any future regulatory filings by Oncor to add to, modify, and/or rebuild its facilities on the basis of the use of the Property as a hike & bike trail or recreation area.

4. Term. The License as to the Property granted by this Agreement is non-exclusive and perpetual commencing on the Effective Date; provided, however, the License may be terminated in whole or in part by Oncor with one hundred and eighty (180) calendar days prior written notice to City of such termination in accordance with the notice provisions of this Agreement if such termination is necessitated by a change in local, state or federal law or regulations applicable to same. Furthermore, in the event that Oncor determines it has an operational need for a portion of the Property to the extent that the hike and bike trail cannot be relocated on that portion of the Property pursuant to Paragraph 8 below, the License may be terminated by Oncor, as to the affected portion of the Property only, by providing the City one hundred and eighty (180) calendar days prior written notice of such partial termination in accordance with the notice provisions of this Agreement. In any case of either a change in state or federal law or regulation or an operational need, Oncor will work in good faith with City to minimize the amount of the hike and bike trail to be relocated and/or the amount of the Property and City's improvements impacted by any termination. Furthermore, in the event Oncor elects to sell to a bona fide unaffiliated third party Property upon which Oncor does not have any facilities, Oncor may do so free from the applicability of this License after having first offered to sell the Property to the City at fair market value. The City shall have thirty (30) calendar days to accept Oncor's offer to sell the Property. If the City does not accept the offer within such 30 day period, the offer shall be deemed rejected. In the event City elects not to purchase the Property so offered by Oncor, prior to closing of Oncor's conveyance of the Property to the third party, City shall execute and deliver to Oncor a partial release from this License of such portion of the Property being sold and the parties shall have no further obligations one to the other under this agreement as to such portion of the Property.

5. Security. City shall be solely responsible for maintaining peace and order and shall prevent any nuisances arising from or connected with its license and use of the Property.

6. Oncor's Access. Oncor and its authorized agents shall have the right to enter the Property at any time for any purpose. It is understood that from time to time entry will be necessary for inspection, maintenance, and work upon Oncor's facilities located upon the Property and, on such occasions, it may be necessary to close all or portions of the hike and bike trail and prohibit the public from using same. This License is not exclusive and Oncor, its employees, agents, representatives, and others whom it may license, may go

upon, make improvements upon and traverse the Property and make changes in the location of or additions to Oncor's facilities located thereon without payment of compensation to City, and without liability for any damage to the hike and bike trail or for any interruption of use of the hike and bike trail.

7. Acceptance Of Premises. City acknowledges that it has fully inspected the Property and accepts the Property in its present condition as suitable for the purpose for which the License is being granted. This License is granted subject to any and all easements, restrictions, covenants, conditions, limitations, and mineral interests filed of record in the Official Real Property Records of Collin County, Texas in effect as to the Property. City shall not make or cause to be made any improvements to the Property other than as approved by Oncor in advance, in writing, and then only at the sole cost and expense of City.

8. Relocation. If at any time in the future, any portion of the hike and bike trail, in the sole judgment of Oncor, interferes with the installation, operation maintenance and/or removal of Oncor's electric transmission and distribution line(s) and other facilities, Oncor shall have the right to require City to relocate the offending portion of the hike and bike trail on the Property so as not to interfere with Oncor's electric transmission and distribution line(s) and other facilities. Oncor shall notify City in writing within ninety (90) days if a portion of the hike and bike trail must be relocated at City's sole cost and according to plans approved by Oncor, stating the portion so impacted and the reason for the relocation. If at the end of such ninety (90) day period the portion of the hike and bike trail has not been relocated, Oncor may relocate it, at the City's expense. Oncor will not be responsible nor will compensation be paid for damages incurred by such relocation.

9. Default and Termination. It is understood and agreed that, in case of default by City or its agents in any of the terms and conditions herein stated, including all terms and conditions contained in the attached exhibits, such default continuing for a period of ninety (90) days after Oncor notifies City in writing of such default and the cure action required, Oncor at its election may terminate this Agreement and upon such termination all of City's rights hereunder shall cease and come to an end. This Agreement and the License herein provided shall also terminate upon the abandonment of the hike and bike trail by City.

10. Condition Upon Termination. Upon termination of this Agreement, City shall surrender the Property to Oncor in the same condition as received except for ordinary wear and tear. City may remove such improvements as it desires. By written notice Oncor may require City, upon termination, to remove any improvements made to the Property by City and to restore said portion of the Property to its original condition, at City's expense. All improvements not required by Oncor to be removed or otherwise removed by City shall become Oncor's property at no cost or expense to Oncor. If City fails to remove improvements as required by Oncor, Oncor may remove same and City shall reimburse Oncor 100% of the costs and expenses of having the improvements removed from the Property. City shall have a reasonable right of access to the Property to accomplish said removal and restoration.

11. Assignment And Subletting. The License is personal to City and may not be sold, transferred, assigned or sublet. Any purported transfer or assignment shall be null and void ab initio and of no force or effect. It is the intention of this Agreement not to confer benefits, rights, or privileges on any person or entity other than Oncor and City. This Agreement is binding on the parties' respective successors and assigns and the purchaser(s) of all or any part of the Property, except for property upon which Oncor has no facilities as set forth in Section 4 of this Agreement. City, at its expense, may file a memorandum providing notice of the existence of this Agreement in the real property records of any county in which part of the Property is located. A change in the control or ownership of Oncor shall not give any party the right to terminate this Agreement. Furthermore, in the event of a merger of Oncor with another entity in which Oncor is not the surviving entity, this Agreement shall be binding on the surviving entity of such merger.

12. Boom-Type Equipment. Use of cranes or other boom-type equipment in connection with any work to be performed on the Property by City, its employees, agents representatives, or contractors, or the public generally, must comply with Chapter 752, Texas Health and Safety Code, the National Electrical Safety Code, and any other applicable clearance requirements. Notwithstanding anything to the contrary, in no event shall any equipment be placed within 15 feet of Oncor's power lines situated on the Property. City must notify Oncor 48 hours prior to the use of any boom-type equipment on Oncor's Property. Oncor reserves the right to refuse City permission to use boom-type equipment.

13. Maintenance of Property. City, at its sole cost and expense, at all times during the term of this Agreement, agrees to keep clean and maintain or cause to be kept clean and maintained the entire Property and all improvements which may be placed or erected on the Property by City, in a good state of appearance and repair reasonably satisfactory to Oncor. City specifically acknowledges that its obligations with regard to maintenance of the Property include maintaining the entire width of the Property, and not just the area surrounding City's Hike & Bike Trail. City, at its sole cost and expense, is liable for all costs and expenses incurred by Oncor arising out of any (i) landscaping vegetation encroachments, and/or (ii) trail related park structure encroachments intended for use by the general public, including, without limitation, picnic tables, park benches, water fountains, covered sheds, playground equipment, etc., on the Property not expressly approved or authorized by Oncor, regardless of whether made or installed by City. City shall not allow any third parties or neighborhood / community groups acting under or through the auspices of City to install anything on the Property, or perform any plantings, landscaping or other improvements that are not approved by or part of a landscaping plan approved by Oncor. City shall not be liable for costs and expenses incurred by Oncor arising out of non-vegetation type encroachments on the Property which are not intended for use by the general public such as individual storage buildings, fences, swimming pools, etc. Oncor is not responsible for any damages to or removal of landscaping due to Oncor's patrol, maintenance or construction related activities. In the event that City fails to properly maintain the Property as provided herein, Oncor shall have the right, but not the obligation, to have such maintenance completed, and City agrees to reimburse Oncor an amount equal to 100% of Oncor's costs and expenses for such work. City shall pay such amount to Oncor within forty-five (45) calendar days of receipt of Oncor's invoice.

Notwithstanding any of the foregoing, the parties acknowledge that City has no cleaning, maintenance or repair obligation with respect to Oncor's transmission and distribution electric line(s) and other facilities located on the Property.

14. Indemnity. To the extent allowable by law, City agrees to defend, indemnify and hold harmless Oncor, its officers, agents and employees, from and against any and all claims, demands, causes of action, loss, damages, liabilities, costs and expenses (including attorney's fees and court costs) of any and every kind of character, known or unknown, fixed or contingent, for personal injury (including death), property damage or other harm for which recovery of damages is sought or suffered by any person or persons that may arise out of, or be occasioned by, the negligent act or omission of City, its officers, agents, employees, or separate contractors that may arise out of or be occasioned by the use of the License and/or Property, except that the obligations provided for in this paragraph shall not apply to any liability resulting from the sole negligence of Oncor, its officers, agents, associates, employees or separate contractors, and in the event of joint and concurrent negligence of both Oncor and City, responsibility and indemnity, if any, shall be apportioned comparatively in accordance with Texas law, without however waiving any defenses or immunities available to the parties.

15. No Waiver Of Limitation Of Liability. By entering into this License Agreement, neither Oncor nor City in any manner waive any right to assert any legal defenses or immunities available to either Oncor or City, including, but not limited to, Chapters 75 and 101 of the Texas Civil Practice and Remedies Code. It is the express intention of Oncor to limit its liability for any injury, death or damage to person or property pursuant to Chapter 75.002, Texas Civil Practice and Remedies Code (Vernon's 1995).

16. Relocation Of Facilities. If, at the request of City, Oncor relocates any of its existing facilities located on the Property in order for City to accomplish its proposed use of the Property, City shall be required to reimburse Oncor for all costs and expenses associated with such relocations. However, Oncor shall not be required by this Agreement to relocate any of its existing facilities, and Oncor may withhold its agreement to do so in its absolute and sole discretion.

17. Notices. All written notices required under this License must be hand delivered or sent by certified mail, return receipt requested, addressed to the proper party at the following address:

To Oncor:

Oncor Electric Delivery Company LLC,
a Delaware limited liability company
Right of Way Office
115 West 7th Street
Fort Worth, Texas 76102

To City:

City of Murphy
Parks and Public Works
Attn: Kim Lenoir
206 North Murphy Road
Murphy, TX 75094

18. Texas Law. This Agreement shall be construed under, and in accordance with, the laws of the State of Texas. This Agreement is performable in Tarrant County, Texas and exclusive venue for enforcing same shall be Tarrant County, Texas.

19. Amendment. No amendment, modification, or alteration of the terms of this Agreement shall be binding unless it is in writing, dated subsequent to this Agreement, and duly executed by the parties hereto.

EXECUTED to be effective as of the Effective Date stated above.

CITY:

CITY OF MURPHY

_____, City Manager

By: _____

Name: _____

Title: _____

ONCOR:

ONCOR ELECTRIC DELIVERY COMPANY LLC

By: _____

Dennis L. Patton

Attorney-in-Fact

THE STATE OF TEXAS,

County of COLLIN

Know All Men By These Presents:

That we, H. A. Kinney and wife Selma Kinney,

of the County of Collin, State of Texas for and in consideration of
the sum of

TEN AND NO/100 - - - - (\$10.00) - - - - - DOLLARS
and other good and valuable consideration

to us, cash in hand paid by Texas Power & Light Company, a corporation,
the receipt of which is hereby acknowledged,

have Granted, Sold and Conveyed, and by these presents do Grant, Sell and Convey unto the said

Texas Power & Light Company

of the County of Dallas, State of Texas all that certain
tract of land in the Henry Maxwell Survey, Abstract No. 579, containing
9.08 acres, being a part of a 144 acre tract described in deed dated
April 16, 1946 from Mrs. F. B. McKinney, et al. to H. A. Kinney, re-
corded in Vol. 367, Page 196, Deed Records of Collin County, Texas, the
tract hereby conveyed being described by metes and bounds as follows:

BEGINNING at an iron pin set in the west boundary line of the above
described 144 acre tract, a fence, same being also the east boundary
line of a 120 acre tract owned by Mrs. Nellie Turney, said iron pin being
further described as being South 90° 59' West 884 feet from the northwest
corner of the above described 144 acre tract;

THENCE South 89° 21' East 2637.16 feet to an iron pin for corner
located in the east boundary line of the above described 144 acre tract,
a fence, same being also the west boundary line of a 100 acre tract owned
by J. K. Sachse, and same being also the east boundary line of the Henry
Maxwell Survey, Abstract No. 579;

THENCE South 00° 21' West following along said common boundary line,
a fence, 150 feet to iron pin for corner;

THENCE North 89° 21' West 2638.82 feet to iron pin for corner lo-
cated in west boundary line of the above described 144 acre tract, same
being also the east boundary line of a 120 acre tract owned by Mrs. Nellie
Turney;

THENCE North 00° 59' East following along said common boundary line,
a fence, 150 feet to the place of beginning.

300

Grantors reserve for themselves, their heirs and assigns, all oil, gas and other minerals in and under the above described land, provided, however, Grantors reserve no right to enter upon or disturb the surface of said land nor to use said surface in any manner for exploration, drilling or production of such minerals.

Grantee agrees not to erect any fences on said land except by permission of Grantors or subsequent adjoining property owner or as required by law or ordinance.

Grantors reserve the right to lay out, dedicate, construct, maintain and use across said land such roads, streets, alleys, railroad tracks, underground telephone cables and conduits and gas, water and sewer pipe lines as will not interfere with Company's use of said land, provided that all such facilities shall be located at angles of not less than 45 degrees to any of Company's electric power lines on said land and shall be so constructed as to provide with respect to Company's wires and other facilities the minimum clearances provided by law and recognized as standard in the electrical industry.

Exhibit A



TO HAVE AND TO HOLD the above described premises, together with all and singular, the rights and appurtenances thereto in anywise belonging unto the said

Texas Power & Light Company, its successors

~~and~~ and assigns forever; and we do hereby bind ourselves, our

heirs, executors and administrators, to Warrant and Forever Defend all and singular the said premises unto the said Texas Power & Light Company, its successors

~~and~~ and assigns, against every person whomsoever lawfully claiming, or to claim the same, or any part thereof.

Witness our hands ~~and~~

this 7th day of

November

, A.D. 19 60.

Witnesses at Request of Grantor:

H. A. Kinney

Helma Kinney

Exhibit A

THE STATE OF TEXAS,

COUNTY OF _____

BEFORE ME, the undersigned authority,

In and for said County, Texas, on this day personally appeared _____

known to me to be the person whose name _____ subscribed to the foregoing instrument, and acknowledged to me that he _____ executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, This _____ day of _____, A.D. 19____

(L. S.)

Notary Public, _____ County, Texas

My Commission Expires June _____, 19____

THE STATE OF TEXAS,

COUNTY OF _____

BEFORE ME, the undersigned authority,

In and for said County, Texas, on this day personally appeared _____

_____ wife of _____ known to me to be the person whose name is subscribed to the foregoing instrument, and having been examined by me privily and apart from her husband, and having the same fully explained to her, she, the said _____

acknowledged such instrument to be her act and deed, and she declared that she had willingly signed the same for the purposes and consideration therein expressed, and that she did not wish to retract it.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, This _____ day of _____, A.D. 19____

(L. S.)

Notary Public, _____ County, Texas

My Commission Expires June _____, 19____

THE STATE OF TEXAS,

COUNTY OF COLLIN

BEFORE ME, the undersigned authority,

301

In and for said County, Texas, on this day personally appeared _____

H. A. Kinney and Selma Kinney

his wife, both known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they each executed the same for the purposes and consideration therein expressed, and the said Selma Kinney

_____ wife of the said H. A. Kinney having been examined by me privily and apart from her husband, and having the same fully explained to her, she, the said _____

acknowledged such instrument to be her act and deed, and she declared that she had willingly signed the same for the purposes and consideration therein expressed, and that she did not wish to retract it.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, This 7 day of November, A.D. 1960.Notary Public, Collin County, TexasMy Commission Expires June 1st, 1960

THE STATE OF TEXAS,

COUNTY OF _____

I, _____

County Clerk of the County Court of said County, do hereby certify that the foregoing instrument of writing dated on the _____ day of _____, A.D. 19____, with its Certificate of Authentication, was filed for record in my office on the _____ day of _____, A.D. 19____, at _____ o'clock _____ M., and was duly recorded this _____ day of _____, A.D. 19____, at _____ o'clock _____ M., in the Records of said County, in Volume _____, on pages _____.

WITNESS my hand and seal of the County Court of said County, at office in _____ the day and year last above written.

Clerk County Court _____ County, Texas.

(L. S.)

By _____, Deputy.

Exhibit A

57807-339

D-2578 A-96 5778

UNRECORDED
With Single, Joint and Wife's Separate Acknowledgments

FROM
H. A. KINNEY, ET UX

TO
TEXAS POWER & LIGHT COMPANY

FILED FOR RECORD
The 18 day of MAR. A.D. 19 62
at 11 o'clock
Jas. E. Webb
County Clerk
By *[Signature]* Deputy
RECORDED

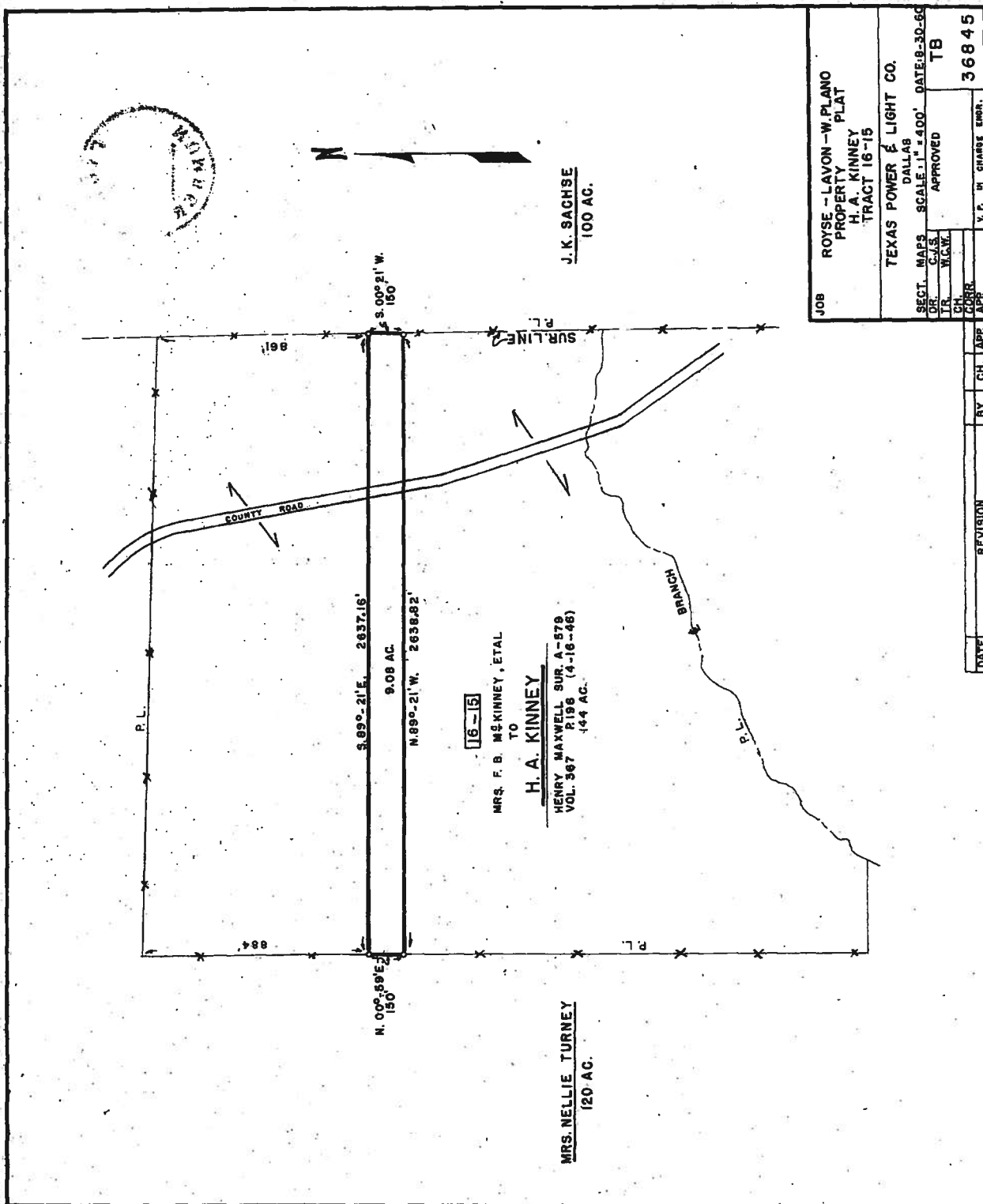
In _____, A.D. 19____
County Record
of _____ Book _____
Page _____
By _____ County Clerk
Deputy _____

Recording Fee \$ _____
This instrument should be filed immediately with the County Clerk for Record.

MARTIN SUGGART Co/Dallas
\$2.00
\$14.10 Revenue
\$4.10

THE STATE OF TEXAS } I, JAS. E. WEBB, Clerk of the County Court of said County, do hereby
County of Collin
certify that the foregoing instrument of writing, together with the certificate of authentication,
was filed for record in my office on the 18 day of MAR. A.D. 19 62
at 11 o'clock M. and duly recorded on the 332 day of MAR. 1962
A.D. 1962 in the 344 Records of said County, in volume 344
page 344
Witness my hand and seal at my office in McKinney, Texas, the day and year last
above written.

JAS. E. WEBB, Clerk of County Court, of
Collin County, Texas
By *[Signature]*



ONCOR HIKE AND BIKE TRAIL GUIDELINES

A SUSTAINABLE COMMUNITY PARTNERSHIP MODEL

October 26, 2012

EXHIBIT B



Table of Contents

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Introduction

In 2011, Oncor announced it will begin to transform pathways under parts of the company's transmission rights-of-way into hike and bike trails as part of the new Oncor Texas Trails program. These trails will help create pathways that will be integral parts of the communities Oncor serves. The Oncor Texas Trails program is also a key part of Oncor's commitment to supporting health and fitness initiatives, as well as a key part of a broader Oncor initiative to align Oncor's assets with community needs.

The Oncor Texas Trails program will allow Oncor to work proactively with the communities we serve to design a template for recreational use of transmission rights-of-way, including native and low maintenance landscape designs.

Oncor hopes that the hike and bike trails will lend themselves to health and fitness oriented events such as community walks, runs, rides and other fitness activities along the trails. These types of events illustrate the importance of living a healthy lifestyle and provide an outlet to community members to practice a healthy lifestyle.

Guiding Principles

The following guiding principles are primary factors when evaluating proposed Hike and Bike Trail plans:

- Maintaining the safety of the public and Oncor's employees and contractors;
- Promoting a sustainable community partnership model that aligns well with Oncor's philanthropic and community involvement focus on health and wellness;
- Ensuring public awareness and support for hike and bike trail projects including the adjacent landowners;
- Maintaining the reliability, security and electrical clearance requirements of Oncor's transmission and distribution lines;
- Preserving Oncor's ability to access facilities for on-going and future inspection, operations and maintenance needs;
- Ensuring the corridor is not constrained in a way to prevent meeting future grid electrical needs, system upgrades, etc.;
- Avoiding increased maintenance expense or liability for Oncor.
- Sustaining and protecting the Licensee's investment in a hike and bike trail.

Background

Oncor's transmission line rights-of-way (ROW) primary purpose is to provide safe and reliable electric service to the public. The ROW is used by Oncor to construct, operate, and maintain transmission and in some cases distribution facilities. When possible, the use of the ROW for hike and bike trails is a great way for Oncor to partner with cities in our service area. The width of a transmission line ROW depends on the voltage of the line and the height of the structures, but can be 70 to 160 feet wide or more depending on the type of facilities and their location on the ROW.

Transmission lines transfer electricity from generating stations to substations. From these substations, the electricity is distributed to individual homes and communities through distribution lines typically supported by wood poles called distribution poles. These distribution lines and poles are smaller in size, carry a smaller amount of electricity, and are spaced closer together as compared to transmission lines and structures.

Since overhead electric lines are un-insulated, the design of these lines requires that minimum clearances be maintained for safety and reliability. Trees and other plant materials can cause interruptions to electric service if they grow into or fall upon the overhead electric lines. Since 1996, tree and power line conflicts have been implicated as the cause of three large-scale electric grid failures in the US and Canada, including the massive August 14, 2003 blackout that affected 50 million people. As a result, the industry practice of tree clearing both within and along the edge of ROW has become more stringent.

The development of Hike and Bike Trails and Landscaping Enhancements must be carefully planned and these guidelines have been developed to ensure a sustainable community partnership where transmission line ROW remains in compliance with all clearances, safety regulations, and good engineering practices that pertain to existing and future electric transmission and distribution facilities.

Application/ Process

Each transmission right of way is unique and as such, Oncor reviews each project for approval. These Guidelines and Landscaping Templates are provided as information to minimize misunderstanding and ensure that improvements that are proposed by a community will be possible.

Before developing details plans for a Hike and Bike Trail on Oncor property, the entire proposed scope of the Hike and Bike Trail (including those portions of the proposed trail not impacting Oncor's property) should be submitted to Oncor for review. This preliminary review process is intended to provide project feasibility feedback to the potential Licensee regarding the use of Oncor's property for Hike and Bike Trail purposes before the Licensee makes significant financial investments and plans.

The Hike and Bike Trail project plan documentation requirements are as follows:

- Submit a set of preliminary, scalable plans showing the property lines, transmission and distribution structures, existing facilities (roads, telecom, etc.) and proposed trail location.
- Indicate all proposed grading / elevation modifications.
- Utility access route to be shown on plans.
- If possible, discuss future desired trail improvements if not part of the original plans.

Hike and Bike Trails License Agreements are for use with city or county governments. Oncor will not license a hike and bike trail to other entities such as homeowner's associations.

Hike and Bike Trails are intended for application on typical 138,000 volt or 69,000 volt ROW owned by Oncor. Oncor will review proposed trail locations for appropriate application in the event the property configuration or facility limitations cannot accommodate a Hike and Bike Trail.

The Licensee must conduct an open meeting for all adjacent property owners and the public before the start of a hike and bike trail project to ensure public awareness and support.

Oncor reserves the right to approve or deny Hike and Bike Trails and the trail design or landscaping in certain areas and situations consistent with the Guiding Principles.

Hike and Bike Trail Features

It is important for Oncor to be provided the full scope of a community's proposal for the success of the project and to protect the city's investment in the trail. Following are specific requirements:

Trail Design Requirements

- One side of the transmission line ROW must remain open throughout the trail to allow Oncor access for maintenance and operations. Typically a minimum of 15 feet is required for vehicular access.
- The maximum concrete trail width is 12 ft.
- Divided concrete trails are not allowed.
- Bollards will typically be required at road crossings.
- Trail construction will minimize changes to the existing grade, elevation, and contours within the ROW.
- Written consent is required from Oncor, prior to any excavation or trenching within the ROW.
- Minor changes will be permitted to comply with American with Disabilities Act.

Amenities

The following commonly requested hike and bike trail amenities are generally acceptable with some restrictions:

- Crossing Metal Fences - maximum height 8 feet, crossing angle at 45 to 90 degrees to the centerline of the ROW.
- Trash Receptacles - at road/street crossings.
- Trail Identification Signage - non-conductive materials only, trail name identification at the road/street crossing, maximum height 6 feet.
- Mile Marker Signage - non-conductive materials only, one per mile, edge of ROW, maximum height 6 feet.
- Rest Areas - located adjacent to publically available road/street access.
- Pedestrian Benches - maximum length 6 feet, located adjacent to publically available road/street access.
- Shade Features – typically located within rest areas, non-conductive, non-climbable, work closely with Oncor on height and ROW location to ensure electrical clearances are met.
- Low Water Crossings - permitted with minimum grade/elevation change.
- Decorative Walls – incorporated within landscaping features, maximum height 5 feet.
- Sprinklers – low pressure drip irrigation only and in areas of approved landscaping vegetation only.
- Portable Restrooms - temporary for events and construction only.

Restrictions

Consistent with the Guiding Principles, the following improvements are typically not compatible with transmission ROW, but can be incorporated into the overall hike and bike trail design outside the transmission ROW and not on Oncor property:

- Structures (e.g. pavilions, cabanas, playground equipment, storage buildings, etc.)
- Longitudinal Fences (conductive or non-conductive)
- Electrical lighting or wiring
- Dumpsters
- Parking Lots
- Ponds
- Bridges

Landscaping Requirements

Vegetation density and height are critical issues affecting the safe and reliable operation of Oncor transmission lines. Landscaping requirements attempt to provide basic guidelines for a space that allows compatible use of vegetation and visually attractive landscaping features with the use of Oncor's electric facilities in accordance with the Guiding Principles.

Before any new transmission line ROW landscaping plan for a Hike and Bike Trail or Landscaping Enhancement is approved, Oncor will work with the licensee to indentify all existing vegetation incompatible with these Landscape Requirements and determine the plan for removal. Once a new landscaping design is approved by Oncor, the improvements may be installed and are maintained by the Licensee.

The license agreement for the hike and bike trail requires the Licensee maintain the entire length and width of the transmission line ROW covered under the license agreement - not just the areas within and immediately adjacent to the trail.

Visual Interest Features

Features that promote visual interest such as vegetation, rocks, planting beds, berms, etc. are often desirable features in a landscape plan. Oncor will review and if appropriate approve these features for potential clearance and access issues, consistent with the Guiding Principles.

For the purposes of landscape design requirements, a Landscape Template is provided to communicate where visual interest features are generally acceptable and offer the least interference with ROW access and clearance with electric facilities. The template describes three general zones:

- Structure Zone – includes a 25 foot space surrounding a transmission structure. Typically turf only.
- Sag Zone – includes the middle 40% of the ROW between transmission structures and 10 feet outside the outermost overhead transmission conductor. Grass type plantings only. Visual interest features and other amenities are typically incompatible.
- Visual Interest Zone – features might include approved vegetation, rocks, planting beds, berms and amenities. Typically limited to 5 foot in height.

Other utility facilities within the transmission ROW such distribution lines / poles, substations, utility boxes may exist. Areas within 25' of these facilities should be turf only.

The density of vegetation (all types) for all zones should not exceed 25% of the total space available by landscape area per span. There should be no plantings, stands, or beds that cover the entire length or width of any zone so as to form a barrier to visibility

or travel by foot or by vehicle from one Zone to the next or one span to the next. Adequate breaks or spacing between beds or stands should exist to provide for foot and vehicle travel through these Zones.

Following are the minimum spacing requirements for certain types of plant material:

Shrubs-Minimum 15 ft spacing outside of planting beds
Ground cover/Flowers/Bunch Grass – typically limited to planting beds

Grade

The existing ROW should be sufficiently graded to provide good drainage and avoid standing water. Care should be taken during trail construction to avoid any changes in the grade within the transmission line ROW, thus preventing any drainage issues or concerns from adjacent landowners.

Plant Material List

All plant material that will be installed will be noted on the trail landscaping plans at the exact location where it will be planted. The specific species and variety of all plant material must be listed on the plans.

The following Recommended Plant Material List is intended as a guide and does not guarantee that the plants listed will not exceed the maximum height under certain conditions. Licensee will be responsible ensuring that the maximum allowable height of plant material is not exceeded at any time. If, upon inspection by an Oncor representative, plant material is found that exceeds the maximum height allowed for the Zone where it is planted, Oncor representatives will mark (Tag) the plant material for removal by Licensee. Replacement of the plant material will be at the sole cost of the Licensee. If Licensee fails to remove the plant material that has been tagged by Oncor as non-compliant, Oncor reserves the right to remove the plant material and Oncor's discretion after 30 days written notice to Licensee.

Vegetation height at maturity must not exceed 5 feet. The following list of ornamental plants generally meets these requirements. No trees will be approved as part of a landscape design on transmission ROW.

American Beautyberry-*Callicarpa americana*
Apache Plume-*Fallugia pardoza*
Bat Face Cuphea-*Cuphea llavea*
Bridal Wreath Spirea -*Spiraea cantoniensis*
Bridal Wreath Pirea-*Pirea patens*
Butterflybush (blackbush)-*Buddleia cacidii var black Knight/Bonnie*
Coralberry-*Symphoricarpos orbiculatus*
Cliff Spirea-*Holodiscus dumosus*

Creosotebush-*Larrea tridentate*
 Fern Acacia-*Acacia angustissima*
 Firebush-*Hamelia patens*
 Flame of the Woods-*Ixora coccinea*
 Golden Currant-*Ribes aureum*
 Oak leaf Hydrangea-*Hydrangea quercifolia*
 Primrose Jasmine-*Jasminum mesnyi*
 Rabbitbrush-*Chrysothamnus nauseosus*
 Rockspray Cotoneaster -*Cotoneaster horizontalis*
 Shrubby Cinquefoil-*Potentilla fruticosa*
 Texas Sage -*Leucophyllum virginicus*
 Three Leaf Sumac-*Rhus trilobata*
 Winter Honeysuckle Bush-*Lonicera fragrantissima*
 Yellow Bird of Paradise-*Caesalpinia gilliesii*

Landscape Template

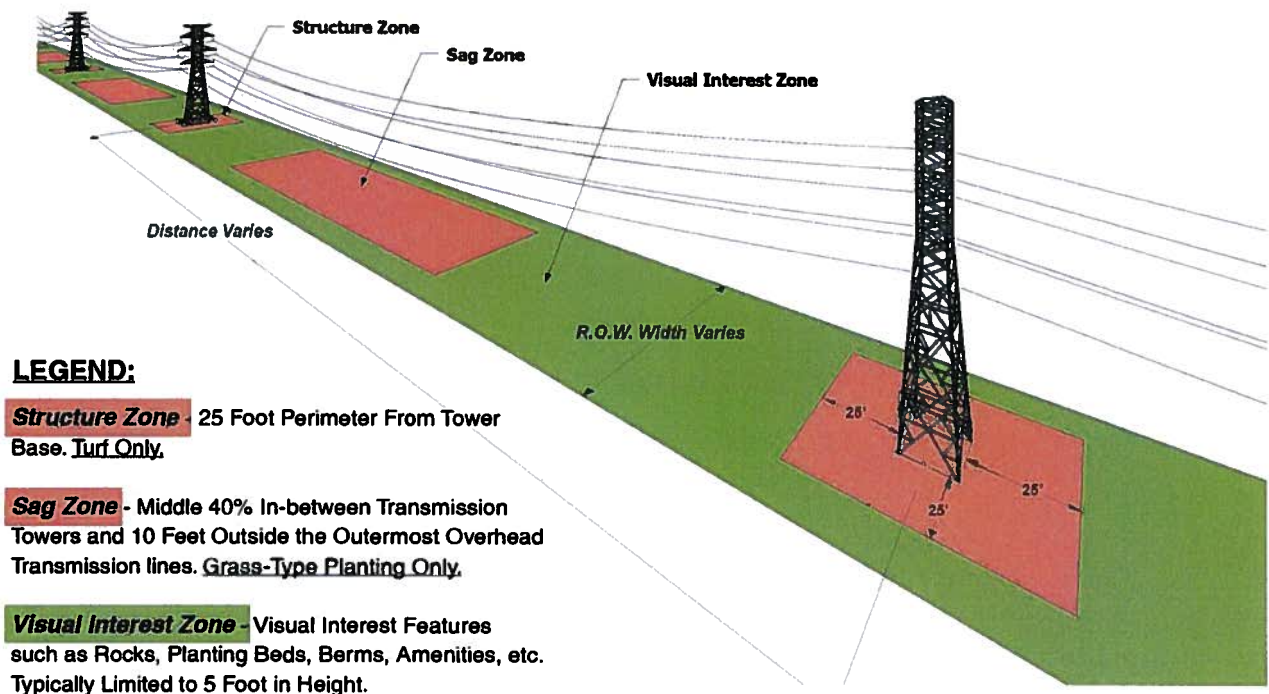
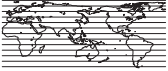


Exhibit C



NEW CONSTRUCTION OF
TIMBERS PRESERVE
PARK
Project Address
CITY OF MURPHY, TX 75094
Prepared for
City of Murphy
206 N. Murphy Road
Murphy, TX 75094

Contract No: 10.02908.03



HELLMUTH, OBATA + KASSABAUM, L.P.



ARCHITECTURE, ENGINEERING, PLANNING,
INTERIORS, GRAPHICS, CONSULTING
2711 N HARDELL AVENUE, SUITE 2000, DALLAS, TX 75244
Tel: 214.750.4000
Fax: 214.750.4000
Internet: <http://www.hok.com>

CONSULTANT

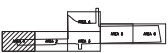
PACHECO KOCH CONSULTING ENGINEERS
8550 N. CENTRAL EXPY. STE 1000
DALLAS, TX 75246-1812

GOETTING ENGINEERS
8750 N CENTRAL EXPRESSWAY, SUITE 700
DALLAS, TX 75247

BYRONORSE ECOLOGY LTD.
1008 AUDREY DRIVE
GARLAND, TX 75040

CHARLES GUNER & ASSOCIATES
11005 FOREST CENTRAL DR.
SUITE 503
DALLAS, TX 75243

KEY PLAN



No.	Revision Description	Date
1	INTERIM REVIEW	01/09/2012
2	BID REVIEW	07/05/2012

No.	Revision Description	Date
-----	----------------------	------

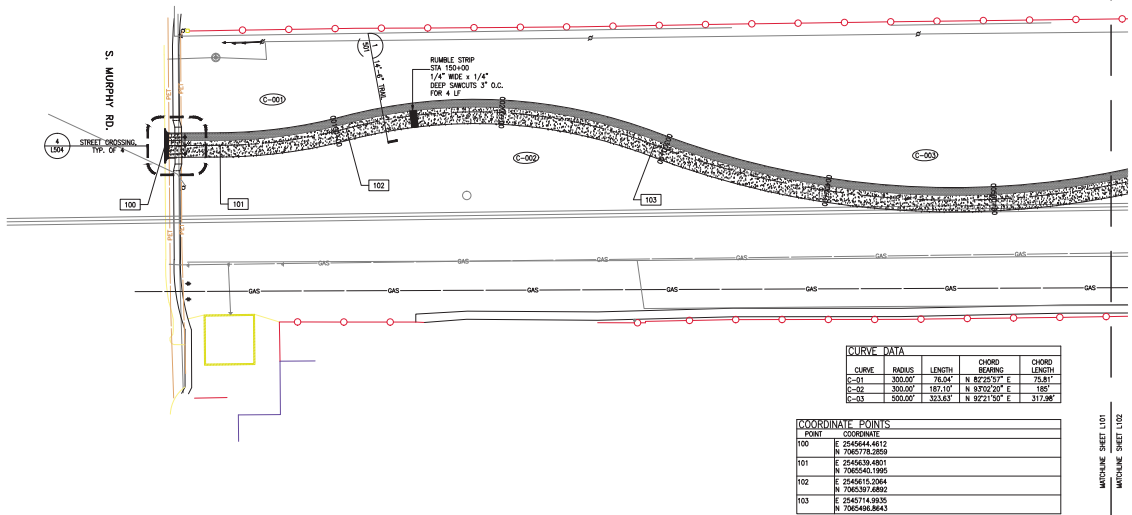
Drawn by: M. Matthews, I. Mays Reviewed by: M. Peterson

Project No: 10.02908.03

LAYOUT PLAN - AREA 1

Original drawing is 10' x 40' with a scale of 1" = 30'

L101



CURVE	RADIUS	LENGTH	BEARING	CHORD LENGTH
C-01	300.00'	76.94'	N 87°23'31" E	26.81'
C-02	300.00'	187.10'	N 87°02'20" E	185'
C-03	500.00'	333.63'	N 87°21'50" E	317.88'

COORDINATE POINTS	POINT	COORDINATE
100	E 2545644.4812	N 7065778.2859
101	E 2546439.4801	N 7065540.1995
102	E 2545615.2064	N 7065387.6865
103	E 2545714.9935	N 7065489.8843

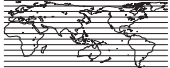
1 LAYOUT PLAN - AREA 1
T = 30'

0 15 30 45 FT



NEW CONSTRUCTION OF
TIMBERS PRESERVE
PARK
Project Address
CITY OF MURPHY, TX 75094
Prepared for
City of Murphy
206 N. Murphy Road
Murphy, TX 75094

Contract No: 10.02908.03



HELLMUTH, OBATA + KASSABAUM, L.P.



ARCHITECTURE, ENGINEERING, PLANNING,
INTERIORS, GRAPHICS, CONSULTING

2711 N. HARBELL AVENUE, SUITE 200, DALLAS, TX 75244
Tel: 214.750.6000
Fax: 214.750.6000
Internet: <http://www.hok.com>

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CONSULTANT

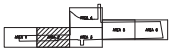
PACHECO KOCH CONSULTING ENGINEERS
8550 N. CENTRAL EXPY. STE 1000
DALLAS, TX 75246-1812

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8750 N. CENTRAL EXPRESSWAY, SUITE 700
DALLAS, TX 75247

SYNCHRO ECOLOGY LTD.
1006 AUDREY DRIVE
GARLAND, TX 75040

CHARLES GOUJER & ASSOCIATES
11505 FOREST CENTRAL DR.
SUITE 503
DALLAS, TX 75243

KEY PLAN



CURVE	ANGLES	LENGTH	CHORD BEARING	CHORD LENGTH
C-04	500.00'	251.43'	N. 288°02'30" E.	244.34'
C-05	500.00'	106.47'	N. 276°02'20" E.	106.09'
C-06	500.00'	81.21'	N. 292°20'49" E.	81.13'
C-07	500.00'	50.52'	N. 263°30'17" E.	50.48'

POINT	COORDINATE
104	E 2540728.0885 N 7065540.1979
105	E 2545807.5743 N 7065413.7938
106	E 2545816.6267 N 7065440.1812
107	E 2545791.4592 N 7065716.7445
108	E 2545792.7607 N 7065765.5246
109	E 2545866.7374 N 7065854.8104
110	E 2545874.5081 N 7065983.8026
111	E 2545913.5772 N 7066038.2503
112	E 2545935.1957 N 7066033.2834
113	E 2546006.8033 N 7065941.1861

No.	Revision Description	Date
1	INTERIM REVIEW	01/09/2012
2	BID REVIEW	07/05/2012

No.	Revision Description	Date
-----	----------------------	------

Drawn by: M. Matthews, I. Mops Reviewed by: M. Peterson

Project No: 10.02908.03

LAYOUT PLAN - AREA 2

Original drawing is 10' x 14' 6" with a scale of 1" = 30'

L102

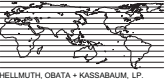
1 LAYOUT PLAN - AREA 2
1" = 30'

0 15 30 45 60 FT



NEW CONSTRUCTION OF
TIMBERS PRESERVE
PARK
Project Address
CITY OF MURPHY, TX 75094
Prepared for
City of Murphy
206 N. Murphy Road
Murphy, TX 75094

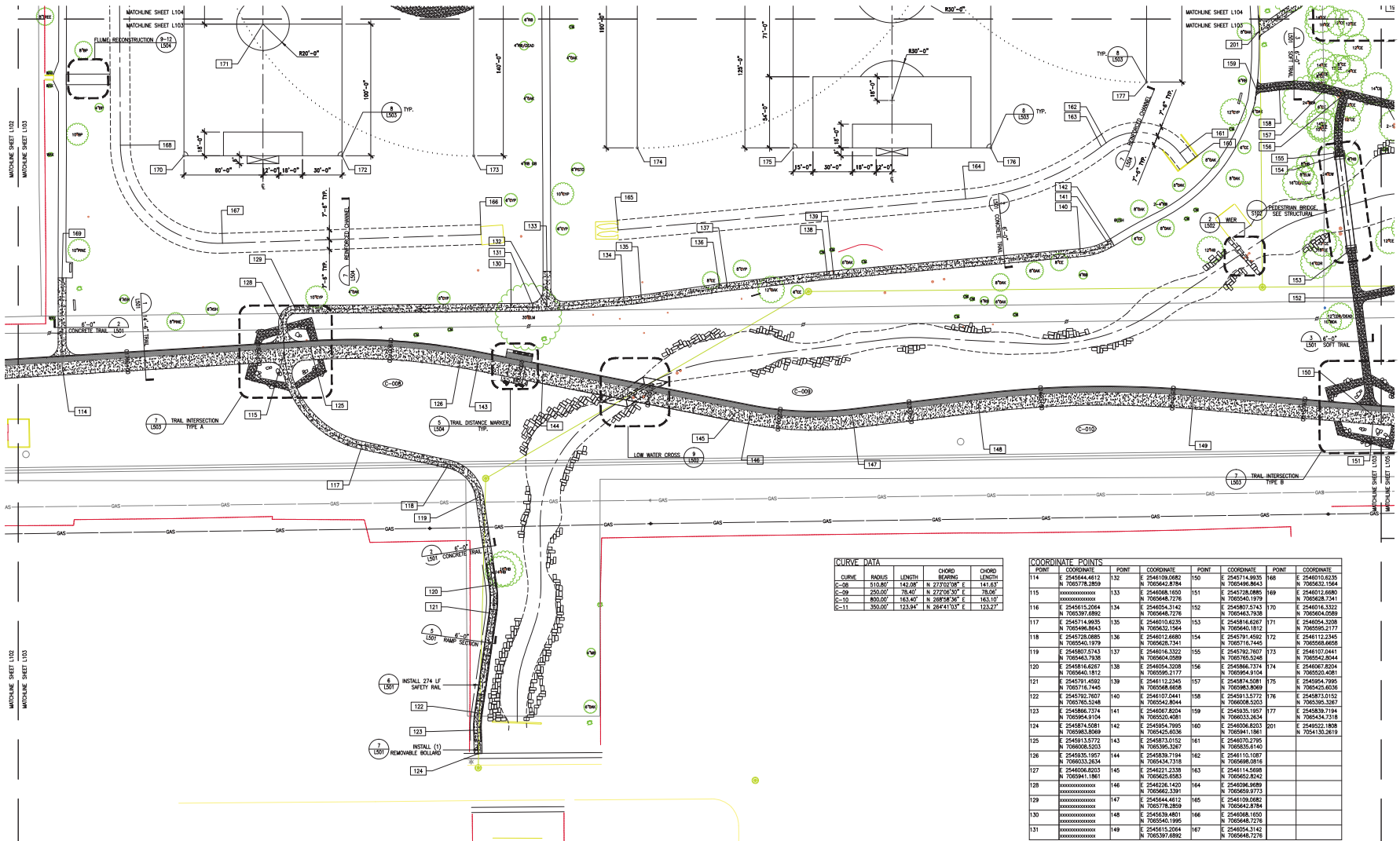
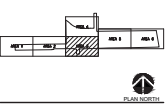
Contract No: 10.02908.03



HELLMUTH, OBATA + KASSABAUM, L.P.
ARCHITECTURE, ENGINEERING, PLANNING,
INTERIOR, GRAPHICS, CONSULTING
2711 N. HARBELL AVENUE, SUITE 200, DALLAS, TX 75244
Tel: 214.759.6000
Fax: 214.759.6001
Internet: <http://www.hok.com>

CONSULTANT
PACHECO KOCH CONSULTING ENGINEERS
850 N. CENTRAL EXPY. STE 1000
DALLAS, TX 75201
GETTING ENGINEERS
8750 N. CENTRAL EXPRESSWAY, SUITE 700
DALLAS, TX 75247
SYNORGE ECOLOGY LTD.
1006 AUDREY DRIVE
GARLAND, TX 75040
CHARLES GOLDER & ASSOCIATES
11015 FOREST CENTRAL DR.
SUITE 503
DALLAS, TX 75243

