



**AGENDA
CITY OF ALLEN
PLANNING AND ZONING COMMISSION REGULAR MEETING
TUESDAY, JUNE 21, 2022 – 7:00 PM
CITY COUNCIL CHAMBERS
ALLEN CITY HALL
305 CENTURY PARKWAY
ALLEN, TEXAS 75013**

1. Call to Order and Announce a Quorum is Present.

2. Pledge of Allegiance.

3. Director's Report.

3.1 Receive the Director's Report on Action Taken on the Planning and Zoning Commission Items by City Council at the June 14, 2022, Regular Meeting.

4. Consent Agenda.

(Routine P&Z business. Consent Agenda is approved by a single majority vote. Items may be removed for open discussion by a request from a Commission member or member of staff.)

4.1 Approve Minutes from the June 7, 2022, Planning and Zoning Commission Regular Meeting.

4.2 Consider a Request for a Final Plat for Lot 1, Block A, and Lot 1, Block X, Allen Gateway Addition, Being 12.513 Acres in the S. Jackson Survey, Abstract No. 489, Generally Located at the Northwestern Corner of the Intersection of Ridgeview Drive and Exchange Parkway. (PL-051322-0008) [Allen Gateway Addition]

4.3 Consider a Request for a Replat of Lot 3R1, Block A, Stacy Green Addition; Generally Located East of U.S. Highway 75 and Approximately 300± Feet South of W. Stacy Road. (PL-052722-0011) [Outback]

4.4 Consider a Request for a Replat of Lot 1, Block A, Exxon Addition; Generally Located West of N. Greenville Avenue and South of E. Stacy Road. (PL-052722-0011) [Frost Bank]

5. Regular Agenda.

5.1 Conduct a Public Hearing and Consider a Request to Amend the Development Regulations of a Portion of Area 1 of Planned Development No. 3 Light Industrial to Allow a Microbrewery Use and Adopt a Related Concept Plan and Building Elevations for Lot 2, Allen Business Center, Generally Located North of Bethany Drive and West of Prestige Circle. (ZN-042222-0007) [Armor Brewing]

5.2 Conduct a Public Hearing and Consider a Request to Amend the Development Regulations of

Planned Development No. 127 Corridor Commercial and Multifamily Residential for Approximately 59.629 Acres of Land in the S. Jackson Survey, Abstract No. 489, Generally Located at the Southeastern Corner of State Highway 121 and Custer Road. (ZN-010722-0001) [TCC Custer & SH121]

5.3 Discuss the Status of Impact Fee Study, Procedures Relating to the Update of the City's Impact Fee Ordinance, and Related Matters.

6. Executive Session. (As needed)

As authorized by Section 551.071(2) of the Texas Government Code, this meeting may be convened into closed Executive Session for the purpose of seeking confidential legal advice from the City Attorney on any agenda item listed herein.

7. Adjournment.

This notice was posted at Allen City Hall, 305 Century Parkway, Allen, Texas, at a place convenient and readily accessible to the public at all times. Said notice was posted on Friday, June 17, 2022, at 5:00 p.m.

Shelley B. George, City Secretary

Allen City Hall is wheelchair accessible. Access to the building and special parking are available at the entrance facing Century Parkway. Requests for sign interpreters or special services must be received forty-eight (48) hours prior to the meeting time by calling the City Secretary at 214-509-4105.

<p>PLANNING AND ZONING COMMISSION REGULAR MEETING AGENDA COMMUNICATION</p>

AGENDA DATE:	June 21, 2022
AGENDA CAPTION:	Receive the Director's Report on Action Taken on the Planning and Zoning Commission Items by City Council at the June 14, 2022, Regular Meeting.
STAFF RESOURCE:	Marc Kurbansade, Director Of Community Development
STRATEGIC PLANNING GOAL:	Vibrant Community with Lively Destinations and Successful Commercial Centers.

BACKGROUND

No items were taken to the June 14, 2022 City Council Meeting.

<p>PLANNING AND ZONING COMMISSION REGULAR MEETING AGENDA COMMUNICATION</p>

AGENDA DATE: June 21, 2022

AGENDA CAPTION: Approve Minutes from the June 7, 2022, Planning and Zoning Commission Regular Meeting.

STRATEGIC PLANNING GOAL: Financially Sound and Transparent City Government.

ATTACHMENT(S)

[Minutes from June 7, 2022 Regular Planning & Zoning Commission Meeting](#)

PLANNING AND ZONING COMMISSION
REGULAR MEETING
JUNE 7, 2022

ATTENDANCE:

Commissioners Present:

Dan Metevier, Chair
Michael Smiddy, 1st Vice-Chair
Kenneth Cook, 2nd Vice-Chair
Elias Shaikh
Brent Berg
Gary Stocker
Jason Wright

City Staff Present:

Hayley Angel, AICP, Planning Manager
Jordan Caudle, Planner

1. Call to Order and Announce a Quorum is Present.

With a quorum of the Commissioners present, Chair Metevier called the meeting to order at 7:00 p.m. in the City Hall Council Chambers Room at Allen City Hall, 305 Century Parkway, Allen, Texas, 75013.

2. Pledge of Allegiance.

3. Directors Report.

3.1 The Planning Manager of Community Development discussed the action taken on the Planning & Zoning Commission items by City Council at the May 10, 2022, Regular Meeting, and May 24, 2022, Regular Meeting.

4. Consent Agenda.

(Routine P&Z business. Consent Agenda is approved by a single majority vote. Items may be removed for open discussion by a request from a Commission member or member of staff.)

4.1 Approve Minutes from the May 3, 2022, Planning and Zoning Commission Workshop Meeting.

4.2 Approve Minutes from the May 3, 2022, Planning and Zoning Commission Regular Meeting.

4.3 Consider a Request for a Replat of Lot 1R, Block A, The Village At Allen; Generally Located at the Northeastern Corner of Central Expressway North and Cabela Drive. (PL-051322-0009) [Velvet Taco]

Motion: **Upon a motion by Commissioner Berg, and a second by Commissioner Wright, the Commission voted 7 IN FAVOR and 0 OPPOSED to approve the Consent Agenda items as presented.**

The motion carried.

5. Executive Session. *(As needed)*

The Executive Session was not held.

6. Adjournment.

The meeting adjourned at 7:03 p.m.

These minutes were approved this 21st day of June 2022.

Dan Metevier, CHAIR

Jessica Johnsen, PLANNER

<p style="text-align: center;">PLANNING AND ZONING COMMISSION REGULAR MEETING AGENDA COMMUNICATION</p>

AGENDA DATE:	June 21, 2022
AGENDA CAPTION:	Consider a Request for a Final Plat for Lot 1, Block A, and Lot 1, Block X, Allen Gateway Addition, Being 12.513 Acres in the S. Jackson Survey, Abstract No. 489, Generally Located at the Northwestern Corner of the Intersection of Ridgeview Drive and Exchange Parkway. (PL-051322-0008) [Allen Gateway Addition]
STAFF RESOURCE:	Hayley Angel, Planning Manager
BOARD/COMMISSION ACTION:	At the April 5, 2022, meeting the Planning and Zoning Commission approved a Preliminary Plat for the subject property.
PREVIOUS COUNCIL ACTION:	Planned Development No. 101 - Adopted January, 2007 Planned Development No. 141 - Adopted January, 2020 Planned Development No. 141 - Amended January, 2022
STRATEGIC PLANNING GOAL:	Vibrant Community with Lively Destinations and Successful Commercial Centers.

BACKGROUND

The subject property is generally located at the northwest corner of Ridgeview Drive and Exchange Parkway. The zoning designations of the surrounding properties are as follows:

- North and West - Planned Development No. 141 (PD-141) with a base zoning of Mixed Use (MIX)
- South - Planned Development No. 54 with a base zoning district of Single Family Residential 6
- East (across Exchange Parkway) - PD-141 with a base zoning of MIX

In January 2020, City Council adopted a Planned Development for Allen Gateway, a mixed-use development comprised of approximately 74.877 acres. In January 2022, City Council subsequently adopted some minor amendments for the same property. A Preliminary Plat for the entire development was approved by the Planning and Zoning Commission in April 2022. A Site Plan for the subject site, which is a portion of the overall development, showed the first phase of Urban Residential and a portion of Gateway Forest open space area. It was approved in April 2022.

The subject Final Plat shows 12.513± acres of land subdivided into two lots. There are three major points of access into the site--two from Ridgeview Drive and a future access point on Exchange Parkway. The plat shows all necessary easements and right-of-way dedications for development of this phase.

The Final Plat has been reviewed by the Technical Review Committee, is generally consistent with the Concept Plan, and meets the requirements of the Allen Land Development Code.

STAFF RECOMMENDATION

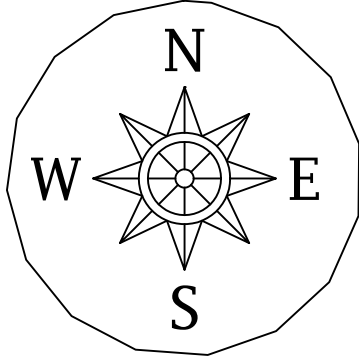
Staff recommends approval.

MOTION

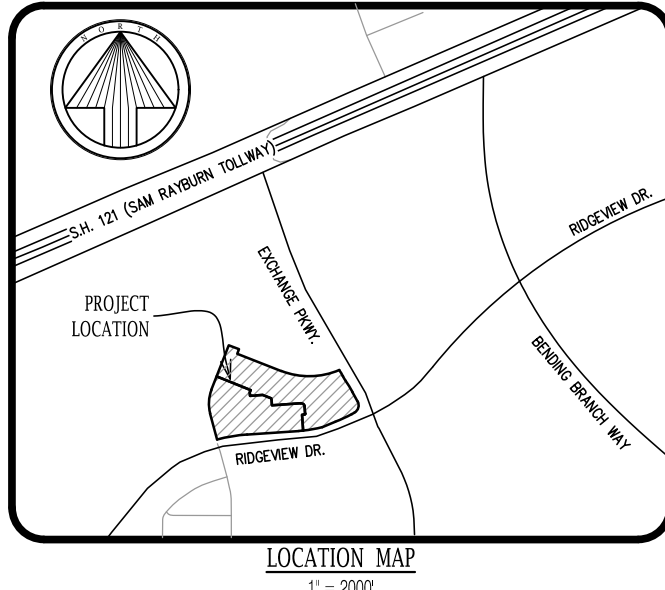
I make a motion to approve the Final Plat for Allen Gateway Addition, as presented.

ATTACHMENT(S)

[Final Plat](#)



50 0 25 50 100
1 inch = 50 ft.