KEY PLAN



CURVE DATA					
CURVE	BEINGS	LENGTH	CHORD BEARING	CHORD LENGTH	
C-08	510.00'	142.98'	N. 272°03'30" E.	144.85'	
C-09	250.00'	78.40'	N. 272°03'30" E.	78.06'	
C-10	490.00'	163.40'	N. 288°58'30" E.	163.10'	
C-11	350.00'	123.94'	N. 264°41'33" E.	123.37'	

COORDINATE POINTS															
POINT	COORDINATE	POINT	COORDINATE	POINT	COORDINATE	POINT	COORDINATE	POINT	COORDINATE	POINT	COORDINATE				
114	E 254544.4612 N 705578.2909	132	E 254610.0852 N 705542.8794	150	E 254571.5620 N 705546.8643	168	E 254610.0220 N 705552.1544	115	XXXXXXXXXXXX	133	E 254608.1650 N 705544.2776	151	E 254578.5885 N 705544.1979	169	E 254612.6680 N 705548.7411
116	E 2545815.2064 N 7055397.8892	134	E 254605.3142 N 705546.7276	152	E 2545807.5143 N 705546.7276	170	E 254604.3322 N 705546.2689	117	E 2545714.9035 N 7055496.8843	135	E 2546010.6235 N 705540.1812	153	E 2545814.6267 N 705545.2177	171	E 2546054.3208 N 705555.2177
118	E 2545718.6883 N 705546.1979	136	E 2545718.6883 N 705546.1979	154	E 2545718.6883 N 705546.1979	172	E 2546112.3345 N 705549.8608	119	E 2545815.2064 N 705546.7276	137	E 2546010.6235 N 705540.1812	155	E 2545814.6267 N 705545.2177	173	E 2546054.3208 N 705555.2177
120	E 2545815.2064 N 705546.7276	138	E 254604.3322 N 705546.2689	156	E 2545807.5143 N 705546.7276	174	E 254604.3322 N 705546.2689	121	E 2545718.6883 N 7055496.8843	139	E 254610.0852 N 705542.8794	157	E 254578.5885 N 705544.1979	175	E 254612.6680 N 705548.7411
122	E 2545718.6883 N 705546.1979	140	E 254605.3142 N 705546.7276	158	E 2545814.6267 N 705545.2177	176	E 2546054.3208 N 705555.2177	123	E 2545815.2064 N 705546.7276	141	E 2546010.6235 N 705540.1812	159	E 2545814.6267 N 705545.2177	177	E 2546054.3208 N 705555.2177
124	E 2545815.2064 N 705546.7276	142	E 254604.3322 N 705546.2689	160	E 2545807.5143 N 705546.7276	178	E 254604.3322 N 705546.2689	125	E 2545718.6883 N 7055496.8843	143	E 254610.0852 N 705542.8794	161	E 254578.5885 N 705544.1979	179	E 254612.6680 N 705548.7411
126	E 2545815.2064 N 705546.7276	144	E 254605.3142 N 705546.7276	162	E 2545814.6267 N 705545.2177	180	E 2546054.3208 N 705555.2177	127	E 2545815.2064 N 705546.7276	145	E 2546010.6235 N 705540.1812	163	E 2545814.6267 N 705545.2177	181	E 2546054.3208 N 705555.2177
128	E 2545718.6883 N 705546.1979	146	E 254604.3322 N 705546.2689	164	E 2545807.5143 N 705546.7276	182	E 254604.3322 N 705546.2689	129	XXXXXXXXXXXX	147	E 254610.0852 N 705542.8794	165	E 254578.5885 N 705544.1979	183	E 254612.6680 N 705548.7411
130	XXXXXXXXXXXX	148	E 254605.3142 N 705546.7276	166	E 2545814.6267 N 705545.2177	184	E 2546054.3208 N 705555.2177	131	XXXXXXXXXXXX	149	E 254610.0852 N 705542.8794	167	E 254578.5885 N 705544.1979	185	E 254612.6680 N 705548.7411

1 LAYOUT PLAN - AREA 3

1" = 30'

LAYOUT PLAN - AREA 3

Original drawing is in PDF & CAD. Scale is as shown. © 2008

L103

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Prepared for
City of Murphy
206 N. Murphy Road
Murphy, TX 75094



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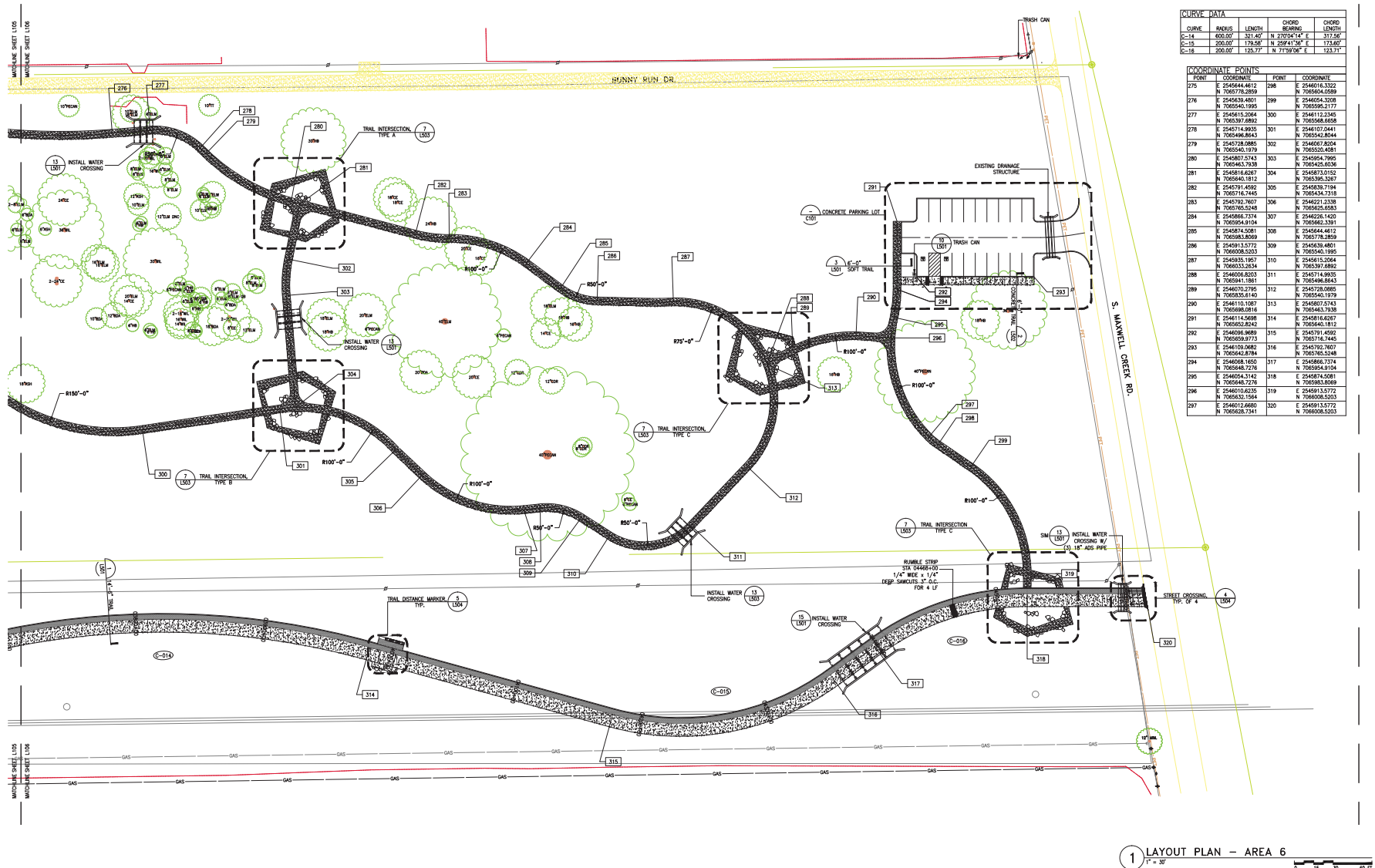
GARLAND, TX 75040



No.	Revision Description	Date
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40.00000.00

Original drawing is 20" x 42". Scale entries according to if reduced

L 100

1 LAYOUT PLAN - AREA 6
1" = 30'

14

Project Address
CITY OF MURPHY, TX 75094
Prepared for
City of Murphy
206 N. Murphy Road
Murphy, TX 75094



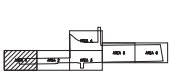
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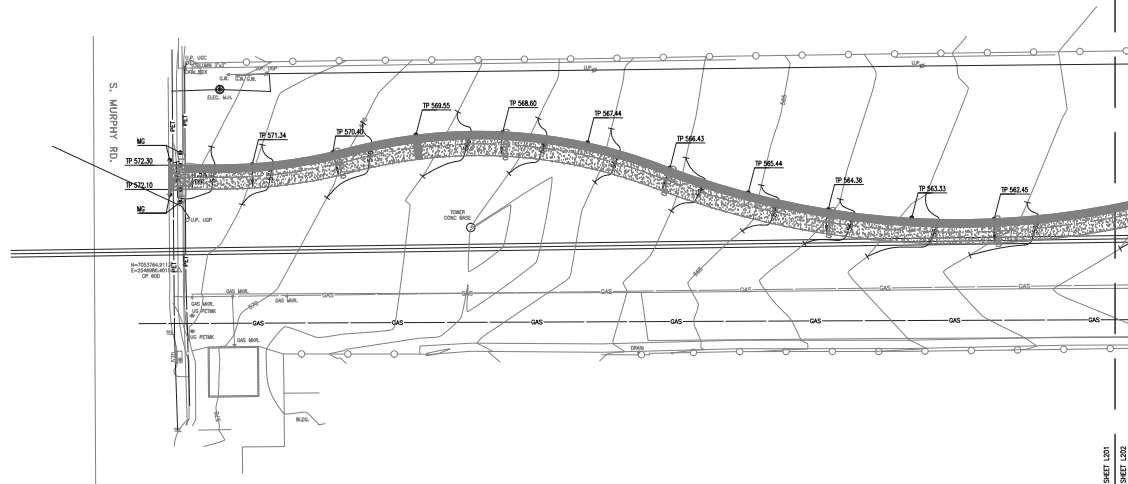
KEY PLAN

[illegible][illegible]

Project No: 10.02908.03

GRADING PLAN - AREA 1

L201



1 GRADING PLAN - AREA 1
1" = 30'

Project Address
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Prepared for
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PLAN NORTH

No.	Issue Description	Date
1	INTERIM REVIEW	01/09/2012
2	BID REVIEW	07/30/2012

No.	Revision Description	Date
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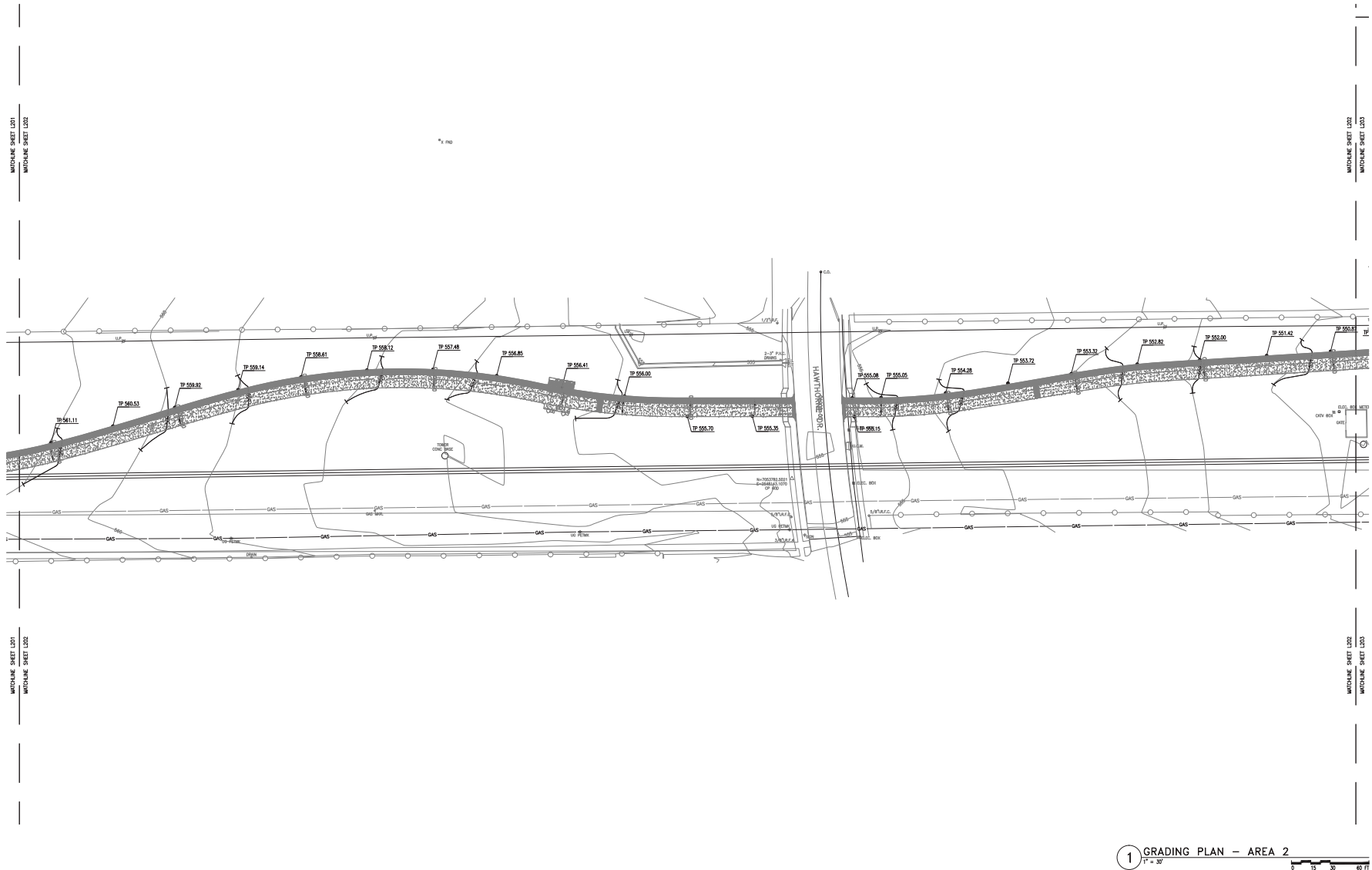
Drawn by: M. Mathews, I. Maja Reviewed by: W. Peterson

Project No: 10.02908.03

GRADING PLAN - AREA 2

Original drawing is 20" x 42". Scale entities according to if reduced

L202



Project Address
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206 N. Murphy Road
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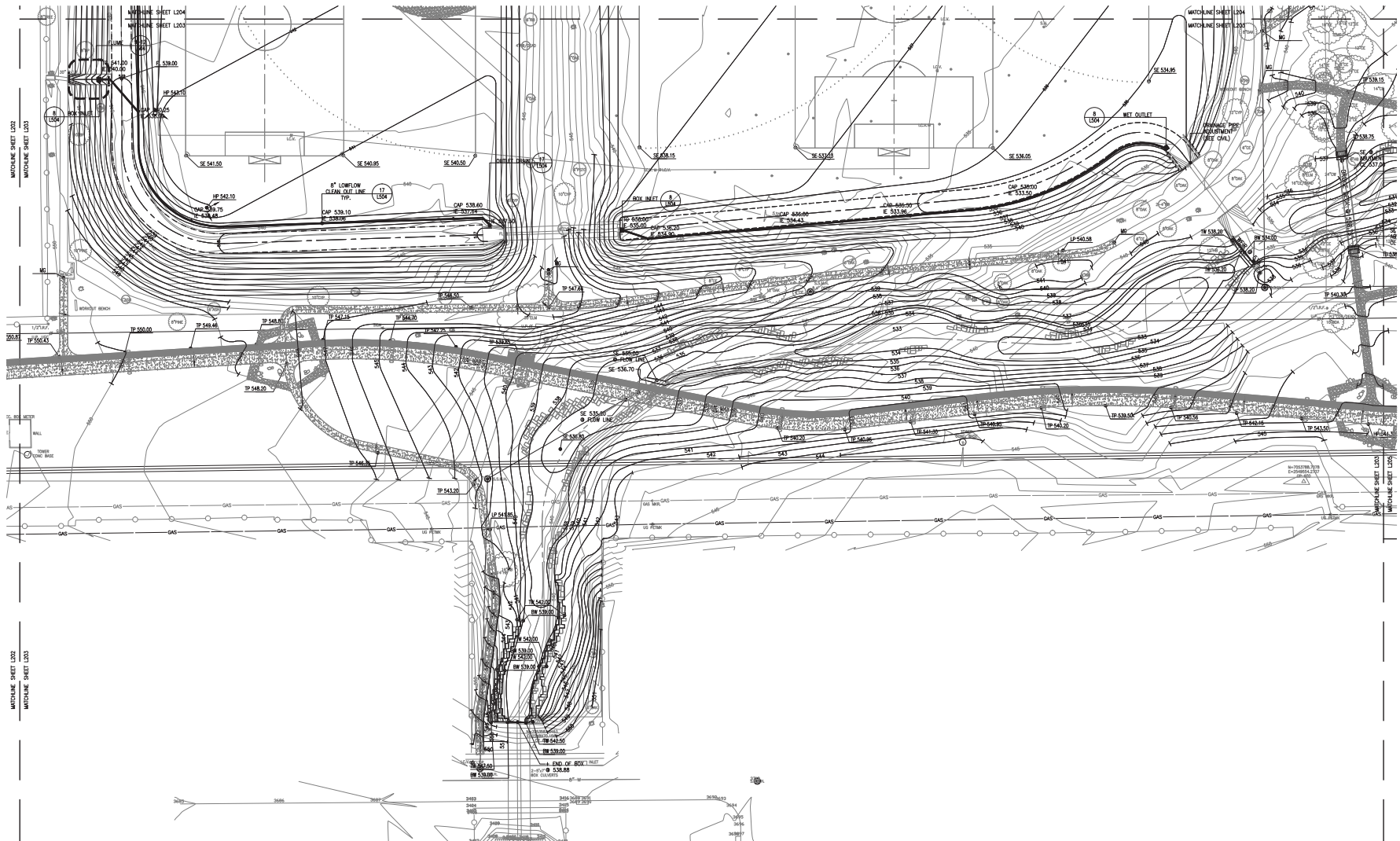
[illegible][illegible]

Project No: 10.02908.03

GRADING PLAN - AREA 3

Original drawing is 20" x 42". Scale entities accordingly, if reduced

L203



1 GRADING PLAN - AREA 3
1" = 30'

A horizontal scale bar with tick marks at 0, 15, 30, and 60 feet. The text "0", "15", "30", and "60 FT" is placed below the corresponding tick marks.

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Prepared for
City of Murphy
206 N. Murphy Road
Murphy, TX 75094



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No.	Issue Description	Date
1	INTERIM REVIEW	01/09/2012
2	BID REVIEW	07/30/2012

No.	Revision Description	Date
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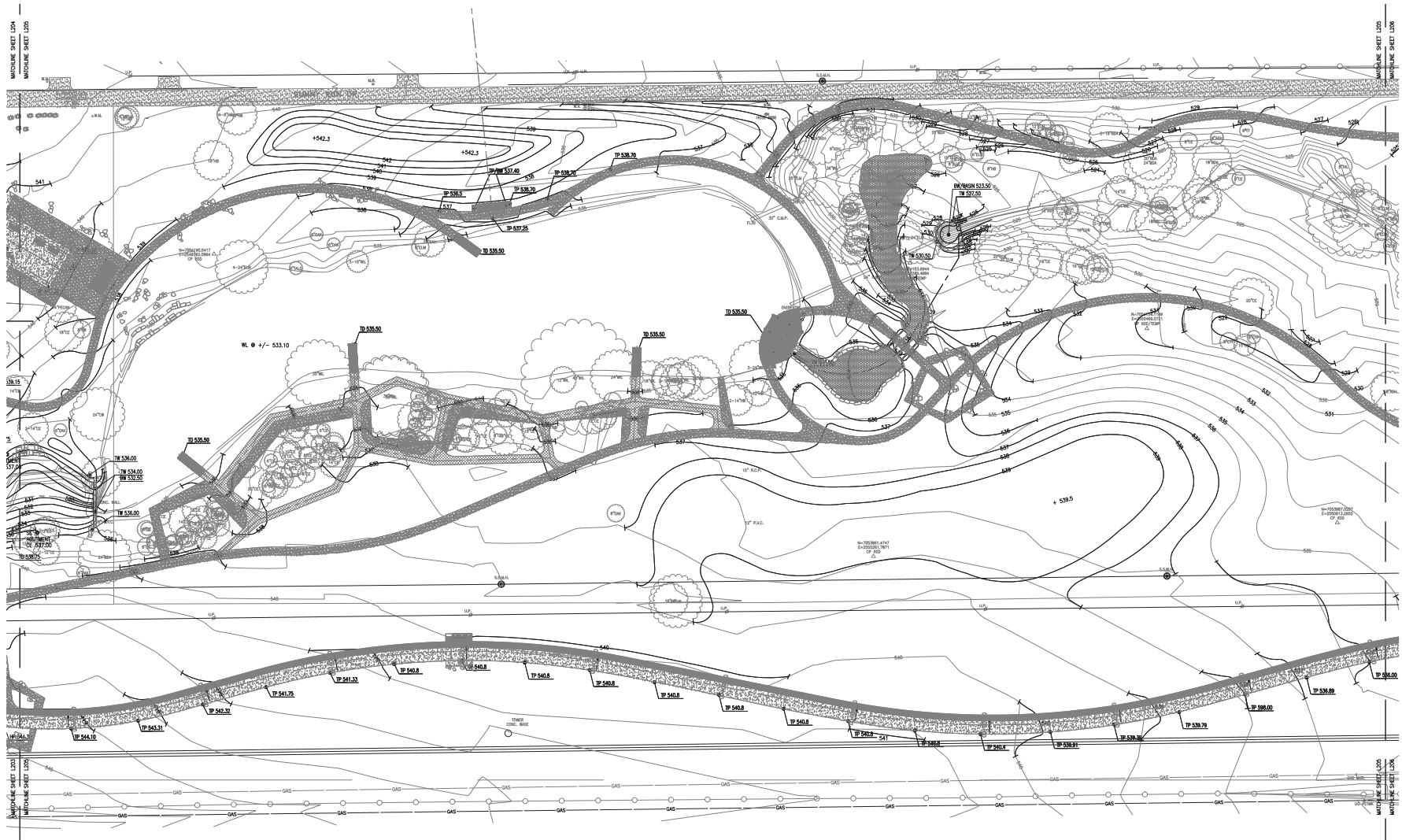
Drawn by: M. Mathews, I. Maja Reviewed by: W. Peterson

Project No: 10.02908.03

GRADING PLAN - AREA 5

Original drawing is 20" x 42". Scale entities according to reduced

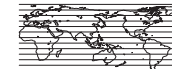
L205



1 GRADING PLAN - AREA 5
1" = 30'

Project Address
CITY OF MURPHY, TX 75094
Prepared for
City of Murphy
206 N. Murphy Road
Murphy, TX 75094

Contract No: 10.02908.03



HELLMUTH, OBATA + KASSABAUM, LP



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DALLAS, TX 75243

KEY PLAN



No.	Issue Description	Date
1	INTERIM REVIEW	01/09/2012
2	BID REVIEW	07/30/2012

No.	Revision Description	Date
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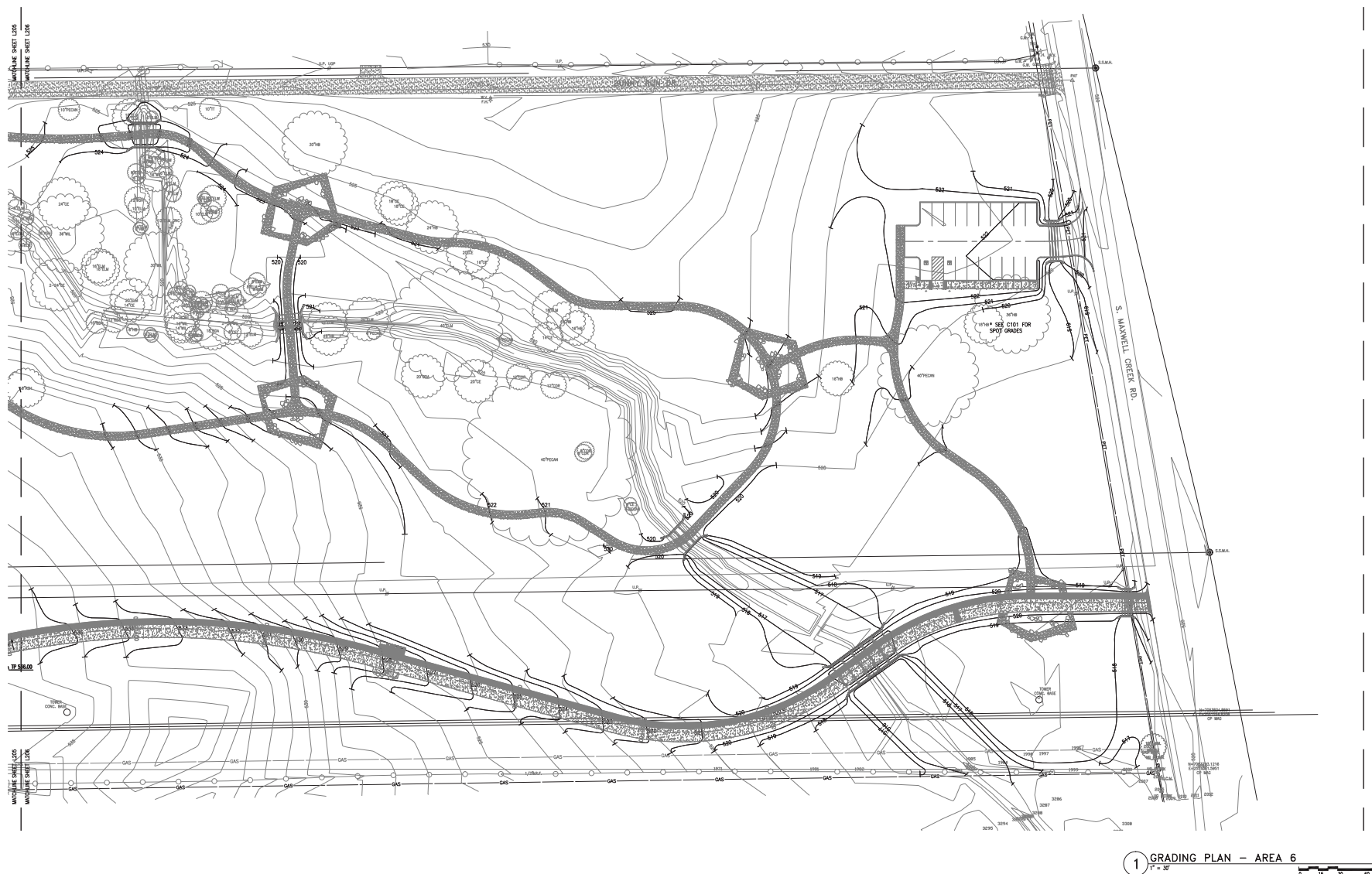
Drawn by: M. Mathews, I. Maja Reviewed by: W. Peterson

Project No: 10.02908.03

GRADING PLAN - AREA 6

Original drawing is 10" x 42". Scale entities according to if reduced

L206



Project Address
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Prepared for
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206 N. Murphy Road
Murphy, TX 75094



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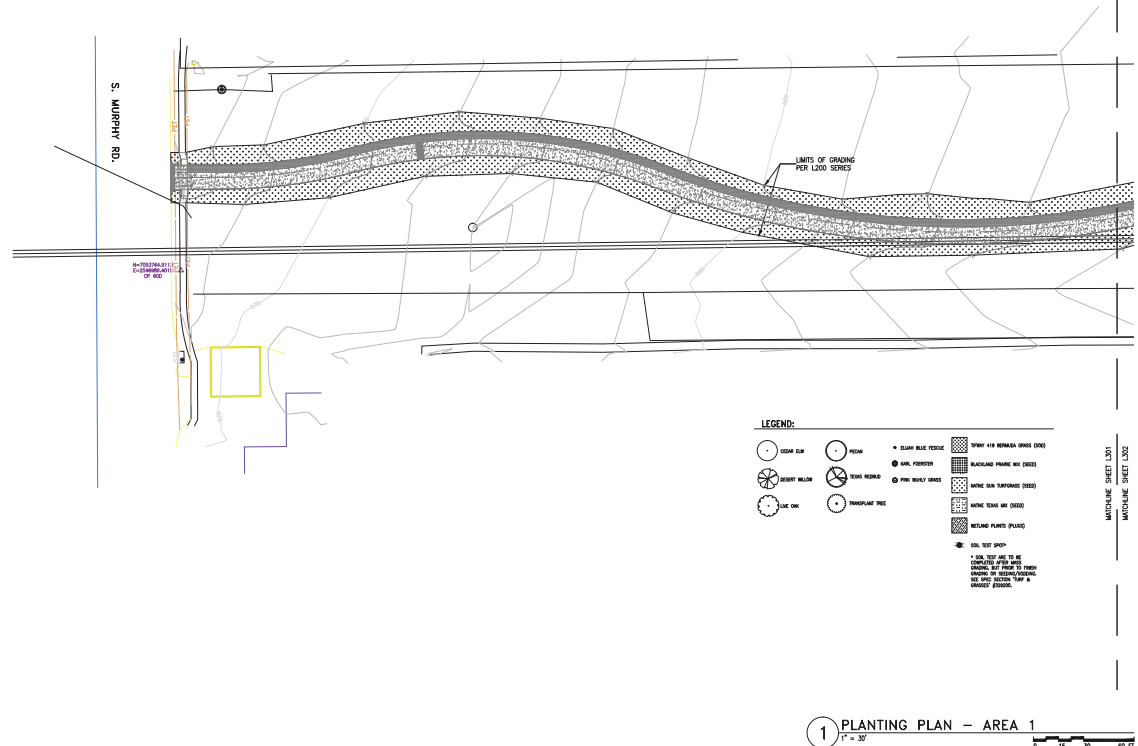
KEY PLAN

[illegible][illegible]

Project No: 10.02908.03

Original drawing is 20" x 42". Scale entities according to if reduced

L301



Project Address
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SUITE 503
DALLAS, TX 75243



No.	Issue Description	Date
1	INTERIM REVIEW	01/09/2012
2	BID REVIEW	07/30/2012

No.	Revision Description	Date
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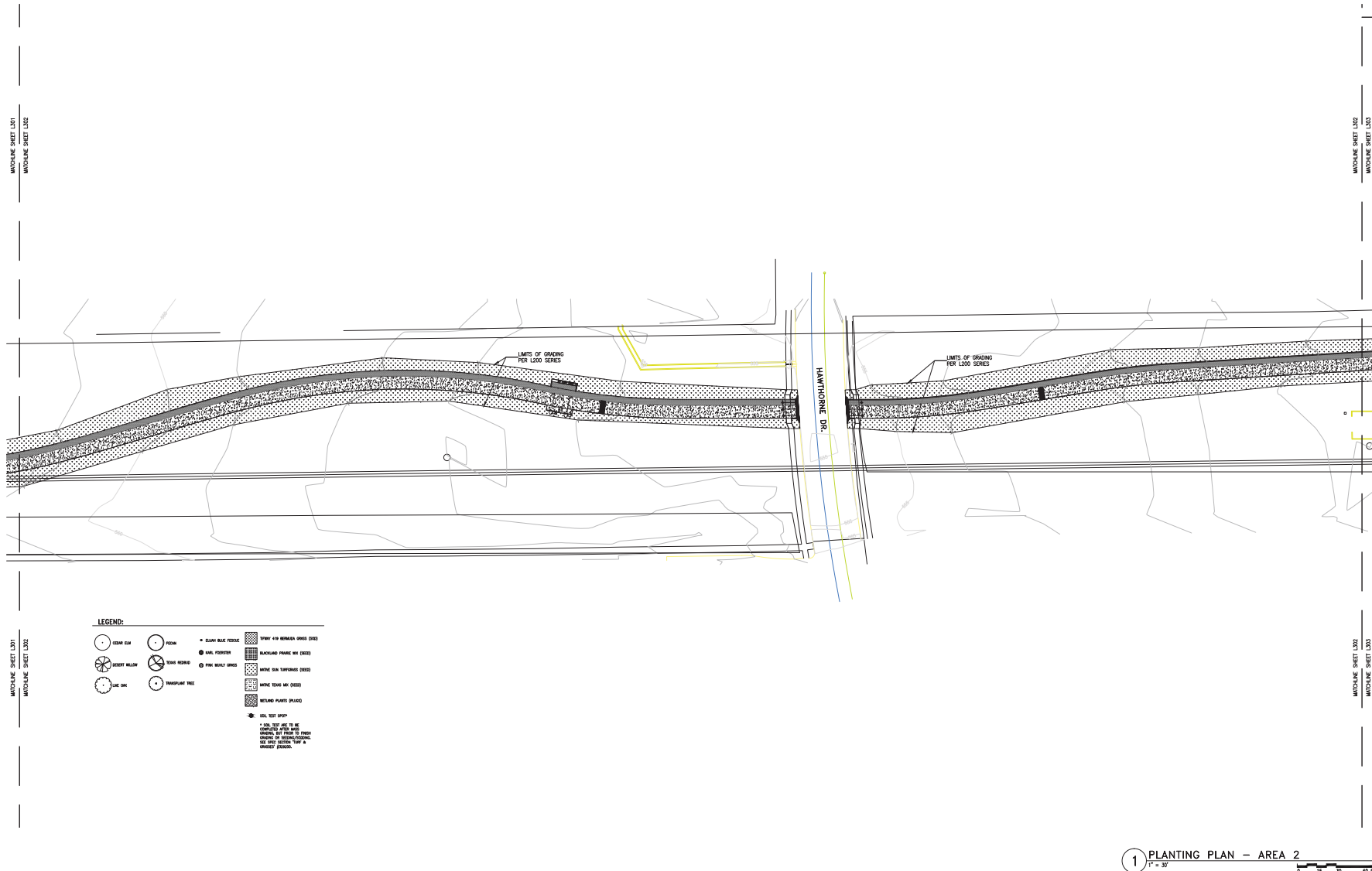
Drawn by: M. Mathews, I. Maja Reviewed by: W. Peterson

Project No: 10.02908.03

PLANTING PLAN - AREA 2

Original drawing is 20" x 42". Scale entities according to if reduced

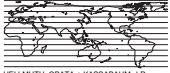
L302





NEW CONSTRUCTION OF
**TIMBERS PRESERVE
PARK**
Project Address
CITY OF MURPHY, TX 75094
Prepared for
City of Murphy
206 N. Murphy Road
Murphy, TX 75094

Contract No: 10.02908.03



HELLMUTH, OBATA + KASSABAUM, L.P.



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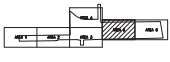
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SUITE 503
DALLAS, TX 75243

KEY PLAN



No.	Revision Description	Date
1	INTERIM REVIEW	01/05/2017
2	REV REVIEW	07/05/2017

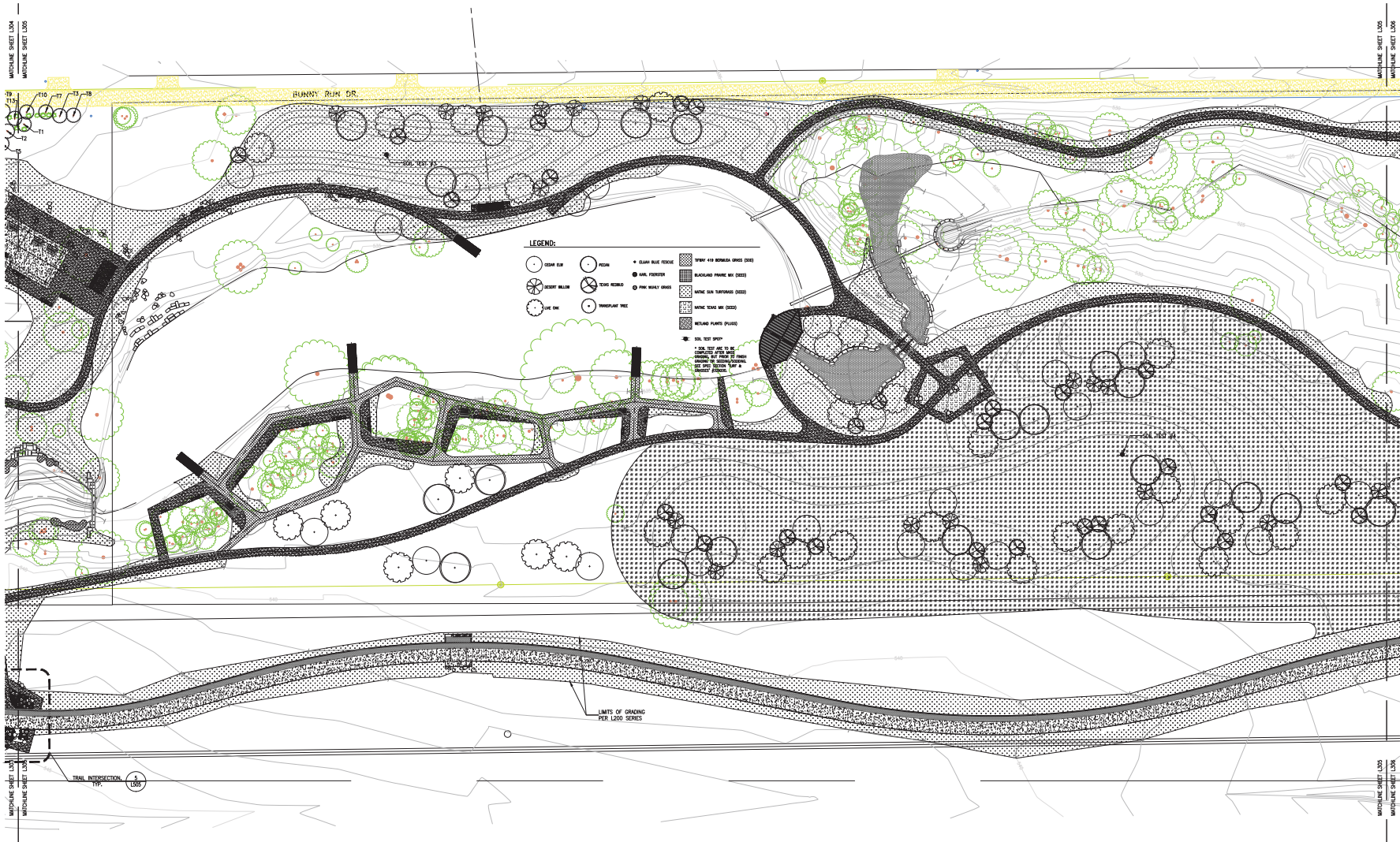
No.	Revision Description	Date
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Drawn by: M. Matthews, I. Mays Reviewed by: M. Peterson
Project No: 10.02908.03

PLANTING PLAN - AREA 5

Original Drawing is 10' x 10' x 10' x 10' x 10' x 10' x 10' x 10' x 10' x 10'

L305



1 PLANTING PLAN - AREA 5

1" = 30'

Project Address
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Prepared for
City of Murphy
206 N. Murphy Road
Murphy, TX 75094



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SUITE 503
DALLAS, TX 75243

A diagram of a 5x5 grid. The grid is divided into regions labeled 1 through 5. Region 1 is a 2x2 square in the top-left corner. Region 2 is a 2x2 square in the top-right corner. Region 3 is a 2x2 square in the bottom-left corner. Region 4 is a 2x2 square in the bottom-right corner. Region 5 is a 1x4 horizontal strip in the middle row. A shaded region is located in the top-right corner, consisting of a 2x2 square and a 1x1 square to its right.

No.	Issue Description	Date
1	INTERIM REVIEW	01/09/2012
2	BID REVIEW	07/30/2012

No.	Revision Description	Date

Drawn by: M. Mathews, I. Maja Reviewed by: W. Peterson

Project No: 10.02908.03

PLANTING PLAN - AREA 6

Original drawing is 20" x 42". Scale entries according to if reduced

L306



CONSTRUCTION LIMITATIONS ON
Oncor ELECTRIC DELIVERY COMPANY RIGHT OF WAY
EXHIBIT "D"

1. You are notified, and should advise your employees, representatives, agents, and contractors, who enter the property that they will be working in the vicinity of high voltage electrical facilities and should take proper precautions, included but not limited to the following stipulations and in compliance, at all times, with Chapter 752, V.T.C.A., Health & Safety Code.
2. Blasting is not to be permitted on Oncor right-of-way or under Oncor lines.
3. Construction on electric transmission line easements acquired by Oncor after January 1, 2003 shall comply with the requirements of Public Utility Commission Substantive Rules §25.101, as amended from time to time.
4. No crossing less than 45 degrees to the centerline of the right-of-way.
5. Grading will be done in order to leave the right-of-way as near as possible to present condition. Spoil dirt will be removed from the right-of-way and no trash is to be left on right-of-way. Slopes shall be graded so that trucks can go down the right-of-way when required and such that the slopes can be mechanically maintained.
6. Equipment and materials will not be stored on the right-of-way during construction without written approval of the Supervisor of Regional Transmission.
7. Street or road crossings are to be based on drawings submitted. Any change in alignment or elevation will be resubmitted for approval.
8. No signs, lights or guard lights will be permitted on the right-of-way.
9. Equipment shall not be placed within fifteen (15) feet of the power lines.
10. Any pre-approved fencing will not exceed eight (8) feet in height, and if metal in nature, will be grounded, at ten (10) feet intervals, with an appropriate driven ground. Gates should be at least

sixteen (16) feet in width to allow Oncor access to the right-of-way.

11. No dumpsters will be allowed on Oncor right-of-way or fee owned property.
12. Draglines will not be used under the line or on Oncor right-of-way.
13. The existing grade shall not be disturbed, excavated or filled within 25 feet of the nearest edge of any tower.
14. Right-of-way will be protected from washing and erosion by Oncor approved method before any permits are granted. No discharging of water will be allowed within any portion of the right of way.
15. No obstruction shall be installed on the right-of-way that would interfere with access to Oncor structures or prevent mechanical maintenance.
16. Before any work is done under Oncor lines or by Oncor structures notify the Region Transmission Department, **817-991-5746**.
17. No hazardous materials will be stored on the right of way.
18. For purposes of this document, "Hazardous Materials" means and includes those substances, including, without limitation, asbestos-containing material containing more than one percent (1%) asbestos by weight, or the group of organic compounds known as polychlorinated biphenyls, flammable explosives, radioactive materials, chemicals known to cause cancer or reproductive toxicity and includes any items included in the definition of hazardous or toxic waste, materials or substances under any Hazardous Material Law. "Hazardous Material Laws" collectively means and includes any present and future local, state and federal law relating to the environment and environmental conditions including, without limitation, the Resource Conservation and Recovery Act of 1976 ("RCRA"), 42 U.S.C. §6901 et seq., the Comprehensive Environmental Response, Compensation and Liability Act of 1980, ("CERCLA"), 42 U.S.C. §§9601-9657, as amended by the Superfund Amendments and Reauthorization Act of 1986 ("SARA"), the Hazardous Material Transportation Act, 49 U.S.C. §6901 et seq., the Federal Water Pollution Control Act, 33 U.S.C. §1251, et seq., the Clean Air Act, 42 U.S.C. §741 et seq., the Clean Water Act, 33 U.S.C. §7401 et seq., the Toxic Substances Control Act, 15 U.S.C.

§§2601-2629, the Safe Drinking Water Act, 42 U.S.C. §§300f-330j, and all the regulations, orders, and decrees now or hereafter promulgated thereunder.

19. Brush and cut timber will not be piled or stacked on Oncor right-of-way or will not be burned upon or in close proximity to the conductors or towers.
20. No structures or obstructions, such as buildings, garages, barns, sheds, guard houses, etc., will be permitted on the right-of-way.
21. Landscaping on Oncor right-of-way is permitted when Oncor approves landscaping plans in writing. No lighting or sprinkler systems are allowed on the right-of-way.
22. No park or park designation will be permitted on the right-of-way.
23. Protective Barrier; Grantee, at Grantee's sole expense, shall provide one of the following protective barriers; **1)** a concrete protective barrier between the surface and the pipe that is a minimum of one foot thick by one foot wide, if pipe is wider than one foot, then width of pipe, with the top of the concrete barrier to be at least one foot below the surface or final grade, **2)** construct the gas pipeline inside of a proper protective steel casing, **3)** where electric facilities are located above ground, install the pipeline a minimum of 10 feet below the ground surface, or **4)** where electric facilities are located below ground, install the pipeline at a depth that provides for a minimum of a 10 foot clearance between the pipeline and the underground electric facilities.

City Council Meeting April 16, 2013

Issue

Discussion and update on the Timbers Nature Preserve Park and Trail project, FEMA and Section 404 permits, and Trail Construction.

Staff Resource / Department

Wade Peterson, HOK Park Planner and Kim Lenoir, Director of Parks and Public Works

Key Focus Area

Community Character and 2008 Park Bond Project

Summary

City staff has met with representatives from Oncor several times since Fall 2012 to discuss the trail location in the Oncor right-of-way owned land. At the last meeting on April 3, 2013, City staff and Oncor agreed upon the concept of a low-water crossing instead of a bridge. Also, it was discussed to grade out the channel that carries storm water from residential areas, across the Oncor ROW, and into the pond at the Timbers Nature Preserve Park. The grading will allow Oncor continued access throughout the ROW.

City staff has asked our consultant, HOK, to present an update on the permitting process, an overview of the Oncor trail, and the next steps in the project.

Background/History

The City's master plan was completed in December 2010. HOK was hired as our consultant to proceed with analyzing the drainage issues only.

On October 4, 2011, HOK presented the City Council with findings to correct the drainage issues in the parks. The findings included the need for more surveying, a study, and a letter of map revision prepared for FEMA. City Council approved the additional work to proceed with permitting the new construction with FEMA and the U.S. Corps of Engineers (USCOE). Permits have been received. City Council authorized HOK to proceed with construction plans for the Timbers Nature Preserve Park (TNPP) project. The councilmembers discussed priorities as being drainage improvements/management, ball fields, trails, and for the Bunny Run area to stay natural. HOK agreed to take that direction and revise the park plans to meet those goals. Council requested that HOK work with the Park and Recreation Board.

On April 17, 2012, the City Council approved the revised park design and authorized submittal of the required permits. The last update was presented to Council on September 4, 2012. Since that date, permits have been received and trail revisions for the Oncor easement have been reviewed. TNPP is a 2008-funded project now ready for the final construction document phase, followed by bidding and construction.

Financial Considerations

On March 6, 2012, City Council designated monies from the 2008 Park Bond funds and the 2008 Trail Bond funds. A Collin County Trail grant was also approved in October 2012.

Action Requested / Staff Recommendation

Discussion only.