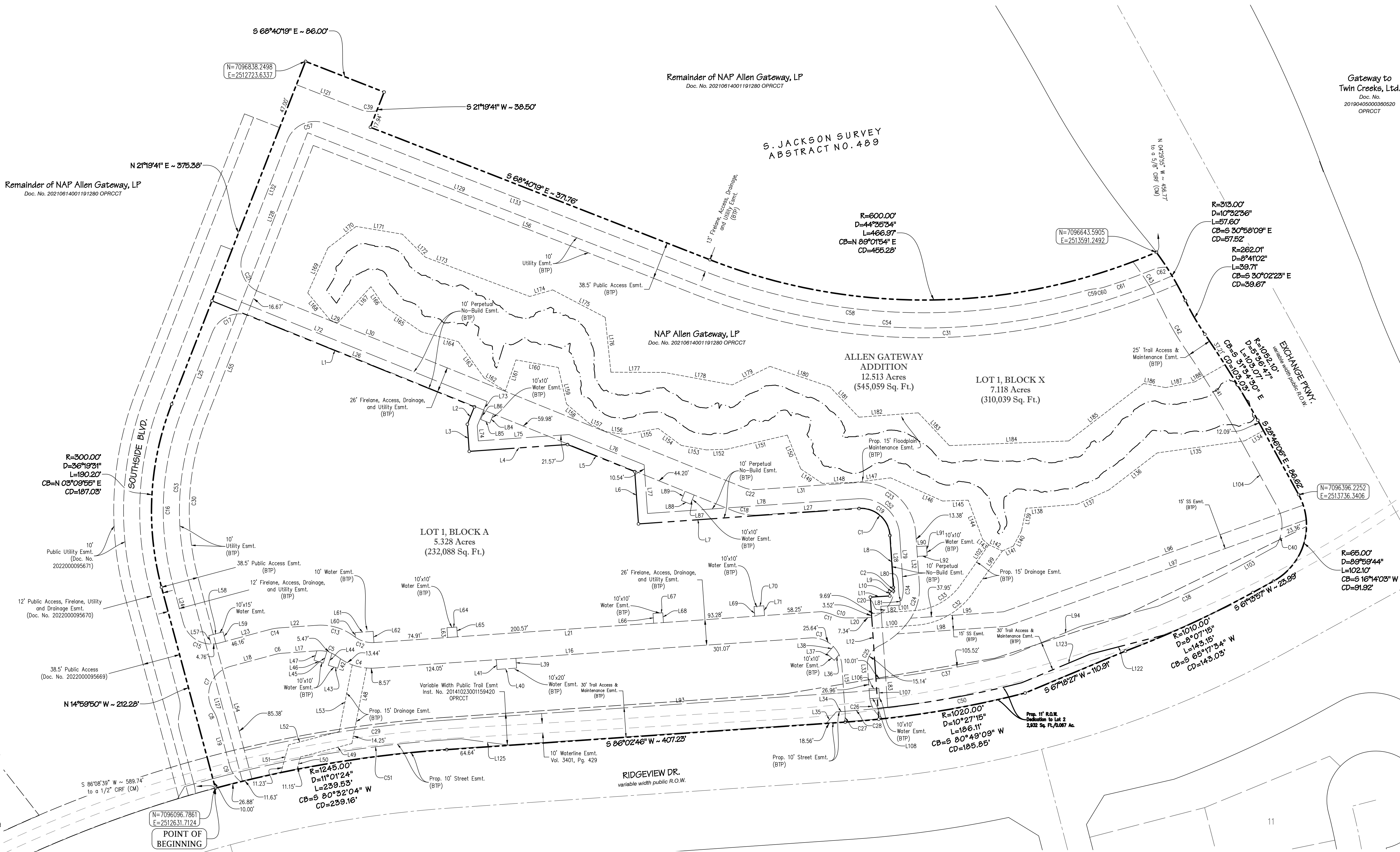
LEGEND	
(Not all items may be applicable)	
○	1/2" IRON ROD WITH PLASTIC CAP STAMPED "SPARSING" SET, UNLESS OTHERWISE NOTED
NOTE: IF UNABLE TO SET ACTUAL LOT CORNER, A 5 FOOT OFFSET IRON ROD MAY BE SET WITH A PINK PLASTIC CAP STAMPED "SPARSING-5' O/S PC"	
IRF	IRON ROD FOUND
CRF	CAPPED IRON ROD FOUND
IPF	IRON PIPE FOUND
AMF	ALUMINUM MONUMENT FOUND
CM	CONTROL MONUMENT FOUND
Emt.	EASEMENT
ULV	UTILITY
DE	DRAINAGE EASEMENT
DUE	DRAINAGE AND UTILITY EASEMENT
UE	UTILITY EASEMENT
WE	WATER EASEMENT
SSE	SEWERY EASEMENT
SE	SEWAGE EASEMENT
STE	STREET EASEMENT
FAUE	FIRELINE, ACCESS, & UTILITY EASEMENT
WMC	WALL MAINTENANCE EASEMENT
HBE	HEDGE & BIRCH TRAIL EASEMENT
VMM	VISIBILITY, ACCESS & MAINTENANCE EASEMENT
(BTP)	BY THIS PLAT
R.O.W.	RIGHT-OF-WAY
Min. FF	MINIMUM FINISH FLOOR ELEVATION
BL	BUILDING LINE
STW	STREET NAME CHANGE
BC	BLOCK DESIGNATION
STP	STREET FRONTAGE
Cab.	CABINET
Vol.	VOLUME
Pg.	PAGE
No.	NUMBER
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
FIRM	FLOOD INSURANCE RATE MAP
Ord. No.	ORDINANCE NUMBER
Inst./Doc.	INSTRUMENT OR DOCUMENT
DRCT	DEED RECORDS, COLLIN COUNTY, TEXAS
PRCCT	PLAT RECORDS, COLLIN COUNTY, TEXAS
OPRCCT	OFFICIAL PUBLIC RECORDS, COLLIN COUNTY, TEXAS

- NOTES:
- This replat was prepared without the benefit of a commitment for title insurance. No research was performed for any easements other than that shown on the record plat of this property. Therefore, easements, agreements, and other documents may exist that affect the subject property that are not shown on this replat.
 - Basis of bearing: Texas State Plane Coordinate System, North Central Zone 4202, North American Datum of 1983. Adjustment Realization 2011.
 - 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.
 - Only lots classified as Block X are considered open space. All open space and common properties shall be owned and maintained by a property/homeowners' association established in accordance with Allen Land Development Code 8.20.2 and 8.20.4.

Remainder of NAP Allen Gateway, LP
Doc. No. 20210614001191280 OPRCCT

Remainder of NAP Allen Gateway, LP
Doc. No. 20210614001191280 OPRCCT

Gateway to
Twin Creeks, Ltd.
Doc. No.
20190405000380520
OPRCCT



FINAL PLAT
ALLEN GATEWAY ADDITION
LOT 1, BLOCK A & LOT 1, BLOCK X
AND 0.067 ACRES RIGHT OF WAY DEDICATION
SITUATED IN THE S. JACKSON SURVEY, ABSTRACT NO. 489
IN THE CITY OF ALLEN, COLLIN COUNTY, TEXAS
12.513 Acres (Gross)
12.446 Acres (Net)

OWNER / APPLICANT
NAP Allen Gateway, L.P.
212 East Third Street, Suite 300
Cincinnati, Ohio 45202
Telephone (972) 374-5272
Contact: Michael L. Pacilio

ENGINEER / SURVEYOR
Spiars Engineering, Inc.
765 Custer Road, Suite 100
Plano, TX 75075
Telephone: (972) 422-0077
TBPELS No. F-2121 and No. F-10043100
Contact: Kevin S. Wier

Printed By: weaverltd.dwg: 05/07/2022 11:00:01 AM
2:34:42 PM
Drawing: C:\2021\100501\31-0330-North-Acres-Right-Way-Plat.dwg: Allen Gateway Addition (2) - 0331-0333 North Acres Right Way-Plat.dwg: 05/06/2022
2:34:42 PM

OWNER'S CERTIFICATE
STATE OF TEXAS §
COUNTY OF COLLIN §
May 4, 2022

METES AND BOUNDS DESCRIPTION
WHEREAS NAP Allen Gateway, LP, is the owner of a tract of land situated in the C. Jackson Survey, Abstract No. 489, City of McKinney, Collin County, Texas, part of a tract conveyed to NAP Allen Gateway, LP, by deed recorded in Instrument No. 20210614001191280 of the Official Public Records of Collin County, Texas, with the subject tract being more particularly described as follows:

BEGINNING at 1/2 inch capped iron rod stamped "SPIARSENG" set lying in the northerly right-of-way line of Ridgeview Drive (variable width right-of-way) from which a 1/2 inch capped iron rod found at the southeast corner of Mixon Investment Co., Inc., by deed recorded in Volume 803, Page 446 of the Deed Records of Collin County, Texas, bears S 86°08'39" W, 589.74 feet;

THENCE traversing said NAP Allen Gateway tract, the following courses and distances:

N 14°59'50" W, 212.28 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
Along a tangent curve to the right having a central angle of 36°19'31", a radius of 300.00 feet, a chord of N 03°09'55" E – 187.03 feet, an arc length of 190.20 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
N 21°19'41" E, 375.38 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
S 68°40'19" E, 86.00 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
S 21°19'41" W, 38.50 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
S 68°40'19" E, 371.76 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;

Along a tangent curve to the right having a central angle of 44°35'34", a radius of 600.00 feet, a chord of N 89°01'54" E – 455.28 feet, an arc length of 466.97 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set lying in the southwest right-of-way line of Exchange Parkway (variable width right-of-way) from which a 5/8 inch capped iron rod found at the south corner of Hodgson Ventures, Ltd., by deed recorded in Document No. 20200728001189770 of the Official Public Records of Collin County, Texas, bears N 04°29'55" W, 456.77 feet;

THENCE along said southwest right-of-way line of Exchange Parkway, the following courses and distances:

Along a reverse curve to the right having a central angle of 10°32'36", a radius of 313.00 feet, a chord of S 30°58'09" E – 57.52 feet, an arc length of 57.60 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
Along a reverse curve to the right having a central angle of 08°41'02", a radius of 262.01 feet, a chord of S 30°02'23" E – 39.67 feet, an arc length of 39.71 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
Along a reverse curve to the right having a central angle of 05°36'47", a radius of 1052.10 feet, a chord of S 31°34'30" E – 103.03 feet, an arc length of 103.07 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
S 28°46'08" E, 86.62 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
Along a non-tangent curve to the right having a central angle of 89°59'44", a radius of 65.00 feet, a chord of S 16°14'03" W – 91.92 feet, an arc length of 102.10 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set lying in said northerly right-of-way line of Ridgeview Drive;

THENCE along said northerly right-of-way line of Ridgeview Drive, the following courses and distances:

S 61°13'57" W, 23.99 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
Along a tangent curve to the right having a central angle of 08°07'15", a radius of 1010.00 feet, a chord of S 65°17'34" W – 143.03 feet, an arc length of 143.15 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
S 67°18'27" W, 110.91 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
Along a non-tangent curve to the right having a central angle of 10°27'15", a radius of 1020.00 feet, a chord of S 80°49'09" W – 185.85 feet, an arc length of 186.11 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
S 86°02'46" W, 407.23 feet to a 1/2 inch capped iron rod stamped "SPIARSENG" set;
Along a tangent curve to the right having a central angle of 11°01'24", a radius of 1245.00 feet, a chord of S 80°32'04" W – 239.16 feet, an arc length of 239.53 feet to the POINT OF BEGINNING with the subject tract containing 545,059 square feet or 12.513 acres of land.