Historical Briefing Sheet -
Informational Purposes Only

Timbers Nature Preserve Park Status Update

April 16, 2013

Environmental / Permit Updates

US Fish and Wildlife Threatened and Endangered Species Clearance

- Complete = Received authorization to proceed (4/25/2011)

US Army Corp of Engineering Submittal:

- Public notification complete
- Anticipate permit July 15-September 15, depending on USACE workload

FEMA Flood Map Revisions and Approvals:

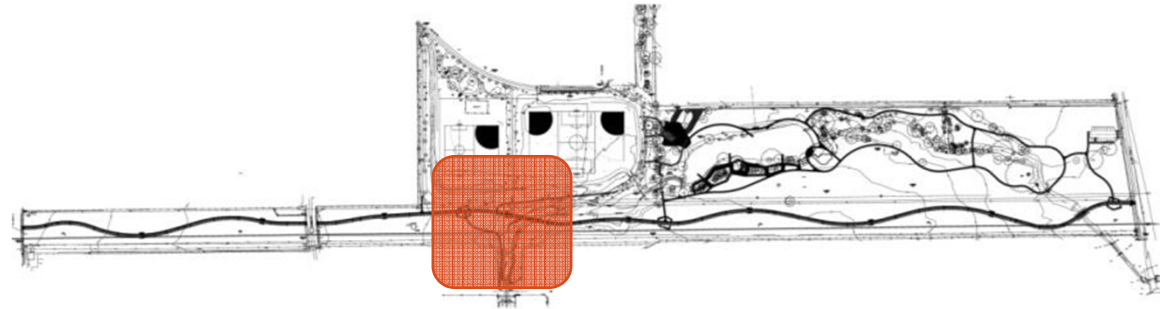
- Received March 2013

ONCOR Approval

- E-mail approval 4-8-2013
- Must review final bid plans

Oncor Revision:

Remove Bridge, Use Low Water Crossing and Remove Weirs



Remove bridge and allow gentle slope down to stream on each side



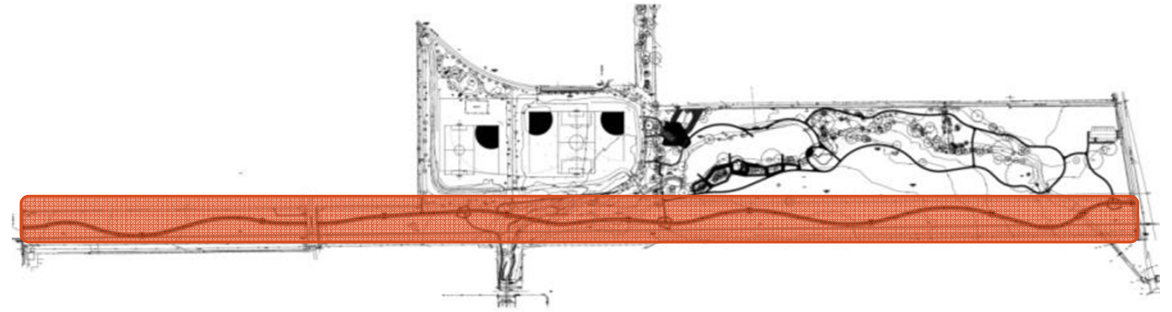
Can provide one shallow box for water to flow through, or multiple side by side small drain pipes – during rain storms, water will flow over trail surface

Inter-City Trail:

Project #1:

- 10' Wide Concrete Surface
- 4' Wide Asphalt Surface
- Earthwork and Drainage Improvements

\$ 1,265,000



Historical Briefing Sheet -
Informational Purposes Only

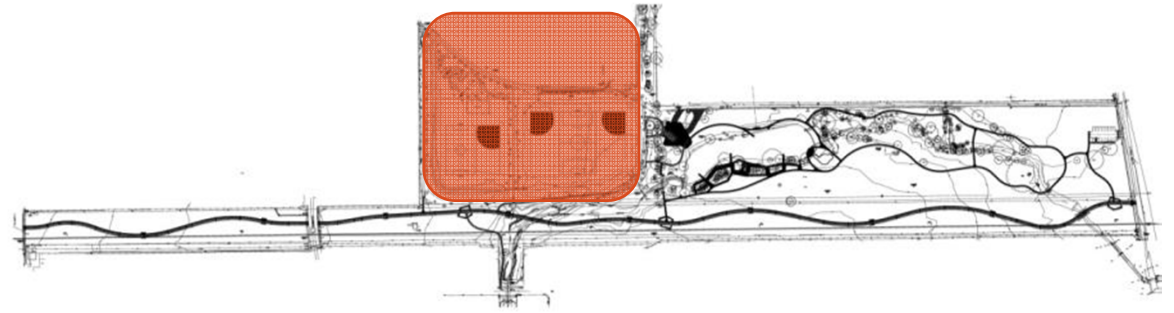


City Park:

Project #2:

- City Park Upgrades
- New Ball fields

\$ 275,000



Historical Briefing Sheet -
Informational Purposes Only

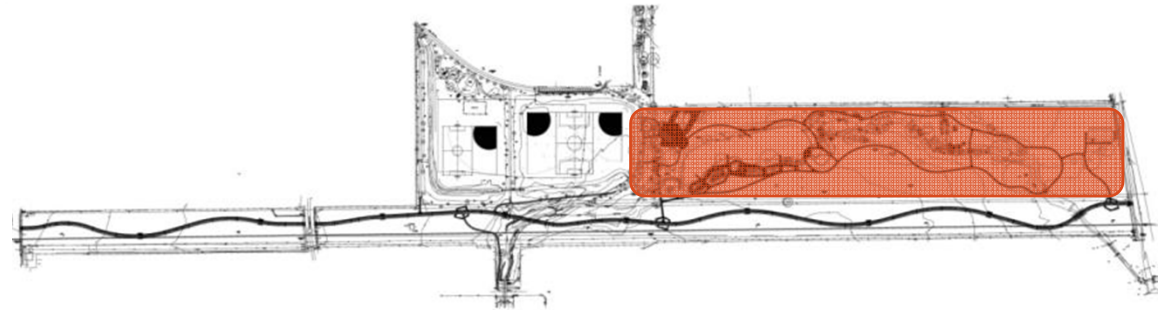


Bunny Run:

Project #3:

- Secondary Trails
- Fishing Piers
- Pavilion/Restroom
- Parking

\$905,000



Cost Detail

MURPHY - TIMBERS PRESERVE 4/12/2013

SUBTOTALS	SUBTOTAL	PROJECT #1 Main Trail and Drainage	PROJECT #2 City Park Updates	PROJECT #3 Bunny Run Trails, Fishing
DEMOLITION - SITE PREP, GENERAL	\$ 152,583.00	\$ 129,695.55	\$ 11,443.73	\$ 11,443.73
LANDSCAPE	\$ 104,888.40	\$ 83,910.72	\$ 20,977.68	\$ 13,111.05
EARTHWORK/DRAINAGE	\$ 463,531.00	\$ 463,531.00	\$ 46,353.10	\$ 92,706.20
CITY PARK - BALLFIELDS	\$ 150,111.50		\$ 165,122.65	
10' INTER-CITY TRAIL PIECE	\$ 221,011.30	\$ 221,011.30		
RUNNING TRACK ADD - 4 1/2" CONC., 1 1/2" ASPHALT	\$ 99,462.75	\$ 99,462.75		
MINOR TRAILS	\$ 145,484.70			\$ 145,484.70
CITY PARK UPGRADES	\$ 76,317.13	\$ 76,317.13		
INTERPRETIVE SIGNAGE	\$ 27,500.00			\$ 27,500.00
TRAIL EXTRAS - MILE MARKER STATIONS	\$ 24,348.00	\$ 24,348.00		
MAJOR TRAIL INTERSECTIONS	\$ 31,321.80	\$ 31,321.80		
MINOR TRAIL INTERSECTIONS	\$ 26,350.40			\$ 26,350.40
MAIN PAVILION AREA	\$ 269,003.00			\$ 269,003.00
PICNIC AREA	\$ 85,172.00			\$ 85,172.00
FISHING AMENITIES	\$ 155,900.00			\$ 155,900.00
	\$ 2,032,984.98	\$ 1,129,598.25	\$ 243,897.16	\$ 826,671.08
Contingency @7%	\$ 142,308.95	\$ 79,071.88	\$ 17,072.80	\$ 57,866.98
Construction Testing and Administration	\$ 45,000.00	\$ 28,239.96	\$ 9,755.89	\$ 20,666.78
Wetland Mitigation Banking	\$ 25,000.00	\$ 25,000.00		
Grand Total	\$ 2,245,293.93	\$ 1,261,910.08	\$ 270,725.84	\$ 905,204.83

If do each separately:

\$ 2,437,840.75

Issue

Consider and/or act upon approval of revised concept plans for Timbers Nature Preserve Park.

Staff Resource / Department

Kim Lenoir, Director of Parks and Public Works; Park Planner Consultant - Wade Peterson, HOK.

Key Focus Area

TBD by City Council upon completion of the Strategic Planning Session.

Summary

Timbers Nature Preserve Park project includes renovations of City Park, Bunny Run and a new hike and bike trail on the ONCOR easement. HOK will present revised concept plans.

Background/History

The Timbers Nature Preserve Park (TNPP) is a 2008 Bond funded project now in the design/permitting phase. The master plan was completed in December 2010. HOK was then hired by City Council to proceed with analyzing the drainage issues only. On October 4, 2011, HOK presented to the City Council findings to correct the drainage issues in the parks. HOK reported that there would need to be more surveying, study, as well as a letter of map revision prepared for FEMA. City Council approved the additional work to proceed with permitting the new construction with FEMA and the U.S. Corps of Engineers (USCOE).

On October 4, 2011, City Council authorized HOK to proceed with construction plans for the TNPP project. The council members identified their priorities as drainage improvements/management, ball fields, trails, and the Bunny Run area staying natural. HOK agreed to take that direction and revise the park plans to meet those goals. Council requested that HOK work with the Park and Recreation Board.

Board Discussion / Action

At the October 10, 2011, Parks and Recreation Board meeting, a team of HOK planners reviewed and received feedback from Board members and staff on various design revisions and details for the park project. Based on that discussion, the HOK design team returned January 9, 2012 to present to the Park Board the revised park plans and budget with a phasing proposal. The Board reviewed, discussed and recommended the plans as presented.

Financial Considerations

The estimate to construct the master plan exceeds current funds available. City Council has designated \$600,000 from the 2008 Park Bond Funds and \$1 million from the 2008 Trail Bond funds.

This project would be competitive for Collin County Trail grants, which could be available in October 2012.

City Manager Comments

The proposed Concept Plan gives a better idea of what the City is considering to build in this park. It will also help answer many questions from the community, especially those who live near the park, about the proposed amenities. It will also show that City is committed to preserving the naturalness of this park and addressing the drainage concerns that impact the surrounding neighborhoods.

Action Requested

Motion to approve revised concept park plans as presented.

Attachments

Timber Revised Concept Plans

Historical Briefing Sheet -
Informational Purposes Only

Issue

Consider and/or act upon approval of plans for Timbers Nature Preserve Park (Bunny Run, City Park, and ONCOR) Trail.

Background

The Timbers Nature Preserve Park (Bunny Run, City Park and ONCOR trail) is a 2008 Bond funded project now in the design/permitting phase. The master plan was completed in December 2010. HOK was then hired by City Council to proceed with analyzing the drainage issues only. On October 4, 2011, HOK presented the City Council with findings to correct drainage issues, the need for more surveying, study, and a letter of map revision for FEMA to be prepared. To obtain the required federal permits, the process will take up to a year to complete. Council approved the additional work to proceed with permitting the new construction with FEMA and the U.S. Corps of Engineers (USCOE).

On October 4, 2011, City Council authorized HOK to proceed with construction plans for the Project. Council discussed their priorities as being drainage improvements/management, ball fields, and trails. HOK agreed to take that direction and revise the park plans to meet those goals. At the October 10, 2011 Park and Recreation Board meeting, HOK park planners reviewed and received feedback from the Board members and staff on various design revisions and details for the Project. Taking those ideas, the HOK design team returned to present the revised park plans and budget with a phasing proposal to the Park and Recreation Board on January 9, 2012. The Park and Recreation Board reviewed, discussed, and recommended the plans as presented. HOK will present to City Council the revised park plans.

Financial Considerations

The estimate to construct the master plan exceeds funds available. Currently \$600,000 has been allocated from the 2008 Park Bonds and \$1 million is available from Trail Bond funds for a grand total of \$1.6 million for planning and construction.

The City submitted a \$500,000 matching grant for Texas Parks and Wildlife Department (TPWD) Local Park Fund Grants in June 2011. In August 2011, only two grants were awarded (\$1 million) statewide due to state funding cuts. Murphy ranked 11th out of 26 applications with a total of \$10.7 million requested. The Murphy project is eligible to be resubmitted in May 2012, but funding may be reduced to \$100,000 versus \$500,000 as in the past. This project will be competitive for TPWD grant funding, but fully funded projects are not projected to be available until 2014. The project would also be competitive for Collin County grants, which could be available in October 2012. If Collin County grant projects are requested, the City should apply for a \$500,000 project.

Staff Recommendation

Staff recommends approval of plans as presented.



Timbers Preserve Park Status Update

January 09, 2012

Environmental / Permit Updates

US Fish and Wildlife Threatened and Endangered Species Clearance

- Complete = Received authorization to proceed (4/25/2011)

US Army Corp of Engineering Submittal:

- Submitted on December 2011
- Estimated Mitigation Fees +/- \$24,750
- Estimated Fall 2012 Permit

FEMA Flood Map Revisions and Approvals:

- Additional Survey Complete
- Cut/Fill Model Complete
- Existing Conditions Model Complete
- Proposed Conditions Model - January 23
- Preliminary Submittal (CLOMR) February.

Project Costs:

MURPHY - TIMBERS PRESERVE

SUBTOTALS	SUBTOTAL	FUNDED PHASE 1	GRANT PHASE 2	OTHER PHASE 3
DEMOLITION - SITE PREP, GENERAL	\$ 202,983.00	\$ 81,193.20	\$ 81,193.20	\$ 40,596.60
LANDSCAPE	\$ 166,202.20	\$ 83,101.10	\$ 83,101.10	
EARTHWORK/DRAINAGE	\$ 443,512.00	\$ 443,512.00		
CITY PARK - BALLFIELDS	\$ 125,087.50	\$ 125,087.50		
10' INTER-CITY TRAIL PIECE	\$ 417,571.30	\$ 417,571.30		
RUNNING TRACK ADD - 4 1/2" CONC., 1 1/2" ASPHALT	\$ 99,462.75	\$ 99,462.75		
MINOR TRAILS	\$ 108,174.50		\$ 108,174.50	
CITY PARK UPGRADES	\$ 67,292.73	\$ 67,292.73		
INTERPRETIVE SIGNAGE	\$ 27,500.00		\$ 27,500.00	
TRAIL EXTRAS - MILE MARKER STATIONS	\$ 28,088.00	\$ 28,088.00		
MAJOR TRAIL INTERSECTIONS	\$ 34,956.00	\$ 34,956.00		
MINOR TRAIL INTERSECTIONS	\$ 34,696.00			\$ 34,696.00
MAIN PAVILION AREA	\$ 320,042.50	\$ 160,021.25	\$ 160,021.25	
PICNIC AREA	\$ 82,580.00			\$ 82,580.00
FISHING AMENITIES	\$ 110,900.00	\$ 110,900.00		
	\$ 2,269,048.48	\$ 1,651,185.83	\$ 459,990.05	\$ 157,872.60

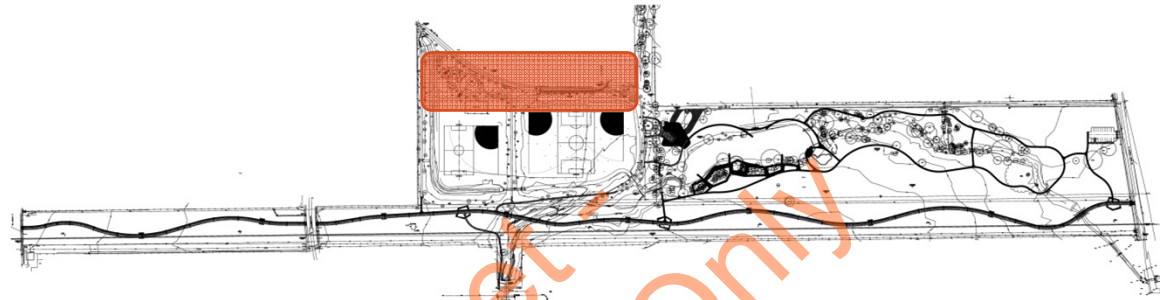
Timbers Preserve Park:



City Park:

PAVILION AREA:

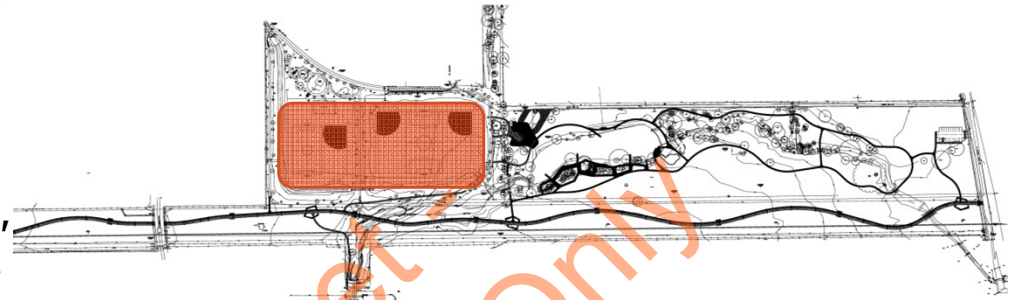
- Add Lights to Pavilion
- Stone Clad Pavilion Columns
- Add Stone Grill and Seat Walls
- ADA Upgrades at Playgrounds
- New Drinking Fountain
- (2) Picnic Stations w/ Table, Grill and Trash Receptacle
- 20 Angled Parking (Net 10)



City Park:

BALLFIELDS:

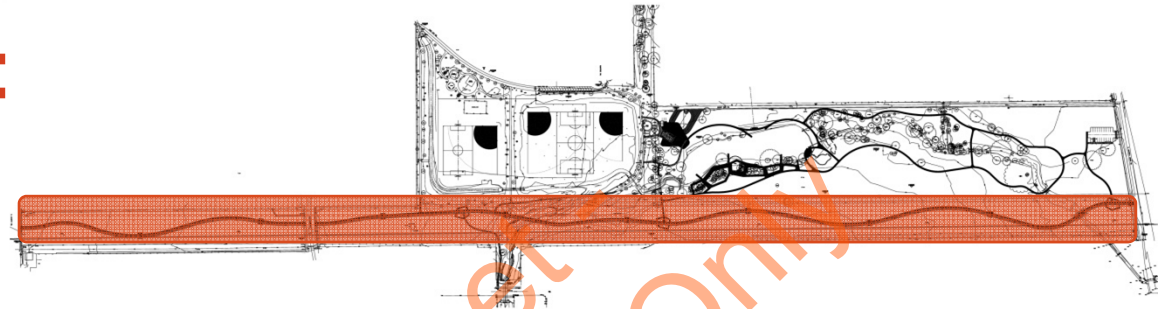
- (3) Softball/Baseball, 200', 220', 250'
- (2) Soccer, 120'x200' and 150'x250'
- New Grading
- New Irrigated Turf
- New Infields



Inter-City Trail:

4,581' LINEAR FEET 14' WIDE:

- 10' Wide Concrete Surface
- 4' Wide Asphalt Surface



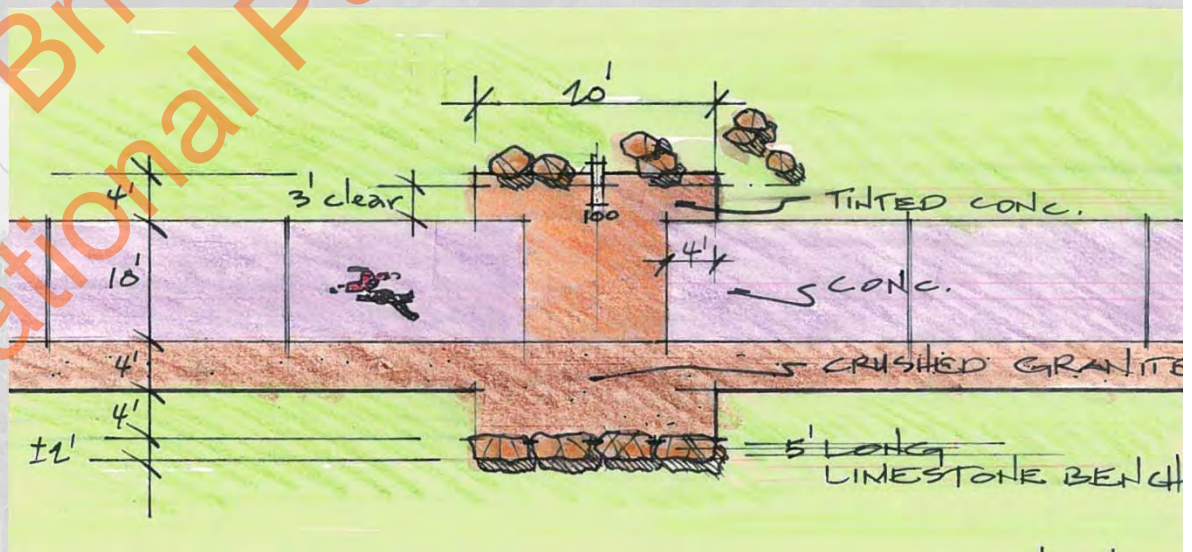
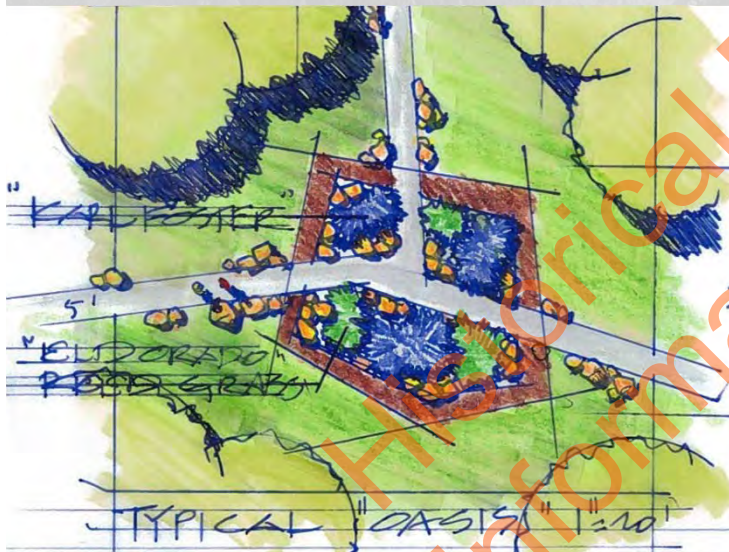
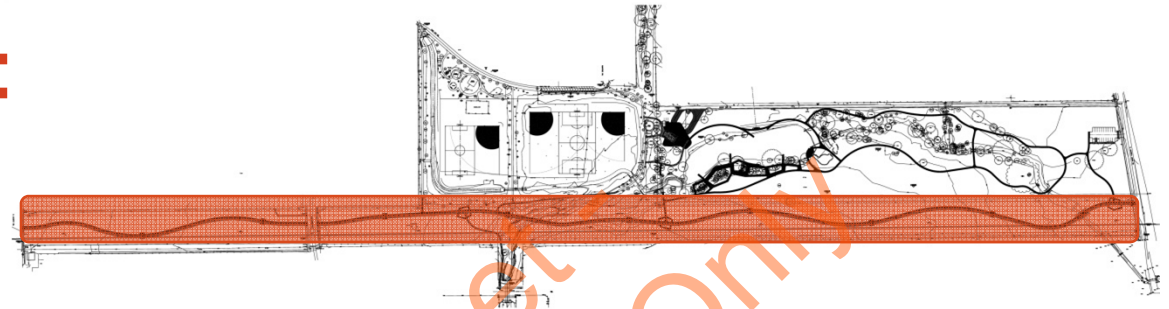
Inter-City Trail:

(3) TRAIL INTERSECTIONS

- Native Grasses
- Limestone Seating

(8) TRAIL MILE MARKERS

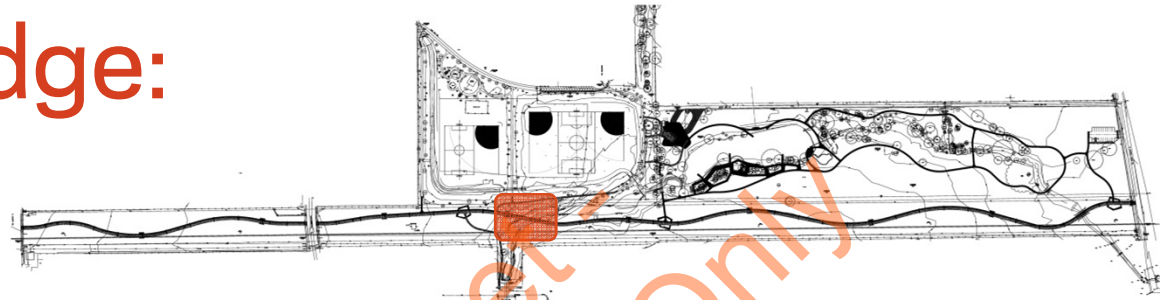
- Tinted Concrete
- Limestone Seating
- Sand Blast Distance Marker



Pedestrian Bridge:

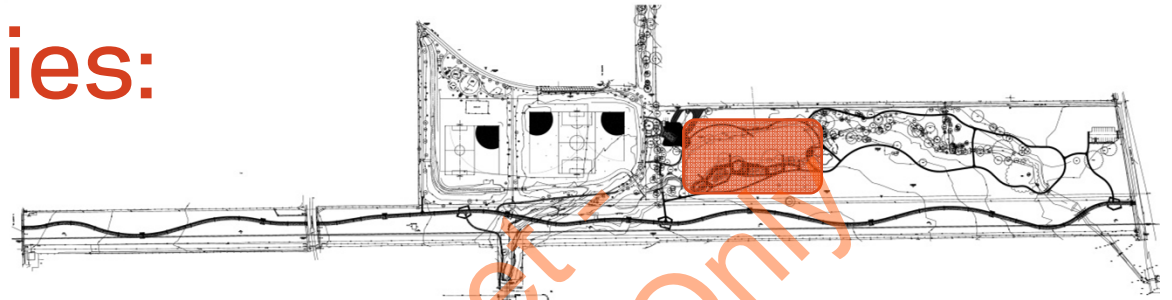
1 Location, 150'-14'

- Weathered Steel Frame
- Concrete Decking
- Weathered Steel Guardrails
- Limestone Abutments



Fishing Amenities:

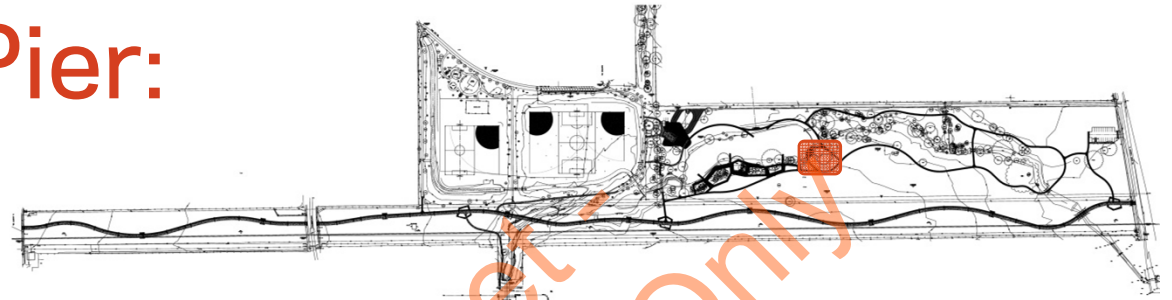
- Large Pier
- Small Pier
- New Grading
- Trellis Seating Area
- 'Outdoor Classroom'



Large Fishing Pier:

1 Location, 930 SF (25' x 50')

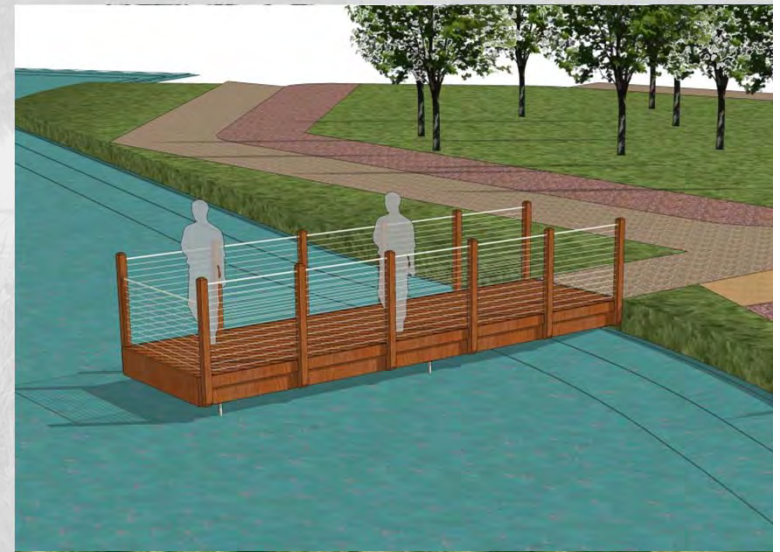
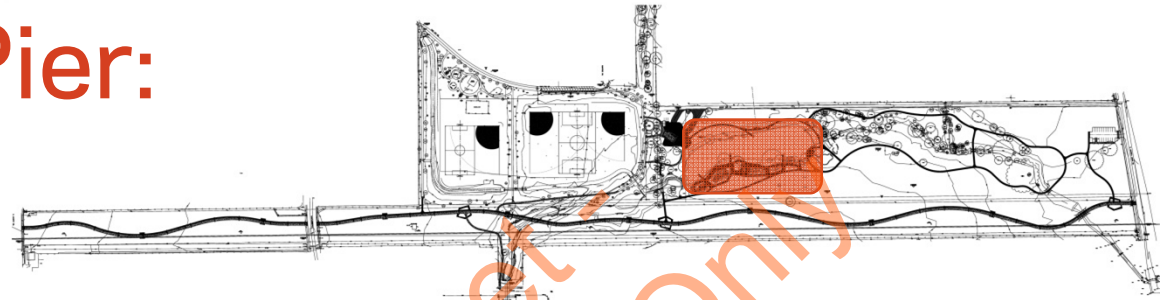
- Epoxy Coated Steel Frame
- Cypress Joists and Decking
- Stainless ¼" Aircraft Cable Guardrails
- Stainless 1" Top-Rail
- Cypress Trellis Structure (315 SF)



Small Fishing Pier:

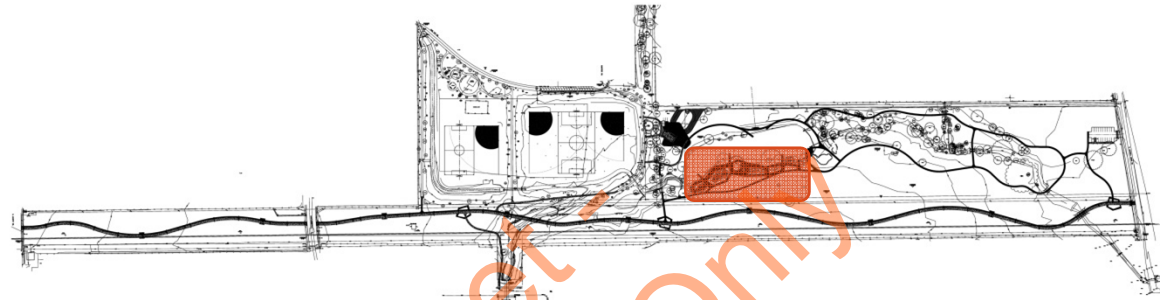
Up To (4) Locations, 6' x 22':

- Cypress Frame
- Cypress Decking
- Stainless ¼" Aircraft Cable Guardrails
- Stainless 1" Top-Rail



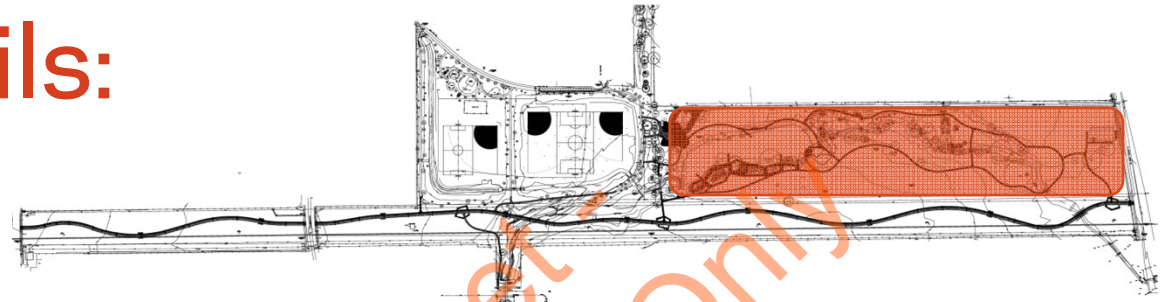
Picnic Area:

- 3 Small Fishing Piers
- Seating Areas
- Picnic Stations



Secondary Trails:

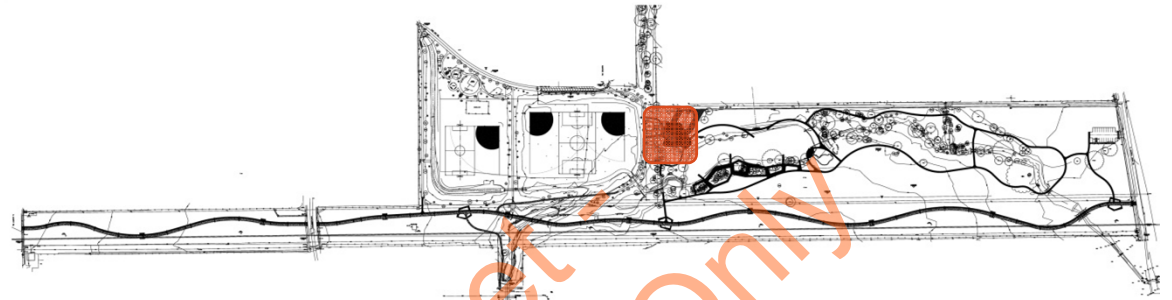
- Soft Surface Trails
- Interpretive Signage
- Trail Head



Pavilion Area

Large Pavilion: 30'x54'

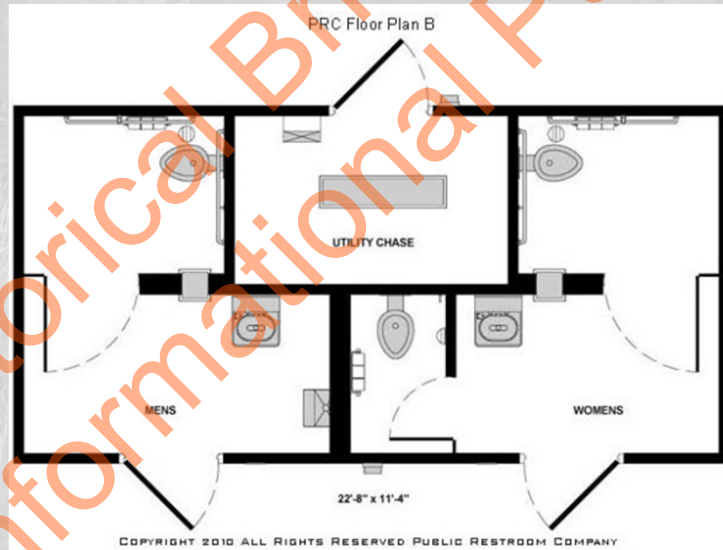
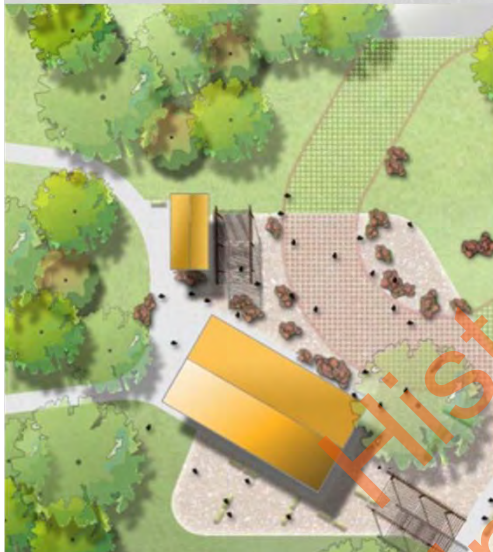
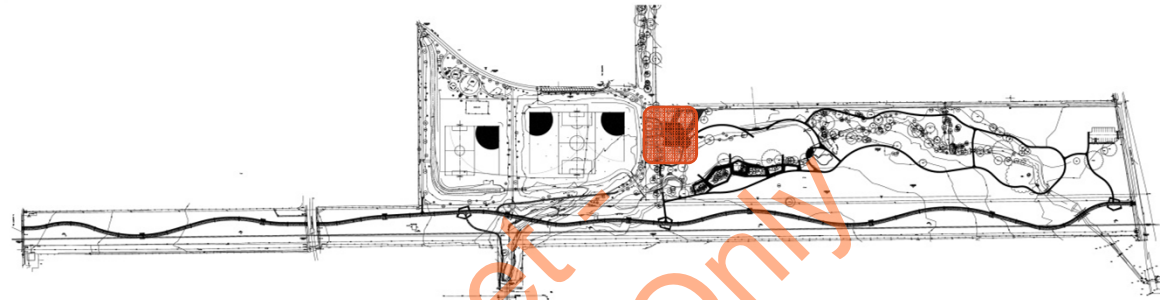
- (3) Fixed Tables
- Up to (5) Movable Tables
- (1) Built In Grill
- Lighting and Outlets
- Wood and Steel
- Bronze & Forest Green Colors



Pavilion Area:

Restrooms: 23'x12'

- Women's = (2) Stalls
- Men's = (1) Stall (1) Urinal
- Wood & Steel
- Bronze & Forest Green Colors
- (materials and color match pavilion)



Issue

Consider and/ or act upon authorizing the HOK to proceed with construction plans for Timbers Nature Preserve Park and trail project.

Background

The Timbers Nature Preserve Park (City Park/Bunny Run and ONCOR hike and bike trail) renovation and new construction is a 2008 Bond project approved by the voters. In December 2010, City Council received a concept plan from HOK Park Planners. March 1, City Council hired HOK to prepare only a drainage study. ONCOR, HOK, and city staff have been working together on the details for the plans in the ONCOR easement. ONCOR will review final trail plans and an agreement will then be developed for the City to consider. HOK will be present to discuss the drainage study findings to date. The drainage study is not complete because more surveying is needed offsite and actual construction plans will be needed to complete the final calculations for the FEMA and Corp of Engineers permits.

Financial Considerations

Timbers Nature Preserve Park and trail improvements budget is from bond funds. Over the next 9 months HOK can proceed with FEMA permits and construction plans.

Funding:

2008 bond issue parks	600,000
2008 trails bonds	1,000,000
Total Funds Available	<u>\$1,600,000</u>

Expenditures:

Total Expenditures	<u>95,462</u>
Total Encumbrances	<u>49,244</u>
Total Expenditures and Encumbrances	144,706

Funds Available	<u><u>\$1,455,294</u></u>
------------------------	---------------------------

Staff Recommendation

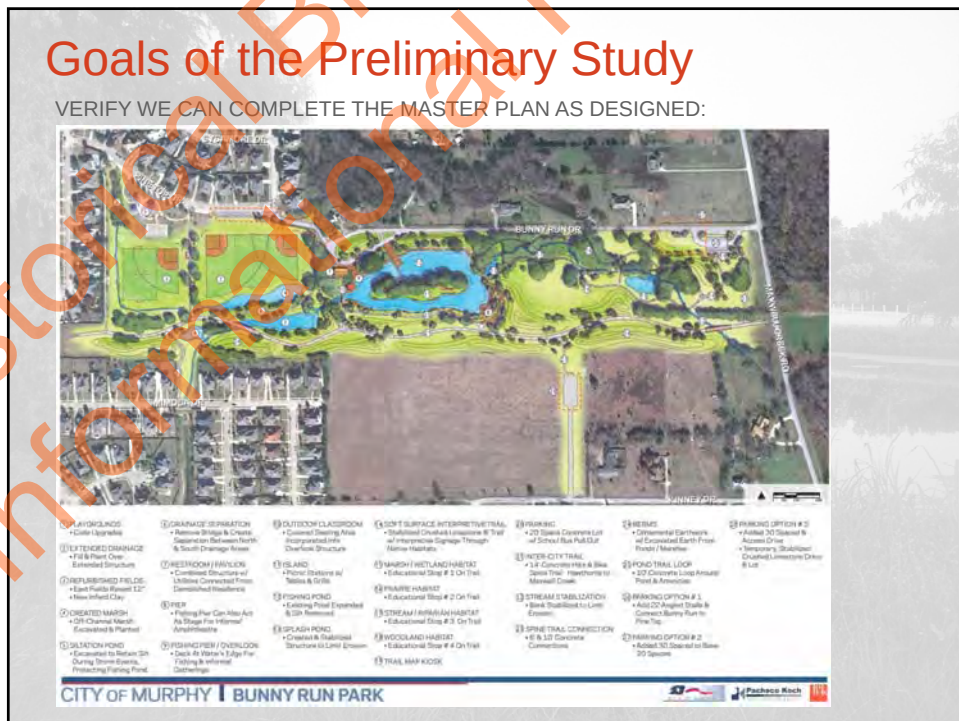
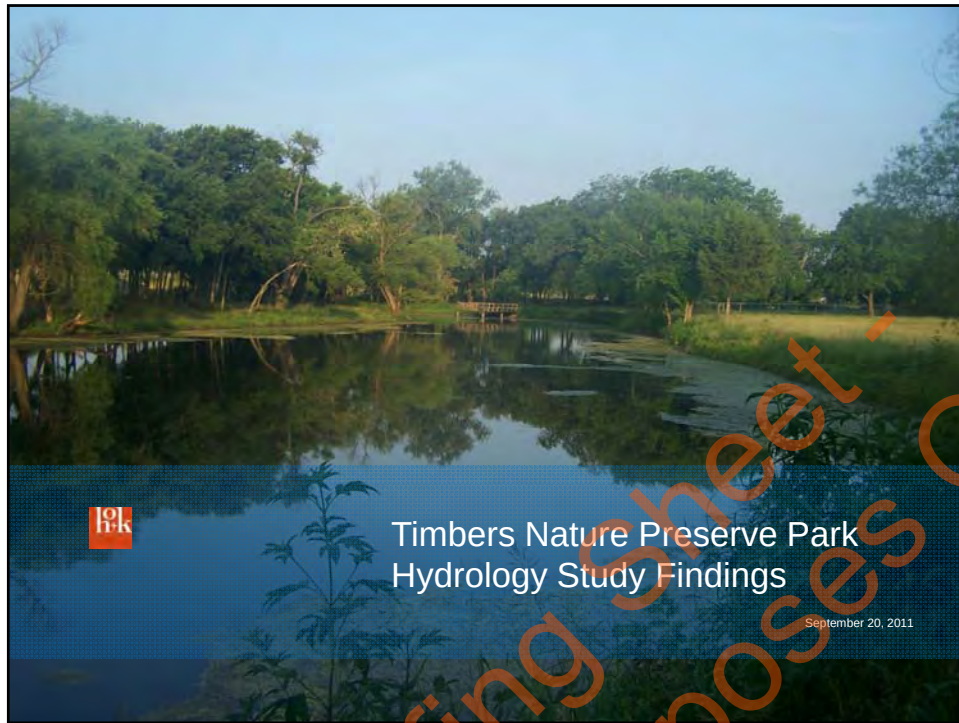
Staff recommends that HOK proceed with completing the drainage study, acquiring the FEMA permit, and preparing construction documents.

Attachments

Presentation of the drainage issues and park planning update

Kim Lenoir, Director of Parks and Public Works
Submitted By

James Fisher, City Manager
Approved by



What We Can't Do:

EXPAND THE POND BECAUSE:

- Would have to obtain official water rights for all expanded area
- Re-construct the dam to new TCEQ standards

Red Area: Previously proposed pond expansion area



Hydrological Necessities:

AFTER NUMEROUS OPTIONS STUDIED, THE TASKS REQUIRED TO COMPLETE THE IMPROVEMENTS AT TIMBERS PRESERVE ARE:

1. Re-route/restore drainage to original channel
 2. Widen and reshape drainage in two major locations
 3. Stabilize existing pond overflow and outfall
 4. Modify culverts in City Park
 5. Re-grade City Park fields and swale
- Get an "Individual Permit" through the U.S. Army Corp of Engineers
 Get a "CLOMR" (conditional letter of map revision) through FEMA
 Get a "LOMR" (letter of map revision) through FEMA



What We Found

CURRENTLY FIELDS ARE INUNDATED EVERY 3" RAIN IN 24 HOURS (2 YR STORM):

IF WE:

- We raise the east field 12"
- Repair the channel on the west field
- Re-route storm water flow and modify culverts

FIELDS ARE INUNDATED EVERY 6.5" RAIN IN 24 HOURS (10 YR STORM):



Red Line: Water level after 4" rain in 24 hours

Blue Line: Water level after 8" rain in 24 hours

What We Found:

WE PROPOSED:

- Extending box culverts past the playground area to make it look better, avoid undesirable 'critters', and ease maintenance

EXTENDING THE CULVERT PAST THE PLAYGROUND IS A PERMIT PROBLEM:

- U.S. Army Corp wants 'permeable' solution
- If we give it to them, they will look more favorably on other improvements



What We Found:

REVISED SOLUTION:

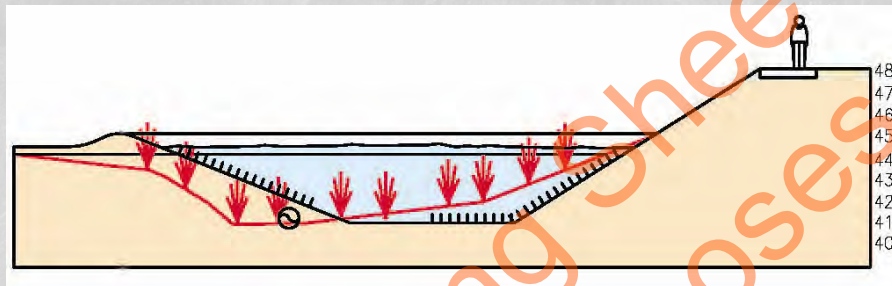
- Add small drain pipe so channel bottom stays dry except during storms
- Re-grade channel with reinforced turf

BENEFITS:

- Easy to mow and maintain
- Improves flood elevation on the fields
- Less Expensive
- Limits cost and area of required environmental remediation by U.S.A.C.E.

Red: Existing condition

Black: Proposed condition



What We Found:

RE-ROUTING THE STORM WATER:

- Needed to dry out ball fields, reduce erosion, provide educational opportunities

Red: Existing condition

Blue: Proposed condition (original stream route)



What We Found:

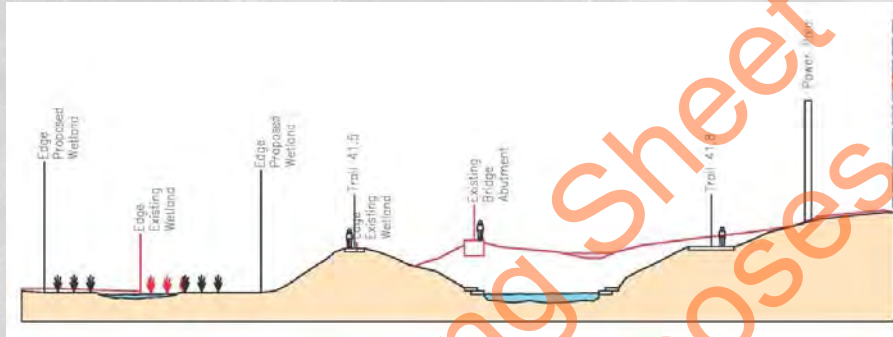
RE ROUTING THE STORM WATER BENEFITS:

- Reduces erosion
- Provides settling ponds for silt
- Improves aesthetics
- Creates learning opportunities for preserve

LET'S US DO NEEDED IMPROVEMENTS AS A 'RESTORATION' PROJECT (AS VIEWED BY THE U.S.A.C.E.)

Red: Existing condition

Black: Proposed condition



What We Found:

EXISTING CHANNEL:

- Eroded, overgrown and unattractive



PROPOSED RE ROUTED DRAINAGE

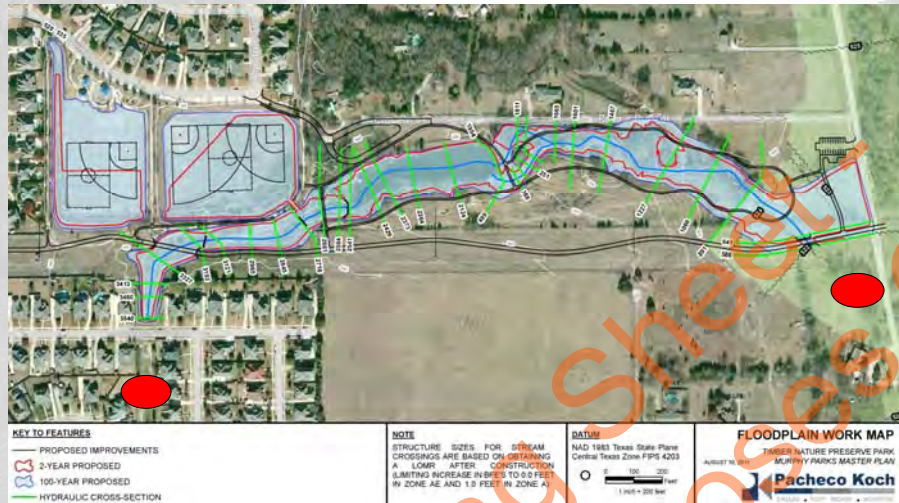
- Maintainable, attractive and improved drainage performance



What We Found:

PERMIT ISSUES:

- Missing hydrologic data required by FEMA (red ovals)



What We Found:

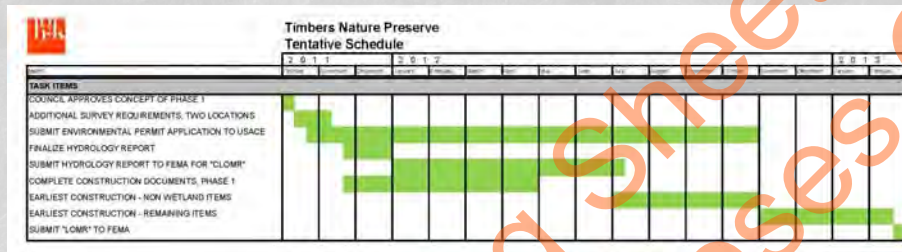
RESOLVING THE MISSING DATA:

- Need additional topographical survey in both areas
- Must provide FEMA with a CLOMR (conditional letter of map revision) that shows how our project meshes with the missing data before construction
- Provide a post-construction survey to verify we did what we said we would



What Now?

- Step #1: Council approves preliminary study results
- Step #2: Additional survey in two locations
- Step #3: Submit Environmental Findings for "Individual Permit" to U.S.A.C.E.
- Step #4: Finalize hydrology report with missing data
- Step #5: Submit report to FEMA for CLOMR
- Step #6: Design Detailed Plans for Improvements
- Step #7: Construction of Improvements
- Step #8: Submit LOMR to FEMA



Project Costs:

MASTER PLAN WHEN APPROVED: \$2,370,000

AFTER HYDROLOGICAL STUDY:

- Cost deduct: No pond expansion: (\$ 160,000)
- Cost deduct: Movable channel vs. box culvert (\$ 65,000)
- Cost deduct: Box culverts vs. 2nd 14' bridge (\$ 125,000)
- Cost deduct: Fishing pier on pond expansion (\$ 30,000)
- Cost add: Stone channel stabilization/weirs \$ 220,000

ESTIMATED COSTS OF AFTER ADDS AND DEDUCTS: \$2,210,000

Project Costs:

MASTER PLAN SHOWS \$2,210,000 IN TOTAL CONSTRUCTION VALUE, COMPLETE:

- Typical project "soft" costs for all consulting, permitting, design, reports:
 - 15% of construction value = **\$331,500**

WHAT YOU HAVE SPENT (includes expenses):

• Topographical Survey	\$ 17,000
• Master Plan/Public Meetings	\$ 37,000
• Hydrology and Hydraulics	\$ 43,000
• <u>Environmental Permitting</u>	\$ 17,000
Spent to Date:	\$ 114,000

WHAT IS NEEDED IN NEXT 9 MONTHS TO PROCEED:

• Missing FEMA Survey	\$ 15,000*
• Missing FEMA Data Analysis	\$ 25,000*
• Detailed Arch/Eng Fees	\$ 150,000
• <u>Environmental Impact Fees</u>	\$ 20,000*
9 Month Subtotal:	\$ 210,000 *Non-typical expenses

CONSTRUCTION EXPENSES:

• <u>Construction Administration</u>	\$ 50,000
9 Month Subtotal:	\$ 50,000

TOTAL ANTICIPATED "SOFT COSTS": \$ 374,000
 (+/- 57% under w/o non-typical expenses, +/- 13% over with non-typical expenses)

Timbers Preserve Park:



City Council Meeting June 18, 2013

Consider and or act upon authorizing the City Manager to sign contract for Freese and Nichols, Inc. to provide professional services for the TxDOT Safe Routes to Schools (SRTS) sidewalk and enhanced crosswalk grant projects.

Staff Resource / Department

James Fisher, City Manager

Kim Lenoir, Director of Parks and Public Works

Key Focus Area

Community Character; Mobility; Infrastructure

Summary

Freese and Nichols, Inc. are recommended to provide professional engineering and design services for the 100% construction grant authorized for TXDOT Safe Routes to Schools (SRTS) sidewalk and enhanced crosswalk grant projects.

Background/History

Hike and bike trails and pedestrian mobility is highly supported by the citizens of Murphy. Sidewalks in Murphy are a major part of the pedestrian network for connections to schools, parks, city facilities, and businesses.

TXDOT is funding 100% the Safe Routes to Schools (SRTS) sidewalk (\$500K) and enhanced crosswalks (\$500k) along the new North Murphy Road widening project – connecting Murphy Middle School, Hunt Elementary School, and Brentwood Park neighborhood. This project will be coordinated with existing sidewalks/trails, TXDOT sidewalks for the road widening project, and adding the new SRTS sidewalks. Murphy will have sidewalks on both sides of NMR from FM 544 to Parker City limits (see map). A couple of blocks on the west side across from the schools have been recommended by the city to not include sidewalks (too narrow of a space).

On April 18, 2013 staff advertised a NOI - RFQ (Notice of Interest - Request for Qualifications) in order to locate an engineer for the project. On May 8, 2013, six (6) proposals were received from various consulting firms. The firms included:

- Freese and Nichols, Inc.
- Pacheco Koch
- ARS Engineers, Inc.
- CRIADO Associates
- Birkhoff, Hendricks & Carter, LLP
- TRC Solutions

An internal staff selection committee that consisted of the City Manager, Director of Parks and Public Works, Parks Superintendent, and Park/Public Works Intern read and evaluated each of the 6 proposals. The initial evaluation of qualifications was based on the following.

- TXDOT Experience
- Previous City Experience
- Specific SRTS Experience

**City Council Meeting
June 18, 2013**

- Uniqueness of Projects
- Timeline and Approach
- Project Manager's Experience

Pacheco Koch, ARS Engineers, Inc., and Freese and Nichols, Inc. scored the highest and were interviewed by the staff selection committee, which also included Chris Holsted, City Engineer for Wylie and a Murphy resident. After interviews, the committee recommended Freese and Nichols, Inc.

Financial Considerations

In 2011, the city council approved the grant contracts with TXDOT for the award of two Murphy grant projects, sidewalks at \$500,000 and enhanced sidewalks at \$500,000.

Action Requested / Staff Recommendation

Authorize the City Manager to sign the contract for professional engineering services with Freese and Nichols, Inc. to coordinate with TXDOT, prepared construction documents, bid documents, and construction administration for the SRTS Projects.

Attachments

SRTS Trail Map

Proposal/contract for engineering services - FNI

Rev. 06/10



SCHEDULE A TASK AUTHORIZATION

Client: City of Murphy Texas 206 N. Murphy Road Murphy, Texas 75094 Attn: Kim Lenoir	FNI Project No.: Phase/Task/Dept. No.: Date: June 7, 2013
This authorization is in accordance with the terms and conditions outlined in the Master Agreement executed on _____ and expires on <u>June 30, 2014</u>.	
Project Description: Murphy Safe Routes to School Project	
Description of Services: PRELIMINARY ENGINEERING 1. Perform a site visit to document design challenges including steep existing ground grades, above ground utilities, existing landscape improvements, and privately owned signage. The goal is to discover features that may impact the proposed sidewalks and crosswalks at an early stage of the project's development. FNI will document their findings using geo-referenced photographs and dimensioned sketches of the existing conditions. 2. FNI will prepare overall site layouts using aerial photography and the information collected through the on-site investigation. Layouts will be 36" roll plots. Three (3) rolls plots are expected to show the conditions along North Murphy Road, Rolling Ridge Drive and within Brentwood Park. 3. FNI will conduct a Conceptual Verification Meeting with the City and TxDOT. The purpose of the meeting will be to discuss the SRTS design and determine the prescribed treatments. TxDOT is currently widening North Murphy Road (FM 2551). Proposed SRTS intersection improvements will need to compliment the approach included in the current widening. The meeting will include representatives from FNI, the City, TxDOT Area Office, and the ISD. The overall site layouts (prepared in Item 2) will be used during the meeting to capture treatment ideas and discuss the existing conditions. FNI will also provide its field notes, photographs, and two (2) copies of the FM 2551 plans at the meeting. 4. Based on the feedback received at the Conceptual Verification Meeting, FNI will finalize the overall site layouts to show the agreed upon design approach. Layouts will include the sidewalks' horizontal centerline alignments, dimensioned layouts for the intersection improvements, locations of proposed landscape improvements, and sketch(es) of any approved monument columns to frame the project's transition zones. 5. FNI will prepare an Opinion of Probable Construction Costs for each TxDOT project number.	
Deliverables: FNI will furnish four (4) copies of the Overall Site Layouts and Opinion of Probable Construction Costs as part of its 30% submittal. Two (2) copies will be presented to the City for comment and review. Two (2) copies will be presented to TxDOT for comment and review. Review comments will be received electronically and no formal meeting to discuss review comments is expected.	

Rev. 06/10

Compensation shall be as follows:

Compensation shall be on an hourly basis according to the attached schedule of charges, with a not to exceed amount of Twelve Thousand, Seven Hundred Sixty-Nine Dollars (\$12,769).

	Amount of this Authorization	\$12,769
--	-------------------------------------	-----------------

Schedule shall be as follows:

Services shall be completed according to the following schedule:

- Field Visit / Preparation of Layouts for Meeting: Two (2) weeks following Notice to Proceed
- 30% Complete Submittal: Two (2) weeks following Conceptual Verification Meeting

The above described services shall proceed upon return of this Task Authorization. Services will be billed as they are done. All other provisions, terms, and conditions of the agreement for services which are not expressly amended shall remain in full force and effect.

- ☐ A contract modification will be submitted.
- ☒ This Task Authorization will serve as notice to proceed.

FREESE AND NICHOLS, INC.:**CITY OF MURPHY:**

BY: _____

BY: _____

Print or Type Name_____
Print or Type Name

TITLE: _____

TITLE: _____

DATE: _____

DATE: _____

ATTACHMENT CO

COMPENSATION

Not to Exceed: Compensation to FNI for Basic Services in Attachment SC shall be computed on the basis of the Schedule of Charges, but shall not exceed Twelve Thousand, Seven Hundred Sixty-Nine Dollars (\$12,769). If FNI sees the Scope of Services changing so that Additional Services are needed, including but not limited to those services described as Additional Services in Attachment SC, FNI will notify OWNER for OWNER's approval before proceeding. Additional Services shall be computed based on the Schedule of Charges.

Schedule of Charges:

<u>Position</u>	<u>Rate</u>
Professional - 1	99
Professional - 2	120
Professional - 3	135
Professional - 4	156
Professional - 5	182
Professional - 6	208
Construction Manager - 1	79
Construction Manager - 2	103
Construction Manager - 3	121
Construction Manager - 4	151
CAD Technician/Designer - 1	84
CAD Technician/Designer - 2	109
CAD Technician/Designer - 3	134
Corporate Project Support - 1	80
Corporate Project Support - 2	97
Corporate Project Support - 3	129
Intern/ Coop	49

Rates for In-House Services**Technology Charge**

\$8.50 per hour

Travel

Standard IRS Rates

Bulk Printing and Reproduction

Black and White	\$0.10 per copy
Color	\$0.50 per copy
Plot - Bond	\$2.50 per plot
Plot - Color	\$5.75 per plot
Plot - Other	\$5.00 per plot
Binding	\$5.75 per book

OTHER DIRECT EXPENSES:

Other direct expenses are reimbursed at actual cost times a multiplier of 1.15. They include outside printing and reproduction expense, communication expense, travel, transportation and subsistence away from the FNI office and other miscellaneous expenses directly related to the work, including costs of laboratory analysis, test, and other work required to be done by independent persons other than staff members. For Resident Representative services performed by non-FNI employees and CAD services performed In-house by non-FNI employees where FNI provides workspace and equipment to perform such services, these services will be billed at cost times a multiplier of 2.0. This markup approximates the cost to FNI if an FNI employee was performing the same or similar services.

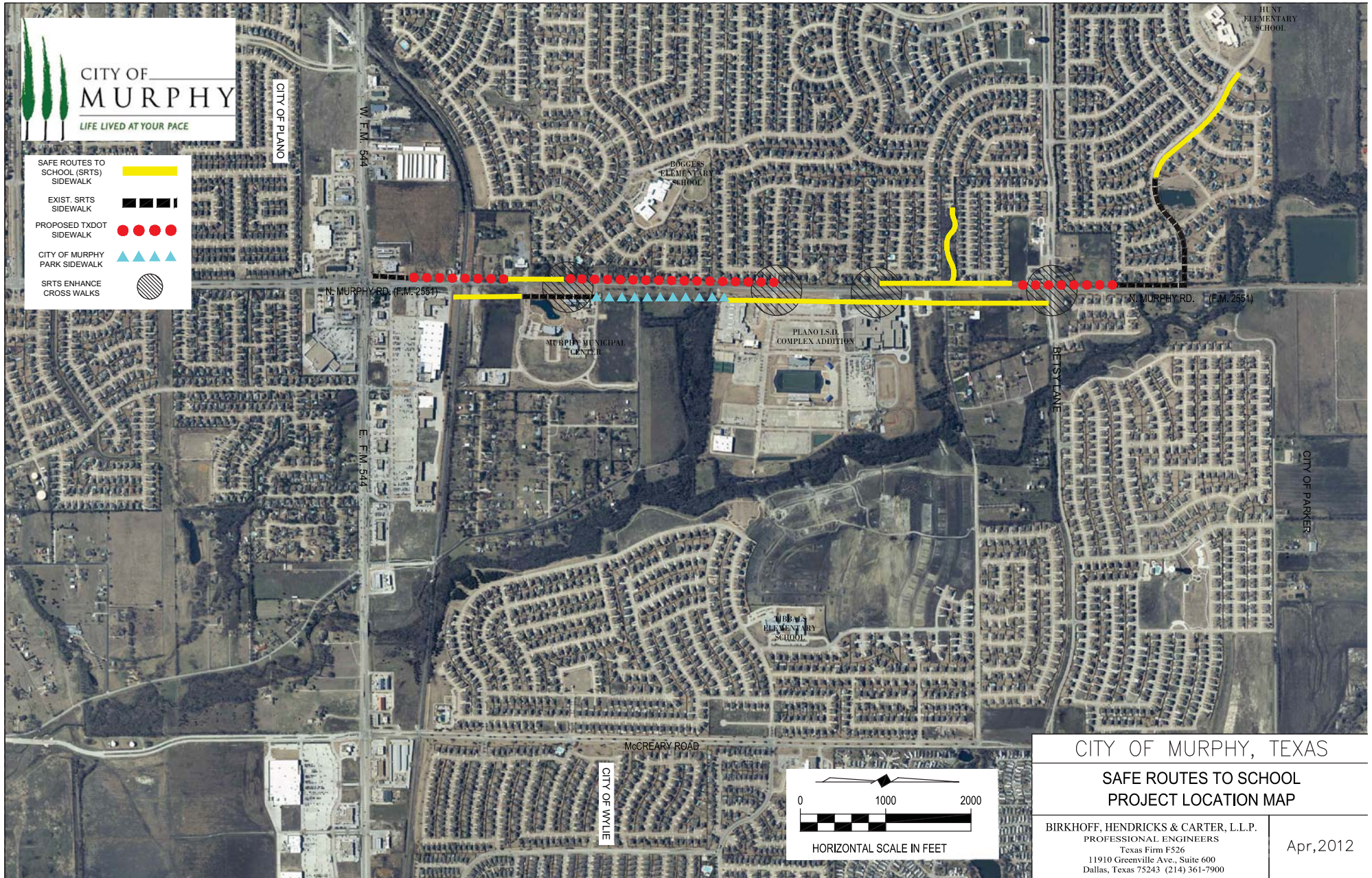
These rates will be adjusted annually.

1-022013

FNI _____
OWNER _____

H:\Projects\Murphy\4025-204\exhibits Master Additions-Subdivision 2011.dwg

REVISED: 4/23/12 - CKERKHOFF



NOT SCALE 1:1

NOT STYLE

NOTED BY: CKERKHOFF ON 4/25/2012

City Council Meeting
June 18, 2013

Issue

Consider and/or act upon a resolution to the Texas Department of Transportation (TXDOT) to prepare a traffic light signal progression study and adjustments on FM 544 to reduce traffic congestion.

Staff Resource / Department

James Fisher, City Manager
Kim Lenoir, Director of Parks and Public Works

Key Focus Area

Community Character, Mobility

Summary

The City of Murphy, Wylie, and Sachse are jointly requesting assistance from TXDOT to prepare a signal progression study due to the increased traffic on FM 544 and SH 78.

Background/History

TXDOT owns and manages FM 544. Murphy currently has 6 traffic signals and will have 8 traffic signals on FM 544 in the near future. In 2011, TxDOT documented 42,000 cars a day traveling FM 544, staff is confident that number is now over 50,000. TXDOT appears willing to consider preparing a signal progression study to assist in adjusting traffic light timing to reduce traffic congestion along FM 544 and Highway 78.

Financial Considerations

All cost to be incurred by TXDOT.

Action Requested / Staff Recommendation

A motion to approve a resolution requesting assistance from TXDOT to prepare a signal progression study.

Attachments

Resolution

RESOLUTION NO. 13-R-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MURPHY, TEXAS, HEREBY REQUESTING THAT A SIGNAL PROGRESSION STUDY BE PERFORMED ON SH 78 FROM SOUTH MURPHY ROAD TO SH 205, AND ON FM 544 FROM DUBLIN ROAD TO SH 78 IN THE CITIES OF WYLIE, SACHSE AND MURPHY.

WHEREAS, Over 40,000 vehicles per day travel along SH 78 and FM 544 in the cities of Wylie, Sachse, and 50,000 vehicles per day in Murphy; and

WHEREAS, SH 78 serves as a principal 6-lane divided thoroughfare through the cities of Wylie and Sachse; and

WHEREAS, FM 544 serves as a major 6-lane divided thoroughfare through the cities of Wylie and Murphy, and

WHEREAS, there are fifteen traffic signals on SH 78 at the intersections of S. Murphy Road, Ben Davis Road, 5th Street, Williford Road, Ranch Road, Woodbridge Parkway, Sanden Boulevard, Westgate Way, FM 544, Ballard Avenue, Brown Street, Eubanks Lane, Kreymer Lane, Wylie East Drive, and SH 205; and

WHEREAS, there are fourteen traffic signals on FM 544 at the intersections of Dublin Road, Heritage Parkway, Brand Road, Wal-Mart main entrance, Murphy Road, Hawthorne Drive, Maxwell Creek Road, McCreary Road, Target main entrance, Springwell Parkway, Country Club Drive, Sanden Boulevard, Westgate Way, and SH 78.

WHEREAS, SH 78 and FM 544 experience heavy traffic volumes in the morning and afternoon peak periods from cars traveling to/from the south east portions of Collin County to access President George Bush Turnpike and Central Expressway, and

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

SECTION 1: The City Council requests that the Texas Department of Transportation conduct a signal progression study on SH 78 from South Murphy Road to SH 205, and on FM 544 from Dublin Road to SH 78 in the cities of Wylie, Sachse, and Murphy.

SECTION 2: This Resolution shall take effect immediately upon its passage.

RESOLVED THIS THE 18th day of June, 2013.

ERIC BARNA, Mayor

ATTEST TO:

KRISTI GILBERT, City Secretary

Issue

Consider and/or act upon declaring Patrol Unit #32, Ford Crown Vic, with certain accessories as surplus and donating it to the West Police Department.

Background

On April 17, 2013, West, Texas experienced a horrific explosion that resulted in significant loss of life and property damage. Since that time, West has been operating with assistance from other governmental entities and NGO for the delivery of essential services.

On that day, the police department of West experienced damage to several vehicles.

During one of the tours of duty of one of the teams we deployed to West to assist with law enforcement presence in West, one of our officers engaged one of their officers in a conversation about needs. It was discovered that West could use a couple of squad cars.

Unit 32, a 2007 Ford Crown Vic, with 116,200 miles, is currently dead lined due to a malfunctioning transmission that will cost about \$2,500 to repair. It was decided by command staff NOT to repair this vehicle due to end-of-service expectations and the return-on-investment was low.

Subsequent conversations between MPD personnel and command staff led to the idea of donating this unit to West PD. West PD was contacted about this vehicle and the costs it would take to get this vehicle in operational condition. It was indicated to MPD personnel that WPD would be interested in the vehicle.

The value of this vehicle to the MPD or the City of Murphy will not be commensurate with the estimated usage to WPD. The vehicle would not likely bring what it is really worth through the bidding process.

If Council decides to donate the vehicle, we would arrange to have the vehicle delivered to West, Texas. The vehicle would have all MPD markings removed along with the radio, any weapons, and other accessories that we would determine are usable within our department.

This vehicle has minimal value.

The vehicle, if you approve this donation, would be transferred without warranty and donated as is.

Financial Considerations

This has little to no financial impact on the City of Murphy.

Staff Recommendation

Staff would recommend that Unit 32 and certain accessories be declared as surplus and, furthermore, that these items be donated to the City of West, Police Department for their use.

Other Considerations

State law allows for the transfer of equipment from one political entity to another especially when the item being transferred has been declared surplus.

Motion

I move that Unit 32, a 2007 Crown Vic patrol unit, and certain accessories, be declared surplus and donated to the City of West, Police Department, for their use.

Attachments

None

Chief G. M. Cox
Submitted By

James Fisher, City Manager
Approved by

Issue

Discuss and take action, if any, on review of the “No Left Turn” designation at the westbound turn lane of FM 544 and the entrance to the Neighborhood Market and rescinding of the ordinance establishing this designation.

Background

Due to the installation of a traffic light at this location that will coincide with the expected opening of the Walmart Super Center on FM 544, just across the roadway from the “old” Neighborhood Market, this ordinance is no longer unnecessary.

This action is more of a house cleaning issue than substantive.

This will clearly establish that left turns are allowed, without restriction, once the light is installed and fully functioning.

Financial Considerations

There are no anticipated financial considerations associated with this action.

Staff Recommendation

Staff recommends Section 78.204, Schedule IV; prohibited turns from the City of Murphy Code of Ordinances.

Attachments

Ordinance

Chief G. M. Cox
Submitted By

James Fisher, City Manager
Approved by

ORDINANCE NO. 13-06-XXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MURPHY, TEXAS, AMENDING IN SECTION 78-204 OF THE CODE OF ORDINANCES OF THE CITY OF MURPHY, TEXAS, BY REMOVING REGULATIONS REGARDING PROHIBITED TURNS AND RESERVING SEDCTION 78-204 FOR FUTURE USE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A REPEALER CLAUSE; AND PROVIDING FOR SAID ORDINANCE TO TAKE EFFECT FROM AND AFTER ITS DATE OF PUBLICATION.

WHEREAS, Section 544.002 of the Texas Transportation Code provides the authority for the City of Murphy, Texas, to place and maintain a traffic control device on a highway under the authority's jurisdiction; and,

WHEREAS, a traffic control device has been installed at FM 544 and the entrance to the neighborhood shopping center located at 150 West FM 544; and,

WHEREAS, the City Council of the City of Murphy, Texas, has determined that the following regulation is necessary in order to protect public health, safety, and welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MURPHY, TEXAS:

Section 1. FINDINGS INCORPORATED

The findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

Section 2. That Section 78-204 of Chapter 78 of the Code of Ordinances of the City of Murphy, Texas, prohibiting left turns on FM 544 at 150 West FM 544 is hereby deleted.

Section 3. That Sections 78-204 through 78-230 is hereby amended to read as follows:

“Sec. 78-204 – 78-230. – Reserved.”

Section 4. SEVERABILITY CLAUSE

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation of this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

Section 5. REPEALER CLAUSE

Any provision of any prior ordinance of the City whether codified or uncoded, which are in conflict with any provision of this Ordinance, is hereby repealed to the extent of the conflict, but all other provisions of the ordinances of the City whether codified or uncoded, which are not in conflict with the provisions of this Ordinance, shall remain in full force and effect.

Section 6. EFFECTIVE DATE

This Ordinance shall become effective immediately upon its passage and publication as required by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Murphy, Texas, on this the 18th day of June 2013.

Eric Barna, Mayor
City of Murphy

ATTEST:

Kristi Gilbert, City Secretary
City of Murphy

Issue

Discuss and take action, if any, on the review of the follow-up Traffic Study conducted on Moonlight Drive along with data collection on Grant and Mason.

Background

A third traffic study was initiated 04/16/13 as part of our assessment of Moonlight. This was just over 30 days after the STEP program. The data collection ran through 05/16/13. In addition, starting on 04/24/13, Metro Count equipment was installed on Grant and Mason streets. The Metro Count equipment was set up solely to count vehicles – it was not utilized for direction of travel or speed analysis. The program ran through 05/16/13 as well. Two separate analyses were conducted comparing collected data on Moonlight to the traffic counts collected on Grant and Mason (see 3rd Study Modified).

RESULTS: During this period 31,858 vehicles travelled Moonlight. The traffic volume was about 1,062 vehicles a day (N/days). The average speed was 22.7 mph with a median of 22.1 mph. The 85th percentile stayed at 27.7 mph. During this study, about 31% exceeded the posted speed limit, which is down from over slightly better than the post-STEP study or second study. One vehicle did reach a speed of 77 mph.

3rd STUDY MODIFIED (Same days as Grant and Mason Data Collection): Volume was 23,100 vehicles in this 23 day period, which is an average of 852 cars per day. Mean and median were only slightly higher than during the full 30-day study. The volume of Grant, 30,232, and Mason, 19,606, suggests that the probability is that most of the through traffic on Moonlight is coming from Grant. A more definitive study must be conducted utilizing multiple entry- and exit-points to Moonlight should be accomplished. Conclusions from this part of the study are inconclusive.

RECAP of 1st STUDY: The MPD conducted a traffic study on Moonlight between January 3 and January 31, 2013. In that study, approximately 27,564 vehicles utilized Moonlight between January 4 and February 4, 2013 (30 days). Of this number, 69.56% (19,179) were identified as having exceeded the posted speed limit. The 85th percentile was at 32.2 mph. The average speed was 27.5 with a median of 27.1. The average number of vehicles per day utilizing Moonlight was just over 918 vehicles per day (N/days). One vehicle, a truck, hit a speed of 66 mph.

RECAP of 2nd STUDY: The period for this study was from 02/22/13 to 03/09/13 (about 16 days). During this period 12,707 vehicles travelled Moonlight. The traffic volume was about 794 vehicles a day (N/days). The average speed was 23.7 with a median of 23.3 mph. The 85th percentile went from 32.2 mph to 27.7 mph. During this study, about 34% exceeded the posted speed limit, which is down from over 69.56% in the first study. This is also a better overall compliance rate than the Mustang Ridge baseline study (50.02%). One vehicle did reach a speed of 71 mph.

MUSTANG RIDGE (BASELINE STUDY): A second set of the Metro Count equipment was installed on Mustang Ridge Drive and ran concurrently with the STEP and 2nd study on Moonlight. The purpose of this survey was to establish a baseline for comparison purposes. The equipment was installed on 02/23/11. It was picked up on 03/09/11 (about 15 days).

A total of 12,226 vehicles travelled Mustang Ridge over the period of this study. The results of this study are very similar to the second study conducted on Moonlight except that the average daily volume for Mustang Ridge was slightly higher than Moonlight at about 815 vehicles per day versus 794 (N/days). The average speed was 23.8 mph with a median of 24.8 mph. The 85th percentile was 29.3 mph with just over 50% (6,116) exceeding the posted speed limit of 25 mph. The fastest speed recorded was 50.4 mph.

CONCLUSION: The 3rd study indicates that the compliance rate has remained constant and almost at 70%. The average and median speeds improved slightly from the 2nd study. During this period, traffic enforcement activities were “routine” rather than directed. One possible explanation is that the Metro Count system itself may be having an impact on drivers’ behavior. Another possible explanation is that motorists are now aware that the City is paying very close attention to this roadway and modifying or adjusting their behaviors accordingly.

Volume did not go down; however, as a matter of fact it went up slightly.

The traffic counts on Grant and Mason offered only limited data explanation to the analysis of traffic flows on Moonlight. First, the volume on Grant was over 30,000 vehicles in 23 days. That is a daily average of 1,314. Clearly, there are more vehicles utilizing Grant than utilize Moonlight. One possible explanation is that there are also a large number of vehicles utilizing Pleasant Run and Grant (via Mason). Mason (MC system located just south of Grant) indicated a volume of 19,606 during this 23 day period. That is a daily average of 852.

This data confirms that a large portion of the traffic on Moonlight is coming from Grant (Sachse), but exactly how much is a guess without further analysis.

Financial Considerations

Two additional Metro Count systems were acquired to aid in the analysis of vehicles utilizing multiple feeder streets to Moonlight.

Staff would still recommend to acquisition of at least two pole-mounted, solar powered speed indicators. These units are about \$4,500 each. Most anecdotal evidence suggests that these device are effective at long-term speed compliance.

If the services of a Traffic Engineer are believed necessary, that could be a significant cost. However, engaging the services of a traffic engineer would seem to be minimally advisable if long-term remediation of the traffic volume are to be addressed effectively.

Staff Recommendation

Speed compliance is high. The 85th percentile is just slightly above the posted speed limit. Traffic law enforcement has been successful in reducing overall speed compliance.

However, traffic volume is constant and has NOT gone down. In fact, according to the last numbers, volume went up slightly, from 918 (794 second study) to 1,061.

At this point, the traffic volume numbers are clearly identified. The range is from 794 cars a day, average to 1,061. This puts the average of the three studies at 924 vehicles, average, per day. If it is determined that this volume of traffic is too high other traffic calming mechanism should be considered.

The other volume calming mechanisms that might be considered are:

Speed cushions

Speed tables

Speed humps/bumps

Mid-street stop signs (not recommended since there are NO access issues, at all, by intersection streets)

Permanent closure ("where" would be an issue as well)

Temporary closure (or gates)

Sidewalks

Pole-mounted speed indicators

Make Moonlight one-way

Timed closure (during specified hours during any given day)(Gates or Chains?)

Making Moonlight a gated community (issues abound with this alternative – who owns the street; who will maintain the street; who will pay for the gates; who will fix the gates; etc.)

Dips

Other issues:

Legal issues with closure

Public safety – evacuation if the street is closed – would leave only one way in and one way out; best estimate is that each hump/curtain/bump, etc., would add about 15 seconds to response times, per hump/curtain/bump.

Staff would recommend a graduated approach to more radical ones. Such as installing speed curtains/humps/bumps along the street and so on with closing the street being the ultimate action to reduce volume.

Attachments

- 1) Metro Count Reports for 3rd Traffic Study (Speed Statistics, same info as 85th Percentile Rpt)
- 2) Metro Count Report for Grant
- 3) Metro Count Report for Mason
- 4) Table showing the numbers for all studies, overtime.

Chief G. M. Cox

Submitted By

James Fisher, City Manager

Approved by

Moonlight Time Line

January 3-31, 2013: The MPD conducted a traffic study on Moonlight between January 3 and January 31, 2013.

February 1 – 13, 2013: Analyzed the data

In that study, approximately 27,564 vehicles utilized Moonlight between January 4 and February 4, 2013 (30 days). Of this number, 69.56% (19,179) were identified as having exceeded the posted speed limit. The 85th percentile was at 32.2 mph. The average speed was 27.5 with a median of 27.1. The average number of vehicles per day utilizing Moonlight was just over 918 vehicles per day (N/days). One vehicle, a truck, hit a speed of 66 mph.

February 19, 2013: Council Meeting

February 22 – March 9, 2013: A second traffic study and STEP program was initiated 02/22/13 at the direction of Council. The program ran through 03/09/13.

March 11 – 13, 2013: Analyzed the data

Data Results: During this period 12,707 vehicles travelled Moonlight. The traffic volume was about 794 vehicles a day (N/days). The average speed was 23.7 with a median of 23.3 mph. The 85th percentile went from 32.2 mph to 27.7 mph. During this study, about 34% exceeded the posted speed limit, which is down from over 69.56% in the first study. This is also a better overall compliance rate than the Mustang Ridge baseline study (50.02%).

STEP Results: The STEP program was run over a 14-day period with times spaced out over the period, working about 2-hour shifts. Enforcement resulted in 16 citations with 17 violations being issued. Of the 17 violations cited, 15 were for speeding. The highest speed cited was 39 mph. Of the 16 citations, 11 were issued to operators with addresses in Sachse (68.75%), 2 from Wylie (12.5%), 1 from Dallas (6.25%), 1 from Fate (6.25%) and 1 from Murphy (6.25%).

CONCLUSION: The STEP program was successful in achieving an improvement of the compliance rate. Furthermore, the volume did decrease, slightly, from about 918 vehicles per day (1st study) to just over 794 per day. This represents an average decrease of about 124 (13.5%) vehicles per day. The compliance rate went up from 30.44% to 66.05% and the average speed went from 27.5 in the first study to 23.7 mph.

March 19, 2013: Council Meeting: Council authorized the purchase of a new Speed Trailer up to \$15,000 to include data analysis capabilities.

March 20 – April 10, 2013: Obtained and evaluated quotes for speed trailers. Staff recommended an MPH model for just over \$9,100.

April 15, 2013: Purchase order issued for the MPH speed trailer and order placed with MPH – delivery should be within 30 days.

April 15, 2013: Metro Count system reinstalled on Moonlight after a 30-day cooling off period.

Routine Traffic Enforcement Activity to continue

April 17, 2013: Purchase of two (2) additional Metro County Systems was approved by the CM for future traffic survey opportunities. Order placed.

Purpose: Take two simultaneous surveys at Grant and just south of Grant on Mason. This study will attempt to determine exactly where the traffic on Moonlight is coming from. While the common belief is that the most of the traffic on Moonlight is originating from the City of Sachse, this belief has NOT been verified empirically. This study will determine whether this belief is justified and further assist critical decision-makers what traffic calming options might be the most effective and acceptable.

May 15, 2013: Anticipated delivery of the MPH Speed trailer

May 15, 2013: Metro Count survey of Moonlight will be terminated and data analysis will begin.

June 2013: City council to review the results of the latest survey and consider options for 1) continued speed compliance and 2) traffic calming options.

6 18 13 Agenda Packet 104 of 201



Murphy Police Department Speed Statistics

SpeedStat-58 -- English (ENU)

Datasets:

Site: [Moonlight Drive] Moonlight Drive Speed Survey
Direction: 2 - East bound, A hit first. **Lane:** 0
Survey Duration: 2:43 Tuesday, April 16, 2013 => 10:08 Thursday, May 16, 2013
Zone:
File: Moonlight Drive16May2013.EC0 (Plus)
Identifier: A809RGKE MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default (v3.21 - 15322)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 2:00 Wednesday, April 24, 2013 => 10:08 Thursday, May 16, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 23100 / 31930 (72.35%)

Speed Statistics

SpeedStat-58

Site: Moonlight Drive.0.0E
Description: Moonlight Drive Speed Survey
Filter time: 2:00 Wednesday, April 24, 2013 => 10:08 Thursday, May 16, 2013
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(6,99) Headway(>0)

Vehicles = 23100

Posted speed limit = 25 mph, Exceeding = 7456 (32.28%), Mean Exceeding = 28.59 mph

Maximum = 77.7 mph, Minimum = 6.2 mph, Mean = 22.9 mph

85% Speed = 27.7 mph, 95% Speed = 31.5 mph, Median = 22.6 mph

10 mph Pace = 17 - 27, Number in Pace = 16943 (73.35%)

Variance = 26.18, Standard Deviation = 5.12 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	23100 100.0%	0.00	0.00	0.00
5 - 10	168 0.7%	168 0.7%	22932 99.3%	0.00	0.00	0.00
10 - 15	772 3.3%	940 4.1%	22160 95.9%	0.00	0.00	0.00
15 - 20	6546 28.3%	7486 32.4%	15614 67.6%	0.00	0.00	0.00
20 - 25	8158 35.3%	15644 67.7%	7456 32.3%	0.00	0.00	0.00
25 - 30	5640 24.4%	21284 92.1%	1816 7.9%	0.00	0.00	0.00
30 - 35	1405 6.1%	22689 98.2%	411 1.8%	0.00	0.00	0.00
35 - 40	317 1.4%	23006 99.6%	94 0.4%	0.00	0.00	0.00
40 - 45	74 0.3%	23080 99.9%	20 0.1%	0.00	0.00	0.00
45 - 50	13 0.1%	23093 100.0%	7 0.0%	0.00	0.00	0.00
50 - 55	2 0.0%	23095 100.0%	5 0.0%	0.00	0.00	0.00
55 - 60	2 0.0%	23097 100.0%	3 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	23097 100.0%	3 0.0%	0.00	0.00	0.00
65 - 70	2 0.0%	23099 100.0%	1 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	23099 100.0%	1 0.0%	0.00	0.00	0.00
75 - 80	1 0.0%	23100 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	23100 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	23100 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	23100 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	23100 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit		Below		Above	
0	25 (PSL)	15644	67.7%	7456	32.3%



Murphy Police Department **Speed Statistics**

SpeedStat-49 -- English (ENU)

Datasets:

Site: [Moonlight Drive] Moonlight Drive Speed Survey
Direction: 2 - East bound, A hit first. Lane: 0
Survey Duration: 2:43 Tuesday, April 16, 2013 => 10:08 Thursday, May 16, 2013
Zone:
File: Moonlight Drive16May2013.EC0 (Plus)
Identifier: A809RGKE MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default (v3.21 - 15322)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 2:44 Tuesday, April 16, 2013 => 10:08 Thursday, May 16, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 31858 / 31930 (99.77%)

Speed Statistics

SpeedStat-49

Site: Moonlight Drive.0.0E
Description: Moonlight Drive Speed Survey
Filter time: 2:44 Tuesday, April 16, 2013 => 10:08 Thursday, May 16, 2013
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(6,99) Headway(>0)

Vehicles = 31858

Posted speed limit = 25 mph, Exceeding = 9964 (31.28%), Mean Exceeding = 28.74 mph

Maximum = 77.7 mph, Minimum = 6.2 mph, Mean = 22.7 mph

85% Speed = 27.7 mph, 95% Speed = 31.5 mph, Median = 22.1 mph

10 mph Pace = 17 - 27, Number in Pace = 22879 (71.82%)

Variance = 27.67, Standard Deviation = 5.26 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	31858 100.0%	0.00	0.00	0.00
5 - 10	223 0.7%	223 0.7%	31635 99.3%	0.00	0.00	0.00
10 - 15	1156 3.6%	1379 4.3%	30479 95.7%	0.00	0.00	0.00
15 - 20	10163 31.9%	11542 36.2%	20316 63.8%	0.00	0.00	0.00
20 - 25	10352 32.5%	21894 68.7%	9964 31.3%	0.00	0.00	0.00
25 - 30	7350 23.1%	29244 91.8%	2614 8.2%	0.00	0.00	0.00
30 - 35	2006 6.3%	31250 98.1%	608 1.9%	0.00	0.00	0.00
35 - 40	465 1.5%	31715 99.6%	143 0.4%	0.00	0.00	0.00
40 - 45	109 0.3%	31824 99.9%	34 0.1%	0.00	0.00	0.00
45 - 50	25 0.1%	31849 100.0%	9 0.0%	0.00	0.00	0.00
50 - 55	3 0.0%	31852 100.0%	6 0.0%	0.00	0.00	0.00
55 - 60	3 0.0%	31855 100.0%	3 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	31855 100.0%	3 0.0%	0.00	0.00	0.00
65 - 70	2 0.0%	31857 100.0%	1 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	31857 100.0%	1 0.0%	0.00	0.00	0.00
75 - 80	1 0.0%	31858 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	31858 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	31858 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	31858 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	31858 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 25 (PSL)	21894 68.7%	9964 31.3%



Murphy Police Department **Event Counts**

EventCount-23 -- English (ENU)

Datasets:

Site: Grant Drive
Input A: 5 – East/West. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 14:50 Wednesday, April 24, 2013 => 10:02 Thursday, May 16, 2013
Zone:
File: Grant Drive16May2013.EC0 (Plus)
Identifier: FF71B3XG MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count (v3.21 - 15322)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 14:51 Wednesday, April 24, 2013 => 10:02 Thursday, May 16, 2013
Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 30232 / 30232 (100.00%)

*** Wednesday, April 24, 2013=746 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	137	171	153	124	93	44	17	8	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	25	45	37	30	23	16	0	3	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	34	38	44	38	18	12	13	5	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	34	40	46	25	25	7	2	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	45	49	27	31	27	9	3	1	0

*** Thursday, April 25, 2013=1680, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	6	11	80	196	119	68	52	59	59	47	87	97	149	230	140	95	102	55	18	13	
0	0	0	0	0	1	7	48	35	24	19	16	10	10	14	22	18	44	34	23	34	19	5	5	4
1	0	0	0	0	1	22	57	45	8	15	17	9	21	21	18	34	58	47	30	25	9	2	3	7
0	0	0	0	2	6	18	44	23	23	4	12	24	7	32	26	48	66	37	22	31	18	6	2	2
0	0	0	0	5	3	33	48	17	14	15	15	16	9	21	32	50	62	23	21	13	9	6	3	0

AM Peak 0700 - 0800 (196), AM PHF=0.86 PM Peak 1700 - 1800 (230), PM PHF=0.87

*** Friday, April 26, 2013=1791, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	1	3	0	6	14	59	177	148	108	51	53	67	61	91	115	136	217	136	115	69	93	41	22	
4	0	1	0	0	2	7	51	33	30	13	6	21	14	19	24	32	57	48	31	25	41	21	6	8
7	0	0	0	2	5	14	50	46	20	5	17	16	14	28	18	41	46	26	32	11	20	12	12	6
2	0	2	0	0	6	17	34	27	30	15	27	17	19	22	34	41	56	30	23	21	20	3	5	2
0	1	0	0	5	2	21	42	42	29	19	4	15	15	23	40	23	60	33	30	13	12	5	0	2

AM Peak 0700 - 0800 (177), AM PHF=0.87 PM Peak 1700 - 1800 (217), PM PHF=0.91

*** Saturday, April 27, 2013=1373, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	5	11	4	0	10	14	34	46	79	85	107	115	97	79	81	103	91	110	78	73	56	46	37	
8	5	4	0	0	0	0	6	14	25	19	12	35	18	27	20	32	23	35	16	12	13	16	13	4
6	0	4	2	0	2	3	10	7	14	24	37	35	26	13	13	27	25	28	20	18	17	12	6	5
2	0	0	2	0	6	2	9	10	14	24	23	27	33	22	22	15	24	24	22	25	11	8	14	5
2	0	4	0	0	3	9	10	15	27	19	36	19	20	18	27	31	20	23	20	19	15	10	5	1

AM Peak 1145 - 1245 (132), AM PHF=0.93 PM Peak 1200 - 1300 (115), PM PHF=0.83

*** Sunday, April 28, 2013=1019, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	7	2	2	0	4	8	21	31	57	77	84	86	72	68	89	73	79	71	59	64	35	17	4	
4	2	0	0	0	0	2	3	6	20	16	23	17	14	16	21	21	21	28	9	19	11	13	0	2
5	2	0	0	0	0	2	4	8	17	14	19	30	21	21	17	18	29	12	15	15	11	4	2	0
5	0	2	2	0	1	4	6	5	9	19	19	26	17	15	21	21	18	10	22	9	2	0	0	1
1	3	0	0	0	3	1	8	13	12	29	24	14	20	17	30	15	11	22	14	21	13	0	2	0

AM Peak 1145 - 1245 (96), AM PHF=0.81 PM Peak 1530 - 1630 (89), PM PHF=0.74

*** Monday, April 29, 2013=1401, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	0	0	0	4	11	62	204	130	57	36	65	63	62	90	72	101	134	109	77	62	38	21	6	
2	0	0	0	0	0	5	57	29	14	6	27	27	13	18	16	26	20	28	17	20	17	11	4	0
0	0	0	0	0	4	9	49	38	11	21	12	12	20	29	12	20	41	36	13	11	12	6	2	0
1	0	0	0	2	1	22	51	26	23	6	12	8	12	21	23	20	37	20	32	17	4	4	0	0
0	0	0	0	2	6	27	49	37	10	5	15	17	18	23	21	37	37	26	16	15	5	1	0	0

AM Peak 0700 - 0800 (204), AM PHF=0.90 PM Peak 1715 - 1815 (142), PM PHF=0.87

* Tuesday, April 30, 2013=1381, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	2	2	10	55	183	112	49	41	47	56	39	71	84	115	154	135	85	65	43	27	10	
0	0	0	0	0	3	7	49	29	16	10	8	16	4	18	21	31	50	23	29	13	9	10	10	4
0	0	0	0	2	0	14	55	43	11	11	7	16	11	14	23	31	42	40	13	13	6	7	0	5
0	0	0	0	0	4	13	42	21	17	14	14	12	13	20	21	23	29	26	29	17	20	2	0	2
0	0	0	2	0	3	22	38	20	5	7	18	13	12	20	21	32	34	46	16	23	9	9	0	0

AM Peak 0700 - 0800 (183), AM PHF=0.84 PM Peak 1700 - 1800 (154), PM PHF=0.77

* Wednesday, May 01, 2013=1426, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	0	0	4	3	15	60	169	107	54	47	46	56	51	74	77	112	183	129	92	70	47	18	9	
4	0	0	1	0	0	3	43	21	21	18	8	6	20	13	18	30	50	38	20	15	18	6	3	0
5	0	0	0	0	4	13	57	41	14	9	12	16	8	23	18	17	52	49	29	24	9	4	6	0
2	0	0	3	0	7	14	37	27	13	12	13	24	11	25	24	29	43	19	30	14	13	9	0	0
0	0	0	0	3	5	30	33	18	7	9	13	12	13	13	18	37	39	24	14	18	8	0	0	0