NOW THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

That We, NAP Allen Gateway, LP, do hereby adopt this plat designating the hereinabove described property as ALLEN GATEWAY Lot 1, Block A and Lot 1, Block X, an Addition to the City of Allen, and do hereby dedicate to the public use forever the streets and alleys shown thereon and do hereby reserve the easement strips shown on this plat for the mutual use and accommodation of garbage collection agencies and all public utilities desiring to use or using same. Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other improvements or growths which in any way endanger or interfere with the construction, maintenance or efficiency of its respective systems on any of these easement strips and any public utility shall at all times have the right of ingress and egress to and from and upon the said easement strip for the purpose of constructing, reconstructing, inspecting, and patrolling, without the necessity at any time of procuring the permission of anyone. This plat approved subject to all platting ordinances, rules, regulations and resolutions of the City of Allen, Texas.

Witness our hands at _____ County, Texas, this _____ day of _____, 2022.

NAP Allen Gateway, LP
an Ohio Limited Partnership

By: NAP Southwest GP, LLC
an Ohio Limited Liability Company
its General Partner

By: NAP Investment Management Company, Inc.
a Georgia Corporation
its Manager

By: _____
Michael L. Pacilio
Vice President – Southwest Operations

STATE OF TEXAS §
COUNTY OF COLLIN §

BEFORE ME, the undersigned, a Notary Public in and for The State of Texas, on this day personally appeared Michael L. Pacilio, known to me to be the person and officer whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein expressed and in the capacity therein stated.

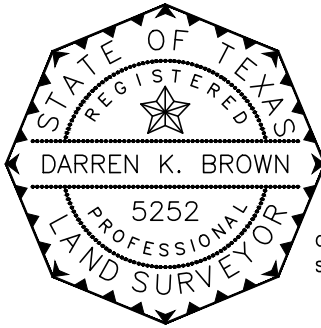
GIVEN UNDER MY HAND AND SEAL OF OFFICE this the _____ day of _____, 2022.

Notary Public, State of Texas

SURVEYOR'S CERTIFICATE

That I, Darren K. Brown, of Spiars Engineering, Inc., do hereby certify that I prepared this plat and the field notes made a part thereof from an actual and accurate survey of the land and that the corner monuments shown thereon were properly placed under my personal supervision, in accordance with the Subdivision Regulations of the City of Allen, Texas.

Dated this the _____ day of _____, 2022.



DARREN K. BROWN, R.P.L.S. No. 5252

STATE OF TEXAS §
COUNTY OF COLLIN §

BEFORE ME, the undersigned, a Notary Public in and for The State of Texas, on this day personally appeared Darren K. Brown, known to me to be the person and officer whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this the _____ day of _____, 2022.

Notary Public, State of Texas

Approved

Attest

Chair
Planning and Zoning Commission

Secretary
Planning and Zoning Commission

Date

Date

Executed Pro Forma

Mayor

Date

The undersigned, the City Secretary of the City of Allen, Texas, hereby certifies that the foregoing Final Plat of the Allen Gateway Addition to the City of Allen was submitted to the Planning and Zoning Commission and approved by it on the _____ day of _____, 20____.

City Secretary, City of Allen

Lot Line Table			
Line #	Length	Direction	
L1	288.60'	S 68°00'00" E	
L2	19.22'	S 22°00'00" W	
L3	27.69'	S 04°00'01" E	
L4	100.52'	N 86°00'00" E	
L5	73.93'	S 68°00'50" E	
L6	53.48'	S 04°00'01" E	
L7	225.49'	N 85°59'58" E	
L8	53.26'	S 03°50'36" E	
L9	3.91'	S 85°59'50" W	
L10	4.63'	S 03°43'25" E	
L11	19.92'	S 86°26'01" W	
L12	124.81'	S 03°56'22" E	

Lot Curve Table					
Curve #	Length	Radius	Chord	Chord Bearing	Delta
C1	46.46'	29.49'	41.80'	S 48°51'44" E	90°16'37"
C2	3.68'	28.00'	3.68'	S 00°54'56" W	7°31'46"

Easement Curve Table					
Curve #	Length	Radius	Chord	Chord Bearing	Delta
C3	47.12'	30.00'	42.43'	N 48°57'35" W	90°00'00"
C4	40.60'	56.00'	39.71'	S 73°11'28" E	41°32'14"
C5	21.77'	30.00'	21.30'	N 73°12'40" W	41°34'40"
C6	5.76'	30.00'	5.75'	S 80°30'05" W	10°59'50"
C7	47.12'	30.00'	42.43'	S 30°00'10" W	90°00'00"
C8	11.11'	35.00'	11.07'	N 24°05'41" W	18°11'42"
C9	20.72'	30.00'	20.31'	S 34°47'08" E	39°34'36"
C10	12.19'	30.00'	12.10'	S 78°21'45" E	23°16'31"
C11	14.17'	57.50'	14.13'	N 73°47'03" W	14°07'08"
C13	40.64'	56.00'	39.75'	N 73°12'39" W	41°34'43"
C14	10.75'	56.00'	10.73'	S 80°30'05" W	10°59'50"
C15	47.12'	30.00'	42.43'	S 59°59'50" E	90°00'00"
C16	182.59'	288.00'	179.55'	S 03°09'55" W	36°19'31"
C17	47.48'	30.00'	42.67'	S 66°39'51" W	90°40'19"
C18	25.37'	56.00'	25.16'	S 80°58'47" E	25°57'35"
C19	47.12'	30.00'	42.43'	N 48°57'35" W	90°00'00"
C20	49.20'	30.00'	43.87'	N 43°01'13" E	93°57'35"
C21	46.77'	30.00'	42.18'	S 23°20'09" E	89°19'41"
C22	13.59'	30.00'	13.48'	S 80°58'47" E	25°57'35"
C23	87.96'	56.00'	79.20'	S 48°57'35" E	90°00'00"

Easement Curve Table					
Curve #	Length	Radius	Chord	Chord Bearing	Delta
C24	42.36'	56.00'	41.36'	N 17°42'45" E	43°20'39"
C25	23.17'	22.96'	22.20'	S 37°19'09" W	57°50'04"
C26	27.77'	30.00'	26.79'	S 30°28'53" E	53°02'35"
C27	9.32'	30.00'	9.28'	N 04°56'32" E	17°48'13"
C28	34.40'	1009.00'	34.40'	S 85°04'10" W	1°57'12"
C29	206.80'	1275.00'	206.58'	S 81°23'58" W	9°17'36"
C30	165.79'	261.50'	163.03'	S 03°09'55" W	36°19'31"
C31	503.31'	638.50'	490.38'	N 88°44'45" E	45°09'52"
C32	68.93'	77.50'	66.68'	N 60°33'39" E	50°57'32"
C33	55.59'	62.50'	53.77'	N 60°33'39" E	50°57'32"
C34	13.91'	38.00'	13.83'	S 07°29'51" W	20°58'28"
C37	141.28'	979.00'	141.16'	S 79°53'54" W	8°16'07"
C38	91.74'	980.00'	91.70'	S 63°54'51" W	5°21'49"
C39	17.47'	30.00'	17.23'	S 85°21'20" E	33°22'01"
C40	42.61'	40.00'	40.63'	S 01°45'27" W	61°02'22"
C41	100.62'	1027.10'	100.58'	S 31°34'30" E	5°36'47"
C42	43.50'	287.01'	43.46'	S 30°02'23" E	8°41'02"
C43	59.35'	288.00'	59.24'	S 31°36'03" E	11°48'23"
C50	148.91'	1009.00'	148.77'	S 79°51'54" W	8°27'20"
C51	241.45'	1255.00'	241.08'	S 80°32'04" W	11°01'24"

Easement Line Table		
Line #	Length	Direction
L132	124.75'	S 21°19'41" W
L133	415.76'	N 68°40'19" W
L134	21.65'	S 61°24'51" W
L135	90.19'	S 82°07'04" W
L136	62.02'	S 52°30'25" W
L137	35.71'	S 65°45'58" W
L138	52.09'	S 85°28'50" W
L139	23.41'	S 11°38'08" W
L140	17.58'	S 27°51'49" W
L141	12.33'	S 65°49'24" W
L142	15.27'	N 65°42'15" W
L143	8.32'	N 48°30'28" W
L144	42.62'	N 20°07'51" W
L145	26.16'	S 88°05'12" W
L146	58.05'	N 65°57'56" W
L147	35.49'	S 82°46'49" W
L148	34.42'	S 87°55'36" W
L149	26.52'	N 56°03'52" W
L150	37.15'	N 21°47'42" W
L151	63.12'	S 76°50'40" W

Easement Line Table		
Line #	Length	Direction
L152	21.07'	S 88°05'19" W
L153	25.93'	N 79°54'19" W
L154	29.16'	N 53°36'36" W
L155	34.70'	S 80°01'38" W
L156	18.21'	N 82°18'13" W
L157	18.84'	N 65°23'26" W
L158	31.88'	N 49°24'42" W
L159	38.20'	N 12°42'17" W
L160	43.86'	N 79°56'35" W
L161	33.33'	S 18°53'29" W
L162	25.28'	N 58°39'06" W
L163	45.44'	N 35°27'10" W
L164	39.16'	N 75°07'14" W
L165	46.23'	N 55°16'03" W
L166	23.76'	N 34°01'38" W
L167	50.22'	S 42°32'50" W
L168	36.05'	N 39°31'43" W
L169	50.28'	N 24°08'38" E
L170	36.15'	N 52°32'35" E
L171	47.77'	S 80°29'49" E

Easement Line Table		
Line #	Length	Direction
L172	33.13'	S 45°01'13" E
L173	113.78'	S 69°20'38" E
L174	24.37'	N 74°03'55" E
L175	60.51'	S 62°22'56" E
L176	56.21'	S 05°51'35" E
L177	54.29'	S 89°44'51" E
L178	70.60'	S 79°38'37" E
L179	42.88'	N 63°52'46" E
L180	64.43'	S 71°10'25" E
L181	42.95'	S 43°40'02" E
L182	60.82'	N 85°46'40" E
L183	46.00'	S 43°20'05" E
L184	121.82'	N 87°45'05" E
L185	96.26'	N 52°31'52" E
L186	22.92'	S 79°37'04" E
L187	30.34'	N 78°52'30" E
L188	35.27'	N 60°13'51" E

Easement Line Table		
Line #	Length	Direction
L75	92.82'	N 86°00'00" E
L76	82.48'	S 68°00'50" E
L77	49.73'	S 04°00'01" E
L78	215.49'	N 85°59'58" E
L79	53.33'	S 03°50'36" E
L80	1.51'	S 85°59'50" W
L81	4.71'	S 03°43'25" E
L82	19.88'	S 86°26'01" W
L83	103.35'	S 03°56'22" E
L84	10.00'	S 22°00'00" W
L85	10.00'	S 68°00'00" E
L86	10.00'	S 22°00'00" W
L87	10.00'	S 22°00'00" W
L88	10.00'	S 68°00'00" E
L89	10.00'	S 22°00'00" W
L90	10.00'	N 86°02'25" E
L91	10.00'	S 03°57'35" E
L92	10.00'	N 86°02'25" E
L93	407.23'	N 86°02'46" W
L94	75.68'	S 67°18'27" W

Easement Line Table		
Line #	Length	Direction
L95	94.78'	N 86°02'25" E
L96	324.38'	N 70°24'26" E
L97	324.48'	N 70°24'26" E
L98	111.91'	N 86°02'25" E
L99	52.56'	N 35°04'54" E
L100	44.32'	N 86°02'25" E
L101	44.31'	N 86°02'25" E
L102	49.70'	N 35°04'54" E
L103	43.36'	S 61°13'57" W
L104	86.62'	S 28°46'06" E
L106	10.00'	N 86°02'25" E
L107	10.00'	N 03°57'35" W
L108	9.89'	N 86°02'25" E
L121	69.50'	S 68°40'19" E
L122	81.45'	N 75°29'24" E
L123	75.74'	S 67°18'27" W
L125	50.12'	N 82°26'40" W
L127	212.62'	N 14°59'50" W
L128	308.38'	N 21°19'41" E
L129	429.26'	S 68°40'19" E

FINAL PLAT

ALLEN GATEWAY ADDITION
LOT 1, BLOCK A & LOT 1, BLOCK X
AND 0.067 ACRES RIGHT OF WAY DEDICATION
SITUATED IN THE S. JACKSON SURVEY, ABSTRACT NO. 489
IN THE CITY OF AL

<p style="text-align: center;">PLANNING AND ZONING COMMISSION REGULAR MEETING AGENDA COMMUNICATION</p>

AGENDA DATE:	June 21, 2022
AGENDA CAPTION:	Consider a Request for a Replat of Lot 3R1, Block A, Stacy Green Addition; Generally Located East of U.S. Highway 75 and Approximately 300± Feet South of W. Stacy Road. (PL-052722-0011) [Outback]
STAFF RESOURCE:	Jessica Johnsen, Planner
BOARD/COMMISSION ACTION:	Final Plat – Approved June 2018 Replat – Approved June 2019
STRATEGIC PLANNING GOAL:	Vibrant Community with Lively Destinations and Successful Commercial Centers.