AM Peak 0700 - 0800 (169), AM PHF=0.75 PM Peak 1700 - 1800 (183), PM PHF=0.89

* Thursday, May 02, 2013=1443, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	2	10	54	160	131	74	36	72	43	62	95	78	127	153	138	79	76	12	25	20	
0	0	0	0	0	1	5	50	40	26	5	20	12	10	17	17	36	32	35	30	31	5	5	5	4
0	0	0	0	2	2	14	53	46	13	9	19	6	23	29	22	33	38	45	21	16	2	9	7	3
0	0	0	0	0	5	16	31	21	21	14	20	19	15	28	15	20	42	31	14	16	1	7	5	3
0	0	0	0	0	2	20	27	26	14	9	14	6	15	22	25	39	42	27	14	14	4	4	4	0

AM Peak 0700 - 0800 (160), AM PHF=0.75 PM Peak 1730 - 1830 (163), PM PHF=0.91

* Friday, May 03, 2013=1512, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	8	0	0	5	8	57	150	129	69	44	52	62	65	115	104	127	132	115	71	57	60	47	30	
4	4	0	0	2	1	4	37	38	26	8	21	16	17	28	24	32	21	35	25	17	19	18	6	2
3	4	0	0	1	0	10	40	40	15	16	9	18	16	25	24	38	41	30	21	9	10	9	10	0
3	0	0	0	0	2	23	42	27	18	10	11	18	16	34	23	26	31	31	17	13	12	11	3	3
0	0	0	0	3	5	22	32	25	11	10	12	11	17	29	34	33	39	19	8	19	19	10	12	1

AM Peak 0730 - 0830 (151), AM PHF=0.90 PM Peak 1715 - 1815 (146), PM PHF=0.89

* Saturday, May 04, 2013=1419, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	5	2	2	2	0	12	37	57	86	155	129	111	108	101	109	86	75	95	79	59	40	47	21	
2	2	0	2	2	0	0	9	10	19	34	41	23	12	21	27	33	19	24	17	20	15	15	6	3
0	0	2	0	0	0	0	6	23	14	46	35	22	35	28	29	9	22	18	20	11	14	12	7	3
3	4	0	0	0	0	4	5	18	25	41	30	39	22	23	22	25	15	29	21	16	3	12	4	9
1	0	0	0	0	0	8	17	7	29	34	24	27	41	29	32	20	20	24	22	13	8	9	6	6

AM Peak 1015 - 1115 (161), AM PHF=0.88 PM Peak 1315 - 1415 (118), PM PHF=0.73

* Sunday, May 05, 2013=1032, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	0	9	2	2	3	7	20	38	36	52	58	85	86	102	84	117	78	87	53	53	22	13	11	
3	0	2	2	2	0	0	3	6	8	11	9	29	13	41	11	35	26	33	18	14	7	0	6	1
3	0	2	0	0	0	2	7	7	9	12	10	28	25	22	16	28	22	15	10	8	4	2	3	1
9	0	5	0	0	3	2	6	12	7	11	18	16	24	17	23	17	17	19	17	19	5	2	0	0
6	0	0	0	0	0	3	4	14	13	18	22	13	25	22	36	38	15	21	9	13	7	10	2	0

AM Peak 1130 - 1230 (96), AM PHF=0.84 PM Peak 1530 - 1630 (120), PM PHF=0.85

* Monday, May 06, 2013=1438, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--

2	0	0	0	5	11	59	159	118	42	46	43	55	57	77	105	118	171	125	108	64	45	18	15
1	0	0	0	2	1	4	48	33	9	9	16	14	16	19	16	19	44	40	21	18	12	4	2
1	0	0	0	1	2	20	47	46	7	8	8	28	8	14	29	21	29	26	32	21	15	6	6
0	0	0	0	0	3	16	30	14	11	16	12	8	17	24	30	39	53	25	20	17	14	6	3
0	0	0	0	2	6	20	35	26	15	13	8	6	17	21	30	40	45	34	36	9	4	2	5

AM Peak 0700 - 0800 (159), AM PHF=0.84 PM Peak 1700 - 1800 (171), PM PHF=0.80

*** Tuesday, May 07, 2013=1321, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	13	50	154	97	64	38	51	42	77	76	91	102	143	110	74	68	51	21	6
0	0	0	0	0	1	7	40	25	20	13	9	11	23	11	20	22	40	35	12	20	19	8	2
0	0	0	0	0	1	7	37	26	14	6	24	8	13	17	21	27	32	21	25	14	15	6	2
0	0	0	0	0	4	17	46	19	19	7	7	12	25	31	19	21	35	22	23	22	11	3	0
0	0	0	0	0	7	19	31	27	12	12	12	11	18	17	31	33	37	32	15	12	6	4	2

AM Peak 0700 - 0800 (154), AM PHF=0.83 PM Peak 1700 - 1800 (143), PM PHF=0.89

*** Wednesday, May 08, 2013=1429, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
10	2	0	0	4	12	46	178	108	66	43	50	50	47	83	80	122	171	134	91	75	35	18	9
1	2	0	0	0	2	4	51	28	21	11	16	8	15	13	19	30	39	49	22	19	9	2	3
3	0	0	0	1	2	9	53	38	14	11	8	22	8	27	16	17	56	27	30	21	15	5	3
6	0	0	0	2	2	19	42	22	20	6	14	7	12	22	25	39	39	34	18	6	5	5	2
0	0	0	0	2	7	14	33	21	11	15	12	13	13	22	21	36	38	24	22	29	7	6	1

AM Peak 0700 - 0800 (178), AM PHF=0.84 PM Peak 1715 - 1815 (181), PM PHF=0.82

*** Thursday, May 09, 2013=1276, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
6	2	2	0	3	12	54	154	112	37	39	50	49	46	79	81	125	133	105	80	47	37	22	5
6	2	0	0	0	0	6	34	29	12	11	14	10	7	14	9	34	24	36	32	11	12	6	0
0	0	0	0	0	3	15	54	31	11	4	13	16	19	11	27	23	29	22	15	13	9	2	2
0	0	0	0	0	4	18	35	27	11	15	15	8	7	31	19	25	48	25	18	14	12	7	2
0	0	2	0	3	6	16	32	26	3	9	9	15	14	23	26	43	34	24	16	9	5	8	2

AM Peak 0700 - 0800 (154), AM PHF=0.72 PM Peak 1715 - 1815 (145), PM PHF=0.76

*** Friday, May 10, 2013=1526, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
5	2	4	2	5	15	65	162	111	47	64	58	57	49	93	81	152	154	129	100	68	48	33	28
2	0	0	0	0	2	10	38	33	13	16	13	14	16	21	15	36	48	37	24	27	14	13	2
0	2	0	1	0	4	12	44	33	18	20	10	7	10	22	20	27	38	33	42	14	22	8	12
4	0	4	1	0	5	18	57	16	5	13	19	15	12	33	14	45	30	33	15	12	3	6	9
0	0	0	0	5	4	26	24	29	12	16	16	22	12	18	33	46	39	27	20	16	9	7	5

AM Peak 0645 - 0745 (164), AM PHF=0.72 PM Peak 1630 - 1730 (176), PM PHF=0.91

*** Saturday, May 11, 2013=1371, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
8	7	0	3	0	13	11	42	72	112	102	101	91	94	89	102	78	104	96	49	56	54	64	29
2	4	0	0	0	0	0	13	17	16	29	22	25	24	25	22	21	20	34	10	14	8	18	12
2	2	0	0	0	3	2	6	13	31	20	24	19	17	19	37	18	25	22	18	14	28	18	6
1	1	0	1	0	8	5	12	23	29	31	24	30	23	19	17	16	29	15	12	21	5	14	6
4	1	0	2	0	2	4	12	19	37	23	32	18	30	27	26	24	31	26	9	8	14	14	6

AM Peak 0915 - 1015 (125), AM PHF=0.84 PM Peak 1715 - 1815 (118), PM PHF=0.88

*** Sunday, May 12, 2013=1015, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
13	2	6	0	0	7	5	18	32	57	77	70	93	69	68	97	79	75	72	66	43	42	23	4
2	2	2	0	0	0	2	3	5	20	24	14	15	26	22	22	19	20	13	16	16	16	13	2
4	0	2	0	0	0	1	6	10	15	16	22	18	11	22	28	16	18	17	20	10	9	2	0

6	0	2	0	0	2	1	5	9	11	23	12	33	12	14	16	26	19	20	18	10	5	7	2	0
2	0	0	0	0	5	1	5	8	13	15	23	27	21	10	32	19	18	22	13	8	14	2	0	2

AM Peak 1145 - 1245 (89), AM PHF=0.67 PM Peak 1215 - 1315 (104), PM PHF=0.79

*** Monday, May 13, 2013=1466, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	2	2	0	1	18	65	173	112	46	49	68	55	59	90	67	141	165	121	75	63	55	32	8	
4	2	0	0	0	2	5	36	33	21	15	23	17	14	9	14	18	33	19	16	7	20	6	3	4
0	0	2	0	1	1	11	52	36	9	6	10	9	16	21	19	37	46	46	22	21	14	7	2	2
0	0	0	0	0	10	20	40	25	7	14	24	19	13	37	19	38	39	30	22	20	13	14	0	3
2	0	0	0	0	5	29	46	20	9	14	11	10	16	24	16	48	48	26	16	16	9	6	3	0

AM Peak 0700 - 0800 (173), AM PHF=0.83 PM Peak 1645 - 1745 (165), PM PHF=0.86

*** Tuesday, May 14, 2013=1469, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	9	1	0	4	10	65	159	103	54	73	31	38	55	72	89	128	156	164	86	98	45	19	4	
4	0	1	0	0	0	3	48	22	14	22	11	8	10	14	14	31	35	41	28	32	10	12	2	0
2	7	0	0	0	0	16	47	31	8	22	9	9	7	18	15	33	49	50	14	36	18	6	3	0
3	0	0	0	0	4	18	32	26	23	16	5	10	17	20	22	30	33	50	17	16	6	2	0	0
0	2	0	0	4	6	29	33	24	10	14	7	11	22	21	39	35	40	24	29	15	11	0	0	1

AM Peak 0700 - 0800 (159), AM PHF=0.83 PM Peak 1745 - 1845 (180), PM PHF=0.90

*** Wednesday, May 15, 2013=1341, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	5	0	4	11	51	149	102	57	42	59	46	44	109	77	120	133	107	91	69	47	15	8	
0	0	2	0	0	0	6	40	31	19	9	10	13	11	19	19	24	38	32	24	16	25	8	1	1
0	0	3	0	0	0	8	41	22	10	8	22	7	9	22	18	24	22	36	20	11	7	2	2	1
0	0	0	0	0	5	12	43	20	13	14	16	10	14	42	22	38	33	25	26	21	8	4	3	0
1	0	0	0	4	7	25	27	30	15	11	11	17	10	26	19	34	40	15	22	22	7	1	2	1

AM Peak 0700 - 0800 (149), AM PHF=0.88 PM Peak 1730 - 1830 (140), PM PHF=0.88

*** Thursday, May 16, 2013=357 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	3	0	0	5	6	43	152	107	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	3	0	0	2	0	2	33	32	8	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	0	1	10	51	29	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	2	0	14	42	23	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	1	5	18	27	24	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Murphy Police Department **Event Counts**

EventCount-18 -- English (ENU)

Datasets:

Site: Mason Lane
Input A: 6 – North/South. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 14:46 Wednesday, April 24, 2013 => 10:15 Thursday, May 16, 2013
Zone:
File: Mason Lane16May2013.EC0 (Plus)
Identifier: FG02AK9C MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count (v3.21 - 15322)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 14:47 Wednesday, April 24, 2013 => 10:15 Thursday, May 16, 2013
Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 19606 / 19606 (100.00%)

*** Wednesday, April 24, 2013=368 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	70	75	65	75	34	21	13	2	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	20	22	7	19	6	11	3	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	14	19	28	23	15	3	7	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	15	9	19	16	8	3	2	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	15	22	25	11	18	6	5	2	2	0

*** Thursday, April 25, 2013=1025, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	1	2	4	4	35	132	88	36	33	25	31	28	56	71	102	117	64	62	63	44	30	0	
0	0	0	0	0	0	0	28	25	10	10	11	4	5	9	19	11	21	6	18	25	13	14	0	0
0	0	0	0	0	2	9	48	27	5	6	10	9	6	13	23	24	24	36	22	19	8	4	0	3
0	0	0	2	3	0	4	23	20	14	9	2	13	4	27	14	43	40	7	11	14	15	4	0	1
0	0	1	0	2	2	23	33	16	7	9	3	6	13	8	16	25	34	17	11	6	9	8	0	0

AM Peak 0700 - 0800 (132), AM PHF=0.69 PM Peak 1700 - 1800 (117), PM PHF=0.74

*** Friday, April 26, 2013=1180, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	1	3	0	7	13	19	131	114	95	36	33	39	48	69	79	81	90	85	78	46	61	27	27	
0	0	1	0	0	1	3	37	21	28	8	5	9	13	14	26	30	13	44	23	11	26	13	6	0
3	1	0	0	0	0	9	44	41	17	4	7	6	9	23	12	14	35	16	13	13	22	6	16	4
1	0	2	0	2	12	0	24	13	27	8	19	8	16	22	11	17	26	6	15	16	0	5	6	0
0	0	0	0	5	0	7	27	40	24	17	3	17	11	10	31	20	17	20	29	6	14	3	0	0

AM Peak 0700 - 0800 (131), AM PHF=0.75 PM Peak 1715 - 1815 (121), PM PHF=0.69

*** Saturday, April 27, 2013=911, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	7	5	6	0	21	6	15	52	47	48	79	110	63	53	46	72	57	72	37	53	30	26	8	
0	5	2	0	0	0	0	2	9	18	16	12	30	18	18	15	26	18	20	9	18	6	13	5	2
4	0	3	3	0	16	0	2	12	10	10	19	38	9	7	7	20	14	22	5	8	3	5	0	0
0	0	0	3	0	3	0	4	7	10	13	21	19	13	20	12	11	12	17	8	20	5	8	2	3
0	2	0	0	0	2	6	7	25	10	11	27	23	23	10	12	15	14	14	16	8	16	0	1	2

AM Peak 1130 - 1230 (116), AM PHF=0.76 PM Peak 1200 - 1300 (110), PM PHF=0.72

*** Sunday, April 28, 2013=687, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	8	5	3	0	2	2	0	16	28	46	45	54	65	60	74	63	49	61	38	30	16	9	12	
2	0	0	0	0	2	0	0	0	10	12	11	9	11	9	9	21	16	15	6	6	7	6	7	0
0	4	2	0	0	0	0	0	0	8	10	14	15	17	29	22	25	15	22	8	7	5	0	2	0
3	0	3	3	0	0	2	0	5	4	9	11	16	13	13	23	9	5	11	15	10	0	0	0	0
2	4	0	0	0	0	0	0	11	7	15	9	15	24	11	20	8	14	14	9	7	5	3	3	0

AM Peak 1045 - 1145 (51), AM PHF=0.84 PM Peak 1530 - 1630 (89), PM PHF=0.89

*** Monday, April 29, 2013=939, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	2	0	0	4	2	24	138	93	25	17	31	30	41	104	67	52	90	83	59	50	22	10	0	
0	0	0	0	0	0	2	34	20	2	6	6	12	4	11	10	16	17	26	17	21	11	4	0	0
0	0	0	0	0	0	2	44	25	4	6	9	2	13	34	17	13	20	20	11	8	6	3	0	0
0	2	0	0	4	0	2	27	26	11	5	7	4	7	29	17	15	28	17	23	9	1	0	0	0
0	0	0	0	0	2	18	34	23	9	0	9	13	17	30	23	9	26	20	9	13	4	3	0	0

AM Peak 0700 - 0800 (138), AM PHF=0.79 PM Peak 1400 - 1500 (104), PM PHF=0.76

* **Tuesday, April 30, 2013=973, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	8	9	20	140	58	32	33	34	45	42	45	78	73	94	99	66	38	28	29	7	
0	0	0	0	0	0	0	41	13	9	11	4	6	7	5	20	25	19	21	17	3	12	10	5	2
0	0	0	0	3	0	3	38	21	6	9	7	12	5	7	12	15	26	29	19	15	7	8	2	3
0	0	0	0	2	4	2	28	16	12	12	2	12	11	21	33	15	25	29	16	13	7	3	0	0
0	0	0	0	3	5	15	34	9	6	2	22	15	20	13	15	19	24	20	16	7	2	8	0	0

AM Peak 0700 - 0800 (140), AM PHF=0.85 PM Peak 1745 - 1845 (102), PM PHF=0.88

* **Wednesday, May 01, 2013=986, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	1	0	0	4	13	31	139	64	38	36	26	35	54	88	69	71	87	74	59	32	40	20	4	
2	0	0	0	0	0	0	44	17	19	11	3	10	14	15	13	18	32	19	18	5	14	11	2	0
3	1	0	0	0	8	4	44	28	6	13	8	12	11	33	22	18	29	29	16	15	9	6	2	1
0	0	0	0	0	5	12	27	6	10	8	9	14	13	26	17	14	18	18	10	10	8	4	0	0
0	0	0	0	4	0	15	25	13	3	5	7	0	17	14	18	21	9	9	16	2	9	0	0	0

AM Peak 0700 - 0800 (139), AM PHF=0.80 PM Peak 1645 - 1745 (99), PM PHF=0.77

* **Thursday, May 02, 2013=789, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	1	14	19	110	67	26	29	40	8	48	86	47	59	68	58	36	34	11	16	14	
0	0	0	0	0	0	0	34	21	9	3	7	3	7	18	10	14	17	13	12	16	8	9	3	0
1	0	0	0	0	12	3	43	18	2	14	12	0	13	17	10	15	24	19	8	4	3	3	7	0
0	0	0	0	0	2	2	21	17	7	10	8	2	12	28	7	11	19	10	11	7	1	4	0	2
0	0	0	0	1	0	14	13	12	9	3	14	3	18	24	21	19	9	17	7	7	0	0	5	0

AM Peak 0645 - 0745 (111), AM PHF=0.65 PM Peak 1400 - 1500 (86), PM PHF=0.76

* **Friday, May 03, 2013=1036, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	3	0	2	4	0	32	127	76	38	35	28	40	63	92	66	89	78	75	61	36	54	28	12	
0	3	0	0	0	0	0	29	17	12	7	13	6	26	20	11	25	8	31	21	9	22	12	0	0
0	0	0	0	0	0	8	33	29	10	5	6	20	13	25	16	21	24	21	4	5	8	6	10	0
2	0	0	2	0	0	8	38	12	8	8	6	8	15	31	19	16	27	10	19	14	12	3	2	0
0	0	0	0	4	0	16	27	19	9	16	4	7	10	17	21	28	21	13	18	9	13	8	0	3

AM Peak 0700 - 0800 (127), AM PHF=0.84 PM Peak 1715 - 1815 (101), PM PHF=0.83

* **Saturday, May 04, 2013=898, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	2	0	0	0	1	10	21	42	47	62	74	90	82	50	90	82	50	60	33	42	25	25	12	
0	0	0	0	0	1	0	6	4	12	14	18	22	14	13	23	19	19	18	11	20	8	2	2	0
0	0	0	0	0	0	0	0	11	17	9	29	16	24	13	24	17	13	9	3	2	9	9	5	5
0	2	0	0	0	0	2	4	18	5	25	17	29	16	13	18	31	11	12	11	12	4	7	1	9
3	0	0	0	0	0	8	12	9	14	15	12	24	29	12	25	16	7	22	9	9	5	9	4	8

AM Peak 1030 - 1130 (86), AM PHF=0.75 PM Peak 1545 - 1645 (91), PM PHF=0.75

* **Sunday, May 05, 2013=801, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	0	6	0	0	8	7	16	14	30	36	42	57	82	73	47	104	68	52	56	39	29	10	8	
0	0	3	0	0	2	0	2	0	8	9	10	19	14	28	13	41	13	14	14	14	10	3	0	3
5	0	0	0	0	3	3	5	3	3	7	10	12	11	23	14	24	17	5	8	6	5	3	3	0
9	0	0	0	0	0	2	4	8	6	12	10	13	23	9	10	11	15	22	18	13	9	0	0	0
8	0	3	0	0	3	2	6	3	14	9	13	14	35	14	11	29	24	12	17	6	6	4	5	0

AM Peak 1145 - 1245 (56), AM PHF=0.75 PM Peak 1330 - 1430 (108), PM PHF=0.77

* **Monday, May 06, 2013=971, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--

3	0	0	0	5	16	39	165	69	26	23	31	30	44	83	78	62	93	70	63	43	22	1	9	
3	0	0	0	0	0	7	42	19	7	5	8	2	9	18	6	3	16	25	7	15	4	0	0	0
0	0	0	0	0	1	5	49	22	0	6	6	10	9	14	22	17	11	19	22	9	7	1	0	2
0	0	0	0	0	2	11	36	15	8	10	7	6	10	33	24	22	33	10	15	14	8	0	3	0
0	0	0	0	5	13	17	39	14	11	3	10	13	17	18	27	21	33	16	20	7	4	0	6	0

AM Peak 0700 - 0800 (165), AM PHF=0.85 PM Peak 1730 - 1830 (110), PM PHF=0.83

*** Tuesday, May 07, 2013=907, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	0	2	13	22	118	60	44	29	23	34	70	71	69	60	105	57	48	36	35	13	0	
0	0	0	0	0	0	0	25	14	17	10	8	5	12	19	20	11	32	11	7	12	10	0	0	1
2	0	0	0	0	0	3	39	11	9	6	6	10	16	14	13	4	28	15	18	10	14	7	0	1
0	0	0	0	0	13	8	40	16	14	5	5	11	27	29	13	16	21	16	11	8	9	3	0	0
0	0	0	0	2	0	11	15	20	5	9	5	10	16	10	24	30	25	16	13	7	3	4	0	2

AM Peak 0700 - 0800 (118), AM PHF=0.75 PM Peak 1645 - 1745 (110), PM PHF=0.87

*** Wednesday, May 08, 2013=977, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	2	0	0	5	16	36	173	101	34	36	25	21	42	74	47	85	96	47	54	48	17	18	3	
1	0	0	0	0	1	4	54	24	18	11	10	7	8	15	7	18	18	8	17	22	7	5	0	2
1	2	0	0	0	2	6	48	37	5	10	2	2	10	21	13	9	44	9	15	13	0	1	0	0
0	0	0	0	0	1	6	27	18	7	6	2	6	10	24	12	40	11	20	14	5	4	7	2	0
2	0	0	0	5	12	20	45	22	5	9	11	7	15	14	15	18	23	11	9	9	7	6	1	0

AM Peak 0700 - 0800 (173), AM PHF=0.80 PM Peak 1630 - 1730 (120), PM PHF=0.68

*** Thursday, May 09, 2013=787, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	0	0	2	16	26	102	69	26	24	45	26	39	80	55	74	54	55	34	29	25	9	0	
2	0	0	0	0	2	0	24	17	5	6	15	8	0	10	8	20	5	22	5	7	4	6	0	5
0	0	0	0	0	0	7	39	11	0	2	10	9	22	10	14	22	17	8	11	9	6	1	0	1
0	1	0	0	0	12	4	22	26	16	11	17	3	12	24	14	13	21	11	7	12	13	2	0	0
0	0	0	0	2	2	15	18	16	5	5	3	6	5	37	20	20	12	14	11	2	3	0	0	0

AM Peak 0700 - 0800 (102), AM PHF=0.65 PM Peak 1430 - 1530 (82), PM PHF=0.56

*** Friday, May 10, 2013=972, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	1	0	3	2	14	37	112	98	29	46	42	31	30	77	61	83	85	54	65	47	25	21	10	
5	1	0	0	0	0	2	21	28	14	13	11	7	5	13	19	25	20	4	22	18	6	8	0	6
1	0	0	2	0	2	5	26	23	3	13	11	4	10	24	13	14	21	12	20	10	9	9	3	0
0	0	0	2	0	8	39	23	7	8	12	8	11	24	8	28	21	15	9	11	2	4	5	0	0
0	0	0	0	2	12	22	27	24	5	12	9	12	4	17	22	17	23	23	15	9	9	0	2	0

AM Peak 0715 - 0815 (119), AM PHF=0.77 PM Peak 1545 - 1645 (88), PM PHF=0.80

*** Saturday, May 11, 2013=835, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
6	2	0	0	0	1	14	19	54	40	72	47	64	39	57	69	59	64	61	39	38	38	35	22
6	0	0	0	0	1	0	2	10	4	19	2	13	12	13	15	11	4	15	6	19	4	10	5
0	0	0	0	0	0	0	7	15	16	11	18	13	13	16	22	11	10	16	13	9	16	6	11
0	0	0	0	0	0	12	8	22	6	21	16	25	8	10	11	22	20	12	10	6	5	5	2
0	2	0	0	0	0	2	3	8	16	21	12	14	7	19	22	16	30	19	11	5	15	15	5

AM Peak 1000 - 1100 (72), AM PHF=0.85 PM Peak 1730 - 1830 (81), PM PHF=0.67

*** Sunday, May 12, 2013=626, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	3	4	0	0	1	2	0	20	29	43	43	47	51	51	49	49	64	43	59	30	24	5	0	
4	0	0	0	0	1	0	0	2	4	16	12	10	11	15	9	8	11	4	15	14	7	5	0	5
5	0	0	0	0	0	2	0	6	11	9	15	4	8	11	19	11	12	11	17	6	8	0	0	0

7	1	3	0	0	0	0	0	10	7	8	6	15	12	14	11	15	25	15	16	4	2	0	0	0
0	2	1	0	0	0	0	0	3	8	10	10	18	21	12	11	16	17	14	11	6	8	0	0	0

AM Peak 1030 - 1130 (45), AM PHF=0.74 PM Peak 1700 - 1800 (64), PM PHF=0.64

*** Monday, May 13, 2013=948, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
5	3	0	0	0	16	17	129	89	35	29	47	33	38	75	69	77	90	66	41	37	38	11	7
5	3	0	0	0	0	0	38	29	12	10	13	3	8	8	4	7	16	7	7	5	20	1	2
0	0	0	0	0	2	5	46	27	9	5	10	11	12	17	18	20	30	21	7	6	12	2	0
0	0	0	0	0	2	8	16	16	12	12	16	18	15	37	27	18	20	27	12	12	2	8	0
0	0	0	0	0	12	5	30	18	3	3	9	2	5	14	21	32	26	12	16	14	5	0	5

AM Peak 0700 - 0800 (129), AM PHF=0.71 PM Peak 1645 - 1745 (96), PM PHF=0.76

*** Tuesday, May 14, 2013=1035, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
6	2	0	0	1	16	29	119	94	33	26	23	42	38	65	64	92	86	115	53	92	32	9	2
0	0	0	0	0	0	2	29	13	5	8	7	10	9	14	16	22	18	27	7	31	5	5	2
3	0	0	0	0	4	9	37	27	3	7	6	11	11	12	4	28	35	41	10	35	12	1	0
3	0	0	0	0	12	4	31	37	16	9	3	15	9	25	11	12	9	30	11	15	6	2	0
0	2	0	0	1	0	15	23	18	9	3	8	6	9	14	34	32	24	18	26	12	9	1	0

AM Peak 0700 - 0800 (119), AM PHF=0.80 PM Peak 1745 - 1845 (122), PM PHF=0.74

*** Wednesday, May 15, 2013=755, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	3	16	25	121	79	32	17	25	29	31	86	38	58	49	56	26	37	21	7	3
0	0	0	0	0	2	5	30	19	7	6	1	11	17	16	8	7	14	8	9	11	13	4	0
0	0	0	0	0	2	4	40	31	5	2	7	2	2	21	9	16	18	25	8	9	3	0	0
0	0	0	0	1	0	4	30	14	10	4	11	9	9	34	7	20	9	17	5	3	5	2	3
0	0	0	0	2	12	13	21	16	10	6	6	8	3	16	15	16	9	7	5	15	0	2	0

AM Peak 0700 - 0800 (121), AM PHF=0.75 PM Peak 1400 - 1500 (86), PM PHF=0.63

*** Thursday, May 16, 2013=202 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
3	1	0	0	2	11	10	103	56	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	0	0	0	21	15	7	0	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	0	0	2	40	14	9	1	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	2	1	27	17	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	0	0	0	2	9	7	16	11	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



85th Percentile Speed Statistics

SpeedStat-77 -- English (ENU)

Datasets:

Site: [Ridgeview Drive] Ridgeview Drive Traffic Study
Direction: 2 - East bound, A hit first. **Lane:** 0
Survey Duration: 22:21 Sunday, April 07, 2013 => 23:44 Thursday, May 09, 2013
Zone:
File: Ridgeview Drive09May2013.EC0 (Plus)
Identifier: W712EHD6 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15322)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 22:22 Sunday, April 07, 2013 => 23:44 Thursday, May 09, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 18889 / 18901 (99.94%)

Speed Statistics

SpeedStat-77

Site: Ridgeview Drive.0.0E
Description: Ridgeview Drive Traffic Study
Filter time: 22:22 Sunday, April 07, 2013 => 23:44 Thursday, May 09, 2013
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(EW) Sp(0,100) Headway(>0)

Vehicles = 18889

Posted speed limit = 25 mph, Exceeding = 14562 (77.09%), Mean Exceeding = 30.85 mph

Limit 1 (25 * 100%) + 10 = 35 mph, Exceeding = 2360 (12.49%)

Maximum = 63.1 mph, Minimum = 3.3 mph, Mean = 28.8 mph

85% Speed = 34.2 mph, 95% Speed = 37.8 mph, Median = 28.4 mph

10 mph Pace = 23 - 33, Number in Pace = 12734 (67.41%)

Variance = 30.08, Standard Deviation = 5.48 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	3 0.0%	3 0.0%	18886 100.0%	0.00	0.00	0.00
5 - 10	27 0.1%	30 0.2%	18859 99.8%	0.00	0.00	0.00
10 - 15	175 0.9%	205 1.1%	18684 98.9%	0.00	0.00	0.00
15 - 20	621 3.3%	826 4.4%	18063 95.6%	0.00	0.00	0.00
20 - 25	3501 18.5%	4327 22.9%	14562 77.1%	0.00	0.00	0.00
25 - 30	7147 37.8%	11474 60.7%	7415 39.3%	0.00	0.00	0.00
30 - 35	5055 26.8%	16529 87.5%	2360 12.5%	0.00	0.00	0.00
35 - 40	1879 9.9%	18408 97.5%	481 2.5%	0.00	0.00	0.00
40 - 45	410 2.2%	18818 99.6%	71 0.4%	0.00	0.00	0.00
45 - 50	64 0.3%	18882 100.0%	7 0.0%	0.00	0.00	0.00
50 - 55	5 0.0%	18887 100.0%	2 0.0%	0.00	0.00	0.00
55 - 60	1 0.0%	18888 100.0%	1 0.0%	0.00	0.00	0.00
60 - 65	1 0.0%	18889 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	18889 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	18889 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	18889 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	18889 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	18889 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	18889 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	18889 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 25 (PSL)	4327 22.9%	14562 77.1%
1 35	16529 87.5%	2360 12.5%

Issue

Discuss and take action, if any, on the review of the STEP Program and Traffic Study conducted on Moonlight Drive.

Background

A second traffic study and STEP program was initiated 02/22/13 at the direction of Council. The program ran through 03/09/13.

In addition to the STEP program, the Metro Count equipment was reinstalled on Moonlight and ran concurrently with the STEP program.

STEP RESULTS: The period for this study was from 02/22/13 to 03/09/13 (about 16 days). During this period 12,707 vehicles travelled Moonlight. The traffic volume was about 794 vehicles a day (N/days). The average speed was 23.7 with a median of 23.3 mph. The 85th percentile went from 32.2 mph to 27.7 mph. During this study, about 34% exceeded the posted speed limit, which is down from over 69.56% in the first study. This is also a better overall compliance rate than the Mustang Ridge baseline study (50.02%). One vehicle did reach a speed of 71 mph.

The STEP program was run over a 14-day period with times spaced out over the period, working about 2-hour shifts. Enforcement resulted in 16 citations with 17 violations being issued. Of the 17 violations cited, 15 were for speeding. The highest speed cited was 39 mph. Of the 16 citations, 11 were issued to operators with addresses in Sachse (68.75%), 2 from Wylie (12.5%), 1 from Dallas (6.25%), 1 from Fate (6.25%) and 1 from Murphy (6.25%).

Please keep in mind that traffic law enforcement is not the ideal method of volume control and should not be considered a long-term solution to a perceived volume issue.

RECAP of 1st STUDY: The MPD conducted a traffic study on Moonlight between January 3 and January 31, 2013.

In that study, approximately 27,564 vehicles utilized Moonlight between January 4 and February 4, 2013 (30 days). Of this number, 69.56% (19,179) were identified as having exceeded the posted speed limit. The 85th percentile was at 32.2 mph. The average speed was 27.5 with a median of 27.1. The average number of vehicles per day utilizing Moonlight was just over 918 vehicles per day (N/days). One vehicle, a truck, hit a speed of 66 mph.

MUSTANG RIDGE (BASELINE STUDY): A second set of the Metro Count equipment was installed on Mustang Ridge Drive and ran concurrently with the STEP and 2nd study on Moonlight. The purpose of this survey was to establish a baseline for comparison purposes. The equipment was installed on 02/23/11. It was picked up on 03/09/11 (about 15 days).

A total of 12,226 vehicles travelled Mustang Ridge over the period of this study. The results of this study are very similar to the second study conducted on Moonlight except that the average daily volume for Mustang Ridge was slightly higher than Moonlight at about 815 vehicles per

day versus 794 (N/days). The average speed was 23.8 mph with a median of 24.8 mph. The 85th percentile was 29.3 mph with just over 50% (6,116) exceeding the posted speed limit of 25 mph. The fastest speed recorded was 50.4 mph.

CONCLUSION: The STEP program was successful in achieving an improvement of the compliance rate. Furthermore, the volume did decrease, slightly, from about 918 vehicles per day (1st study) to just over 794 per day. This represents an average decrease of about 124 (13.5%) vehicles per day. The compliance rate went up from 30.44% to 66.05% and the average speed went from 27.5 in the first study to 23.7 mph.

The baseline study would indicate that Moonlight average daily volume, using numbers from the 1st study, was about 103 vehicles per day (11.22%) higher than Mustang Ridge. [N1-N2/N1]

Financial Considerations

The speed trailer is no longer in operation and cannot be fixed. If Council would like to purchase another speed trailer the cost is about \$10,500. If Council would rather purchase two solar powered, pole-mounted, speed indicators, the approximate cost is about \$10,500.

The advantage of the speed trailer is portability and adaptability to needs and configuration. The disadvantages are that the trailer has to be deployed and picked up on a daily bases, it requires charging and is difficult to set-up and take down. Furthermore, placement is limited to location.

The advantage of the pole-mounted speed indicator is ease of install and semi-permanent placement. The pole-mounted indicator requires an existing pole or one can be installed in a location suited for this purpose. The disadvantage of this equipment is we cannot easily take down and install this equipment to various places throughout the city when or as needed.

Staff Recommendation

Now that the STEP program has been completed, the staff would recommend that we reinstall the Metro Count equipment and allow a 30-day period of observation with routine traffic enforcement presence. This will allow us a more accurate idea of the long-term compliance rate. This would be in accordance with the recently adopted traffic calming policy. At this point, one cannot estimate whether volume will show a reduction over time.

Motion (if necessary): Move to amend the budget in the amount of \$10,500 so that two (2) pole-mounted, solar-powered, speed indicator signs can be purchased. [Or: \$10,500 for the purchase of a Speed Trailer].

Attachments

- 1) Metro Count Reports for 2nd Traffic Study (85th Percentile Speed Statistics)
- 2) Metro Count Report for Mustang Ridge (85th Percentile Speed Statistics)

Chief G. M. Cox

James Fisher, City Manager

Submitted By

Approved by

Historical Briefing Sheet -
Informational Purposes Only



85th Percentile Speed Statistics

SpeedStat-69 -- English (ENU)

Datasets:

Site: [Moonlight Dr.] Moonlight Drive Traffic Study
Direction: 2 - East bound, A hit first. Lane: 0
Survey Duration: 22:11 Friday, February 22, 2013 => 5:35 Saturday, March 09, 2013
Zone:
File: Moonlight Drive Speed Survey II 9 March 2013.EC0 (Plus)
Identifier: W712EHD6 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15322)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 22:12 Friday, February 22, 2013 => 5:35 Saturday, March 09, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: East, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 12707 / 12726 (99.85%)

Speed Statistics

SpeedStat-69

Site: Moonlight Dr..0.0E
Description: Moonlight Drive Traffic Study
Filter time: 22:12 Friday, February 22, 2013 => 5:35 Saturday, March 09, 2013
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(EW) Sp(5,100) Headway(>0)

Vehicles = 12707

Posted speed limit = 25 mph, Exceeding = 4314 (33.95%), Mean Exceeding = 28.45 mph

Limit 1 (25 * 100%) + 10 = 35 mph, Exceeding = 217 (1.71%)

Maximum = 71.0 mph, Minimum = 5.2 mph, Mean = 23.7 mph

85% Speed = 27.7 mph, 95% Speed = 31.5 mph, Median = 23.3 mph

10 mph Pace = 18 - 28, Number in Pace = 9979 (78.53%)

Variance = 21.77, Standard Deviation = 4.67 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	12707 100.0%	0.00	0.00	0.00
5 - 10	114 0.9%	114 0.9%	12593 99.1%	0.00	0.00	0.00
10 - 15	212 1.7%	326 2.6%	12381 97.4%	0.00	0.00	0.00
15 - 20	1831 14.4%	2157 17.0%	10550 83.0%	0.00	0.00	0.00
20 - 25	6236 49.1%	8393 66.1%	4314 33.9%	0.00	0.00	0.00
25 - 30	3303 26.0%	11696 92.0%	1011 8.0%	0.00	0.00	0.00
30 - 35	794 6.2%	12490 98.3%	217 1.7%	0.00	0.00	0.00
35 - 40	174 1.4%	12664 99.7%	43 0.3%	0.00	0.00	0.00
40 - 45	30 0.2%	12694 99.9%	13 0.1%	0.00	0.00	0.00
45 - 50	7 0.1%	12701 100.0%	6 0.0%	0.00	0.00	0.00
50 - 55	3 0.0%	12704 100.0%	3 0.0%	0.00	0.00	0.00
55 - 60	1 0.0%	12705 100.0%	2 0.0%	0.00	0.00	0.00
60 - 65	1 0.0%	12706 100.0%	1 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	12706 100.0%	1 0.0%	0.00	0.00	0.00
70 - 75	1 0.0%	12707 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	12707 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	12707 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	12707 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	12707 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	12707 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 25 (PSL)	8393 66.1%	4314 33.9%
1 35	12490 98.3%	217 1.7%



85th Percentile Speed Statistics

SpeedStat-68 -- English (ENU)

Datasets:

Site: [Mustang Ridge] Mustang Ridge Speed Survey
Direction: 1 - North bound, A hit first. **Lane:** 0
Survey Duration: 20:29 Saturday, February 23, 2013 => 5:27 Saturday, March 09, 2013
Zone:
File: Mustang Ridge Speed Survey 9 March 2013.EC0 (Plus)
Identifier: A809RGKE MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default (v3.21 - 15322)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 20:30 Saturday, February 23, 2013 => 5:27 Saturday, March 09, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, South (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 12226 / 12832 (95.28%)

Speed Statistics

SpeedStat-68

Site: Mustang Ridge.0.0N
Description: Mustang Ridge Speed Survey
Filter time: 20:30 Saturday, February 23, 2013 => 5:27 Saturday, March 09, 2013
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Vehicles = 12226

Posted speed limit = 25 mph, Exceeding = 6116 (50.02%), Mean Exceeding = 28.57 mph

Limit 1 (25 * 100%) + 10 = 35 mph, Exceeding = 185 (1.51%)

Maximum = 50.4 mph, Minimum = 5.0 mph, Mean = 23.8 mph

85% Speed = 29.3 mph, 95% Speed = 32.2 mph, Median = 24.8 mph

10 mph Pace = 21 - 31, Number in Pace = 7808 (63.86%)

Variance = 37.70, Standard Deviation = 6.14 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	12226 100.0%	0.00	0.00	0.00
5 - 10	248 2.0%	248 2.0%	11978 98.0%	0.00	0.00	0.00
10 - 15	1056 8.6%	1304 10.7%	10922 89.3%	0.00	0.00	0.00
15 - 20	1757 14.4%	3061 25.0%	9165 75.0%	0.00	0.00	0.00
20 - 25	3049 24.9%	6110 50.0%	6116 50.0%	0.00	0.00	0.00
25 - 30	4586 37.5%	10696 87.5%	1530 12.5%	0.00	0.00	0.00
30 - 35	1345 11.0%	12041 98.5%	185 1.5%	0.00	0.00	0.00
35 - 40	166 1.4%	12207 99.8%	19 0.2%	0.00	0.00	0.00
40 - 45	15 0.1%	12222 100.0%	4 0.0%	0.00	0.00	0.00
45 - 50	3 0.0%	12225 100.0%	1 0.0%	0.00	0.00	0.00
50 - 55	1 0.0%	12226 100.0%	0 0.0%	0.00	0.00	0.00
55 - 60	0 0.0%	12226 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	12226 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	12226 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	12226 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	12226 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	12226 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	12226 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	12226 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	12226 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 25 (PSL)	6110 50.0%	6116 50.0%
1 35	12041 98.5%	185 1.5%

Issue

Discuss and take action, if any, on the review of the Traffic Study conducted on Moonlight Drive.

Background

Over the past several months, several citizens have made comments to Council during the "Citizen Comments" section of the Council Meeting Agenda relative to perceived speeding of vehicles on Moonlight Drive and the need for additional traffic enforcement and traffic calming mechanisms. Citizen complaints also included complaints of volume of traffic coming from other cities utilizing Moonlight as a through street.

The MPD conducted a traffic study utilizing Metro Count equipment, which includes software capable of analyzing the collected data, on Moonlight between January 3 and January 31, 2013. In addition, the MPD, via a group of volunteers of the COP unit, conducted a manual traffic study from November 30, 2012 to December 21, 2012, similar to the study conducted on Hawthorne. A report was prepared and presented to the CM that evaluated the results of that study as well as possible tactics and strategies for obtaining a higher compliance rate based on the assessment of that data. This study was undertaken primarily to provide baseline information to offset, or control for, possible "behavioral" adjustments that might possibly come into play as a result of the physical appearance of cables and "box" equipment being utilized by the Metro Count system.

To summarize, approximately 27,564 vehicles utilized Moonlight between January 4 and February 4, 2013. Of this number, over 69.56% (19,179) were identified as having exceeded the posted speed limit. One vehicle, a truck, hit a speed of 66 mph. Seventy-two vehicles were recorded at greater than 45 mph or 25 mph over the speed limit. 41.8% of the vehicles, 12,748, were going between 25 and 30 mph. The 85th percentile was at 32.2 mph.

Financial Considerations

The MPD would implement the process outlined in the recently adopted Traffic Calming Policy. However, within this policy are several equipment purchase options as well as enforcement options.

The first option is to run a "STEP" (Selective Traffic Enforcement Program) operation on Moonlight. This is a directed patrol and enforcement tactic. It is visible. The costs associated with this option would be the overtime salaries of the officers who work the STEP.

A second option would be the installation pole-mounted, solar-powered, speed indicators in at least two locations on Moonlight; one in both directions. These indicators cost about \$5,000 each. These speed monitors are portable and self-powered. The total cost would be about \$10,000. The monitors would be installed by Public Work employees. The signs could become a permanent feature on Moonlight or be removed after a period of time. Then, another traffic study would be conducted to determine if the process has had the desired effect.

Third, utilizing the speed trailer, conduct a STEP program in conjunction with the trailer. Again, after this program was in place for say 30 days, another traffic study would be conducted to determine the effectiveness of the program. The speed trailer is operational, but is at "end of life" and will need to be replaced, soon, if this is an option that is selected often. The MPD just spent \$1,000 to get the trailer up and running and with the assistance of Public Works personnel had a new power cord (for charging) fabricated. The replacement cost for a new trailer is about \$10,000. The current trailer has been in the inventory for over 11 years.

However, if the objective is to reduce volume on this street, the above describe options will have only limited impacts in that area.

Staff Recommendation

Staff would recommend acquiring two (2) pole-mounted speed monitors. Once they are mounted and up for at least 30 days, run a STEP program for another two weeks, with at least 24 hours of enforcement time, at times indicated by the traffic study, scheduled. When possible, on-duty personnel would be utilized; however, it may be necessary to schedule off-duty officers for this duty, which will cost money for overtime. At the end of the enforcement action, conduct another study to determine compliance rates. If the compliance rate has not fallen within an acceptable range, consider raising the speed limit or installing speed cushions (a recommendation that will surely be objected to by MFD).

As for volume control, other than creating traffic calming mechanisms that encourage through traffic to seek alternative routes or closing the street, which is not an option really, very little can be done to alter flow artificially.

Motion (if necessary): Move to amend the budget in the amount of \$10,500 so that two (2) pole-mounted, solar-powered, speed indicator signs can be purchased.

Attachments

- 1) Speed Study Report, 01/11/13, Manual Speed Study of Moonlight
- 2) Metro Count Reports

Chief G. M. Cox
Submitted By

James Fisher, City Manager
Approved by

Moonlight Road Speed Study

Residents' Meeting

February 11, 2013
7:00 p.m.
MPD Training Room

I. Welcome

- a. Mr. Fisher
- b. Chief G. M. Cox

II. Introductions

- a. Introduce attendees

III. Background Information

Over the past several months, several citizens have made comments to Council during the "Citizen Comments" section of the Council Meeting Agenda relative to perceived speeding of vehicles on Moonlight Drive and the need for additional traffic enforcement and traffic calming mechanisms. Citizen complaints also included complaints of volume of traffic coming from other cities utilizing Moonlight as a through street.

The MPD conducted a traffic study utilizing Metro Count equipment, which includes software capable of analyzing the collected data, on Moonlight between January 4 (started on 1/03/13, but not included within the reports) and February 4, 2013.

To summarize, approximately 27,564 vehicles utilized Moonlight between January 4 and February 4, 2013. Of this number, over 69.56% (19,179) were identified as having exceeded the posted speed limit. One vehicle, a truck, hit a speed of 66 mph. Seventy-two vehicles were recorded at greater than 45 mph or 25 mph over the speed limit. 41.8% of the vehicles, 12,748, were going between 25 and 30 mph. The 85th percentile was at 32.2 mph.

IV. Go Over Reports Generated by Metro Count

- a. Total Vehicles by Axle Classification: Class Speed Matrix
- b. West Bound Traffic on Moonlight: Vehicle Counts
- c. East Bound Traffic on Moonlight: Vehicle Counts
- d. Vehicle by Speed Separation: Speed Bin Chart
- e. 85th Percentile: Speed Statistics
- f. Other Reports

V. General Discussion

VI. Plan

- a. Staff would recommend acquiring two (2) pole-mounted speed monitors. Once they are mounted and up for at least 30 days, run a STEP program for another two weeks, with at least 24 hours of enforcement time, at times indicated by the traffic study, scheduled. When possible, on-duty personnel would be utilized; however, it may be necessary to schedule off-duty officers for this duty, which will cost money for overtime. At the end of the enforcement action, conduct another study to determine compliance rates. If the compliance rate has not fallen within an acceptable range, consider raising the speed limit or installing speed cushions (a recommendation that will surely be objected to by MFD).
- b. As for volume control, other than creating traffic calming mechanisms that encourage through traffic to seek alternative routes or closing the street, which is not an option really, very little can be done to alter flow artificially.

VII. Summary

Manual Study:

In addition, the MPD, via a group of volunteers of the COP unit, conducted a manual traffic study from November 30, 2012 to December 21, 2012, similar to the study conducted on Hawthorne. A report was prepared and presented to the CM that evaluated the results of that study as well as possible tactics and strategies for obtaining a higher compliance rate based on the assessment of that data. This study was undertaken primarily to provide baseline information to offset, or control for, possible “behavioral” adjustments that might possibly come into play as a result of the physical appearance of cables and “box” equipment being utilized by the Metro Count system.



85th Percentile Speed Statistics

SpeedStat-23 -- English (ENU)

Datasets:

Site: [Moonlight Dr.] Moonlight Drive Traffic Study
Direction: 2 - East bound, A hit first. Lane: 0
Survey Duration: 7:29 Thursday, January 03, 2013 => 9:21 Thursday, February 07, 2013
Zone:
File: Moonlight Dr.07Feb2013.EC0 (Plus)
Identifier: W712EHD6 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15322)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 7:00 Friday, January 04, 2013 => 23:00 Monday, February 04, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 27570 / 30491 (90.42%)

Speed Statistics

SpeedStat-23

Site: Moonlight Dr..0.0E
Description: Moonlight Drive Traffic Study
Filter time: 7:00 Friday, January 04, 2013 => 23:00 Monday, February 04, 2013
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(EW) Sp(0,100) Headway(>0)

Vehicles = 27570

Posted speed limit = 25 mph, Exceeding = 19179 (69.56%), Mean Exceeding = 29.86 mph

Maximum = 66.8 mph, Minimum = 2.6 mph, Mean = 27.5 mph

85% Speed = 32.2 mph, 95% Speed = 36.2 mph, Median = 27.1 mph

10 mph Pace = 22 - 32, Number in Pace = 20103 (72.92%)

Variance = 27.03, Standard Deviation = 5.20 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	6 0.0%	6 0.0%	27564 100.0%	0.00	0.00	0.00
5 - 10	130 0.5%	136 0.5%	27434 99.5%	0.00	0.00	0.00
10 - 15	228 0.8%	364 1.3%	27206 98.7%	0.00	0.00	0.00
15 - 20	1164 4.2%	1528 5.5%	26042 94.5%	0.00	0.00	0.00
20 - 25	6863 24.9%	8391 30.4%	19179 69.6%	0.00	0.00	0.00
25 - 30	11574 42.0%	19965 72.4%	7605 27.6%	0.00	0.00	0.00
30 - 35	5578 20.2%	25543 92.6%	2027 7.4%	0.00	0.00	0.00
35 - 40	1619 5.9%	27162 98.5%	408 1.5%	0.00	0.00	0.00
40 - 45	336 1.2%	27498 99.7%	72 0.3%	0.00	0.00	0.00
45 - 50	52 0.2%	27550 99.9%	20 0.1%	0.00	0.00	0.00
50 - 55	15 0.1%	27565 100.0%	5 0.0%	0.00	0.00	0.00
55 - 60	3 0.0%	27568 100.0%	2 0.0%	0.00	0.00	0.00
60 - 65	1 0.0%	27569 100.0%	1 0.0%	0.00	0.00	0.00
65 - 70	1 0.0%	27570 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	27570 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	27570 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	27570 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	27570 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	27570 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	27570 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 25 (PSL)	8391 30.4%	19179 69.6%

Murphy Police Department

Speed Study

Moonlight Drive

Scope: The speed study was prompted by citizen comments received during the 11/27/12 Council meeting. The speed study was started on November 30, 2012 and ran through December 21, 2012. The survey was conducted by utilizing Citizen on Patrol personnel who have been trained in the operation of a handheld radar unit. These COPs were posted at various times and on random days during the week. The COPs utilized an unmarked vehicle. Citizens on Moonlight were not advised of this stage of the study due to concerns that driving behavior might be altered had they known the study was being conducted.

Purpose: The purpose of the study was to determine whether a speeding problem existed on this street.

Range: November 30, 2012 to December 21, 2012

Table 1: 12/2/12; 7:45 a.m. to 9:30 a.m. (Sunday)

Vehicles Observed	Number	Percentage
Total < 5 mph over the speed limit	45	66.18
Total ≥ 5 < 10 mph over	18	26.47
Total ≥ 10 < 15 mph over	5	7.4
Total ≥ 15 mph over	0	0
Total number of vehicles	68	100

Table 2: 12/5/12; 11 a.m. to 1 p.m. (Wednesday)

Vehicles Observed	Number	Percentage
Total < 5 mph over the speed limit	58	70.7
Total ≥ 5 < 10 mph over	19	23.2
Total ≥ 10 < 15 mph over	3	3.7
Total ≥ 15 mph over	2 (46,43)	2.4
Total number of vehicles	82	100

Table 3: 12/14/12; 2:10 p.m. to 4:50 p.m. (Friday)

Vehicles Observed	Number	Percentage
Total < 5 mph over the speed limit	116	78.9
Total ≥ 5 < 10 mph over	26	17.7
Total ≥ 10 < 15 mph over	4	2.7
Total ≥ 15 mph over	1 (41)	.68
Total number of vehicles	147	100

Table 4: 12/20/12; 11 a.m. to 1:02 p.m. (Thursday)

Vehicles Observed	Number	Percentage
Total < 5 mph over the speed limit	31	49.2
Total ≥ 5 < 10 mph over	18	28.6
Total ≥ 10 < 15 mph over	14	22.2
Total ≥ 15 mph over	0	0
Total number of vehicles	63	100

Table 5: 12/21/12; 1:30 p.m. to 4:45 p.m. (Friday)

Vehicles Observed	Number	Percentage
Total < 5 mph over the speed limit	48	60
Total ≥ 5 < 10 mph over	21	26.3
Total ≥ 10 < 15 mph over	9	11.25
Total ≥ 15 mph over	2 (40, 40)	2.5
Total number of vehicles	80	100

The following two tables are included with one caveat; the data was collected without collecting the number of vehicles that were less than 5 mph over the speed limit. Therefore, a total number of vehicles observed during the survey period could not be determined. However, utilizing data collected on other dates, a number was derived and placed in the “total number of vehicles” cell so that percentages could be estimated. How those numbers were estimated is included at the bottom of the respective tables.

Table 6: 11/30/12; 7:45 a.m. to 9:30 a.m. (Friday)

Vehicles Observed	Number	Percentage
*Total < 5 mph over the speed limit	63	68.5
Total ≥ 5 < 10 mph over	18	19.6
Total ≥ 10 < 15 mph over	10	10.9
Total ≥ 15 mph over	1 (43)	1.1
*Total number of vehicles	92	100

*estimated by taking 147 (12/14/12)/2.8 to get a per hour rate then multiple times 1.75

Table 7: 12/03/12; 1:55 p.m. to 3 p.m. (Monday)

Vehicles Observed	Number	Percentage
*Total < 5 mph over the speed limit	41	77.3
Total ≥ 5 < 10 mph over	9	17
Total ≥ 10 < 15 mph over	1	1.9
Total ≥ 15 mph over	2 (40, 40)	3.8
Total number of vehicles	53	100

*estimated by taking 147/2.8

Table 7: Summary Table (Utilizing on Tables 1 – 5)

Vehicles Observed	Number	Percentage
Total < 5 mph over the speed limit	298	67.7
Total ≥ 5 < 10 mph over	102	23.2
Total ≥ 10 < 15 mph over	35	8
Total ≥ 15 mph over	5	1.1
Total number of vehicles	440	100

Accident History:

A search of our records archives system indicates that there have been no reported accidents on Moonlight. The search date range was from June 2006 to current.

Assessment:

Clearly, if one were to focus on just the numbers of vehicles observed speeding, at least 5 or more mph over the posted speed limit, one can deduce that this street has a poor compliance record with over 30% of the vehicles observed going at least 5 mph or more over the posted speed limit.

The compliance rate is well below the 85 percentile. The speed limit for the entire length of Moonlight is 25 mph. By state law, all residential streets are 30 mph unless posted at some lesser speed. The City of Murphy some years ago decided to designate almost all residential streets within Murphy as 25 mph zones.

Moonlight is a straight, two-lane, street. It is constructed of concrete and is curbed. The design of this street invites speeds over the posted speed limit.

The usual practice is to look at the 85 percentile for reasonable speed limits. The survey, at hand, did not attempt to capture exactly what mph that would fall into the 85 percentile, but through extrapolation, one could surmise that the vast majority of the observed vehicles utilizing this road traveled at speeds less than 35 mph.

Assuming the speed limit for this street had been 30 mph utilizing and the “less than 5 mph over the speed limit” standard was the cutoff for compliance purposes, most vehicle speeds would fall in the 85 percentile compliance rate.

By most people’s definition, vehicles traveling at least 15 mph over the posted speed limit in a residential area would be considered aggravated. In this study, just over one-percent (5), 1.136% to be exact, were traveling 15 or more miles per hour over the speed limit. Furthermore, no vehicle was observed going over 46 mph.

What this means is that the speed limit on this street is probably set too low.

Response Plan:

However, assuming raising the speed limit on this street is not feasible, the following plan is recommended:

- Conduct another speed study utilizing the speed measurement and traffic survey equipment in the MPD inventory during January 3 – 31, 2013. This survey was requested in December 2012 by residents of Moonlight, but postponed until January 3, 2013, so we could set up and test our equipment and so that a live survey could be conducted without visible cabling, etc., that might have caused a response from motorists and, thus, changed driving habits.
 - This methodology will allow a more thorough set of analytics to be utilized to evaluate traffic volumes, speeds, direction of peak flows, and of course, speeds traveled, and

finally, number of axles on vehicles utilizing this street. In short, we can have a great deal of accurate data.

- Depending on the outcome of the second survey, compared to the base line data derived from the most passive system possible (no cabling on the ground – “uh oh, someone is doing something on this street so I better drive right” kind of reaction) initiate a STEP program.
- Initiate a STEP (Selective Traffic Enforcement Program) on this street utilizing several methods for traffic speed enforcement during February 2013:
 - At times noted by the traffic survey equipment as the highest volume violations
 - Utilizing an unmarked police car with a sworn officer operating the radar instrument utilized for traffic speed measurement only.
 - A marked unit, or units, will be deployed as contact vehicles and to issue traffic citations, if determined appropriate.
 - This will be a strict enforcement period (few warnings issued within the range of discretion of the officers).
- Conduct another speed study utilizing the speed measurement and traffic survey equipment in the MPD inventory during March or April 2013.
- The goal of speed limits is voluntary compliance with them, not the issuance of traffic violations for exceeding them. In Texas, posted speed limits are considered prima facie evidence of having driven faster than conditions, then existing, would recommend. This standard is subject to both review and rebuttal by citizens and their attorneys. In fact, in Texas, a motorist can be cited for going slower than the posted speed limit or any speed if the roadway is not appropriately marked, if the conditions, then existing, would lead a reasonable and prudent person to believe that the speed being traveled is unsafe.
- Utilizing officers to enforce speed limits is a routine practice and has some success depending upon the circumstances present where their use is regular and the speed limits are “self-evident.” Most drivers, even without a posted speed limit, will operate their vehicles at a speed that is safe for the road and conditions (this happens all the time and is controlled by those variables associated with the road itself, scenery and the driver).
- They are least effective on streets where the speed limit is arbitrarily low or the street has a high rate of “visitor” drivers (meaning they do not drive in the area often).
- One alternative that has proven effective, in other jurisdictions, is the installation of pole-mounted speed indicators. These type speed monitors have been requested in the proposed budget several times, but never actually approved for purchase. It would be highly recommended that the city purchase at least two, solar powered monitors, at about \$5,000 each. These signs are portable (can be put up and taken down and moved around the city as needed).

Survey Results and Plan written by Chief G. M. Cox, Ph.D.
011113

City Council Meeting
June 18, 2013

Issue

Hold a public hearing and consider and/or act on the application of Dunkin Donuts, on behalf of the property owner, Champion Langford Partners, to re-plat Lot 3 - Block C – Murphy Marketplace East Addition on property zoned PD (Planned Development) District No. 12-10-923 Retail Uses. This property is located at the northwest corner of FM 544 and North Maxwell Creek Road.

Staff Resource/Department

Kristen Roberts – Director of Community and Economic Development

Considerations

1. The re-plat is changing the configuration of the existing fire lane and accesses easement across Lot 3, block C. This change is made at the request of the applicant to accommodate their proposed site plan. This re-plat does not change the Lot line.
2. Written release from existing easement owners is being sought by the applicant and must be submitted to the City. No improvements, signage, etc...can be constructed without this release.
3. A public hearing notification for this proposed re-plat was published in the newspaper as well as notification being mailed to the property owners included in the required 200 feet notification radius. No responses to the re-plat public notification have been received to date.

Board Discussion/Recommendation

This item was considered by the Planning & Zoning Commission on March 25, 2013 and was approved 5-2.

Staff Recommendation

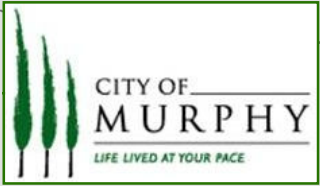
Staff recommends approving the re-plat; pending submittal of written release from existing easement owners.

Attachments

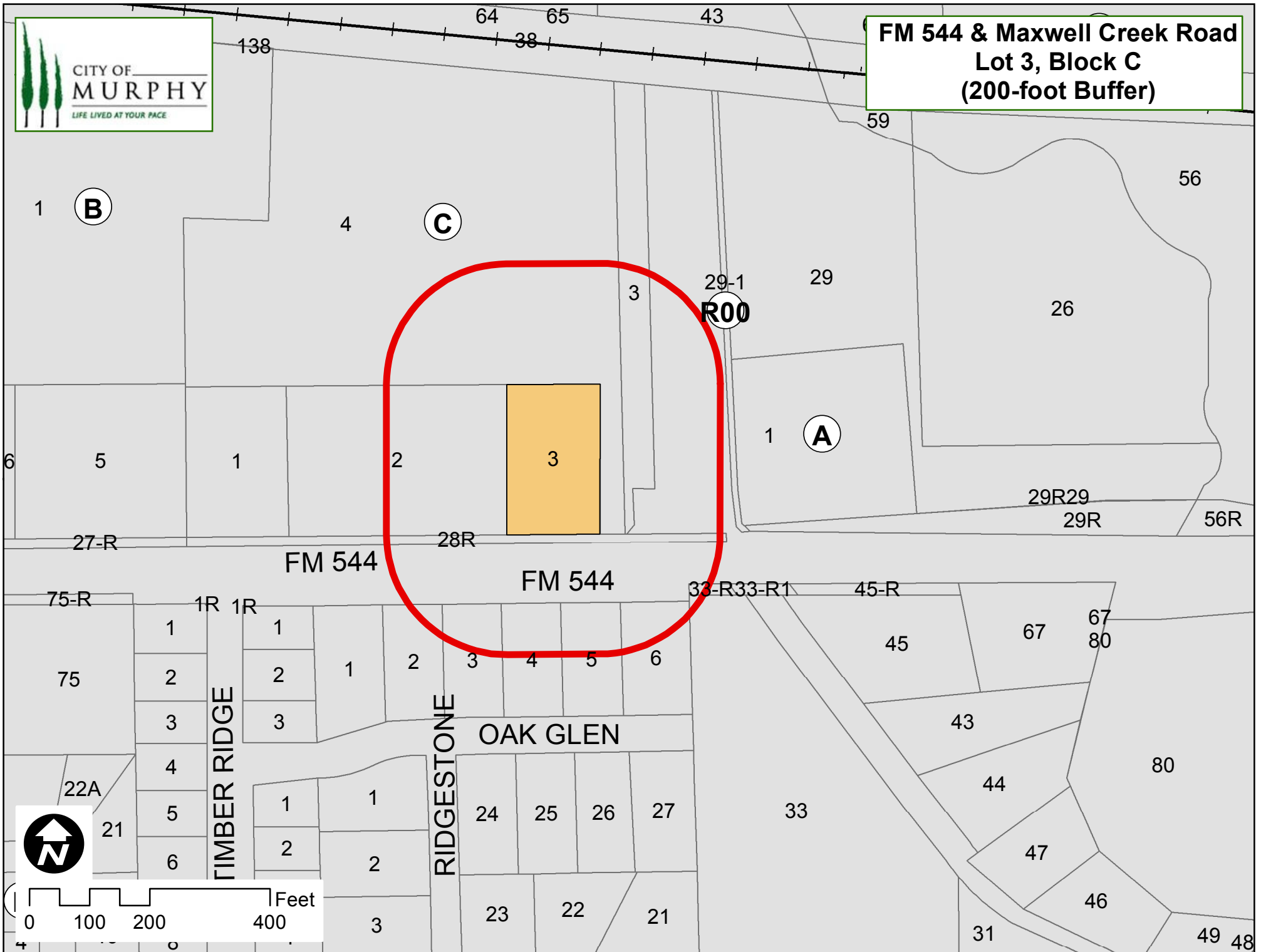
Re-plat
Location Map

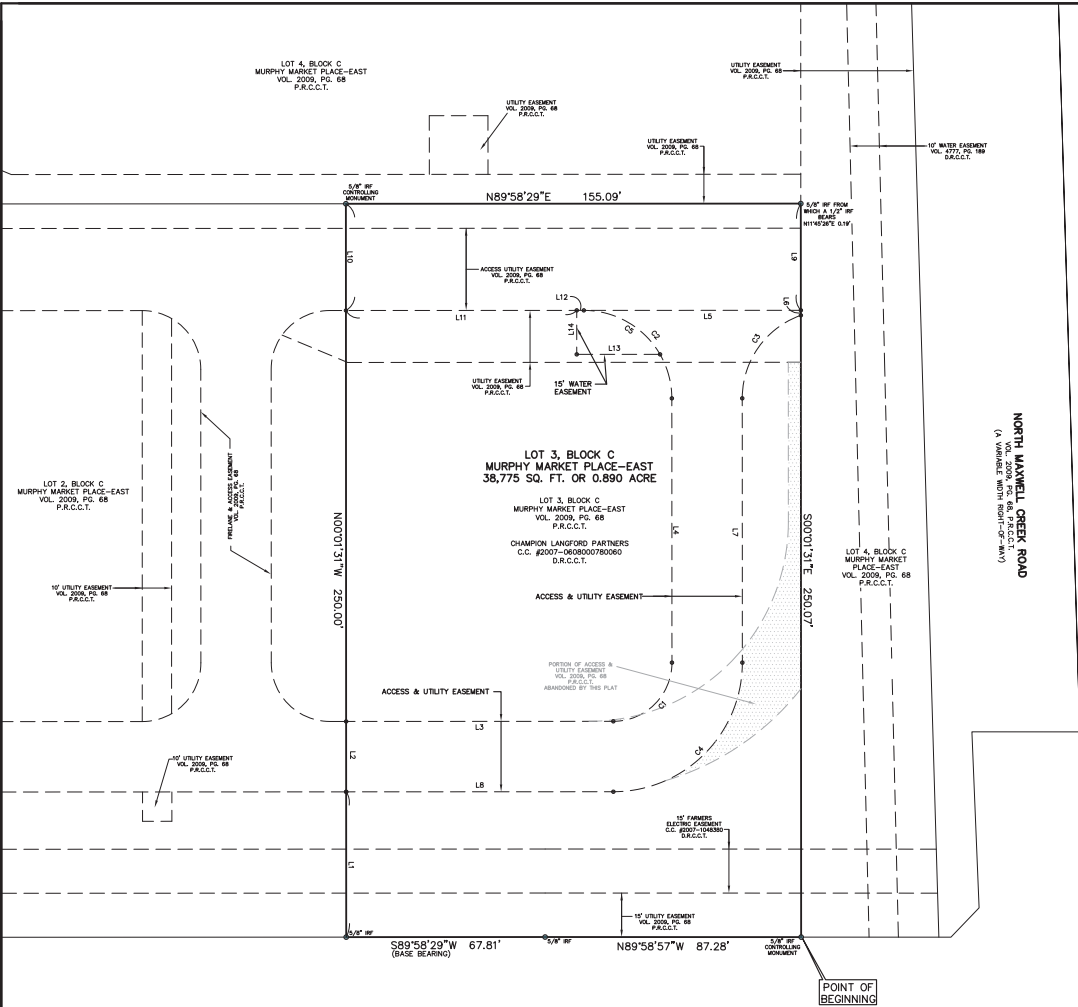
City Council Meeting
June 18, 2013

Kristen Roberts, Director of Community and Economic Development
Submitted By



**FM 544 & Maxwell Creek Road
Lot 3, Block C
(200-foot Buffer)**





STATE OF TEXAS §
COUNTY OF COLLIN §
WHEREAS Champion Langford Partners are the sole owners of a 0.890 acre tract situated in the James W. Maxwell Survey, Abstract No. 582, City of Murphy, Collin County, Texas, and being all of Lot 3, Block C, Murphy Marketplace-East Addition, an Addition to the City of Murphy, Collin County, Texas, and being a portion of that certain tract of land conveyed in deed to Champion Langford Partners, as recorded under C.C. #2007-060800780060, Deed Records, Collin County, Texas, and being more particularly described as follows:

BEGINNING at a 5/8 inch iron rod for the southeast corner of said Lot 3, said point being a south corner of Lot 4, said Block C, said Murphy Marketplace-East Addition, said Plat Records, same being in the north right-of-way line of said East F.M. 544 (a variable width right-of-way);
THENCE North 89 deg. 58 min. 57 sec. West, along the common line of said Lot 3 and the north right-of-way line of said East F.M. 544, a distance of 87.28 feet to a 5/8 inch iron rod found for an angle point for corner;
THENCE South 89 deg. 58 min. 29 sec. West, continuing along the common line of said Lot 3, and the north right-of-way line of said East F.M. 544, a distance of 67.81 feet to a 5/8 inch iron rod found for the southwest corner of said Lot 3, said corner being the southeast corner of Lot 2, said Block C, said Murphy Marketplace-East Addition;
THENCE North 00 deg. 01 min. 31 sec. West, along the common line of said Lot 3, and said Lot 2, a distance of 250.07 feet to a 5/8 inch iron rod found for the northwest corner of said Lot 3, said corner being the northeast corner of said Lot 2, same being in the south line of said Lot 4;
THENCE North 89 deg. 58 min. 29 sec. East, along the common line of said Lot 3, and said Lot 4, a distance of 155.09 feet to a 5/8 inch iron rod found from which a 1/2 inch iron rod found bears North 11 deg. 40 min. 28 sec. East, 0.19 foot for corner, said point being the northeast corner of said Lot 3, same being an internal corner of said Lot 4;
THENCE South 00 deg. 01 min. 31 sec. East, along the common line of said Lot 3, and said Lot 4, a distance of 250.07 feet to the POINT OF BEGINNING and containing 38,775 square feet or 0.890 acre of computed land, more or less.

NOTES:
1. IRF - Iron Rod Found
2. IRB - Iron Rod Set w/ Peiser Surveying red plastic cap
3. Basis of Bearing - Based on the south line of the North 89 deg. 58 min. 57 sec. West), of Lot 3, Block C, Murphy Marketplace-East Addition, an Addition to the City of Murphy, Collin County, Texas.
4. NOTICE: Selling a portion of this addition by metes and bounds is a violation of City ordinance and State law, and is subject to fines and withholding of utilities and building permits.
5. The purpose of this plat is to dedicate new firelane and utility easements.
Fire Lanes:
That the undersigned does hereby covenant and agree that he (they) shall construct upon the fire lane easements, as dedicated and shown hereon, a hard surface in accordance with the City of Murphy's paving standards for fire lanes, and that he (they) shall maintain the same in a state of good repair at all times and keep the same free and clear of any structures, fences, trees, shrubs, or other improvements or obstructions, including but not limited to the parking of motor vehicles, trailers, boats or other impediments to the accessibility of fire apparatus. The maintenance of paving on the fire lane easements is the responsibility of the owner, and the owner shall post and maintain appropriate signs in conspicuous places along such fire lanes, stating "Fire Lane, No Parking or Standing." The local law enforcement agency(s) is hereby authorized to enforce parking regulations within the fire lanes, and to cause such fire lanes and utility easements to be maintained free and unobstructed at all times for fire department and emergency use.

Access Easements:
The undersigned does covenant and agree that the access easement may be utilized by any person of the general public for ingress and egress to other real property, and for the purpose of general public vehicular and pedestrian use and access, and for fire department and emergency use in, along, upon and across said premises, with the right and privilege at all times of the City of Murphy, its agents, employees, workmen and representatives having ingress, egress, and regress in, along, upon and across said premises.
FLOOD CERTIFICATE
As determined by the FLOOD INSURANCE RATE MAPS for Collin County, the subject property Does Not appear to lie within a Special Flood Hazard Area (100 Year Flood). Map date 06/02/09 Community Panel No. 48085C0415J subject lot is located in Zone "X".
If this site is not within an identified flood hazard area, this Flood Statement does not imply that the property and/or structures thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This Flood Statement does not create liability on the part of the Surveyor.

FINAL PLAT
Approved by the City of Murphy for filing at the office of the County Clerk of Collin County, Texas.
RECOMMENDED BY: Planning and Zoning Commission City of Murphy, Texas
Signature of Chairperson Date of Recommendation
APPROVED BY: City Council City of Murphy, Texas
Signature of Mayor Date of Approval
ATTEST:
City Secretary Date

PROPERTY OWNER'S CERTIFICATE:
NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

That Champion Langford Partners, acting herein by and through his/its duly authorized officer(s), does hereby adopt this plat designating the herein above described property as MURPHY MARKETPLACE-EAST ADDITION, an addition to the City of Murphy, Texas, and does hereby dedicate, in fee simple, to the public use forever, the streets, rights-of-way, and other public improvements shown thereon. The streets and alleys, if any, are dedicated for street purposes. The easements and public use areas, as shown, are dedicated, for the public use forever, for the purposes indicated on this plat. No buildings, fences, trees, shrubs or other improvements or growths shall be constructed or placed upon, over or across the easements as shown, except that landscape improvements may be placed in landscape easements, if approved by the City Council of the City of Murphy. In addition, utility easements may also be used for the mutual use and accommodation of all public utilities desiring to use or using the same unless the easement limits the use to particular utilities, said use by public utilities being subordinate to the public's and City of Murphy's use thereof. The City of Murphy and public utility entities shall have the right to remove and keep removed all or parts of any buildings, fences, trees, shrubs or other improvements or growths which may in any way endanger or interfere with the construction, maintenance, or efficiency of their respective systems in said easements. The City of Murphy and public utility entities shall at all times have the full right of ingress and egress to or from their respective easements for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining, reading meters, and adding to or removing all or parts of their respective systems without the necessity of any time procuring permission from anyone.

This plat approved subject to all platting ordinances, rules, regulations and resolutions of the City of Murphy, Texas
WITNESS, my hand, this ____ day of _____, 2013.

BY: _____
ERIC LANGFORD, REPRESENTATIVE

Printed Name and Title
STATE OF TEXAS*
COUNTY OF _____*

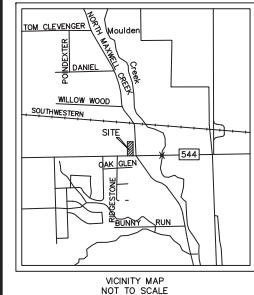
Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared ERIC LANGFORD, Owner, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and considerations therein expressed.
Given under my hand and seal of office, this ____ day of _____, 2013.
Notary Public in and for the State of Texas

KNOW ALL MEN BY THESE PRESENTS:
That I, Timothy R. Markin, do hereby certify that I prepared this plat from an actual and accurate survey of the land and that the corner monuments shown thereon as set were properly placed under my personal supervision in accordance with the Subdivision Ordinance of the City of Murphy.
PRELIMINARY: NOT TO BE RELEASED
Registered Public Land Surveyor
Registration No. 6122

STATE OF TEXAS*
COUNTY OF TARRANT*
Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared Timothy R. Markin, Registered Public Land Surveyor, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and considerations therein expressed.
Given under my hand and seal of office, this ____ day of _____, 2013.

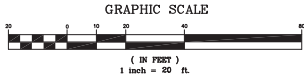
Notary Public in and for the State of Texas

My Commission Expires On: _____



LINE TABLE				
LINE	LENGTH	BEARING	DELTA	CB
L1	49.52'	N000°31'1"W		
L2	24.00'	N000°31'1"W		
L3	81.00'	N89°58'29"E		
L4	80.10'	N000°31'1"W		
L5	74.00'	S89°58'29"E		
L6	1.72'	S000°31'1"E		
L7	80.10'	S000°31'1"E		
L8	91.00'	S89°58'29"W		
L9	36.38'	S000°31'1"E		
L10	36.38'	S000°31'1"E		
L11	78.66'	N000°31'1"E		
L12	2.41'	S89°58'29"E		
L13	28.41'	WEST		
L14	15.00'	NORTH		

CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CB
C1	31.42'	30.00'	N44°58'29"E	25.28'
C2	47.12'	30.00'	N45°01'31"W	42.43'
C3	38.93'	30.00'	S55°12'21"W	34.61'
C4	69.12'	44.00'	S44°58'29"W	62.23'
C5	31.43'	30.00'	S60°01'07"E	30.01'



LEGEND

PRCCT DIRECT IRF R.O.W. VOL. PG.

PLAT RECORDS, COLLIN COUNTY, TEXAS
DEED RECORDS, COLLIN COUNTY, TEXAS
IRON ROD FOUND
RIGHT-OF-WAY
VOLUME
PAGE
HATCHED AREA REPRESENTS THE PORTION OF THE ACCESS & UTILITY EASEMENT THAT WILL BE ABANDONED AND REDEDICATED AS A UTILITY EASEMENT BY THIS PLAT

OWNER:
LANGFORD PROPERTY COMPANY
5924 TRIN COVES
DALLAS, TX 75248
OFFICE - (972)788-2232
CELL - (214)668-5330
FAX - (214)242-2255
CONTACT: ERIC LANGFORD

JOB NO.: 120213
DATE: 02/15/2013
SCALE: 1" = 20'
DRAWN: JLM
CHECKED: JLM

PEISER & MANKIN SURVEYING, LLC
www.peisersurveying.com

823 E. DALLAS ROAD
GRAPEVINE, TEXAS 76051
817-481-1806 (O)
817-481-1809 (F)
FIRM NO. 100999-07

COMMERCIAL RESIDENTIAL BOUNDARIES TOPOGRAPHY MORTGAGE
Texas Society of Professional Surveyors
Member Since 1977

City Council Meeting
June 18, 2013

Issue

Hold a public hearing and consider and/or act on the application of Dunkin Donuts, on behalf of the property owner, Champion Langford Partners, for an ordinance approving a Specific Use Permit for a drive thru on Lot 3 - Block C – Murphy Marketplace East Addition on property zoned PD (Planned Development) District No. 12-10-923 Retail Uses. This property is located at the northwest corner of FM 544 and North Maxwell Creek Road.

Staff Resource/Department

Kristen Roberts – Director of Community and Economic Development

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 February 16, 2009 (Ordinance No. 09-02-784), and allowed drive-in restaurants by the approval of a SUP (Specific Use Permit) only.

The applicant presented a SUP request for a drive-thru on March 25, 2013 to the Planning & Zoning Commission which would have allowed for a drive-thru for a Dunkin Donuts restaurant that would be adjoined to a retail space of approximately 2,300 square feet on the subject property. The current Planned Development District allows a drive-in restaurant only with the approval of a SUP (Specific Use Permit). The applicant is requesting approval of an SUP (Specific Use Permit) to allow a Dunkin Donuts with a drive-thru window. The request was denied by the Planning & Zoning Commission, 7-0.

The applicant did not choose to appeal the decision to City Council. In doing so, it allowed them to resubmit as a newly submitted application for consideration by the Planning & Zoning Commission and subsequently City Council.

On June 3, 2013, the applicant presented a SUP request for a drive-thru to the Planning & Zoning Commission for a Dunkin Donuts restaurant. The request was denied by the Planning & Zoning Commission, 5-1.

Following the P&Z decision, the applicant submitted an appeal letter requesting City Council consideration on this item.

Considerations

1. The applicant has prepared a brief presentation that has been included in this packet.
2. The purpose of the Specific Use Permit is to allow a Dunkin Donuts with a drive-through window at this location.
3. In addition to the Dunkin Donuts, the developer is also creating an adjacent retail space and is actively seeking a tenant.

City Council Meeting
June 18, 2013

4. Although there has been a stated desire for a sit-down 'chain' restaurant on this site, consideration should be given to the lot size restrictions; including parking and setback requirements.
5. The item for consideration is for a Specific Use Permit to allow a drive through for Dunkin Donuts at this location. The Site Plan is scheduled for consideration in a subsequent agenda item (in addition to the Landscape Plan and Building Elevations) and is included for reference during consideration of this item. The site plan meets parking and traffic flow requirements.
6. A public hearing notification for this proposed SUP was published in the newspaper as well as notification being mailed to the property owners included in the required 200 feet notification radius. One favorable response has been received to date.

Staff Recommendation

Staff recommends approval of an ordinance allowing a Specific Use Permit for a drive through for Dunkin Donuts on Lot 3 - Block C – Murphy Marketplace East Addition with the consideration of requirements, if any, as set forth by the City Council, specific to the site plan, building elevation and landscape plan which will be considered in a future agenda item.

Attachments

Appeal Letter
Location Map
Public Notice Reply Form
Ordinance
Site Plan – to be considered in a subsequent agenda item
Presentation from applicant

June 4, 2013

Kristen Roberts
Director of Community and Economic Development
City of Murphy, TX
206 N. Murphy Rd.
Murphy, TX 75094



RE: Appeal of Decision of Planning & Zoning Board

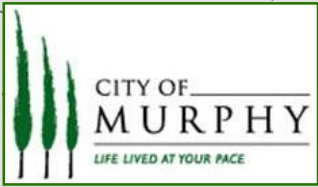
Dear Ms. Roberts,

Dunkin Donuts ("Applicant") wishes to appeal the decision of the P & Z Board made on June 3, 2013. P & Z denied Applicant's request for approval of a Special Use Permit ("SUP") for a drive-thru window and site plan approval on the property identified as Lot 3, Block C, Murphy Marketplace East Addition on the property zoned Planned Development District No. 12-10-923 Retail Uses located at F.M. 544 and N. Maxwell Creek Road. Please place on the agenda for City Council for June 18, 2013.

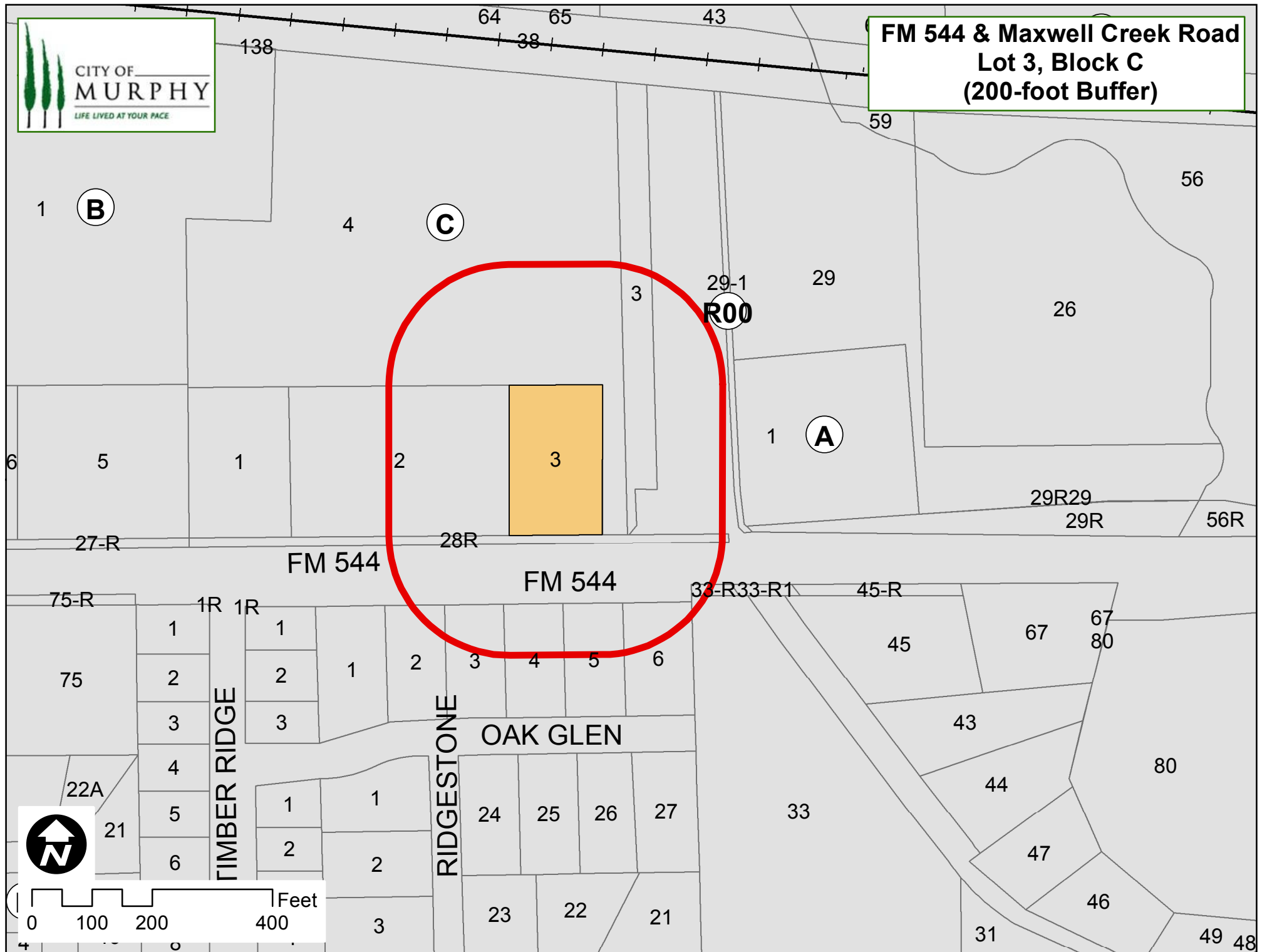
Respectfully,

Stacy McVey

Stacy McVey

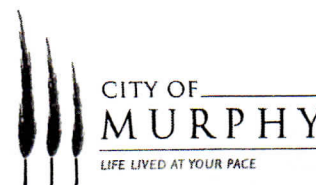


**FM 544 & Maxwell Creek Road
Lot 3, Block C
(200-foot Buffer)**



Reply Form

Planning & Zoning Commission
206 North Murphy Road
Murphy, Texas 75094



Dear Commissioner:

This request is to consider the application of **Champion Langford Partners** requesting approval of a SUP (Specific Use Permit) to allow a drive-thru window for Dunkin Donuts restaurant on property zoned PD (Planned Development) District No. 12-10-923 for Retail Uses on Lot 3, Block C, Murphy Marketplace East Addition (North Maxwell Creek and FM 544).

1 I am **IN FAVOR** of the requested Specific Use Permit as explained on the attached cover sheet.

 I am **OPPOSED** to the requested Specific Use Permit as explained on the attached cover sheet.

This item will be heard at the Planning & Zoning Commission on **Monday, June 3, 2013 at 6:00 p.m.** at Murphy City Hall, 206 North Murphy Road in the City Council Chambers at 206 N. Murphy Road, Murphy, Texas. Please provide your written comments below regarding the requested change. If additional space is required, you may continue writing on a separate sheet, one-sided for printing purposes.

By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

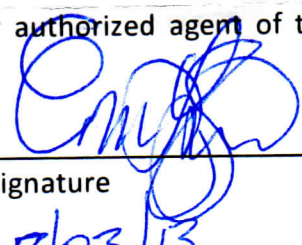
Name (Please Print)

Address

Signature

Date

Allen & Loucks Champion Langford
CMLD Murphy FOUR VENTURE
5924 TWIN CAVES
Dallas TX 75248

 (3)
5/23/13

ORDINANCE __-__-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MURPHY, COLLIN COUNTY, TEXAS, AMENDING ITS COMPREHENSIVE ZONING ORDINANCE AND MAP, CHAPTER 86 OF THE CITY OF MURPHY CODE OF ORDINANCES BY APPROVING A SPECIFIC USE PERMIT FOR A DRIVE-THRU WINDOW FOR A DUNKIN DONUTS RESTAURANT ON PROPERTY ZONED PLANNED DEVELOPMENT DISTRICT NO. 09-02-784 FOR RETAIL USES ON PROPERTY LOCATED AT THE NORTHWEST CORNER OF FM 544 AND MAXWELL CREEK ROAD LOCATED IN THE CITY OF MURPHY, COLLIN COUNTY, TEXAS AND MORE PARTICULARLY DESCRIBED ON EXHIBIT “A” ATTACHED HERETO AND INCORPORATED HEREIN BY REFERENCE FOR ALL PURPOSES, APPROVING SPECIFIC USE PERMIT STANDARDS HERETO AS EXHIBIT “B”; PROVIDING A SEVERABILITY CLAUSE, PROVIDING A PENALTY CLAUSE, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Planning and Zoning Commission of the City of Murphy and the City Council of the City of Murphy, in compliance with the laws of the State of Texas, have given the requisite notices by publication and otherwise, and have held due hearings and afforded a full and fair hearing to all property owners generally and to all persons interested, and the City Council of the City of Murphy is of the opinion and finds that said changes should be granted and that the Comprehensive Zoning Ordinance should be amended;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MURPHY, TEXAS, AS FOLLOWS:

Section 1. That the Comprehensive Zoning Ordinance and Map of the City of Murphy, Texas, be, and the same are hereby, amended so as to approve a Specific Use Permit for a Restaurant (Drive-Thru Window), applicable only to Dunkin Donuts, on property zoned PD (Planned Development) District for Retail Uses for the property located at the northwest corner of FM 544 and Maxwell Creek Road, in the City of Murphy, Collin County, Texas, and more particularly described in Exhibit “A” attached hereto and made part hereof for all purposes.

Section 2. That the development standards for this Specific Use Permit are attached hereto as Exhibit “B”, and the same are hereby approved for said Specific Use Permit as required by Section 86-635(b), of the City of Murphy, Texas Code of Ordinances.

Section 3. That Chapter 86 of the City of Murphy Code of Ordinances, as amended, shall be and remain in full force and effect save and except as amended by this Ordinance.

Section 4. If any word, section, article, phrase, paragraph, sentence, clause or portion of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such holding shall not affect, for any reason, the validity of the remaining portions of the Comprehensive Zoning Ordinance, Chapter 86 of the City of Murphy Code of Ordinances, and the remaining portions shall remain in full force and effect.

Section 5. Any person, firm or corporation violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and, upon conviction, in the municipal court of the City of Murphy, Texas, shall be punished by a fine not to exceed the sum of two thousand dollars (\$2,000.00) for each offense, and each and every day any such violation shall continue shall be deemed to constitute a separate offense.

Section 6. This Ordinance shall take effect immediately from and after its passage and the publication of the caption, as the law and Charter in such cases provide.

PASSED, APPROVED AND ADOPTED this the 18th day of June 2013.

Eric Barna, Mayor
City of Murphy

ATTEST:

Kristi Gilbert, City Secretary
City of Murphy

EXHIBIT A

BEING all of Lot 3 Block C Murphy Marketplace East Addition, City of Murphy, Collin County, Texas and containing approximately 0.92 acres of land.

EXHIBIT B**ZONING FILE NO. 2013-05****Northwest Corner of FM 544 and Maxwell Creek Road****SPECIFIC USE PERMIT FOR A RESTAURANT (DRIVE-IN)**

- I. **Statement of Purpose:** The purpose of this Specific Use Permit is to allow a Restaurant (Drive-In) for Dunkin Donuts and compatible with the surrounding area.
- II. **Statement of Effect:** This Specific Use Permit shall not affect any regulation found in the City of Murphy Code of Ordinances, Ordinance No. 06-12-708, as amended, except as specifically provided herein.
- III. **General Regulations:** All regulations of PD (Planned Development) District No. 12-10-923 shall apply, except as otherwise specified in this ordinance.
- IV. **Development Plans:**
 - A. Applicability: This Specific Use Permit shall only apply to **Dunkin Donuts**.
 - B. Site Plan, Landscape Plan and Elevations: The following Specific Use Permit conditions are required and are to be reflected on the site plan, landscape plan and elevation plan for this restaurant.
 - a) Stone veneer is acceptable with a minimum thickness of three and five-eighths inches.
 - b) Brick veneer is acceptable with a minimum thickness of three inches.
 - C. Lighting: All light standards shall have shielding to prevent light pollution.

EXHIBIT B



Murphy, Texas

Proposed Restaurant

Double Eagle Development
Blue Star Development

Confidential Information: copying, dissemination or distribution of this information is strictly prohibited.

Dealing with site constraints

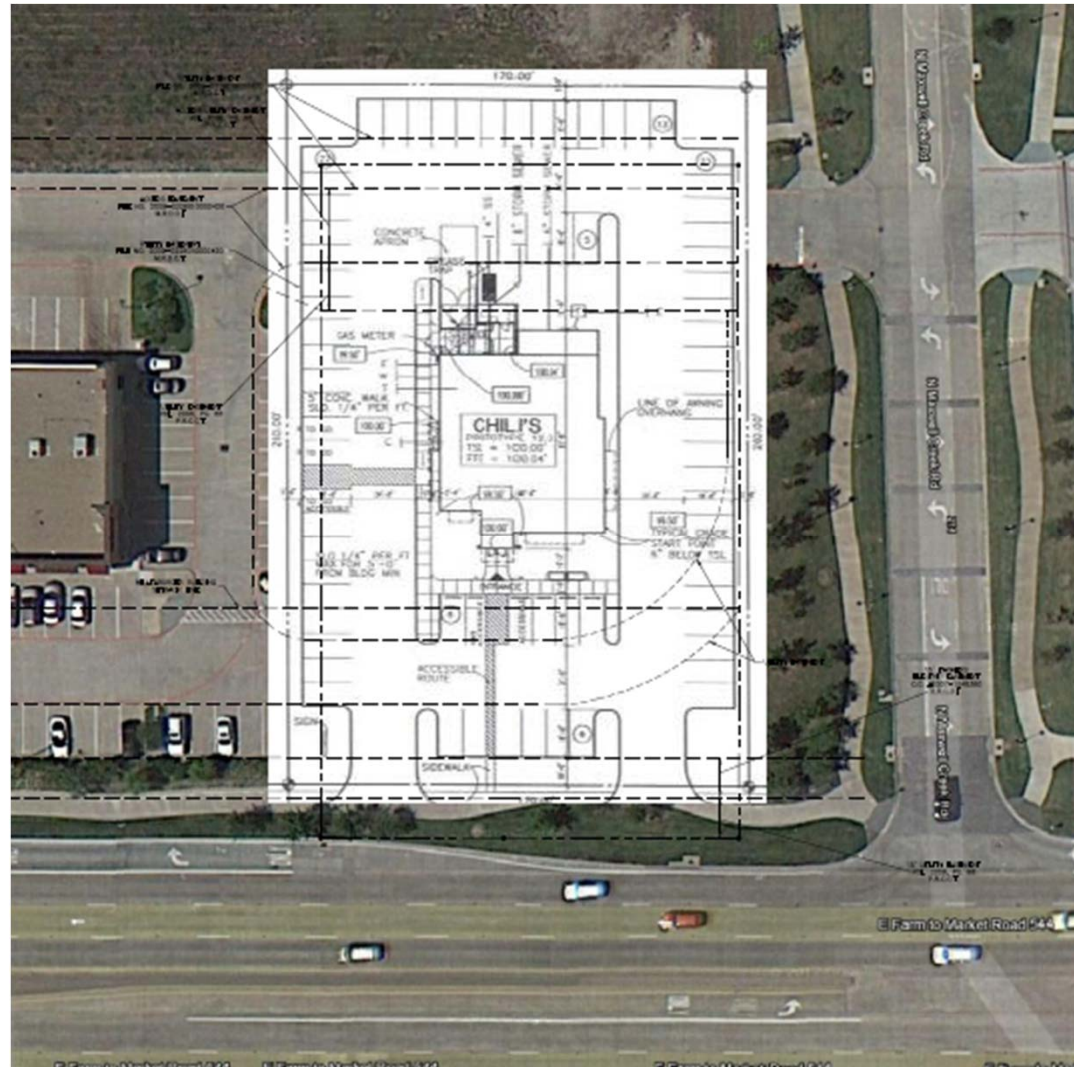
- From our last presentation to the Planning & Zoning Committee, we understand there is an interest in preserving the site for development of a non-drive-thru restaurant.
- The constraints of the overall site limit its use for other larger restaurant concepts that require more parking and thus more land. Examples of Chili's and Applebee's sites are shown on the following slides.
- While there is a desire for a sit-down restaurant, the site does not easily accommodate one.