BACKGROUND

The property is located directly west of U.S. 75, directly east of Chelsea Boulevard, and south of W. Stacy Road (commonly known as 1995 Central Expressway North). The properties to the north, south and east are zoned Planned Development No. 45 (PD-45) with a base zoning of Shopping Center (SC).

The property is in the PD-45 zoning district with a base zoning of SC. A site plan for the proposed restaurant use was approved in March 2022. Platting is the final step in the development process.

The Replat shows one lot at a total of 1.57± acres. The site is accessible by several internal Fire Lanes and Public Access Easements.

The Replat has been reviewed by the Technical Review Committee, is generally consistent with the Site Plan and meets the requirements of the Allen Land Development Code.

STAFF RECOMMENDATION

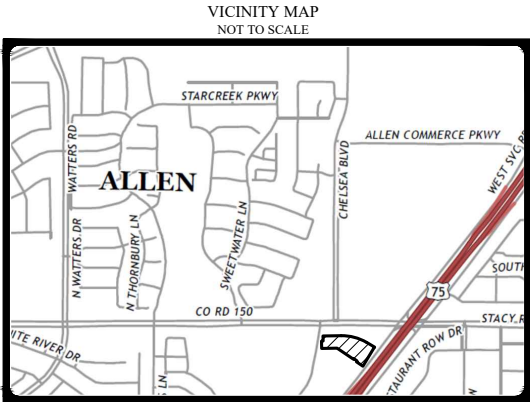
Staff recommends approval.

MOTION

I make a motion to approve the Replat of Lots 3R1, Block A, Stacy Green Addition, as presented.

ATTACHMENT(S)

[Outback plat.pdf](#)



1. Bearings and distances are based on Texas State Plane Coordinate System, Texas North Central Zone 4202 North American Datum of 1983 (NAD 83) (U.S. Foot) with a combined scale factor of 1.000152710.
2. This property lies within Zone "X" Unshaded of the Flood Insurance Rate Map for Collin County, Texas and Incorporated Areas, map no. 480RSC0270K, dated June 7, 2017, via scaled map location and graphic plotting.
3. Notice: Noting a portion of this addition by metes and bounds is a violation of City subdivision ordinance and state platting statutes and is subject to fines and withholding of utilities and building certificates.
4. The purpose of this plat is to take an existing recorded lot and create new easements.

- D.R.C.C.T. DEED RECORDS, COLLIN, TEXAS
- O.P.R.C.C.T. OFFICIAL PUBLIC RECORDS, COLLIN COUNTY, TEXAS
- P.R.C.C.T. PLAT RECORDS, COLLIN COUNTY, TEXAS
- ROW RIGHT OF WAY
- IRS 1/2 INCH CAPPED REBAR STAMPED "WINDROSE" SET
- C.M. CONTROLLING MONUMENT

OWNER/DEVELOPER
Stacy 75 Partners, LP
N. Central Expressway, Suite 1000
Dallas, Texas 75231

APPROVED _____

Chair _____

Planning and Zoning Commission _____

Date _____

Executed Pro Forma

Mayor _____

Date _____

The undersigned, the City Secretary of the City of Allen, Texas, hereby certifies that the foregoing Replat of the Stacy Green Subdivision or Addition to the City of Allen was submitted to the Planning and Zoning Commission and Approved by it on the _____ day of _____, 20 ____.

City Secretary, City of Allen

<p style="text-align: center;">PLANNING AND ZONING COMMISSION REGULAR MEETING AGENDA COMMUNICATION</p>

AGENDA DATE:	June 21, 2022
AGENDA CAPTION:	Consider a Request for a Replat of Lot 1, Block A, Exxon Addition; Generally Located West of N. Greenville Avenue and South of E. Stacy Road. (PL-052722-0011) [Frost Bank]
STAFF RESOURCE:	Jessica Johnsen, Planner
BOARD/COMMISSION ACTION:	Final Plat – Approved March 2004
STRATEGIC PLANNING GOAL:	Vibrant Community with Lively Destinations and Successful Commercial Centers.

BACKGROUND

The property is located directly west of N. Greenville Avenue and directly south of E. Stacy Road (commonly known as 498 E. Stacy Road). The properties to the north are within the Fairview city limits. The properties to the south and west are zoned Shopping Center (SC). The properties to the east across N. Greenville Avenue are zoned SC.

The property is zoned SC. A site plan for the proposed bank use was approved in March 2022. Platting is the final step in the development process.

The Replat shows one lot at a total of 1.60± acres. The subject property is accessible from four points--two from adjacent Fire Lane, Access, and Utility Easements; one from from E. Stacy Road; and one from N. Greenville Avenue.

The Replat has been reviewed by the Technical Review Committee, is generally consistent with the Site Plan and meets the requirements of the Allen Land Development Code.

STAFF RECOMMENDATION

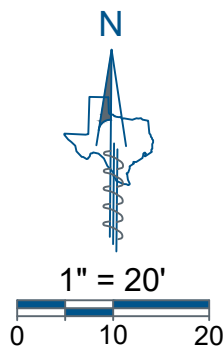
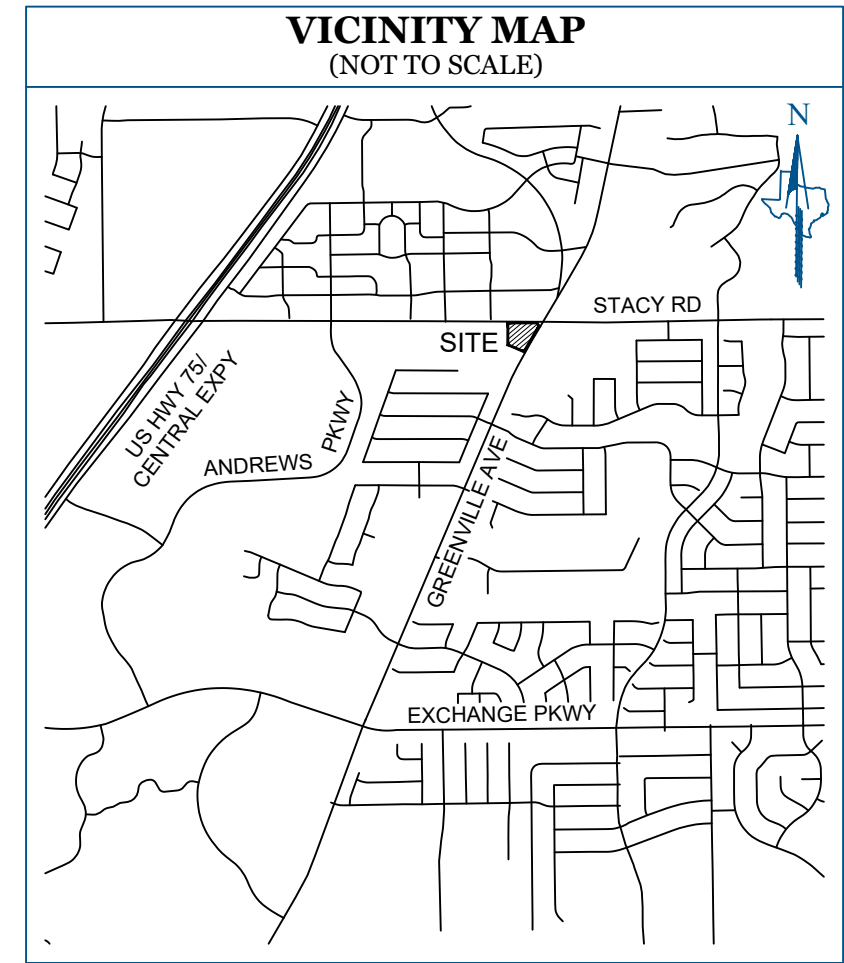
Staff recommends approval.

MOTION

I make a motion to approve the Replat of Lot 1, Block A, Exxon Addition, as presented.

ATTACHMENT(S)

[Replat](#)



LEGEND

POB	=	POINT OF BEGINNING
IRF	=	IRON ROD FOUND
CIRS	=	CAPPED IRON ROD SET
DOC. NO.	=	DOCUMENT NUMBER
P.R.C.C.T.	=	PLAT RECORDS
	=	COLLIN COUNTY, TEXAS
O.P.R.C.C.T.	=	OFFICIAL PUBLIC RECORDS, COLLIN COUNTY, TEXAS

SUBMITTAL LOG

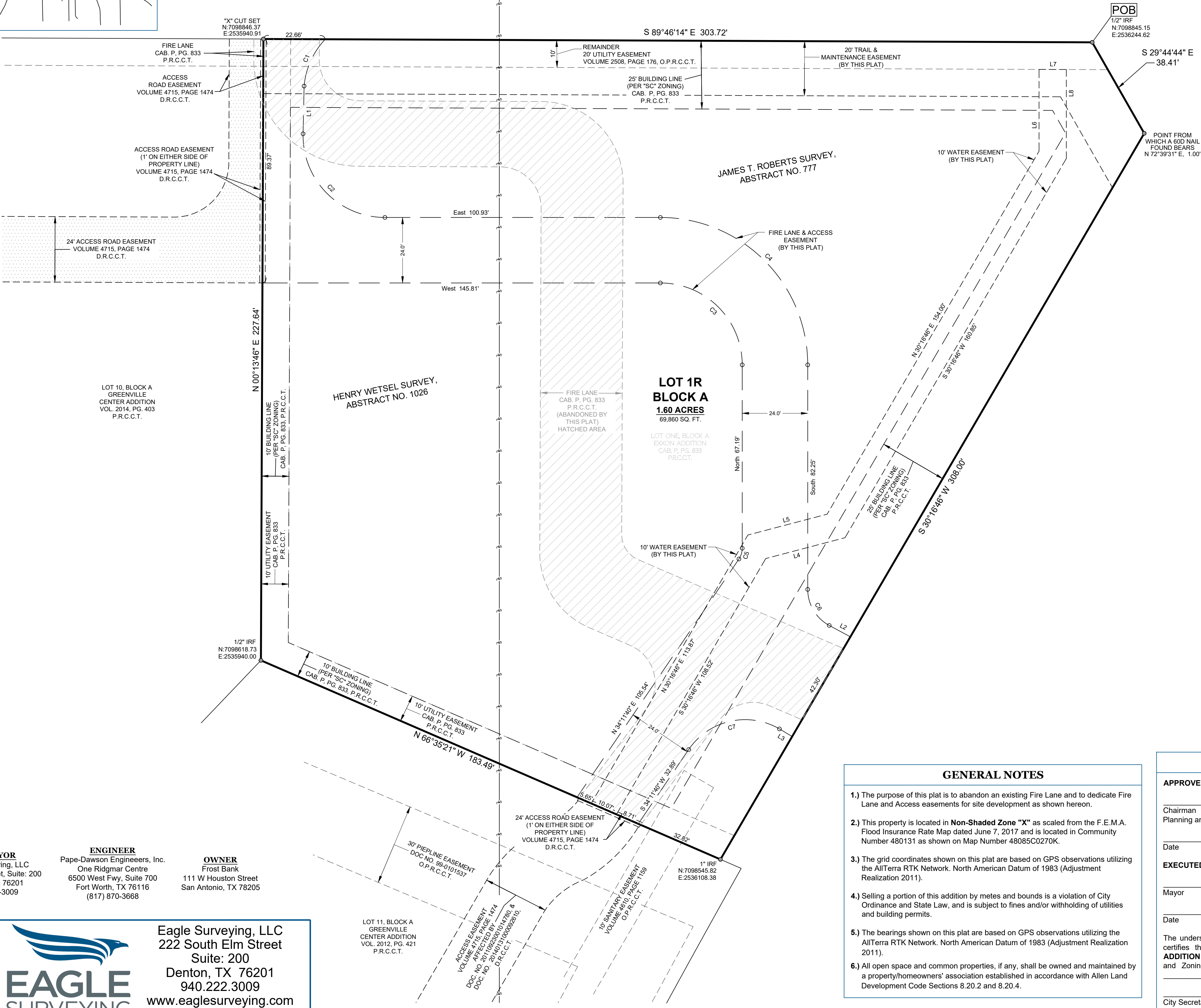
1st SUBMITTAL = 05/27/2022
2nd SUBMITTAL = 06/13/2022
3rd SUBMITTAL = 6/15/2022

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 01°13'34" W	17.48'
L2	S 61°41'31" E	8.79'
L3	N 59°08'39" W	5.42'
L4	S 75°16'46" W	30.03'
L5	N 75°16'46" E	30.03'
L6	NORTH	29.94'
L7	S 89°46'14" E	10.00'
L8	SOUTH	32.61'

CURVE TABLE

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH	TANGENT
C1	19.19'	28.62'	38°24'29"	S 24°18'10" W	18.83'	9.97'
C2	47.77'	30.00'	91°13'34"	S 44°23'13" E	42.88'	30.65'
C3	47.12'	30.00'	90°00'00"	N 45°00'00" W	42.43'	30.00'
C4	84.82'	54.00'	90°00'00"	S 45°00'00" E	76.37'	54.00'
C5	4.18'	7.00'	34°11'40"	N 17°05'50" E	4.12'	2.15'
C6	16.15'	15.00'	61°41'13"	S 30°50'48" E	15.38'	8.98'
C7	37.54'	25.00'	86°01'50"	S 77°12'35" W	34.11'	23.33'



SURVEYOR
Eagle Surveying, LLC
222 S. Elm Street, Suite: 200
Denton, TX 76201
(940) 222-3009

ENGINEER
Pape-Dawson Engineers, Inc.
One Ridgmar Centre
6500 West Fwy, Suite 700
Fort Worth, TX 76116
(817) 870-3668

OWNER
Frost Bank
111 W Houston Street
San Antonio, TX 78205

Eagle Surveying, LLC
222 South Elm Street
Suite: 200
Denton, TX 76201
940.222.3009
www.eaglesurveying.com
TX Firm # 10194177

EAGLE SURVEYING

- GENERAL NOTES**
- The purpose of this plat is to abandon an existing Fire Lane and to dedicate Fire Lane and Access easements for site development as shown hereon.
 - This property is located in **Non-Shaded Zone "X"** as scaled from the F.E.M.A. Flood Insurance Rate Map dated June 7, 2017 and is located in Community Number 480131 as shown on Map Number 48085C0270K.
 - The grid coordinates shown on this plat are based on GPS observations utilizing the AllTerra RTK Network. North American Datum of 1983 (Adjustment Realization 2011).
 - 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/or withholding of utilities and building permits.
 - The bearings shown on this plat are based on GPS observations utilizing the AllTerra RTK Network. North American Datum of 1983 (Adjustment Realization 2011).
 - All open space and common properties, if any, shall be owned and maintained by a property/homeowners' association established in accordance with Allen Land Development Code Sections 8.20.2 and 8.20.4.

CERTIFICATE OF APPROVAL

APPROVED	ATTEST
Chairman Planning and Zoning Commission	Secretary Planning and Zoning Commission
Date	Date
EXECUTED PRO FORMA	
Mayor	
Date	
The undersigned, the City Secretary of the City of Allen, Texas, hereby certifies that the foregoing Replat of LOT 1R, BLOCK A, EXXON ADDITION , an Addition to the City of Allen was submitted to the Planning and Zoning Commission and approved by it on the ____ day of _____, 2022.	
City Secretary, City of Allen	

**REPLAT
EXXON ADDITION
LOT 1R, BLOCK A**

BEING 1.60 ACRES OF LAND SITUATED IN THE
HENRY WETSEL SURVEY, ABSTRACT NUMBER 1026
AND THE JAMES T. ROBERTS SURVEY, ABSTRACT NUMBER 777
CITY OF ALLEN, COLLIN COUNTY, TEXAS

SUBMISSION DATE: MAY 27, 2022

OWNER'S CERTIFICATE & DEDICATION

STATE OF TEXAS §
COUNTY OF COLLIN §

WHEREAS, **FROST BANK**, is the owner of a 1.60 acre tract of land out of the HENRY WETSEL SURVEY, ABSTRACT NO. 1026 and the JAMES T. ROBERTS SURVEY, ABSTRACT NO. 777, situated in the City of Allen, Collin County, Texas, being all of Lot One, Block A, Exxon Addition, a subdivision of record in Cabinet P, Page 833 of the Plat Records of Collin County, Texas as conveyed to Frost Bank by Special Warranty Deed of record in Document Number 20211207002480490 of the Official Public Records of Collin County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING, at a 1/2" iron rod found at the at the North end of a corner clip at the intersection of the of the South right-of-way line of Stacy Road (Farm to Market Road No. 2786, a variable width right-of-way) and the Northwest right-of-way line of Greenville Avenue (State Highway No. 5, a variable width right-of-way), being the most Northerly Northeast corner of said Lot One;

THENCE, S29°44'44"E, along said corner clip, a distance of 38.41 feet to the South end of said corner clip, from which a 60D nail found bears N72°39'31"E, a distance of 1.00 feet, being the most Easterly Northeast corner of said Lot One;

THENCE, S30°16'46"W, along the Northwest right-of-way line of Greenville Avenue, being the common Southeast line of said Lot One, a distance of 308.00 feet to a 1" iron rod found in the North line of Lot 11, Block A, Greenville Center Addition, a subdivision of record in Volume 2012, Page 421, of said Plat Records, being the Southeast corner of said Lot One;

THENCE, N66°35'21"W, along the North line of said Lot 11, being the common South line of said Lot One, a distance of 183.49 feet to a 1/2" iron rod found at the Southeast corner of Lot 10, Block A, Greenville Center Addition, a subdivision of record in Volume 2014, Page 403 of said Plat Records, being Northwest corner of said Lot 11, also being the Southwest corner of said Lot One;

THENCE, N00°13'46"E, along the East line of said Lot 10, being the common West line of said Lot One, a distance of 227.64 feet to an "X" cut set in the South right-of-way line of Stacy Road, being the Northeast corner of said Lot 10, also being the Northwest corner of said Lot One;

THENCE, S89°46'14"E, along the South right-of-way line of Stacy Road, being the common North line of said Lot One, a distance of 303.72 feet to the **POINT OF BEGINNING** and containing an area of 1.60 Acres, or (69,860 Square Feet) of land, more or less.

NOW THEREFORE KNOW ALL MEN BY THESE PRESENTS:

That **FROST BANK**, through the undersigned authority, does hereby adopt this plat designating the described property as **EXXON ADDITION, LOT 1R, BLOCK A**, an addition to the City of Allen, Texas, and does hereby dedicate to the public use forever the streets and alleys thereon; and does hereby dedicate the easement strips shown on the plat for mutual use and accommodation of all public utilities desiring to use, or using same. No buildings, fences, trees, shrubs or other improvements shall be constructed or placed upon, over or across the easement strips on said plat. Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other improvements, or growths which in any way endanger or interfere with the construction, maintenance or efficiency of its respective system on any of these easement strips, and any public utility shall at all times have the right of ingress and egress to and from and upon any of said easement strips for the purpose of construction, reconstruction, inspecting, patrolling, maintaining and adding to or removing all or part of its respective system without the necessity at any time of procuring the permission of anyone.

This plat is approved subject to all platting ordinances, rules, regulations, and resolutions of the City of Allen, Texas.

Witness my hand this _____ day of _____, 2022.

OWNER: **FROST BANK**

BY:

Authorized Signature

Printed Name and Title

STATE OF TEXAS §
COUNTY OF _____ §

BEFORE ME, the undersigned authority, on this day personally appeared _____, 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 purposes and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF THE OFFICE this _____ day of _____, 2022.

Notary Public in and for the State of Texas

CERTIFICATE OF SURVEYOR

STATE OF TEXAS §
COUNTY OF DENTON §

I, **Matthew Raabe**, Registered Professional Land Surveyor, do hereby certify that this plat was prepared from an actual survey made on the ground and that the monuments shown hereon were found or placed with 1/2-inch iron rods with green plastic caps stamped "EAGLE SURVEYING" under my direction and supervision in accordance with the current provisions of the Texas Administrative Code and the Ordinances of the City of Allen, Collin County, Texas.

Matthew Raabe, R.P.L.S. # 6402 Date

STATE OF TEXAS §
COUNTY OF DENTON §

BEFORE ME, the undersigned authority, on this day personally appeared **Matthew Raabe**, 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 purposes and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF THE OFFICE this _____ day of _____, 2022.

Notary Public in and for the State of Texas

<p style="text-align: center;">PLANNING AND ZONING COMMISSION REGULAR MEETING AGENDA COMMUNICATION</p>

AGENDA DATE:	June 21, 2022
AGENDA CAPTION:	Conduct a Public Hearing and Consider a Request to Amend the Development Regulations of a Portion of Area 1 of Planned Development No. 3 Light Industrial to Allow a Microbrewery Use and Adopt a Related Concept Plan and Building Elevations for Lot 2, Allen Business Center, Generally Located North of Bethany Drive and West of Prestige Circle. (ZN-042222-0007) [Armor Brewing]
STAFF RESOURCE:	Hayley Angel, Planning Manager
PREVIOUS COUNCIL ACTION:	Planned Development No. 3 - Approved October, 1981 Specific Use Permit No. 138 - Approved December, 2013
STRATEGIC PLANNING GOAL:	Vibrant Community with Lively Destinations and Successful Commercial Centers.