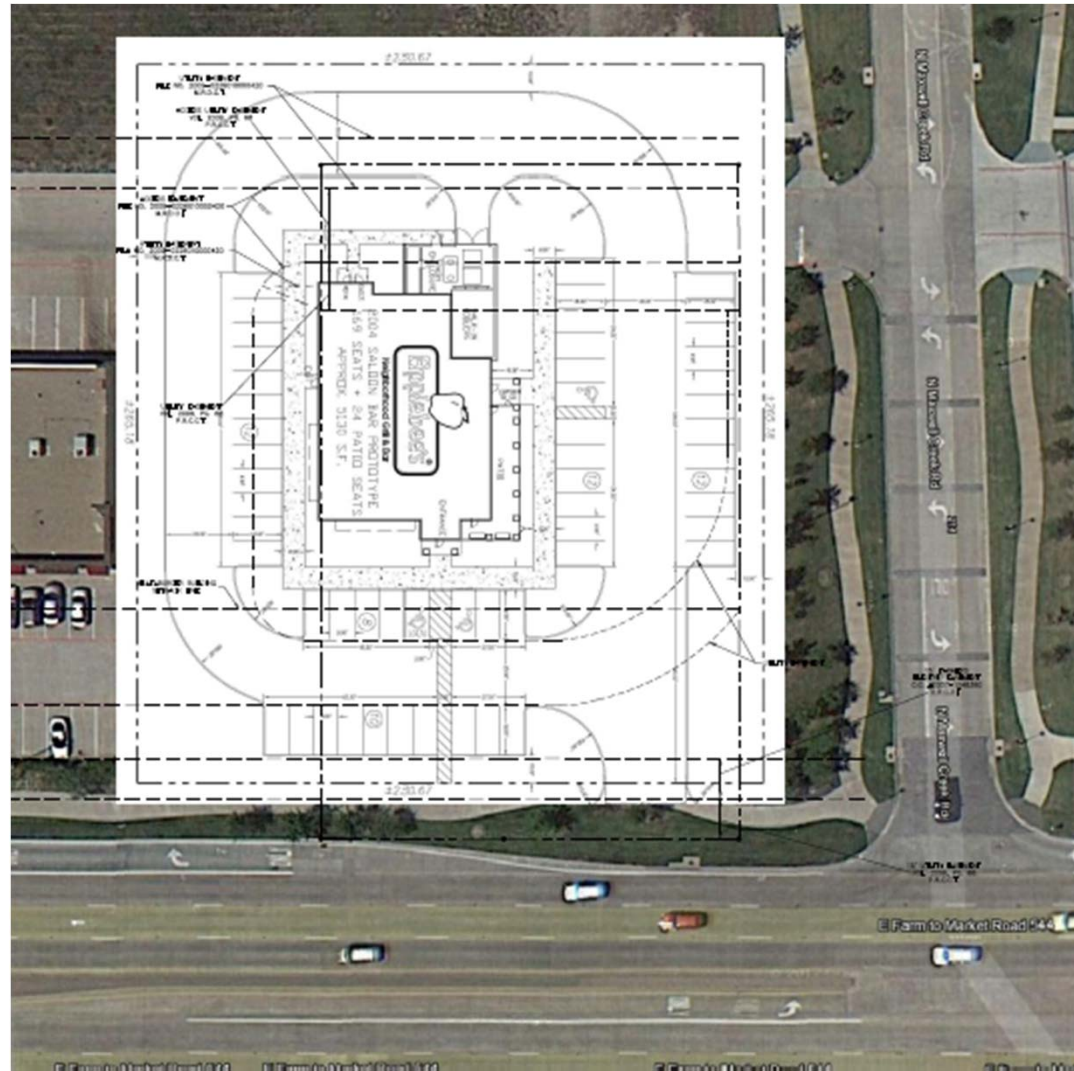
Site constraints



Chili's prototype



Applebee's prototype



Confidential Information: copying, dissemination or distribution of this information is strictly prohibited.

Dealing with site constraints

- With these sites constraints in mind, we believe that Dunkin' Donuts is an appropriate and desirable use for the property.
- The building the developer plans to build will have approximately 2,300 square feet for another tenant. This would be in addition to Dunkin' Donuts.



Dunkin' Donuts is expanding across the U.S.

- Dunkin' Donuts was founded in 1950 in Quincy, Massachusetts.
- From one restaurant in 1950, we now have more than 7,000 restaurants in 36 states and the District of Columbia.

REGION	POPULATION (MM)	STORES ¹	PENETRATION
Core	36.0	3,845	1:9,400
Established	53.8	2,348	1:23,000
Emerging	88.7	959	1:92,000
West	130.0	154	1:840,000

- Long-term goal is to have 15,000+ locations, with 5,000+ in western markets



1. As of fiscal year end 2012.

Confidential Information: copying, dissemination or distribution of this information is strictly prohibited.

Dunkin' Donuts growth strategies

- **Contiguous Growth:** Our established strategy for growth is to grow contiguously from east to west.
- **Updated Image:** Our new Fresh Brew store design updates the look and feel of the restaurants to a more modern, customer-friendly design.
- **Smart Partnerships:** Strong partnerships help build the brand. Our partner in the Dallas/Fort Worth market is the Dallas Cowboys and Blue Star Development. Troy Aikman is involved as a minority partner in the venture. Through this partnership, our goal is to be the market leader in the Dallas/Fort Worth market.
- **Community Partnerships:** Dunkin' Donuts stores in the DFW area have sponsored school festivals, held on-site blood drives, and sponsored Veterans Day parades. Blue Star Development has sponsored Allen's 4th of July celebration, sponsored a playground in Prosper, and sponsored community golf tournaments. These are examples of many community activities we have participated in.



What does Dunkin' Donuts offer Murphy, Texas?

- A comfortable, inviting restaurant for members of the community to enjoy on a regular basis. We want to become part of the community and a place for people to see their neighbors with each visit.
- Corporate operations
 - Dallas/Fort Worth is the only market where Dunkin' Donuts is expanding almost solely with company-operated restaurants.
 - With continued focus from the brand, corporate restaurants are held to impeccable standards for operations and guest satisfaction.
- Dunkin' Donuts is more than just a donut shop. We're known for our donuts, but ...
 - We are the #1 retailer of hot and iced coffee-by-the-cup
 - Flavored coffee, iced coffee, Turbo Shots®, Coolatta®
 - Coffee by the pound and the only source for Dunkin' K-Cups®
 - Our DDSMART® menu provides options under 400 calories
 - Breakfast sandwiches, wraps, and flatbreads
 - Oatmeal, muffins, English muffins
 - Coffee, lattes, teas
 - Breakfast sandwiches: Egg white flatbreads, wake up wraps
 - And we're not just a morning restaurant: Bakery sandwiches
 - Chicken salad, tuna, turkey wraps and sandwiches



Fresh Brew – A new look for Dunkin' Donuts



Confidential Information: copying, dissemination or distribution of this information is strictly prohibited.

Dunkin' Donuts and Murphy

- Dunkin' Donuts, Blue Star Development, and Troy Aikman are very excited about the possibility of coming to Murphy and being a part of the community for many years.
- Our modernized image, design concept and expanded menu offerings will provide desirable choices for the community.
- From a national perspective, there are no brands with a more proven track record of success and an iconic image in their respective industries than Dunkin' Donuts and the Dallas Cowboys. We are committed to success in the community.



City Council Meeting
June 18, 2013

Issue

Consider and/or act on the application of Dunkin Donuts, on behalf of the property owner, Champion Langford Partners, for approval of a site plan, including building elevations and landscape plan, on Lot 3 - Block C – Murphy Marketplace East Addition on property zoned PD (Planned Development) District No. 12-10-923 Retail Uses. This property is located at the northwest corner of FM 544 and North Maxwell Creek Road.

Staff Resource/Department

Kristen Roberts – Director of Community and Economic Development

Background

The applicant has submitted a site plan, building elevation plans and landscape plans for approval that would allow for development of Dunkin Donuts on this site. In addition to the Dunkin Donuts, the developer is also creating an adjacent retail space and is actively seeking a tenant.

The applicant presented a site plan, building elevation plans and landscape plans on March 25, 2013 to the Planning & Zoning Commission for a Dunkin Donuts restaurant that would be adjoined to a retail space of approximately 2,300 square feet on the subject property. The request was denied by the Planning & Zoning Commission, 7-0.

The applicant did not choose to appeal the decision to City Council. In doing so, it allowed them to resubmit as a newly submitted application for consideration by the Planning & Zoning Commission and subsequently City Council.

On June 3, 2013, the applicant presented a site plan, building elevation plans and landscape plans to the Planning & Zoning Commission for a Dunkin Donuts restaurant that would be adjoined to a retail space of approximately 2,300 square feet on the subject property. The request was denied by the Planning & Zoning Commission, 5-1.

Following the P&Z decision, the applicant submitted an appeal letter requesting City Council consideration on this item.

Considerations

1. After staff review and submittal revisions by the applicant, the proposed site plan has met required standards; including parking and a configuration and circulation pattern would allow a functional drive-thru window.
 - a. Written release from existing easement owners is being sought by the applicant and must be submitted to the City. No construction may take place without this release.
2. After staff review and submittal revisions by the applicant, the proposed landscape plan has met requirement standards.

City Council Meeting
June 18, 2013

- a. Staff requested that the applicant increase the enhancement of their landscaping on the corner of FM544 and Maxwell Creek as it is an entrance to the whole development.
 - b. Written release from existing easement owners is being sought by the applicant and must be submitted to the City. No may be installed without this release.
 - c. Staff has requested the removal of the benches and trash receptacle along FM544 as noted on the landscape plan.
- 3. The proposed building elevation plans have been through a number of reviews.
 - a. The Planned Development District minimum exterior construction standards reference general requirements and do not detail specific materials.
 - i. These have been included with this item for reference.
 - b. Article V. Exterior Construction and Design within the City of Murphy Code of Ordinances is the reference for city requirements specific to exterior standards.
 - i. These have been included with this item for reference.
 - c. The multi-tenant buildings neighboring directly west of this proposed development has an exterior primarily constructed with stucco. (see photo)
 - d. The applicant understands the neighboring development was done many years ago. Considering both the Planned Development District exterior construction requirements and Article V. of the Code of Ordinances, staff and the applicant worked towards an agreement for the exterior construction that we feel compliments both the proposed site as well as the overall development.
 - i. Stone veneer is acceptable with a minimum thickness of three and five-eighths inches.
 - ii. Brick veneer is acceptable with a minimum thickness of three inches.
 - iii. The elevations facing FM544 and North Maxwell Creek Road reflect a complete brick and stone façade as requested; including a precast concrete base and metal façade.

Staff Recommendation

Staff recommends approval of the proposed Site Plan, Landscape Plans and Building Elevation Plans pending submittal of written release from existing easement owners and exterior elevation specifics as noted.

City Council Meeting
June 18, 2013

Attachments

Appeal Letter

Site Plan

Landscape Plans

Building Elevation Plans

Murphy Marketplace Planned Development District Conditions

City of Murphy Code of Ordinances, Article V.

Photo – multi-tenant building to the west

June 4, 2013

Kristen Roberts
Director of Community and Economic Development
City of Murphy, TX
206 N. Murphy Rd.
Murphy, TX 75094



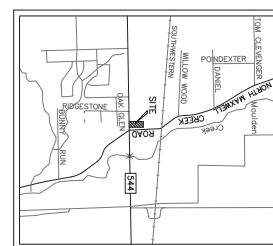
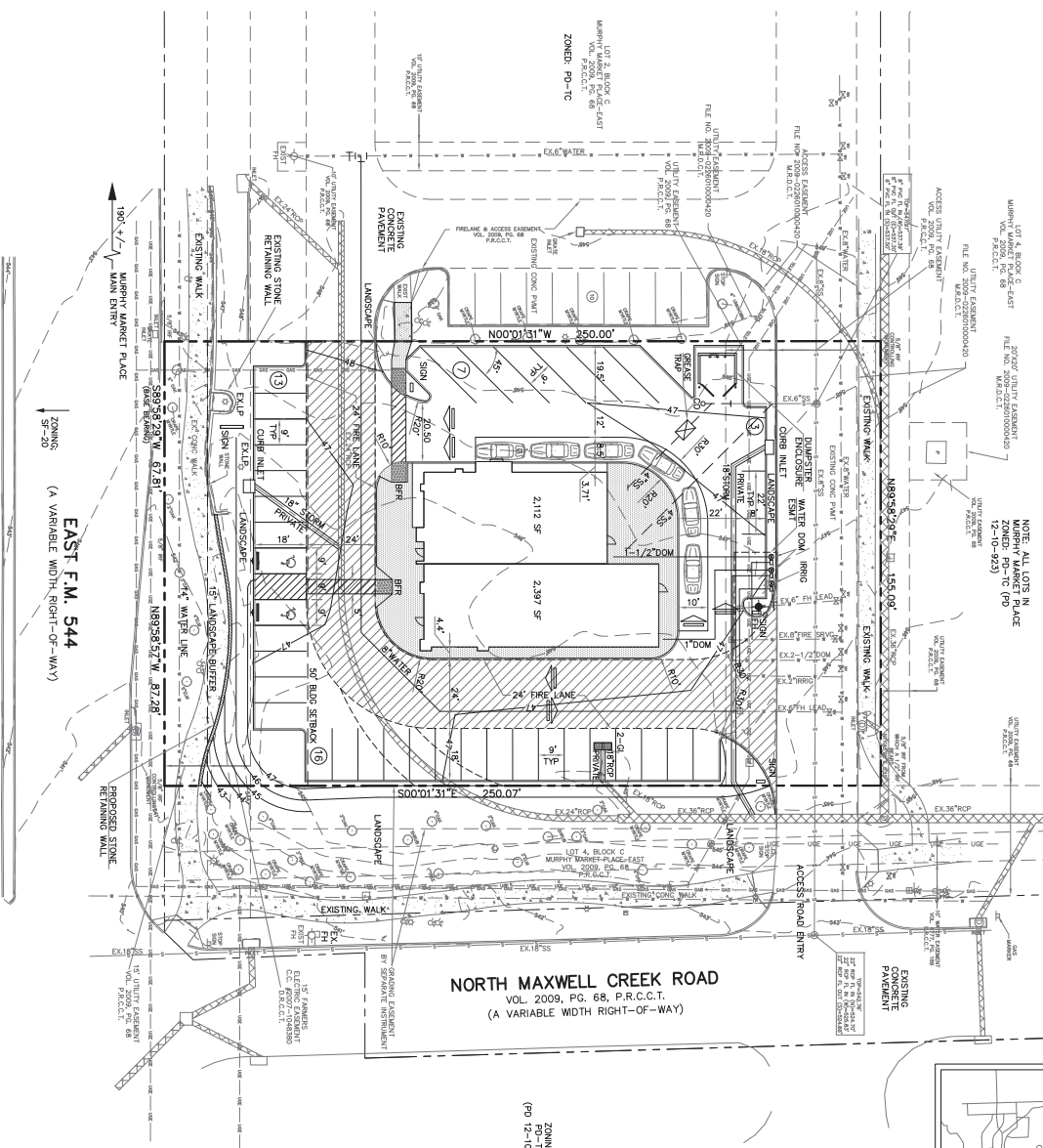
RE: Appeal of Decision of Planning & Zoning Board

Dear Ms. Roberts,

Dunkin Donuts ("Applicant") wishes to appeal the decision of the P & Z Board made on June 3, 2013. P & Z denied Applicant's request for approval of a Special Use Permit ("SUP") for a drive-thru window and site plan approval on the property identified as Lot 3, Block C, Murphy Marketplace East Addition on the property zoned Planned Development District No. 12-10-923 Retail Uses located at F.M. 544 and N. Maxwell Creek Road. Please place on the agenda for City Council for June 18, 2013.

Respectfully,

Stacy McVey
Stacy McVey



County	COLLIN
Project Name	LOT 3, BLOCK C, MURPHY MARKET PLACE, PH. 2
Zoning District	PD-TC (PD 12-10-0323)
Proposed use	RESTAURANT/RETAIL
Site Area:	0.89 Acres 38,475 S.F.
Building Area	4,514 S.F. (TOTAL)
Building Height:	22'-0" - 1 STORY
Lot Coverage:	4,514 S.F. (TOTAL)
Floor Area Ratio:	4,514/38,475 = 1:11.6
Parking Required:	RESTAURANT (2,112 SF) RETAIL (2,397 SF) 1 SPC/100 SF 1 SPC/200 SF TOTAL REQ Regular Handicap TOTAL
	= 22 = 12 = 94 SPACES = 97 SPACES = 2 SPACES = 39 SPACES
Landscape Buffer Area:	2,326 SF
Landscape Private Provided:	4,246 SF
Landscape Percentage:	17%
Parking Lot Area:	6,460 SF
Parking Lot Landscape Area Required (5%):	323 SF
Parking Lot Landscape Area Provided:	484 SF
Building Footprint Area:	4,486 SF
Total Pavement Area:	6,062 SF
Total Impervious Area:	32,715 SF

NO.	DATE		AP

RESEARCH RD., 2
ELECTRONIC CONTROL STATION, 655 PLOT NO. 819
SOUTH OF TEXAS NORTH CENTRAL ZONE (2202) STATE PLANT COORDINATE
STATION, 3-1/4" ODOM KILUMIN MILES STATED "0711" OF PLANT
FARMER, 1999 ST. ELEVATION 186 529.50', LOCATED
APPROX. 3055' SOUTHWEST OF DUBLIN ROAD.
ELEVATION 186 1406.14' WITH STREET

VE **VASQUEZ ENGINEERING L.L.C.**
705 WEST AVENUE B
Suite 216
Garland, Texas 75040
Ph: 972-272-4610
TX Registration # F-12266

THIS DOCUMENT IS FOR
INTERIM REVIEW AND IS
NOT INTENDED FOR
CONSTRUCTION, PERMITTING
OR BIDDING PURPOSES
BYRON T. WADDEY, P.E.
TEXAS NO. 94027
DATED 03/20/2013
VASQUEZ ENGINEERING, L.L.C.
TX REG. F-12266

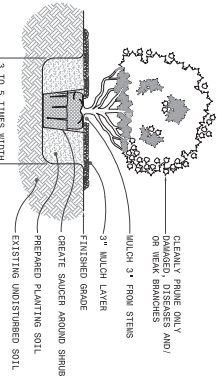
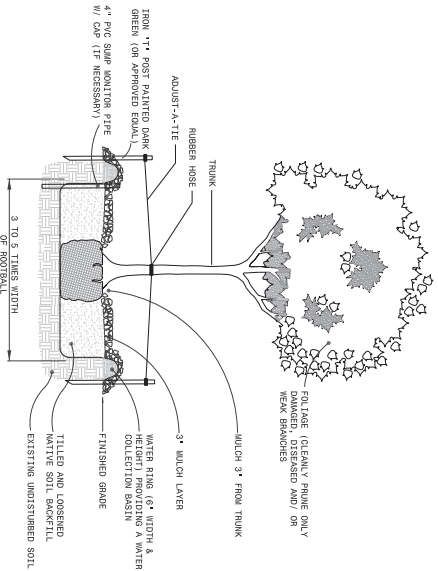
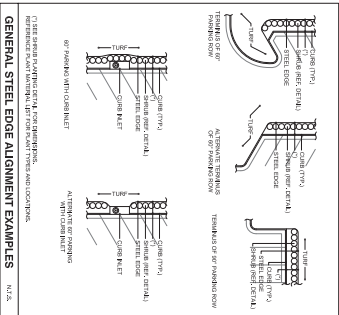
DEVELOPER:
DOUBLE EAGLE
PROPERTIES, LLC
7218 LAKEWOOD ROAD
DALLAS, TEXAS 75214
C/O STACY MCVEY
TEL: 469-426-7402

SITE PLAN

LOT 3, BLOCK C
MURPHY MARKET PLACE PHASE 2
MURPHY, TEXAS

Scale: 1" = 20'
Designed by: BTW
Drawn by: TAC
Checked by: BTW
530-03\dwg\SITE PLAN.dwg
03/09/2017

SF SHE



LANDSCAPE NOTES

1. QUANTITIES INDICATED ON PLANT LIST SHOULD BE VERIFIED PRIOR TO BIDDING. CONTRACTOR IS RESPONSIBLE FOR BIDDING AND PROVIDING QUANTITY OF PLANTS REQUIRED AT SPACING DESIGNATED FOR BED SIZES AND CONFIGURATIONS SHOWN ON PLANS. REWORKS OF QUANTITIES DESIGNATED ON PLANT SCHEDULE.

2. CONTRACTOR SHALL NOTIFY LANDSCAPE DESIGNER OF ANY DISCREPANCIES, AMBIGUITY OR UNLABELED PLANTS ON PLANS PRIOR TO BID SUBMITTAL. IF DISCREPANCIES, AMBIGUITY OR UNLABELED PLANTS ARE NOT CLARIFIED BY LANDSCAPE DESIGNER PRIOR TO BID SUBMITTAL DATE, CONTRACTOR SHALL NOTE SUCH ITEMS ON BID.

3. SOIL ASSIGNMENTS TO BE "WETTED SOIL WITH COMPOST" AS PROVIDED BY LIVING EARTH TECHNOLOGY, OR APPROVED EQUIVALENT.

4. ALL HOLES FOR TREES AND LARGE SHRUBS SHALL BE TESTED FOR WATER RETENTION PRIOR TO TREE OR SHRUB PLANTING. AFTER HOLE IS EXCAVATED, IT IS TO BE FILLED WITH WATER TO THE TOP OF THE EXCAVATION. IF, AFTER 24 HOURS, THE HOLE STILL HOLDS WATER, THE CONTRACTOR SHALL PROCEED WITH PLANTING. IF THE HOLE DOES NOT HOLD WATER, THE LANDSCAPE CONTRACTOR SHALL THEN INSTALL 6\"/>

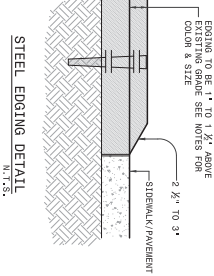
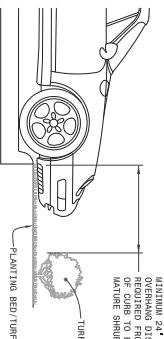
OVERHANG IN PLANTING TURE AREAS (TYP)

1. REMOVE ALL BURLAP AND/OR WIRE FROM THE TOP OF THE ROOT BALL.

2. TOP OF ROOTBALL TO BE SET LEVEL WITH SURROUNDING FINISH GRADE.

TREE PLANTING DETAIL

N.T.S.



10. ALL PLANTINGS (TREES, SHRUBS, GROUNDCOVER, AND/OR GRASS APPLICATIONS) TO BE PLANTED WITHIN A PERIOD OF TWO YEARS AFTER FINAL ACCEPTANCE OF THE LANDSCAPE INSTALLATION.

11. LANDSCAPED AREAS WITH IRRIGATION SHALL BE REQUIRED IN ALL DEVELOPMENT AND CONSTRUCTION. THESE AREAS SHALL BE ADEQUATELY MAINTAINED AND PROPERLY REPLACED IF NECESSARY.

12. ALL IRRIGATION IS TO BE FITTED WITH A FREEZE GARDER AND A RAIN GAUGE IN ACCORDANCE WITH CITY STANDARDS. SEE SHEET 12 FOR MANUFACTURER AND MODEL.

13. THE RETAILER SHALL BE RESPONSIBLE FOR PROVIDING, PROTECTING AND MAINTAINING ALL LANDSCAPING IN A HEALTHY AND GROWING CONDITION, REPLACING IT IMMEDIATELY WHEN DAMAGED WITH THE SAME TYPE, SIZE, AND QUANTITY. ALL LANDSCAPED AREAS SHALL BE MAINTAINED TO PROVIDE CLEAN ATTRACTIVE GROUNDS.

811
Know what's below.
Call before you dig.

LANDSCAPE & IRRIGATION PLANS
PREPARED BY
MORRISON DESIGN GROUP, L.L.C.
5 MAGADON CREEK COURT
P.O. BOX 120477
DALLAS, TEXAS 75212
TEL #957

Scale: 1" = 20'
Designed by: JNM
Drawn by: JNM
Checked by: JNM
LSP/Map
02/25/2013

LANDSCAPE DETAILS
DUNKIN DONUTS
MURPHY, TEXAS

ARCHITECT:

VASQUEZ ENGINEERING
705 W. Avenue B
Suite 216
Garland, Texas 75040
Ph: 972-272-4610
TX Registration # F-12266

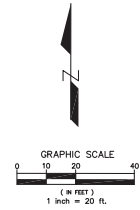
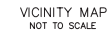


**DUNKIN DONUTS
MURPHY, TEXAS**

Designed by: JNM
Drawn by: JNM
Checked by: JNM
LSP.dwg
02/25/2013

SHEET

LP1



ZONING	PD - ORD, #12-10-923
TOTAL SITE AREA	0.89 AC / 39,032 S.F.
ONE LARGE TREE SHALL BE PROVIDED FOR EACH (12) PARKING SPACES (39 SPACES / 12)	REG: 4 LARGE TREES
	PROV: 4 LARGE TREES
TOTAL S.F., 15' LANDSCAPE BUFFER AREA ALONG EAST F.W., 544	2,326 S.F.
15' LANDSCAPE BUFFER AREA ALONG EAST F.W., 544 BREAKDOWN (764 S.F. SIDEWALK & 1,542 SOD)	
ADDITIONAL MIN 5% OPEN SPACE AREA (MINUS 2' PARKING OVERHANG)	131 S.F.
MIN 5% OPEN SPACE AREA	PROV: 2,614 S.F.
MIN 5% OF THE INTERIOR OF ENTIRE PARKING AREA SHALL BE LANDSCAPED (6,466 S.F.)	REG: 324 S.F. (5%)
	PROV: 1,080 S.F. (16.7%)
PEDESTRIAN STREETScape - (2) 5' BENCHES & (1) TRASH RECEPTACLE IN OPEN SPACE ALONG F.W., 544	
ADDITIONAL ENHANCED LANDSCAPE AREA ADDED AT SOUTHWEST CORNER OF OPEN SPACE AREA	PROV: (1) LG TREE, (5) SM TREES

PLANT MATERIALS				
MINIMUM PLANTING REQUIREMENTS				
Quantity	Symbol	Common Name	Scientific Name	Size/Height/Remarks
2	CE 	Cedar Elm	Ulmus crassifolia	3' cal. 7' Ht. Single Trunk
2	BO 	Bur Oak	Quercus macro	3' cal. 7' Ht. Single Trunk
1	SO 	Shumard Oak	Quercus macro	3' cal. 7' Ht. Single Trunk
5	RB 	Oklahoma Red Bud	Cercis reniformis 'oklahoma'	1.5' Cal 5 Ht. at planting
27	SG 	Sage, Texas	Leucophyllum frutescens	Minimum, 2' height at planting, 5 Gal (Evergreen) 30" Spacing
5,605 SF		Common Bermuda	Cynodon dactylon	Sod



Know what's below.
Call before you dig.

LANDSCAPE & IRRIGATION PLANS
PREPARED BY:
MORRISON DESIGN GROUP, L.L.C.
5 MEADOW CREEK COURT
TROPHY CLUB, TEXAS 76262
PHONE: 682-208-9570
TX LI #8557

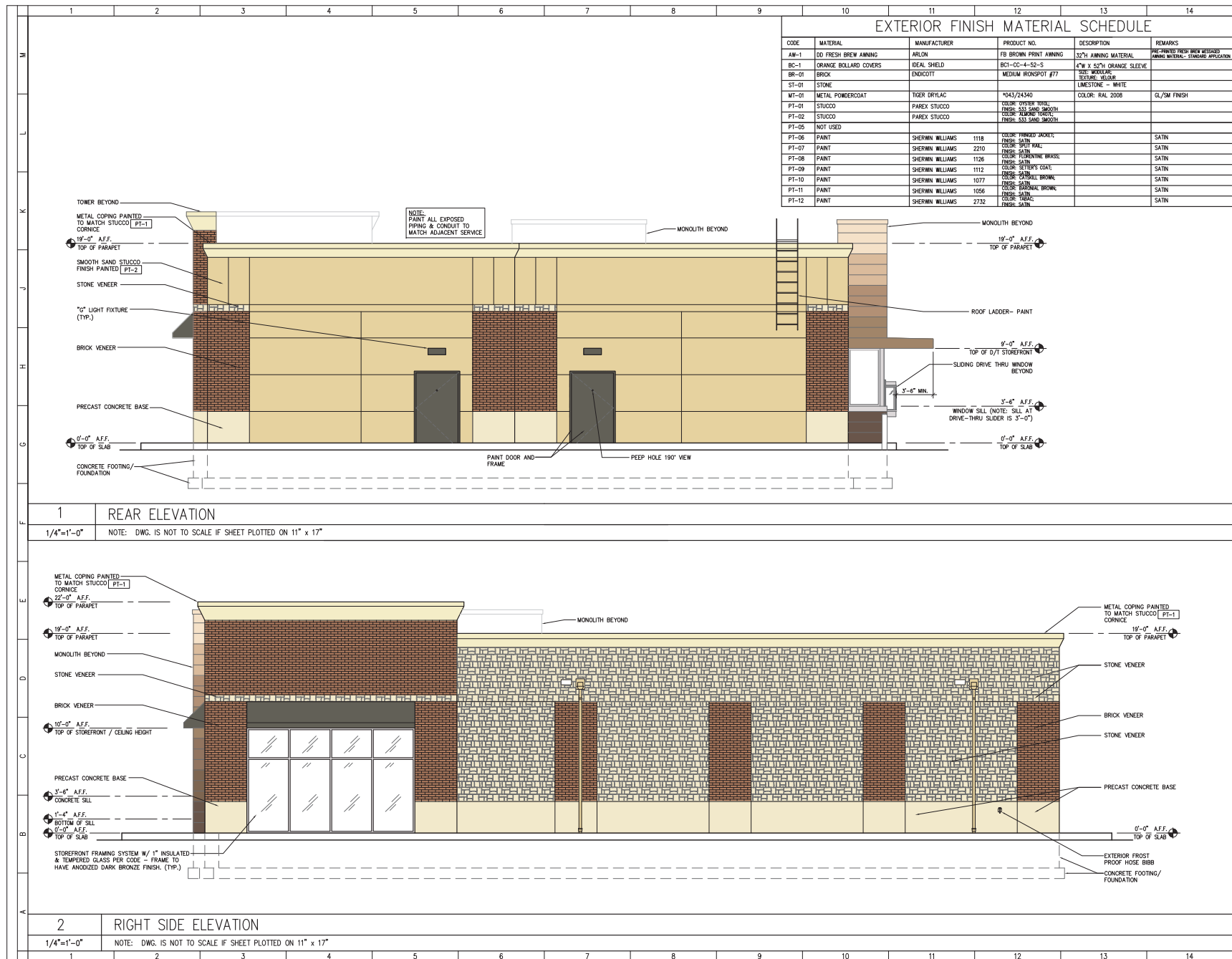


FM 544 & N. MAXWELL CREEK RD.
MURPHY, TEXAS

**EXTERIOR ELEVATIONS AND
FINISH SCHEDULE**

PC NUMBER

6 18 13 Agenda Packet 171 of 201



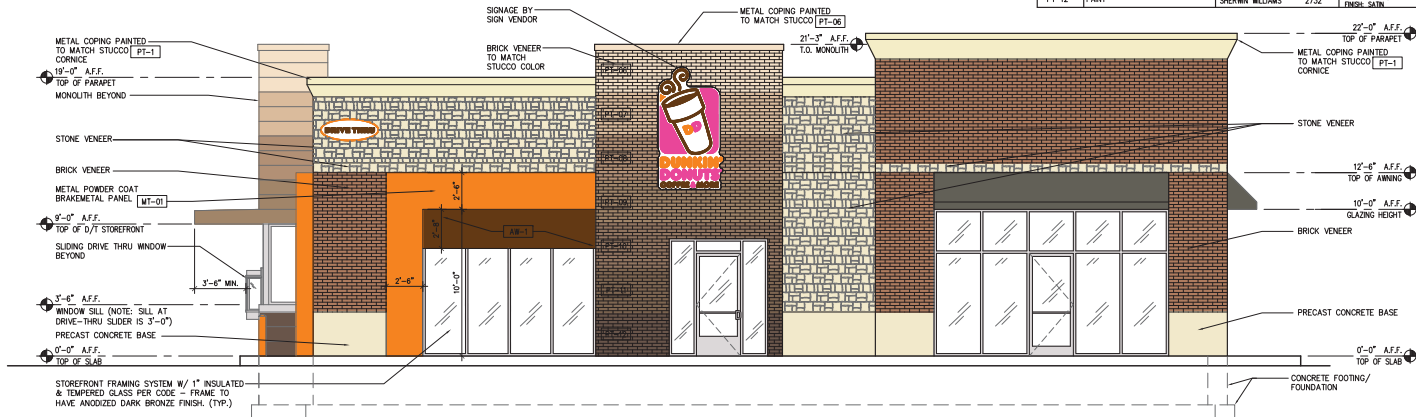


FM 544 & N. MAXWELL CREEK RD.
MURPHY, TEXAS

EXTERIOR ELEVATIONS AND
FINISH SCHEDULE

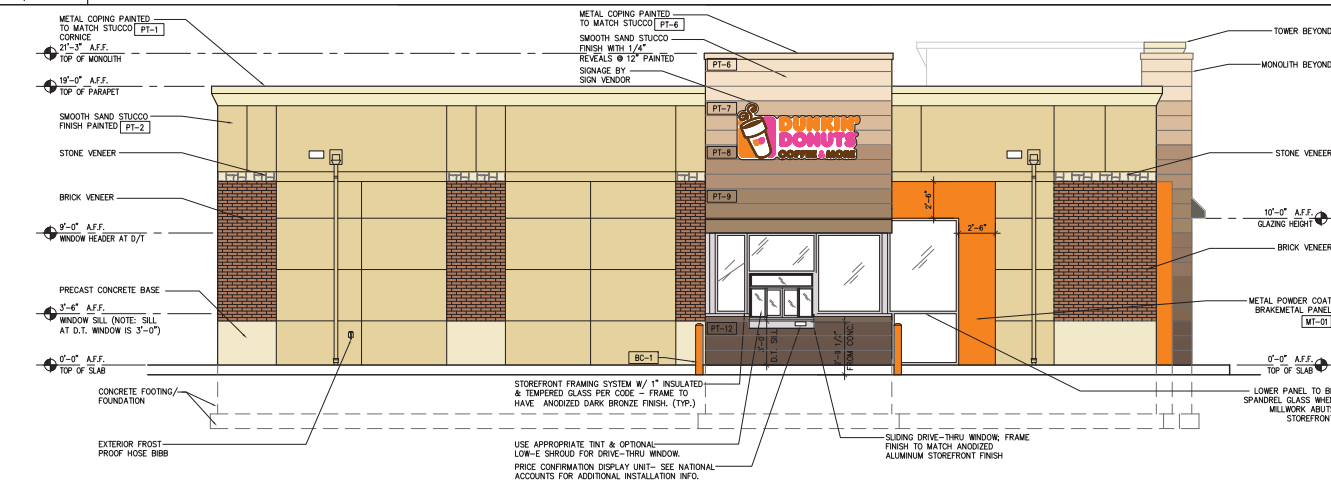
PC NUMBER

EXTERIOR FINISH MATERIAL SCHEDULE					
CODE	MATERIAL	MANUFACTURER	PRODUCT NO.	DESCRIPTION	REMARKS
AW-1	DO FRESH BREW ANNING	ARLON	PB BROWN PAINT ANNING	37" ANNING MATERIAL	PRE-PAINTED TRIM ONLY MESSAGE ANNING MATERIAL - STRUCTURE APPLICATION
BC-1	ORANGE BOLLARD COVERS	IDEAL SHIELD	BC1-CC-452-5	4"X 6" X 50" ORANGE SLEEVE	
BR-01	BROOK	ENDCOTT	MEDIUM RINGSPOT #77	STONE MODULAR POTTING, YELLOW LIMESTONE - WHITE	
ST-01	STONE				
MT-01	METAL POWDERCOAT	TIGER DRYLAC	1045/24340	COLOR: RAL 2008	GL/SM FINISH
PT-01	STUCCO	PAREX STUCCO		COLOR: OVERLAY TONER FINISH: 535 SAND, SANDSTON	
PT-02	STUCCO	PAREX STUCCO		COLOR: TUMBLER TONER FINISH: 535 SAND, SANDSTON	
PT-05	NOT USED				
PT-06	PAINT	SHERWIN WILLIAMS	1118	COLOR: FRANKIE JACKLY FINISH: SATIN	SATIN
PT-07	PAINT	SHERWIN WILLIAMS	2210	COLOR: SPOT RAIL FINISH: SATIN	SATIN
PT-08	PAINT	SHERWIN WILLIAMS	1126	COLOR: FLORENCE BRASS FINISH: SATIN	SATIN
PT-09	PAINT	SHERWIN WILLIAMS	1112	COLOR: SETTERS COAT FINISH: SATIN	SATIN
PT-10	PAINT	SHERWIN WILLIAMS	1077	COLOR: CARROLL BROWN FINISH: SATIN	SATIN
PT-11	PAINT	SHERWIN WILLIAMS	1056	COLOR: BARONAL BROWN FINISH: SATIN	SATIN
PT-12	PAINT	SHERWIN WILLIAMS	2732	COLOR: TARD FINISH: SATIN	SATIN



1	FRONT ELEVATION
---	-----------------

1/4"=1'-0"	NOTE: DWG. IS NOT TO SCALE IF SHEET PLOTTED ON 11" x 17"
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2	LEFT SIDE ELEVATION
---	---------------------

1/4"=1'-0"	NOTE: DWG. IS NOT TO SCALE IF SHEET PLOTTED ON 11" x 17"
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EXHIBIT B

Property Located North of FM 544 Between North Murphy Road (FM 2551) and North Maxwell Creek Road PLANNED DEVELOPMENT DISTRICT CONDITIONS

- I. **Statement of Intent:** The intent of this Planned Development District is to provide high quality mixed-use, primarily retail, development that is consistent with the Comprehensive Plan and that is beneficial and complementary to the City of Murphy in terms of visual identity.
- II. **Statement of Purpose:** The purpose of this Planned Development District is to ensure that any development that occurs within the property designated by this Planned Development District encourages a mixed-use application including, but not limited to the following.
 - High Quality Restaurants
 - Upscale Retail Shops and Boutiques

All restaurants in the Planned Development District shall be High Quality Restaurants. High Quality Restaurants shall include restaurants with table seating and table service and dining; cafeteria style service with table dining; or counter seating and service with a full bar service. High Quality Restaurants do not include restaurants with counter seating and service without a full service bar; that primarily serve fast food with a menu above the counter and little or no wait staff; that primarily serve take-out food; or that have a drive-through.

- III. **Statement of Effect:** This Planned Development shall not affect any regulation in the Comprehensive Zoning Ordinance of the City of Murphy found in the City of Murphy, Texas, Code of Ordinances (Ordinance No. 06-12-708, as amended, and hereinafter referred to as the "Code of Ordinances"), except as specifically provided herein. The administration and interpretation of the plans and regulations of the Planned Development District, including Permitted Uses, shall be with the City Manager or his designee.
- IV. **General Regulations:** The base zoning districts for the Planned Development District shall be Office and Retail Districts. Therefore, regulations contained in the Code of Ordinances applicable to the following zoning districts shall be included by reference and shall apply for each of the specified areas of the concept plan listed below, except as otherwise specified by this ordinance.
 - A. Article III, Division 12 – Office District (O)
 - B. Article III, Division 14 – Retail District (R)

V. **Development Plans:**

- A. Concept Plan: Development shall be in general conformance with the approved concept plans and site plans set forth in Exhibit C; however, in the event of conflict between the concept plans and/or site plans and the conditions, the conditions shall prevail. A concept plan shall be required and approved in accordance with Article II, Division 5 of the Code of Ordinances (public hearing) for any area not governed by an approved concept plan.

EXHIBIT B

Planned Development District Conditions
Page 2 of 11

- 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. Amenities Plan: Development shall be in general conformance with the approved amenities plan as set forth in Exhibit G; however, in the event of conflict between the amenities plan and the conditions; the conditions shall prevail.
- F. North Maxwell Creek Road Plan: North Maxwell Creek Road shall be upgraded in general conformance with the North Maxwell Creek Road plan as set forth in Exhibit H and in accordance with the City of Murphy construction requirements. However, in the event of conflict between the exhibits, the conditions, and/or the generally accepted construction standards, the standards and conditions (in this order) shall prevail.
- G. The Concept Plan, Landscape Plan, Exterior Elevation Plan, Signage Plan and Amenities Plan approval shall be for a period of one year from the date of City Council action on each plan. If within that one-year period a site plan has been submitted for a portion of the development, then the concept plan shall be deemed 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.
- H. Site Plan – A Site Plan shall be submitted in accordance with the requirements set forth in Article II, Division 7 of the 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. The following land uses listed below are the only uses authorized by right or by SUP within the Planned Development District. All other land uses contained in Article VI. Use Regulation Sections 86-661 through 86-680 (See Appendix A-3 Use Regulations Chart) of the Code of Ordinances, as amended, for Retail and Office Districts not listed herein are expressly prohibited. Uses that must be authorized by SUP must be approved following the procedures set forth in Article V. Specific Use Permits, Sections 86-631 through 86-660 of the City of Murphy, Texas, Code of Ordinances, as amended.
 - 1. Amusement Services (Indoors)
 - 2. Antique Shop (household items only; no outside storage)
 - 3. Art Dealer/Gallery
 - 4. Artist Studio
 - 5. Bakery (Retail)

EXHIBIT B

Planned Development District Conditions
Page 3 of 11

6. Bank, Savings and Loan, or Credit Union (Stand Alone with drive-through)(limited to one)
7. Barber/Beauty Shop (Non-college)
8. Bed and Breakfast Inn (SUP)
9. Book Store
10. Civic Club
11. Department Store
12. Dinner Theater
13. Florist
14. Furniture Home Furnishings or Appliance Store (Indoor)
15. Hardware Store
16. Health Club (Physical Fitness)
17. Hotel/Motel (SUP)
18. Laundry/Dry Cleaning (Drop Off/Pickup Only)
19. Library (Public)
20. Motion Picture Theater (Indoors)
21. Museum (Indoors Only)
22. Offices (SUP)
 - a. Financial Services (Advice/Invest)
 - b. Insurance Agency Offices
 - c. Legal Services Offices
 - d. Medical Offices/Clinic
 - e. Professional Offices
 - f. Real Estate Offices
 - g. Travel Agency
23. Park and/or Playground (SUP)
24. Pet Shop/Supplies
25. Pharmacy
26. Photo Studio
27. Photocopying/Duplicating
28. Restaurant or Cafeteria (with no drive-through/no drive-in service)
29. Restaurant or Cafeteria (with drive-through/drive-in service) (SUP)
30. Retail Store
31. Shoe Repair
32. Tailor Shop
33. Theater (Non-Motion Picture; Live Drama)
34. Any land use having more than sixteen (16)-hour operations per day (SUP)

B. Area and Yard Regulations:

1. Setbacks From Property Lines Adjacent To Streets:
 - a. Building Setbacks - No building of any kind and no part thereof shall be placed within the following setback lines:
 - i. Minimum 50 feet from FM 544 and FM 2551 (Murphy Road).

EXHIBIT B

- ii. Minimum 50 feet from North Maxwell Creek Road right-of-way.
 - iii. Minimum 50 feet from right-of-way of all other public streets, roads, etc.
 - b. Landscape Setbacks
 - i. Minimum 15 feet from FM 544 and FM 2551 (Murphy Road).
 - ii. Minimum 15 feet from North Maxwell Creek Road right-of-way.
- 2. Setbacks From Property Lines Not Adjacent To Streets:
 - a. Building Setbacks – No building of any kind and no part thereof shall be placed within the following setback lines:
 - i. Minimum 15 feet from rear and side lines of the overall property and each tract or 0 feet with landscaping, except where buildings on adjacent lots abut each other. In the case of abutting buildings, the building setback shall be 0 feet.
 - ii. Minimum 50 feet abutting residential districts for single story buildings not exceeding an average of 35 feet in height. However, any proposed theaters shall have an average maximum height of 45 feet. All pad sites along FM 544 shall have a maximum average height of 25 feet.
 - iii. Maximum 50 feet along the DART right-of-way along the north property line.
- 3. There is no maximum building size as long as fire standards and other site requirements, such as parking and landscaping, etc. are met.
- C. Parking, Driveways & Sidewalks:
 - 1. Parking areas shall not be permitted within any landscape buffer strip.
 - 2. Parking shall not be permitted in front of the building except that parking may be provided in front of the building at a ratio not greater than 15 percent. Retail and restaurant uses are exempt from this requirement.
 - 3. 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.
 - 4. The number of required parking spaces shall be dependent upon the use and shall meet the requirements of the City of Murphy Code of Ordinances. All pads (in-line or stand-alone with a footprint larger than 19,000 square feet shall be considered commercial in zoning and provide parking at a rate of 1 space for every 250 square feet. All pads smaller than 19,000 square feet shall be considered retail or restaurant and shall

EXHIBIT B

have parking according to the Code of Ordinances. Parking for any proposed theater shall be provided at a ratio of 1 space for every 5 seats.

5. No required parking space may be occupied by signs, cart corrals, merchandise, or display items at any time.
6. Sidewalks along FM 544 and North Maxwell Creek Road shall be a minimum of 8 feet in width.

D. Loading and Unloading

1. Truck loading berths and apron space shall not be located on the street side of any building, however, and exceptions can be addressed during site plan approval. In those instances where 3 or more sides of the building face dedicated streets, the loading berth shall be screened from view.
2. Truck loading berths and apron space shall not be located within any required setback or landscape buffer strip.

E. Minimum Exterior Construction Standards, Building Materials and Design – Exterior Construction and Design Requirements shall be architecturally compatible with the approved elevation plans for Murphy Marketplace as shown in Exhibit E, except as provided below.