BACKGROUND

The subject property is located north and west of Prestige Circle and is commonly known as 9 Prestige Circle. The zoning designations of surrounding properties are as follows:

- North and south: Planned Development No. 3 (PD-3) with a Base Zoning of Light Industrial (LI)
- West: PD-3 with a Base Zoning of Community Facilities (CF)
- East: PD-3 with a Base Zoning of LI

The subject property is currently zoned PD-3 with a base zoning of LI and previously held a Specific Use Permit for a "Bottling Works and Distribution" use. The applicant is proposing to add a building addition and use the property for a "Restaurant" use with an accessory "Microbrewery" use. While the restaurant is the primary function, the microbrewery accessory use allows a limited amount of brewing, bottling or canning, and retail sale of malt liquor, ale, and beer.

The Concept Plan shows the approximately 1.42 acre site with two buildings at a combined floor area of approximately 10,445 square feet. This includes an approximately 1,253 square foot building addition to expand the restaurant area. The Concept Plan also shows approximately 2,290 square feet of outdoor dining and seating. The applicant is proposing to add parking along the western property line to accommodate the change in use and this increase in building size. The subject property is still underserved in parking, and the applicant has worked with an adjacent property to enter into a shared parking agreement for the remaining spaces. The shared parking agreement will be executed and filed prior to Site Plan approval.

There are two points of access into the property--one on Prestige Circle and one through an access easement with the property to the south. Additionally, there is a provided turn around area for the dead-

end parking and two loading areas.

The building elevations show the approximately 30-foot-tall building with both the existing building and proposed addition. Building materials include brick, stone, and lap siding.

The development regulations address the microbrewery use and reduce the side yard setback along the southern property line by three feet. This change was made to allow proposed awnings.

The request has been reviewed by the Technical Review Committee.

STAFF RECOMMENDATION

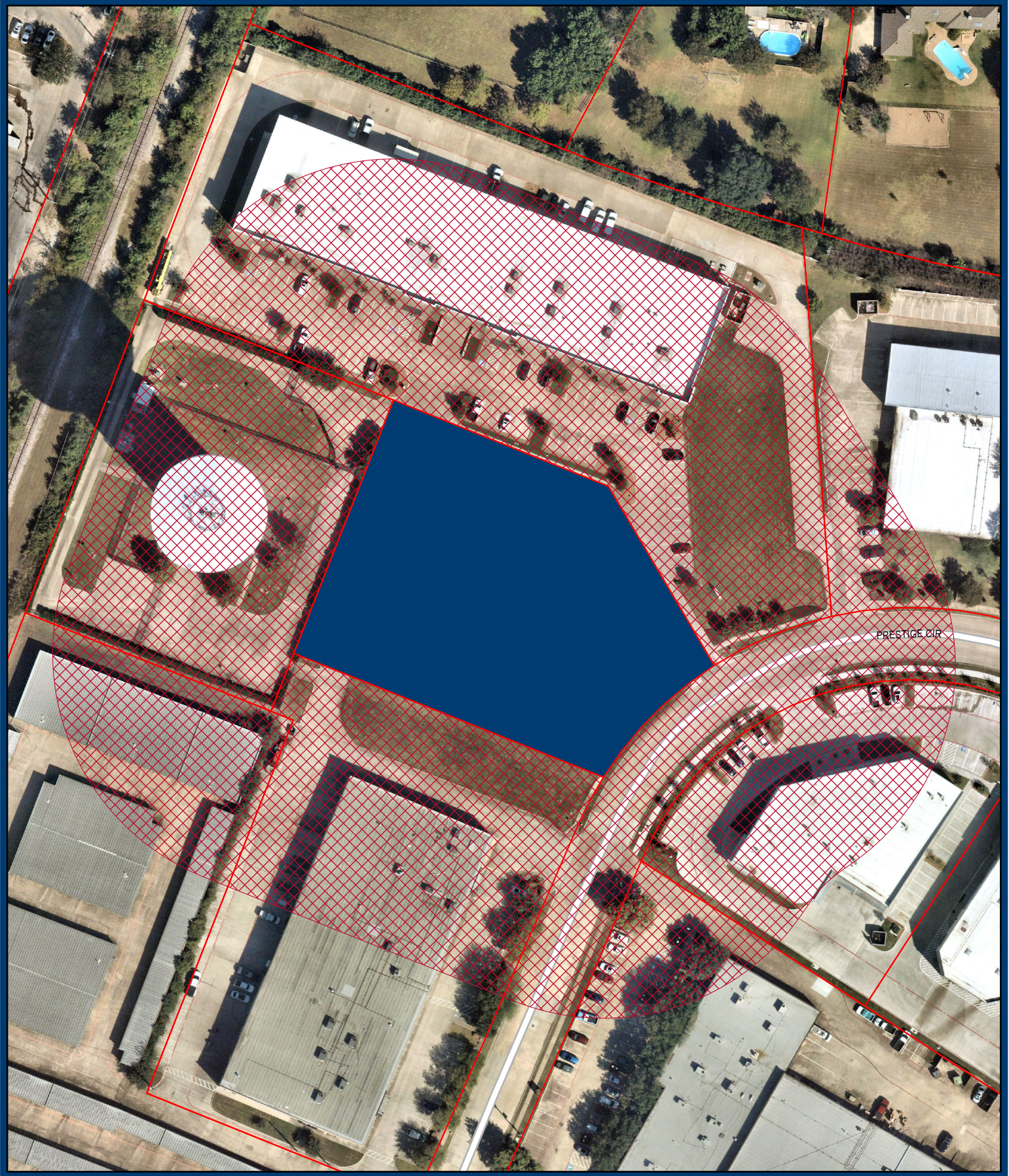
Staff recommends approval.

MOTION

I make a motion to recommend approval of an ordinance to amend Planned Development No. 3 with a base zoning of Light Industrial, subject to the Development Regulations, Concept Plan, and Building Elevations, as presented.



ATTACHMENT(S)



Property Notification Map
Draft Ordinance

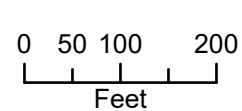


Armor Brewing
9 Prestige Cir.

Legend

-  200' Buffer
-  Collin CAD Parcels

-  Notification Properties
-  Collin CAD Parcels selection for more details. 214-509-4160



Note: This map is for illustrative purposes only please contact Community Development for more details. 214-509-4160

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, AMENDING THE ALLEN LAND DEVELOPMENT CODE AND ZONING MAP, AS PREVIOUSLY AMENDED, BY AMENDING REGULATIONS OF AREA 1 OF PLANNED DEVELOPMENT PD NO. 3 WITH A BASE ZONING OF LIGHT INDUSTRIAL “LI” RELATING TO THE DEVELOPMENT OF LOT 2, ALLEN BUSINESS CENTRE, TO AUTHORIZE DEVELOPMENT AND USE OF THE PROPERTY AS A MICROBREWEY; PROVIDING FOR A CONFLICTS RESOLUTION CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000) FOR EACH OFFENSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Planning and Zoning Commission and the governing body of the City of Allen, Texas, in compliance with the laws of the State of Texas and the ordinances of the City of Allen, Texas, have given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally and to all persons interested and situated in the affected area, and in the vicinity thereof, and in the exercise of its legislative discretion, have concluded that Allen Land Development Code Zoning Regulations and Zoning Map of the City of Allen, Texas, as previously amended, should be amended.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, THAT:

SECTION 1. The Allen Land Development Code Zoning Regulations and the Zoning Map of the City of Allen, Collin County, Texas, as previously amended, be further amended by amending as set forth in Section 2, below, the regulations applicable to the Area 1 of Planned Development “PD” No. 3 relating to the development and use of property described as Lot 2, Allen Business Centre, an addition to the City of Allen, Collin County, Texas, according to the plat thereof recorded in Volume 2014, Page 223, Plat Records, Collin County, Texas (“the Property”).

SECTION 2. The Property shall be developed and used in accordance with the applicable provisions of the Allen Land Development Code, as amended, (“ALDC”) and the development and use regulations of Tract 1 of Planned Development “PD” No. 3 as set forth in Ordinance No. 368-10-81, as such regulations have been amended, except to the extent modified by the Development Regulations set forth below:

A. PERMITTED USES:

1. In addition to the accessory uses for which property located within Area 1 of PD No. 3 may be developed and used, the Property ay be developed and used for the following purposes as an accessory use to a Restaurant:
 - a. Retail
 - b. Microbrewery
2. For the purposes of this Ordinance, a Microbrewery operating as an accessory use to a Restaurant Use shall hold a Brewpub License in conjunction with holding a Mixed Beverage Permit with a Food and Beverage Certificate issued by the Texas Alcoholic Beverage Commission in accordance with the Texas Alcoholic Beverage Code, as amended.

3. The development and use of the Property as a Microbrewery must comply with the following development standards:
 - a. All manufacture, blending, distilling, fermentation, processing, and packaging of alcoholic beverages activities shall occur wholly inside a building;
 - b. The Property shall be developed with at least the following number of off-street parking spaces:
 - i. One space per 2,000 square feet of floor area used for storage;
 - ii. One space per 200 square feet of floor area used for retail sales and seating; and
 - iii. One space per 100 square feet of floor area used for restaurant purposes.
 - c. Each Microbrewery use shall comply with all applicable requirements of the Texas Alcoholic Beverage Code; and
 - d. Retail sales of alcoholic beverages for on premises or off premises consumption and related items are allowed to the extent permitted by Texas Alcoholic Beverage Commission regulations and applicable provisions of the Texas Alcoholic Beverage Code.
- B. **CONCEPT PLAN:** The Property shall be developed in general conformance with the Concept Plan attached hereto as Exhibit “A” and incorporated herein by reference (the “Concept Plan”). Minor modifications to streets/driveways that do not alter the general alignment shown on the Concept Plan may be made at the time of Site Plan approval.
- C. **BUILDING ELEVATIONS:** The buildings shall be designed and constructed to general look like the Building Elevations attached hereto as Exhibit “B” and incorporated herein by reference (“Building Elevations”).
- D. **SETBACKS:** The side yard setback on the southern property line shall be 22 feet as shown on the Concept Plan.

SECTION 3. To the extent of any irreconcilable conflict with the provisions of this Ordinance and other ordinances of the City of Allen governing the use and development of the Property and which are not expressly amended by this Ordinance, the provisions of this Ordinance shall be controlling.

SECTION 4. Should any word, sentence, paragraph, subdivision, clause, phrase or section of this Ordinance, or of the Allen Land Development Code Zoning Regulations, as amended hereby, be adjudged or held to be void or unconstitutional, the same shall not affect the validity of the remaining portions of said ordinance or the Allen Land Development Code Zoning Regulations, as amended hereby, which shall remain in full force and effect.

SECTION 5. An offense committed before the effective date of this Ordinance is governed by prior law and the provisions of the Allen Land Development Code Zoning Regulations, as amended, in effect when the offense was committed, and the former law is continued in effect for this purpose.

SECTION 6. Any person, firm or corporation violating any of the provisions or terms of this Ordinance shall be subject to the same penalty as provided for in Allen Land Development Code Zoning Regulations of the City

of Allen, as previously amended, and upon conviction shall be punished by a fine not to exceed the sum of Two Thousand Dollars (\$2,000) for each offense.

SECTION 7. This Ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Allen, and it is accordingly so ordained.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, ON THIS THE 12TH DAY OF JULY 2022.

APPROVED:

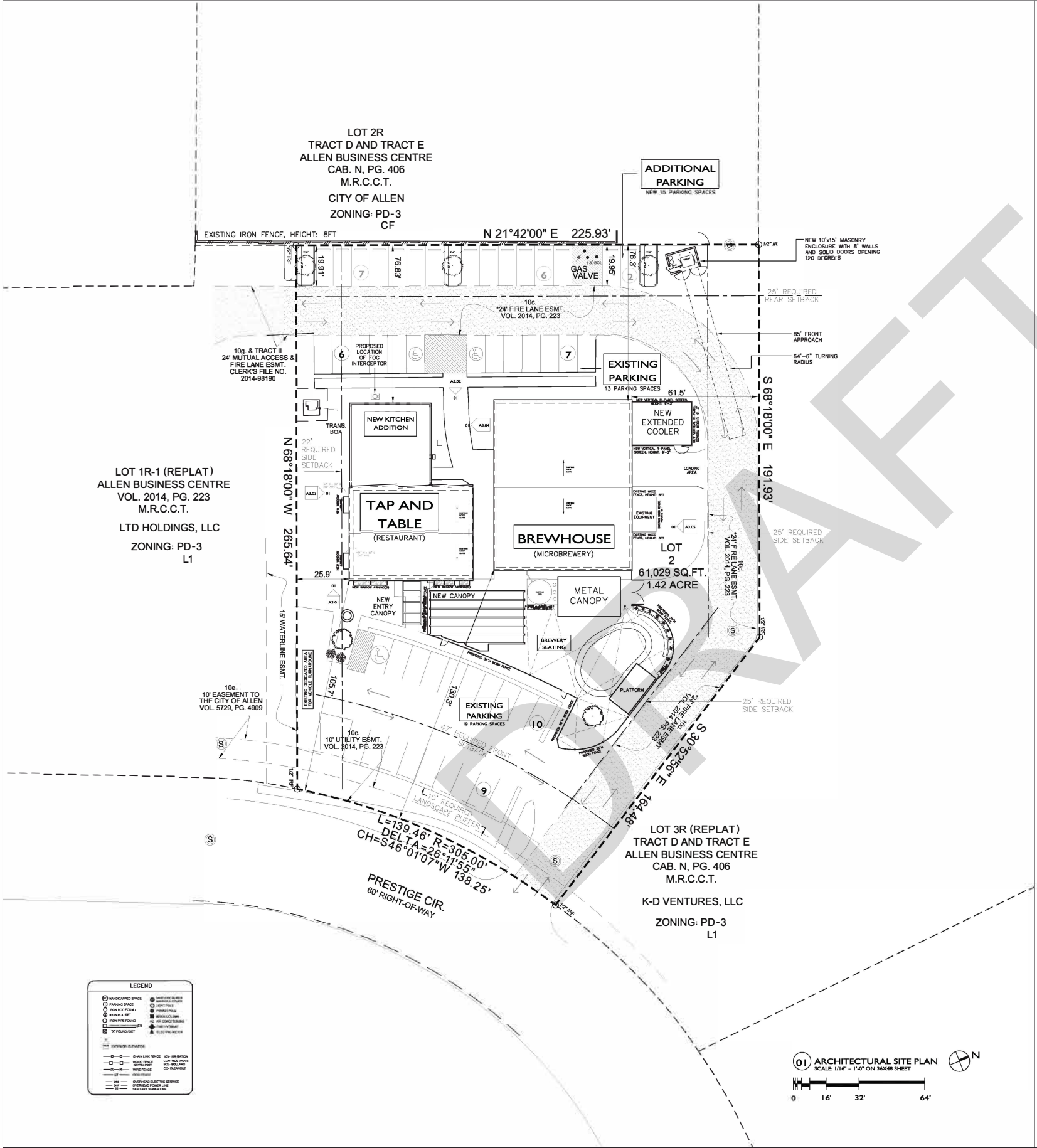
Kenneth M. Fulk, MAYOR

APPROVED AS TO FORM:

ATTEST:

Peter G. Smith, CITY ATTORNEY
(kbl:6/16/2022:129993)

Shelley B. George, TRMC, CITY SECRETARY

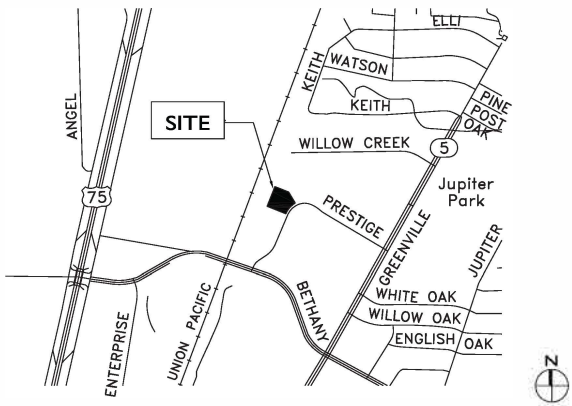


PD AMENDMENT ZONING EXHIBIT			
I - SITE DATA			
CITY / COUNTY:	ALLEN / COLLIN	OWNER:	MICHAEL TODRYK
SUBDIVISION:	ALLEN BUSINESS CENTRE		9 PRESTIGE CIRCLE
LOT:	LOT 2 (OF LOTS 1R-1 AND 2)		ALLEN, TX 75002
			PH. 903-267-1034
II - PROPOSED DEVELOPMENT REGULATIONS			
	EXISTING:	PROPOSED:	
BASE ZONING DISTRICT:	PD-3 / LI PLANNED DEVELOPMENT DISTRICT / LIGHT INDUSTRIAL	PD-3 / LI WITH MICROBREWERY	
USES:	RETAIL BUILDING / BOTTLING WORKS AND DISTRIBUTION BUILDING	RESTAURANT AND RETAIL BUILDING / MICROBREWERY BUILDING, RESTAURANT WITH LIVE MUSIC (OUTDOORS)	
HEIGHT (MAX.):	29'-6" / 1 STORY	NO CHANGE	
III - SITE REQUIREMENTS			
GROSS SITE AREA:	1.42 ACRES (61,029 SQ. FT.)		
LANDSCAPE AREA:	10% (6,142 ACRES / 6,102.90 SQ. FT) REQ'D / 19.37% (6,27 ACRES / 11,823 SQ. FT.) PROVIDED		
LOT COVERAGE:	17.1 %		
FAR:	0.21		
IV - PARKING SUMMARY			
USE	SQUARE FOOTAGE	PARKING RATIO	REQUIRED PARKING
KITCHEN / RESTAURANT / STORAGE / OFFICE	4,340	1:100	43.40
MICROBREWERY	2,752	1:1000	02.75
MICROBREWERY (STORAGE)	3,353	1: 2000	01.67
MICROBREWERY (SEATING / RETAIL)	2,290	1: 100	22.90
TOTAL AREA (SQ. FT.):	12,735		
TOTAL PARKING REQUIRED:			70.72
TOTAL PARKING PROVIDED:			47.00
*** NOTE: THERE WILL BE A SHARED PARKING AGREEMENT FILED AT TIME OF SITE PLAN			

GENERAL NOTES

*** APPLICANT SHALL COMPLY WITH THE CITY ORDINANCE, CHAPTER 6, HEALTH AND ENVIRONMENT; ARTICLE III, SOLID WASTE; SECTIONS 6-51 TO 6-80.

*** APPLICANT SHALL COMPLY WITH ALL IRRIGATION REGULATIONS IN V.T.C.A. ADMINISTRATIVE CODE TITLE 30, CHAPTER 344 RULES ESTABLISHED BY THE STATE OF TEXAS; AND REQUIREMENTS FOR IRRIGATION DESIGN AND WATER CONSERVATION SET IN THE ALLEN LAND DEVELOPMENT CODE SECTION 7.05.6, AND THE CITY OF ALLEN WATER CONSERVATION AND DROUGHT CONTINGENCY AND EMERGENCY RESPONSE PLAN.



PD AMENDMENT CONCEPT PLAN	
ARMOR BREWING CO.	
ALLEN BUSINESS CENTRE, LOT 2; REPLAT, 1.42 ACRES	
CITY OF ALLEN, COLLIN COUNTY	
SUBMISSION DATE: 04/22/2022; REVISION 2: 06/06/2022	
OWNER: MICHAEL TODRYK, PH. 903-267-1034	
9 PRESTIGE CIR.	
ALLEN, TX 75002	

planB group

ARCHITECTURE
PLAN B GROUP INC.
3710 COMMERCE ST.,
SUITE 130 DALLAS, TX 75226
WWW.PLANBGROUP.NET
314.522.0006

INTERIOR DESIGNER
PLAN B GROUP INC.
3710 COMMERCE ST.,
SUITE 130 DALLAS, TX 75226
WWW.PLANBGROUP.NET
314.522.0006

TEXAS
Armor
BREWING CO.

ARMOR BREWING CO.
9 PRESTIGE CIRCLE
ALLEN, TEXAS 75002

STAMP DISCIPLINE | ARCH
STAMP EXPIRATION | 09.27.22

REVISIONS:

ARMOR BREWING CO.
9 PRESTIGE CIRCLE
ALLEN, TEXAS 75002

SUBMISSION DATE: 04/22/2022
REVISION 2: 06/06/2022

PD/PD
AMENDMENT
CONCEPT
PLAN

C.P.