1. Color schemes shall reflect a certain quality and expression consistent with the architectural character and design of the structure. Accent colors may be used to identify architectural features or highlight details. The use of primary or garish colors shall not be predominately used on the exterior facade of any structure.
2. 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 public or private dedicated street by an architecturally sound method.
3. Each commercial building, complex of buildings, or separate commercial business enterprises shall have a trash bin on the premises adequate to handle the trash and waste items generated, manufactured, or acquired thereon by such commercial activities. The sorting, handling, moving, storing, removing and disposing of all waste materials must be housed or screened from view.
4. Building roofs shall be so designed and constructed as to prevent water ponding and to shed water in a reasonable amount of time. Built-up roofs and roof-top items which include equipment, piping, flashing, and other items shall be maintained for continuity of the roof appearance.
5. Roof top equipment, piping, flashing, and other items on the roof shall be screened by a perimeter parapet wall so as not to be visible from roadways.

EXHIBIT B

6. In all cases, mechanical equipment on roofs and outcroppings should be clad by a like building material or painted with a color scheme similar to the principal structure walls or roof.
- F. Landscape Standards. Landscaping shall be compatible with the approved landscape plan as shown in Exhibit D and comply with the standards set forth in Article VII, Division 3 of the Code of Ordinances, except as provided below.
1. All landscaping shall use a unified design for the entire property. 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 or final building inspection for the development. An automatic underground irrigation system shall 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 fifteen (15) feet in depth adjacent to the right-of-way of FM 544, fifteen (15) feet in depth adjacent to North Maxwell Creek Road and ten (10) feet in depth adjacent to all other roads (includes public streets and private access drives) as measured from the back of curb of the public or private street to the back of curb of any site paving. No parking may be placed within any landscape buffer. Pedestrian easements may be located within a landscape buffer. The width of the sidewalk may be included in the calculation of the buffer depth for fifteen (15) foot buffers, but may not be included in the calculation of the buffer depth for ten (10) foot buffers.
 3. A landscape buffer shall be provided for an average of fifteen (15) feet in depth adjacent to the Southern Pacific/DART Railroad right-of-way.
 4. 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 four (4) feet by four (4) feet shall be provided surrounding each tree located in a surface parking area.
 1. A total of five (5) 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 five (5) percent area. Trees shall be distributed so that bays of parking spaces shall not exceed eighteen (18) spaces in length.
- G. Screening. Screening shall comply with the standards set forth in Article VII, Division 5 of the Code of Ordinances, except as provided below.

EXHIBIT B

1. All screening at the rear 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. Bald Cypress trees are excluded from the approved list. The existing railroad berm will also serve as a natural screen between the nonresidential and residential districts.
 2. All truck docks/loading areas for anchor stores with a footprint greater than 100,000 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). All other screening of the rear of the site shall be living screens (eight foot height and at least 75 percent capacity within four years of planting unless such areas are screened from public views by a building).
 3. Outside seasonal displays shall be permitted with the Planned Development District.
- H. Site Lighting. Lighting shall comply with the standards set forth in Article VII, Division 9 of the Code of Ordinances, except as provided below.
1. Lighting should be provided for vehicular, pedestrian, signage, architectural and site features.
 2. 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 40 feet high. However, the height of all light standards shall be subject to review of the lighting plan during the Site Plan review.
 3. The pattern of light pooling from each fixture shall be carefully considered to provide smooth, even lighting of driveways and parking, while eliminating light intrusion into adjacent property outside of the planned development district. Parking areas shall have a minimum of 3-foot candles initial and a minimum average of 2-foot candle on a maintained basis. Light sources shall be metal halide, mercury vapor or of similar color. Yellow/orange source lights are prohibited from use. Incandescent source lighting should be considered for pedestrian areas and near buildings.
 4. Pedestrian walkways, courts, gardens and entrance areas shall be illuminated to enhance the pedestrian qualities of the development. Low level fixtures should complement the architectural design and focus on quality landscape lighting that will enhance the development.
 5. General illumination shall commence one half hour before sunset and last until the Building Site is closed for the evening. Parking structures and pedestrian walkways shall be illuminated during all hours of darkness and when poor weather conditions warrant.
- I. Signage and Graphics: On-site signage will be in accordance with the Signage Criteria package provided and included as Exhibit F. Signage shall comply with

EXHIBIT B

the standards set forth in Article VII, Division 11 of the Code of Ordinances, except as provided below or within the Signage Criteria package (Exhibit F).

1. General

- a. Monument signs - One (1) monument sign shall be allowed on each lot and shall be limited to a maximum area of 50 square feet.

2. Anchor Signs

- a. Anchor signs will only be allowed for tenants with a total building footprint of 10,000 square feet or above.
- b. Anchor signs shall be internally illuminated aluminum channel letters with 1/8" Plexiglass front. The maximum letter height shall be 5'6".
- c. All anchor signs shall be illuminated until 10:00 pm regardless of store hours.
- d. Ancillary signs shall not exceed the size of the primary signs. The length of the sign shall not exceed 80% of the tenant width or the width of the architectural element.

3. Retail Signage

- a. Retail signage requirements will apply to tenants with a total building footprint of 9,999 square feet or less.
- b. Retail signs shall be individually backlit aluminum channel letters over 1/8" aluminum "outline" panel to be offset 2".
- c. Typefaces, logos, and colors are subject to the landlord's approval and subject to the City of Murphy requirements.
- d. The length of the retail sign shall not exceed 80% of the tenant width or the width of the architectural element.
- e. The letter height shall range between a minimum of 1' to a maximum of 2'-6".
- f. For corner tenants and freestanding buildings, secondary signage shall not exceed the size of the primary signage.

4. Monument Signs

- a. Multi-tenant monument signs shall identify multiple tenants or uses within a given area. Single-tenant monument signs shall identify a single tenant and one shall be allowed on each lot. Locations of the monuments signs are as shown within the Signage Criteria package.
- b. Multi-tenant monument signs shall be a maximum of 10 feet tall. Single-tenant monument signs shall be a maximum of 7 feet tall.
- c. All monument signs shall be double-sided, internally illuminated Plexiglass sign panels contained within a masonry structure. Monument signage may also be lit by ground mounted flood lighting or internal letter illumination either face lit or reverse channel lit. Light fixtures should be screened from view in front of the sign.

EXHIBIT B

- d. Monument signs shall be located at a set-back distance of not less than eight (8) feet from the right-of-way line of any adjacent street and incorporated within the landscaping area or buffer.
- e. Multi-tenant monument signs: The maximum structure area for the multi-tenant monument sign shall be 184 square feet. The maximum signage area will be 94 square feet. Signage shall be similar to detail shown within the Signage Criteria package.
- f. Single-tenant monument signs: The maximum structure area for the single-tenant monument sign shall be 80 square feet. The maximum signage area will be 25 square feet. Signage shall be similar to detail shown within the Signage Criteria package.
- g. Construction of monument signs shall include a base of material compatible with the material used for buildings.

5. Temporary Marketing Signage

- a. One (1) quality temporary marketing signs shall be permitted on the development on FM 544. These signs shall be allowed for a term of twelve (12) months from the date of installation. Temporary marketing signs may be permitted for a longer period of time upon approval by the City.
- b. The maximum signage area will be 64 square feet. The maximum height shall be 8 feet. Signage shall be similar to detail shown within the Signage Criteria package.
- c. All other temporary signage not specifically referred to in the Signage Criteria package or in this section shall comply with the City of Murphy standards.
- d. Construction of temporary signs are not required to be constructed of the material used for buildings.

J. Open Space

- 1. Development within the property shall 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 property at the pedestrian level.
- 2. Outdoor Seating. Any establishment serving food for consumption on-premises is encouraged to provide an outdoor seating area and need to be approved with the site plan. The outdoor seating area may be included as a portion of the 5% open space requirement as stated in the following subsection 3.
- 3. An additional 5% of open space is required in addition to the landscape, setback, and parking lot island requirements. The additional 5% 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.

EXHIBIT B

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.

- a. Water feature, such as a fountain or detention pond with constant water level.
 - b. Plaza or courtyard with art sculpture piece.
 - c. Outdoor patio or gazebo with seating area.
 - d. Other areas for pedestrian congregation, as may be approved on the site plan.
4. Outside seasonal displays are allowed within the Planned Development District. Outside storage is not allowed.

VII. Special Regulations:

North Maxwell Creek Road: As a part of this development, the existing asphalt North Maxwell Creek Road shall be upgraded to a concrete curb and gutter street. Public right-of-way with a width of 60 feet shall be dedicated by plat and centered on the existing roadbed in accordance with the City of Murphy Thoroughfare Plan. As shown in Exhibit H, North Maxwell Creek Road will be widened to a three-lane undivided roadway with the middle lane serving as a turn lane. The proposed roadway will then taper from three lanes to two lanes prior to the existing railroad tracks along the north side of the site. The developer is only responsible for half of the roadway construction costs; however, it is understood that the cost of the eastern half of the roadway would overburden the property east of North Maxwell Creek Road. Therefore, roadway construction costs will be shared between the developer of the site and the City of Murphy as detailed/negotiated under separate cover.

Traffic Impact Analysis Recommendations: As recommended by the TIA dated September 2007, the following traffic control measures shall be instituted: a traffic signal shall be installed at FM 544 and North Maxwell Creek Road, a shared thru and right turn lane and dedicated left turn lane southbound on North Maxwell Creek Road at FM 544 and dedicated left and right turn lanes for the driveways leading to North Maxwell Creek Road from the subject property shall be installed.

Utility/Power Lines: New utility distribution and service lines for individual business establishments, buildings, signs and for any other site development features shall be placed underground.

Pedestrian Streetscape: Pedestrian spaces throughout the Planned Development District shall be treated with amenities that are selected based upon their ability to unify the streetscape and shall be established on the overall concept plan for each tract. These features shall include, but are not limited to, benches, trash receptacles, bicycle racks, lighting poles, etc.

EXHIBIT B

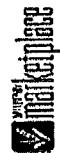
Cross-Access Requirement: A joint access (i.e. – ingress, egress) easement shall be required to minimize the number of driveway openings along FM 544. The location(s) of access easement(s) shall be shown on the site plan and shall comply with the Texas Department of Transportation (TxDOT) Access Management Standards.

Building Placement/Orientation: Buildings shall be placed in a manner that is conducive to a pedestrian-oriented atmosphere, wherever possible. Any building within 200 feet of FM 544 shall either face such right-of-way or shall have a façade facing such right-of-way that is in keeping with the character of the building's main façade.

EXHIBIT B

EXHIBIT “C”
CONCEPT PLAN

DATE	DESCRIPTION	AMOUNT	BALANCE
12/1/20	SALES	100.00	100.00
12/2/20	SALES	200.00	300.00
12/3/20	SALES	300.00	600.00
12/4/20	SALES	400.00	1000.00
12/5/20	SALES	500.00	1500.00
12/6/20	SALES	600.00	2100.00
12/7/20	SALES	700.00	2800.00
12/8/20	SALES	800.00	3600.00
12/9/20	SALES	900.00	4500.00
12/10/20	SALES	1000.00	5500.00
12/11/20	SALES	1100.00	6600.00
12/12/20	SALES	1200.00	7800.00
12/13/20	SALES	1300.00	9100.00
12/14/20	SALES	1400.00	10500.00
12/15/20	SALES	1500.00	12000.00
12/16/20	SALES	1600.00	13600.00
12/17/20	SALES	1700.00	15300.00
12/18/20	SALES	1800.00	17100.00
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8/4/21	SALES	24900.00	3112500.00
8/			



A DEVELOPMENT BY:
LANGFORD PROPERTY COMPANY

THE CROSSING AT MURPHY MARKETPLACE
A JOINT DEVELOPMENT BY:
LANGFORD PROPERTY COMPANY
& CHAMPION PARTNERS

SP-041

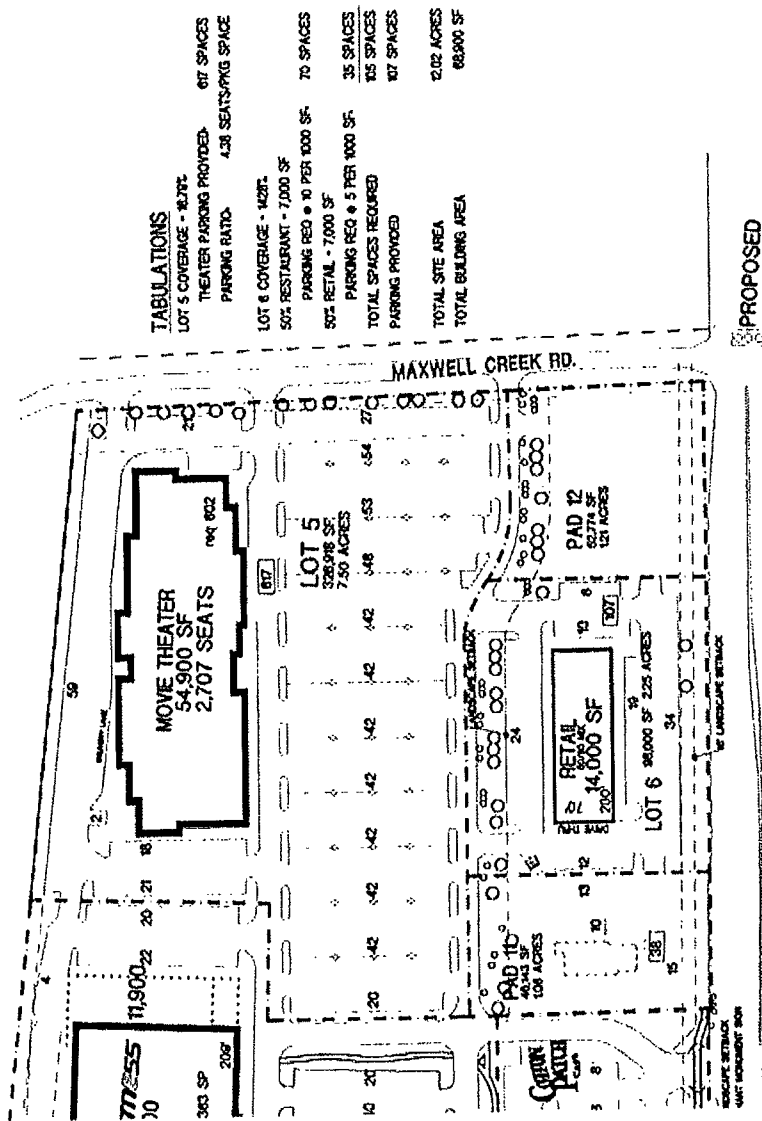
SCALE 1 - 100 - JOE 3881 - ISSUE DATE 06/17/07
APPROVED BY: _____ DATE: _____
SP-041



MURPHY, TEXAS

O'BRIEN & ASSOCIATES, INC.
ARCHITECTURE • INTERIORS • PLANNING
1000 MARKET ST., SUITE 200 • DALLAS, TEXAS 75201 • (214) 758-4100 • FAX (214) 758-4100

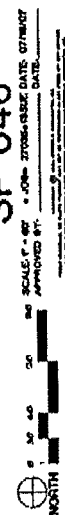
© 1994 by THE McGRAW-HILL COMPANIES, INC.



TABULATIONS

LOT 5 COVERAGE - 84,714	THEATER PARKING PROVIDED - 4.28 SEATS/PKG SPACE	617 SPACES
LOT 6 COVERAGE - 14,217		
50% RESTAURANT - 7,000 SF	PARKING REQ - 10 PER 1000 SF	70 SPACES
50% RETAIL - 7,000 SF	PARKING REQ - 3 PER 1000 SF	21 SPACES
TOTAL SPACES REQUIRED		91 SPACES
PARKING PROVIDED		107 SPACES
TOTAL SITE AREA		12.02 ACRES
TOTAL BUILDING AREA		68,900 SF

SP-046



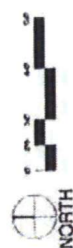
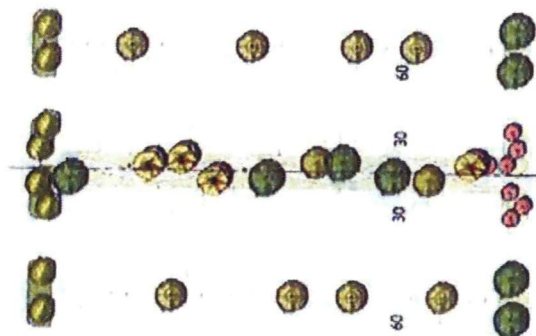
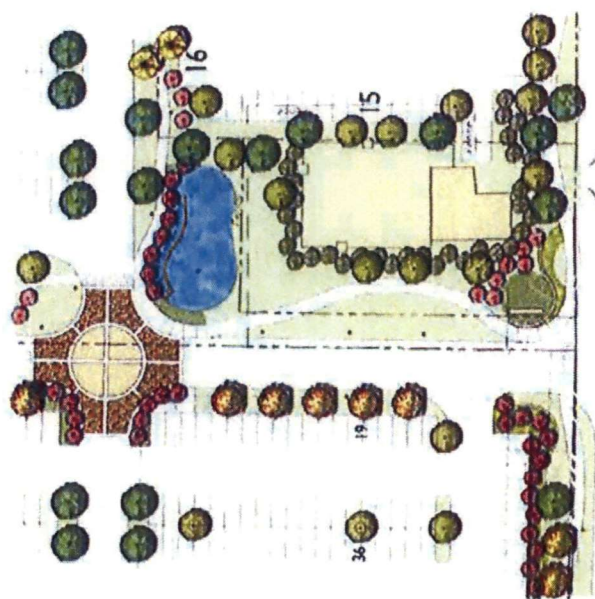
THE CROSSING AT MURPHY MARKETPLACE
MURPHY, TEXAS
A JOINT DEVELOPMENT BY:
LANGFORD & CHAMPION PARTNERS

O'BRIEN & ASSOCIATES, INC.
ARCHITECTURE • INTERIORS • PLANNING
ONE MARKET HILL, SUITE 200 • DALLAS, TEXAS 75201 • 214.760.0000 • WWW.OBRIEN-AND-ASSOCIATES.COM

EXHIBIT “D”

LANDSCAPE PLAN





1117

MURPHY MARKETPLACE
MURPHY, TEXAS
LANGFORD

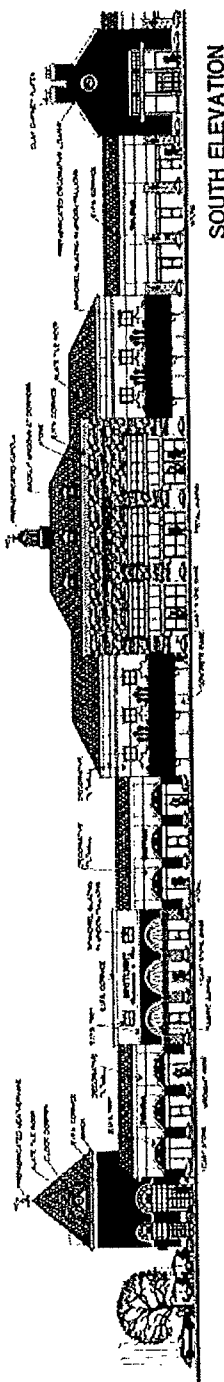
O'BRIEN & ASSOCIATES, INC.
ARCHITECTURE • INTERIORS • PLANNING
1000 W. 10th Ave. • Suite 1000 • Denver, CO 80202 • Tel: 303.733.1111

CLP-2

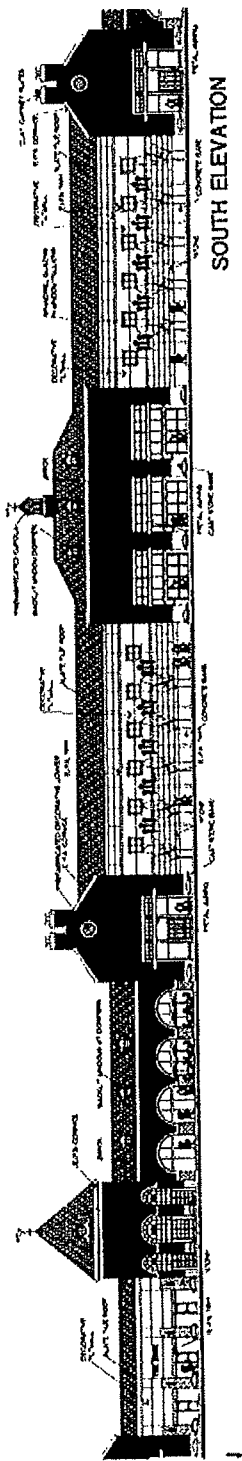
SCALE 1" = 30' • JOBS • MOST • ISSUE DATE • PURCHASE DATE • APPROVED BY

EXHIBIT “E”

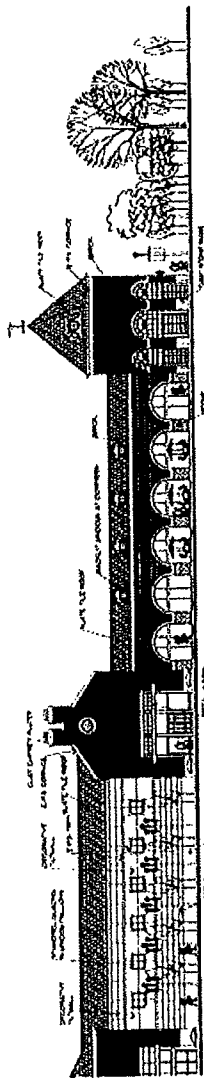
EXTERIOR ELEVATION PLAN



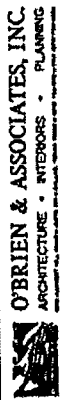
SOUTH ELEVATION



SOUTH ELEVATION



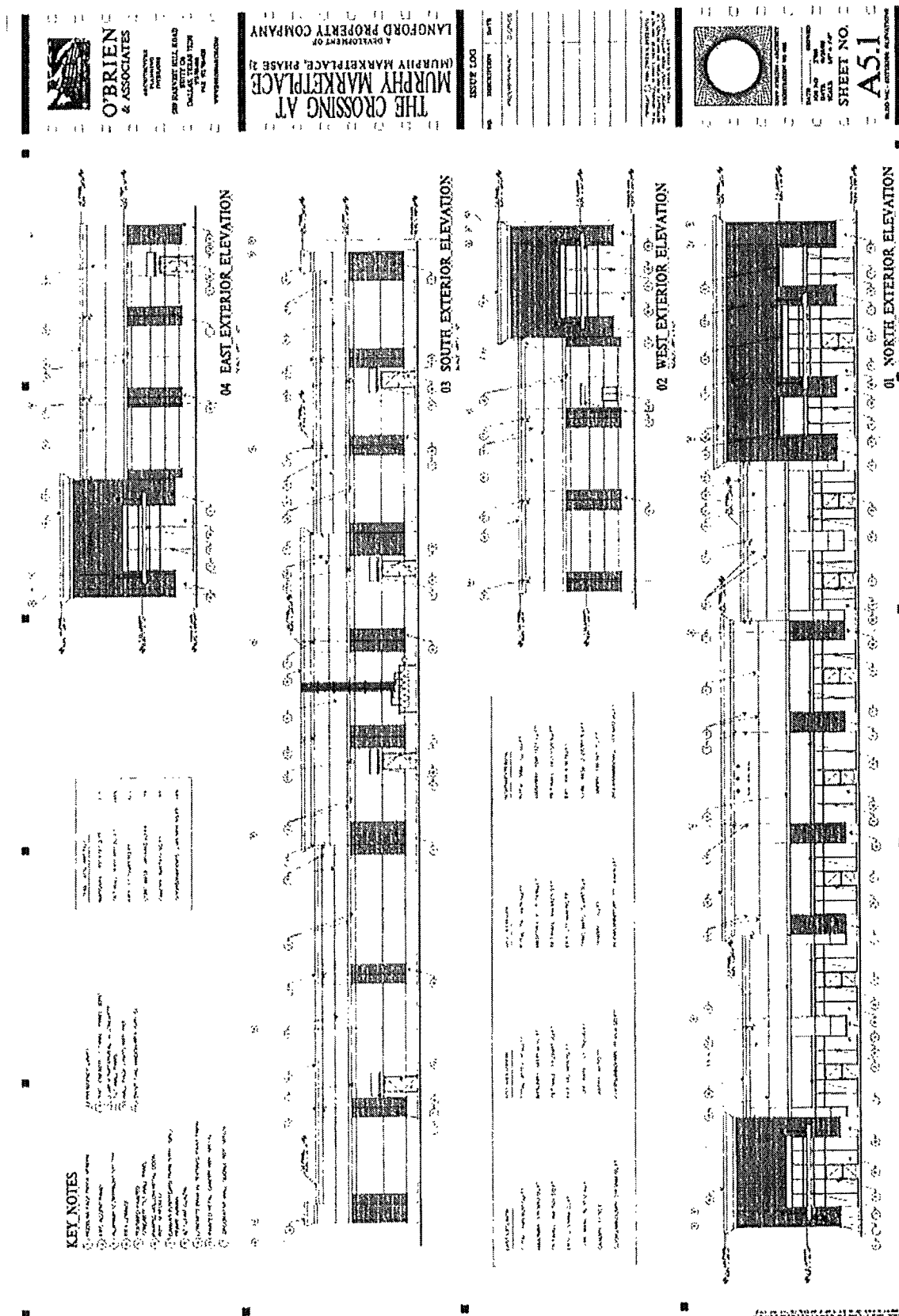
SOUTH ELEVATION



O'BRIEN & ASSOCIATES, INC.
ARCHITECTURE • INTERIORS • PLANNING

MURPHY MARKETPLACE
MURPHY, TEXAS
LANGFORD

ELEVATION
DATE: 11/11/11
PROJECT: MURPHY MARKETPLACE
SHEET: 11/11/11



KEY NOTES

- 1. EXISTING BUILDING MATERIALS
- 2. EXISTING BUILDING MATERIALS TO REMAIN
- 3. EXISTING BUILDING MATERIALS TO BE REPLACED
- 4. EXISTING BUILDING MATERIALS TO BE DEMOLISHED
- 5. EXISTING BUILDING MATERIALS TO BE REPAIRED
- 6. EXISTING BUILDING MATERIALS TO BE REFINISHED
- 7. EXISTING BUILDING MATERIALS TO BE REPAINTED
- 8. EXISTING BUILDING MATERIALS TO BE REPAVED
- 9. EXISTING BUILDING MATERIALS TO BE REPAVED
- 10. EXISTING BUILDING MATERIALS TO BE REPAVED

BUILDING MATERIALS - EAST

- 1. EXISTING BUILDING MATERIALS
- 2. EXISTING BUILDING MATERIALS TO REMAIN
- 3. EXISTING BUILDING MATERIALS TO BE REPLACED
- 4. EXISTING BUILDING MATERIALS TO BE DEMOLISHED
- 5. EXISTING BUILDING MATERIALS TO BE REPAIRED
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- 8. EXISTING BUILDING MATERIALS TO BE REPAVED
- 9. EXISTING BUILDING MATERIALS TO BE REPAVED
- 10. EXISTING BUILDING MATERIALS TO BE REPAVED

BUILDING MATERIALS - NORTH

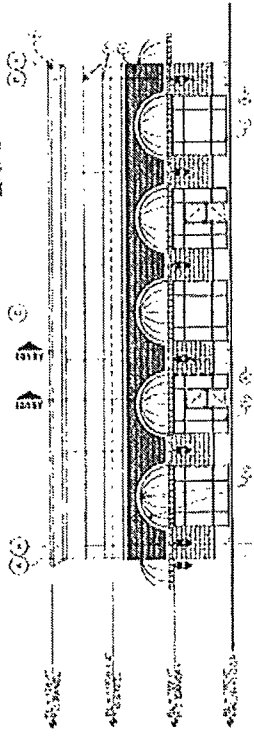
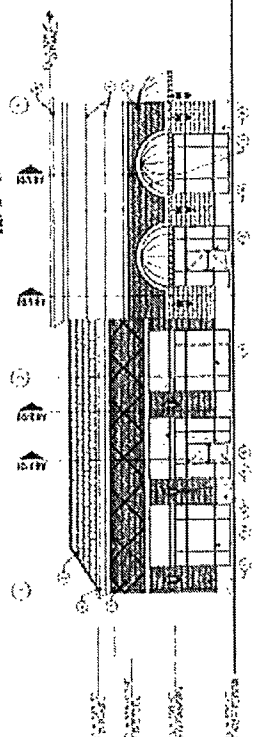
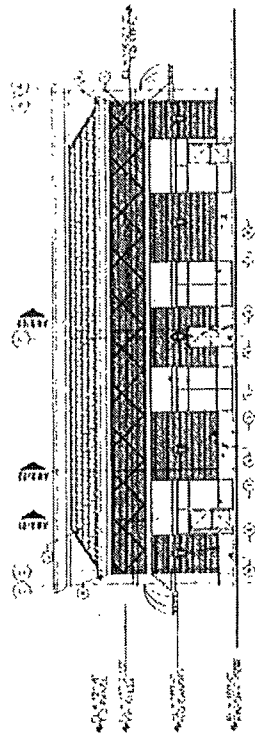
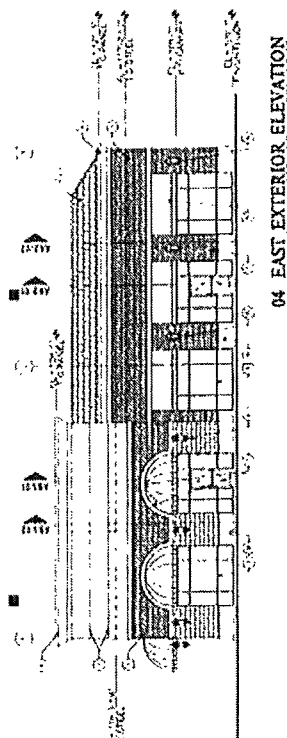
- 1. EXISTING BUILDING MATERIALS
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- 9. EXISTING BUILDING MATERIALS TO BE REPAVED
- 10. EXISTING BUILDING MATERIALS TO BE REPAVED

BUILDING MATERIALS - WEST

- 1. EXISTING BUILDING MATERIALS
- 2. EXISTING BUILDING MATERIALS TO REMAIN
- 3. EXISTING BUILDING MATERIALS TO BE REPLACED
- 4. EXISTING BUILDING MATERIALS TO BE DEMOLISHED
- 5. EXISTING BUILDING MATERIALS TO BE REPAIRED
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- 9. EXISTING BUILDING MATERIALS TO BE REPAVED
- 10. EXISTING BUILDING MATERIALS TO BE REPAVED

BUILDING MATERIALS - SOUTH

- 1. EXISTING BUILDING MATERIALS
- 2. EXISTING BUILDING MATERIALS TO REMAIN
- 3. EXISTING BUILDING MATERIALS TO BE REPLACED
- 4. EXISTING BUILDING MATERIALS TO BE DEMOLISHED
- 5. EXISTING BUILDING MATERIALS TO BE REPAIRED
- 6. EXISTING BUILDING MATERIALS TO BE REFINISHED
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- 9. EXISTING BUILDING MATERIALS TO BE REPAVED
- 10. EXISTING BUILDING MATERIALS TO BE REPAVED



O'BRIEN & ASSOCIATES

ARCHITECTS
PLANNERS
INTERIORS

501 MARKET HILL ROAD
SUITE 100
DALLAS, TEXAS 75201
PHONE 214-760-1000
FAX 214-760-1001
WWW.OBRIEN-ASSOCIATES.COM

MURPHY MARKETPLACE
A DEVELOPMENT OF
LANFORD PROPERTY COMPANY
MURPHY, TEXAS
HIGHWAY 544
SUITE 100
MURPHY, TEXAS 75070
PHONE 972-231-1000
FAX 972-231-1001
WWW.MURPHYMARKETPLACE.COM

ISSUE LOG
NO. DESCRIPTION DATE

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SCALE: ARCHITECTS' COPY
FOR PERMANENT RECORD
1/8" = 1'-0"

SHEET NO.
A5.1

BLVD 1 - EXTERIOR ELEVATIONS

Murphy, Texas, Code of Ordinances >> PART II - CODE OF ORDINANCES >> Chapter 28 - DEVELOPMENT STANDARDS >> ARTICLE V. - EXTERIOR CONSTRUCTION AND DESIGN >>

ARTICLE V. - EXTERIOR CONSTRUCTION AND DESIGN

[Sec. 28-131. - Minimum exterior construction standards.](#)

[Sec. 28-132. - Construction standards.](#)

[Sec. 28-133. - Variance procedure.](#)

[Secs. 28-134—28-150. - Reserved.](#)

Sec. 28-131. - Minimum exterior construction standards.

Definitions. For the purpose of this section, the following definitions shall apply:

Masonry construction shall include all construction of stone material, brick material, concrete masonry units, or concrete panel construction, which is composed of solid, cavity, faced, or veneered-wall construction. Synthetic masonry materials are prohibited.

The standards for masonry construction types are listed below:

- (1) *Stone material.* Masonry construction using stone material may consist of granite, marble, limestone, slate, river rock, and other hard and durable naturally occurring all-weather stone. Cut stone and dimensioned stone techniques are acceptable. Synthetic stone is not acceptable. Stone veneer is acceptable with a minimum thickness of three and five-eighths inches.
- (2) *Brick material.* Brick material used for masonry construction shall be hard fired (kiln fired) clay or slate material which meets the latest version of ASTM standard C216, Standard Specification for Facing Brick (Solid Masonry Unit Made of Clay or Shale), and shall be Severe Weather (SW) grade, and Type FBA or FBS or better. Unfired or underfired clay, sand, or shale brick are not allowed. Brick veneer is acceptable with a minimum thickness of three inches.
- (3) *Concrete masonry units.* Concrete masonry units used for masonry construction shall meet the latest version of the following applicable specifications; ASTM C90, Standard Specification for Hollow Load Bearing Concrete Masonry Units; ASTM C145, Standard Specification for Solid Load Bearing Masonry Units; ASTM C129, Standard Specification for Hollow and Solid Nonload Bearing Units. Concrete masonry units shall have an indented, hammered, split face finish or other similar architectural finish as approved by the city council. Lightweight concrete block or cinderblock construction is not acceptable as an exterior finish. Colored concrete masonry units are prohibited.
- (4) *Concrete panel construction.* Concrete finish, precast panel, tilt wall, or cementitious composite reinforced panel construction shall be painted, fluted, or exposed aggregate. Smooth or untextured concrete finishes are not acceptable.
- (5) *Glass and Metal Standards are as follows:* Glass walls shall include glass curtain walls or glass block construction. Glass curtain wall shall be defined as an exterior wall which carries no structural loads, and which may consist of the combination of metal, glass, or other surfacing material supported in a metal framework.

(Ord. No. 09-05-797, § 2, 5-18-2009; Ord. No. 13-02-947, § 16, 2-19-2013)

Sec. 28-132. - Construction standards.

Construction standards. The standards and criteria contained within this section are deemed to be minimum standards and shall apply to all new, altered or repaired construction occurring within the city.

(a) *Residential:*

- (1) All residential buildings and structures shall be of exterior fire resistant construction having at least 85 percent of the total exterior walls above grade level, excluding doors and windows, constructed of brick, stone, brick veneer, or stone veneer, in accordance with the city's building and fire codes.
- (2) All principal buildings and structures located in the SFA and MF districts shall be of exterior fire resistant construction having at least 85 percent of the total exterior walls, excluding doors and windows, constructed of brick, stone, brick veneer, stone veneer in accordance with the city's building and fire codes.
- (3) Concrete or metal exterior construction is not permitted on any residential structure.
- (4) The concrete foundation of any building or structure may not be exposed more than two feet from the final grade.
- (5) Exemptions:
 - (a) Barns or other accessory buildings in the agricultural (AG) zoning district and SF-E estate district, or located on property of five acres or more, provided that such barns are used solely for agricultural purposes as distinguished from commercial or industrial purposes, shall be exempt from provisions of this section.
 - (b) Mobile homes otherwise lawfully existing under the provisions of this chapter shall also be excluded from provision of this section.
 - (c) Historic structures (with a local, state or national designation/registry as an historic structure).
 - (d) Accessory building in a single-family, duplex or single-family attached zoning district that has less than 500 square feet of floor area;
 - (e) Accessory and maintenance buildings (any size) for a public golf course, a public or parochial school that has less than 500 square feet, or any city facility;
 - (f) Temporary construction buildings and field offices (provided that such facilities are legally permitted by the city for a specific period of time, and provided that they are completely removed from the premises upon expiration of the permit or upon completion of construction, whichever occurs first); temporary sales offices shall be permitted with first model home, provided that sales office is completely removed from the premises upon expiration of the permit or upon completion of construction; and
 - (g) Structures in existence on May 27, 2004, and any addition to those structures that does not exceed 25 percent of the heated and cooled square footage of the structure as measured on May 27, 2004.
- (6) Roof materials shall be composition (30-year), standing seam metal, terra-cotta tiles, concrete tiles or slate in muted colors. Wood shingle, shake, and metal roofing systems associated with agricultural or industrial buildings are prohibited. Only flat pan, standing seam metal roof materials are allowed with a factory finish of an approved color. Natural metal roofs are not allowed, whether galvanized or metal aluminum. Minimum roof pitch shall be at least 8:12, unless otherwise stated in the applicable zoning district or PD ordinance, and except for "Santa Fe" (with a flat roof and highly articulated parapet that conceals the roof and any roof-mounted equipment), "Texas ranch house" (with low pitched roofs, large eaves/overhangs, rambling design), or other uniquely styled home. Any proposed addition to an existing single-family structure shall have a

minimum roof pitch of 4:12.

The exterior color of all residential structures must be muted, rustic earth tones. Bright colors like pinks, purples, and those classified as primary colors are expressly prohibited.

(b) *Nonresidential:*

- (1) All nonresidential structures, including parking structures, shall be of exterior fire resistant construction having at least 90 percent of the total exterior walls above grade level, excluding doors and windows, and a minimum of 80 percent for any story above one, constructed of masonry in accordance with the city's building and fire codes. Strict adherence to this requirement shall not be such as to prevent architectural creativity.
- (2) The following materials are permitted materials for exterior construction:
 - (a) Stone.
 - (b) Granite.
 - (c) Marble.
 - (d) Other stone (e.g. - limestone).
 - (e) Glass, permitted as 30 percent or less of the exterior wall.
 - (f) Brick.

Use of other exterior construction materials may be permitted by the city council at the time of site plan approval.

- (3) The following materials for exterior construction shall not exceed 25 percent:
 - (a) Painted wood.
 - (b) Concrete (including painted, pressed or stained concrete).
 - (c) Glass, when over 30 percent of the exterior wall.
 - (d) Synthetic materials.
- (4) The concrete foundation of any building or structure may not be exposed more than two feet from the final grade.
- (5) Any roof materials that are visible from a public street shall be comprised of architectural/dimensional, composition shingle (30-year minimum), flat pan standing seam metal roofing (only with a factory baked-on muted color finish; no bright colors or natural-colored metal roofing allowed), or terra cotta or slate tile in muted colors. Minimum roof pitch of a gabled or otherwise pitched roof shall be at least 8:12, unless otherwise stated in the applicable zoning district or PD ordinance, and except for flat-roofed structures that shall have a highly articulated parapet with a minimum length of two feet and a maximum length of 100 feet that conceals the roof and any roof-mounted equipment.
- (6) The exterior color of all nonresidential structures shall be muted, rustic earth tones. Bright colors like pinks, purples, and those classified as primary colors are expressly prohibited.
- (7) Elevated water storage tanks and pump stations. All water storage facilities which serve the public shall be designed and painted to complement natural surroundings. All public water storage facilities shall be placed, to the extent possible, so as to have minimal negative impact on surrounding areas and shall be painted earth-tone, natural colors. The city council shall be authorized to approve alternate color selections if such color(s) are more acceptable with surrounding areas.
- (8) Temporary construction buildings. Temporary buildings and temporary building material storage areas to be used for construction purposes may be permitted for a specific period of time in accordance with a permit issued by the building official and subject to periodic renewal by the inspector for cause shown. Upon completion or abandonment of construction or expiration of permit, such field offices or buildings and material

storage areas shall be removed at the satisfaction of the building official.

(c) *Procedure for determining alternative exterior materials:*

- (1) All written requests for alternative exterior building materials shall be noted and described on the site plan. If requested by the city, a sample(s) of the proposed exterior finish material(s) may be required to be submitted with the site plan.
- (2) The city may approve an alternative exterior material if it is determined to be equivalent or better than the exterior materials cited in subsection (b)(2) above as part of the approval of the site plan.
- (3) Consideration for exceptions to the above requirements shall be based only on the following:
 - (a) Architectural design and creativity.
 - (b) Compatibility with surrounding developed properties.
- (4) The request shall be reviewed by the planning and zoning commission, and shall be approved or disapproved by the city council.

(d) *Exterior building design standards:*

- (1) Purpose: To ensure the aesthetic value and visual appeal of nonresidential land uses and to ensure that structures relate harmoniously with the land and on a pedestrian, human scale. The architectural character of the built environment should complement the natural landscape and not dominate it. Vertical proportions which exaggerate building height shall be avoided. Building masses shall be broken up horizontally and vertically to provide relief in the facade. It is encouraged that every building reduce its perceived height and bulk by dividing the building into smaller components, and providing both Articulation and Variation on all building sides.
- (2) Variation: Variation shall refer (for purposes of this section) to a combination of colors, textures, design features, and/or building materials. Variation shall include but not be limited to design features such as recessed windows, awnings, shutters, canopies, balconies, columns, arches and mullions, cornices, best courses, corbelling, molding, stringcourses, latticework or ornamentation with vegetation, decorative light fixtures, and other sculpturing of the facade with permitted materials.
- (3) Variation shall be accomplished as follows:
 - (a) A minimum 33 percent of the front and any building side visible from a public roadway shall contain Variation. This percentage is reduced to 25 percent of the total square footage of the face of each building side for any face not visible from a public roadway; and,
 - (b) For the front of buildings and any side visible from a public roadway, a minimum of five changes in variation (five textures, five colors and materials) is required, excluding the roof, doors and gutters; the required number of variation or design features is reduced to three changes for all other building sides; and,
- (4) Articulation: Articulation shall be defined (for purposes of this section) as an interruption of the building wall plane with an offset, either a recess or projection of at least four feet, at an angle or arc of between 45 degrees and 135 degrees to the wall plane. Articulation shall include (and be used synonymously with) an offset, inset, relief, recess, setback, or projection.
- (5) Horizontal articulation shall be accomplished as follows:
 - (a) Wall planes of 30 feet or less in length do not require an horizontal articulation (offsets); and
 - (b) No wall plane shall extend more than 50 feet in length. Larger buildings shall be divided into modules, preferably not exceeding 30 feet, but permitted up to 50 feet in length, that are expressed three-dimensionally throughout the entire building (modifications to the facade only shall not meet this standard). The

building modules should be expressed with at least one of the following:

- (1) A setback in wall planes a minimum of four feet;
- (2) A change in the primary facade material for the extent of the building module; or
- (3) A vertical architectural element such as a change in roof type or other vertical articulation described below.

Alternating use of similar building modules shall not be permitted.

- (6) Vertical articulation, as defined above, shall be accomplished as follows:
 - (a) By providing varying roof lines for each building mass through the use of pitched roofs with eaves, false pitch roofs with the appearance of true hips and gables from all public rights-of-way, flat roofs with projecting cornices, parapets and other variations in roof heights and angles (excluding mansard roofs); and
 - (b) Except for pitched roof buildings, no less than 30 percent of the roofline distance for each building side shall have vertical articulation of at least two feet or ten percent of the average height of the wall plane, whichever is greater; however, no single run of roofline shall exceed 60 feet in length without a minimum two-foot transition in vertical roofline height; and,
 - (c) Except for pitched roof buildings, by vertically articulating and emphasizing all principal building entrances by at least two feet or ten percent of the average height of the wall plane, whichever is greater; and,
- (7) Facade articulations or offsets shall be shown, along with calculations verifying that the building elevations meet the above requirements, on a building facade elevation plan for all sides, and shall be submitted for planning and zoning commission review and approval by the city council, along with the site plan.
- (8) All building sides shall have aesthetic detail including articulation and variation, with architectural elements that provide shadow lines and visual depth (unless substantially screened with landscaping, whereby the landscape screening in itself provides the aesthetic detailing), with proper maintenance program in place to provide upkeep of landscaping.
- (9) Street-level storefronts and building entrances shall be open and inviting to pedestrians. Buildings 10,000 square feet or greater shall have a street/parking-to-building zone of at least 20 feet to be used for sidewalks, including a minimum 15-foot landscaped buffer strip or pedestrian spaces including benches and other seating facilities.
- (10) A minimum exterior entryway offset/inset to help delineate a building's main entrance and add variety to the streetscape shall be provided for businesses based on their floor space as follows:
 - (a) Less than 5,000 square feet shall have a minimum entryway area of 15 square feet.
 - (b) 5,000 to 15,000 square feet shall have a minimum entryway area of 25 square feet.
 - (c) 15,001 to 30,000 square feet shall have a minimum entryway area of 50 square feet.
 - (d) Greater than 30,000 square feet shall have a minimum entryway area of 100 square feet.
- (11) Windows shall be offset by no less than four inches and/or have a perimeter accent border of at least four inches. No section of glass windows shall extend longer in width than 15 feet without a three-foot minimum break.
- (12) All rooftop mechanical equipment shall be shielded from public view. The parapet must

- be of equal height to the tallest equipment.
- (13) Building placement on slopes shall not only incorporate stepped massing, but shall also create footprint offsets to save vegetation and natural landforms. Topographical changes shall be reflected by vertical offsets in the massing of buildings wherever possible.
 - (14) Garage-style roll-up doors shall not face public roadways. When used, they must be screened from adjacent properties and public view, unless used for an outdoor patio or bar.
 - (15) Every outparcel building, liner building or other building set between the street right-of-way and a larger adjacent building shall include the architectural detailing set forth above on all sides on the building, including those that face internal parking areas.
 - (16) Irrigation systems must include rain and freeze sensors.
- (e) *Accessory buildings.*
- (1) In the agricultural (AG) zoning district: See subsection (a)(5)(a) of this section regarding exceptions.
 - (2) In a single-family, duplex or single-family attached zoning district: Accessory buildings that have over 500 square feet of floor area shall conform to the minimum exterior construction standards for the main building on the lot/tract, tract or site, and shall be compatible in exterior finishes and colors as the main building, unless located on property of one-half acre or more.
 - (3) In a multifamily or nonresidential zoning district: Accessory buildings (any size) shall conform to the minimum exterior construction standards for the main building on the lot/tract, tract or site, and shall be architecturally compatible in design and constructed of the same exterior finishes and colors as the main building.

(Ord. No. 09-05-797, § 2, 5-18-2009; Ord. No. 13-02-947, § 16, 2-19-2013)

Sec. 28-133. - Variance procedure.

- (a) The planning and zoning commission shall hold a public hearing on any request for a variation or exception to the standards provided by this article. The planning and zoning commission may not recommend a variation or exception unless the planning and zoning commission determines that the variation or exception will not substantially alter the intent of the standards established by this article.
- (b) All recommendations of the planning and zoning commission under this article shall be forwarded to city council. When the planning and zoning commission denies a request for a variation or exception to the standards set forth in this article, a hearing before the city council shall be set only if a written appeal is filed by the applicant with the city manager or his/her designee within 15 days of the date of the denial.

(Ord. No. 09-05-797, § 2, 5-18-2009; Ord. No. 13-02-947, § 16, 2-19-2013)

Secs. 28-134—28-150. - Reserved.