ARCHITECTURE
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INTERIOR DESIGNER
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ALLEN, TEXAS 75002

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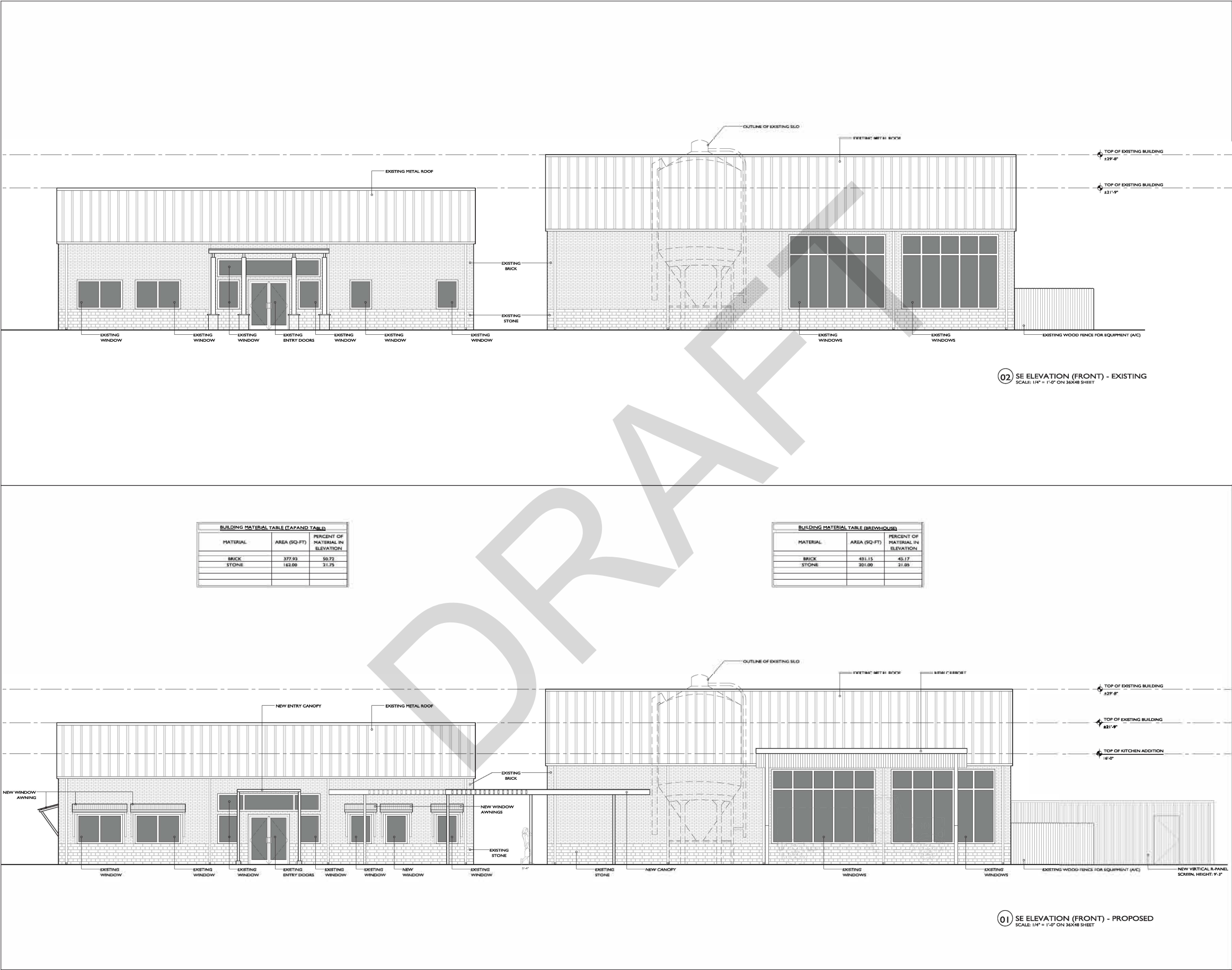
REVISIONS

ARMOR
BREWING CO.
9 PRESTIGE CIRCLE
ALLEN, TEXAS
75002

SUBMISSION DATE: 04.23.2023
REVISION 2: 04.04.2023

EXTERIOR
ELEVATIONS

A3.01





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ARMOR BREWING CO.
9 PRESTIGE CIRCLE
ALLEN, TEXAS 75002

STAMP DISCIPLINE | ARCH
STAMP EXPIRATION | 09.27.22



REVISIONS

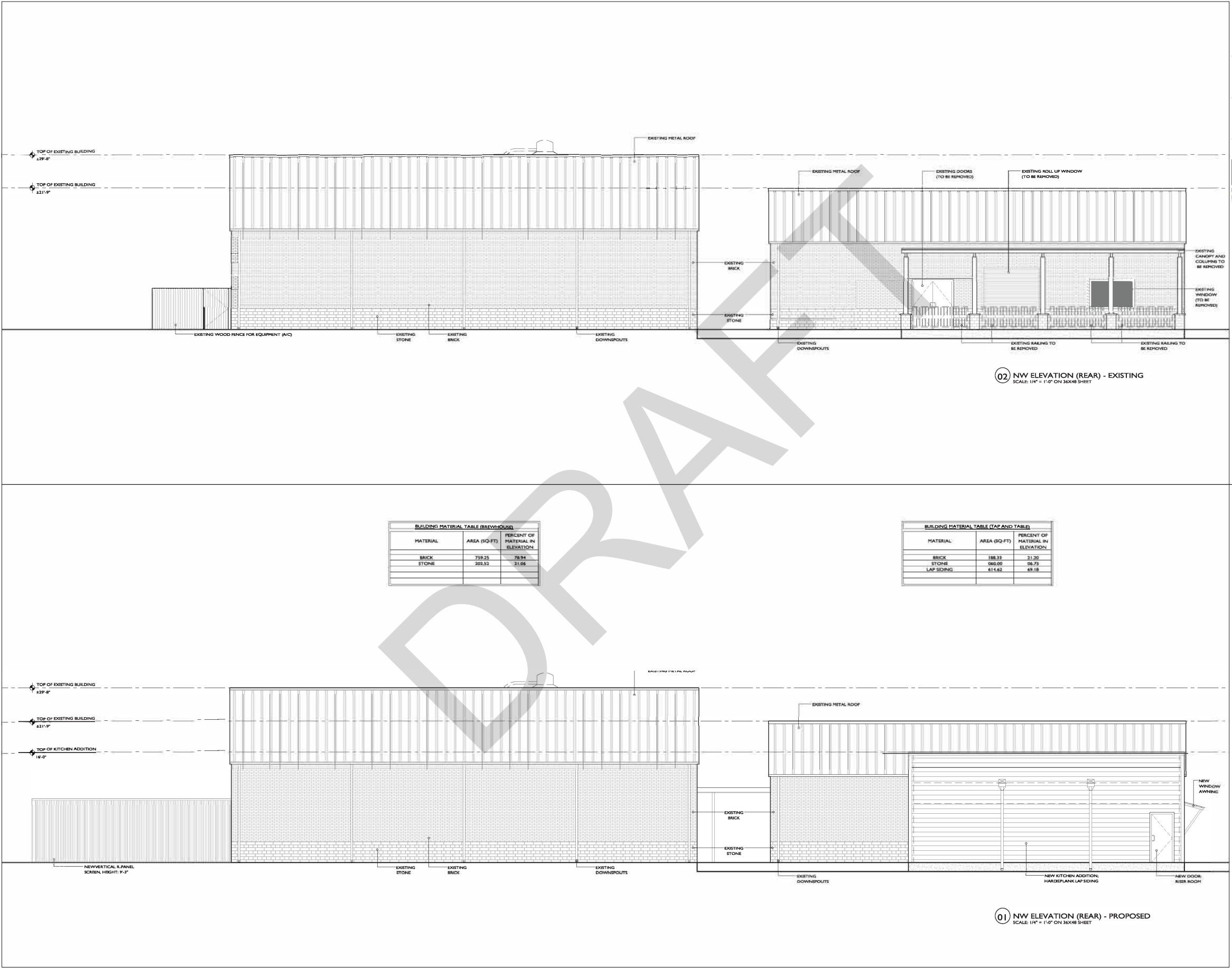
ARMOR
BREWING CO.

9 PRESTIGE CIRCLE
ALLEN, TEXAS
75002

SUBMISSION DATE: 04.22.2023
REVISION 2: 06.06.2023

EXTERIOR
ELEVATIONS

A3.02





ARCHITECTURE
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INTERIOR DESIGNER
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214.522.0006



ARMOR BREWING CO.
9 PRESTIGE CIRCLE
ALLEN, TEXAS 75002

STAMP DISCIPLINE | ARCH
STAMP EXPIRATION | 09.27.22



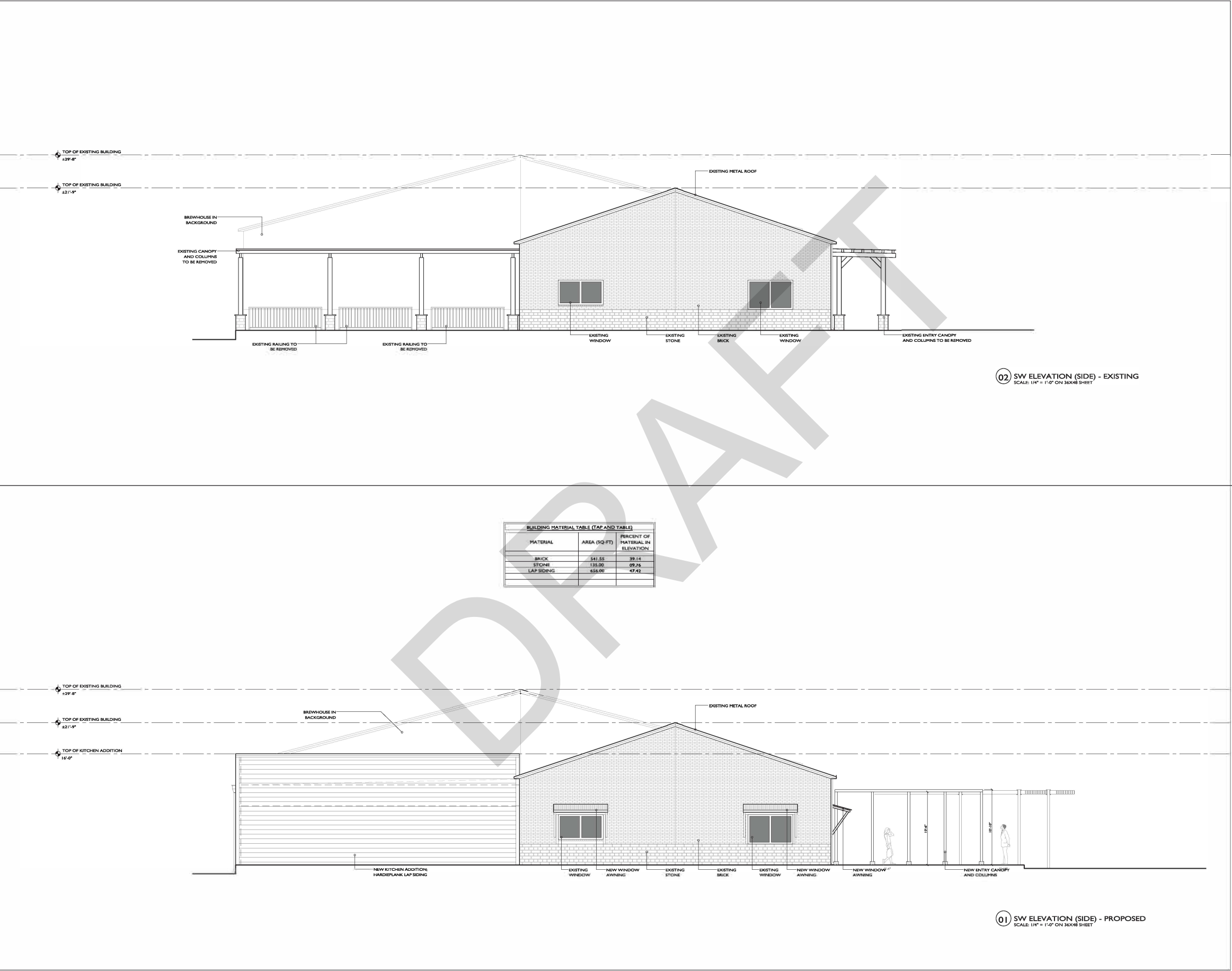
REVISIONS

ARMOR
BREWING CO.
9 PRESTIGE CIRCLE
ALLEN, TEXAS
75002

SUBMISSION DATE: 04.22.2022
REVISION 2: 06.06.2022

EXTERIOR
ELEVATIONS

A3.03





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ARMOR BREWING CO.
9 PRESTIGE CIRCLE
ALLEN, TEXAS 75002

STAMP DISCIPLINE | ARCH
STAMP EXPIRATION | 09.27.22



REVISIONS:

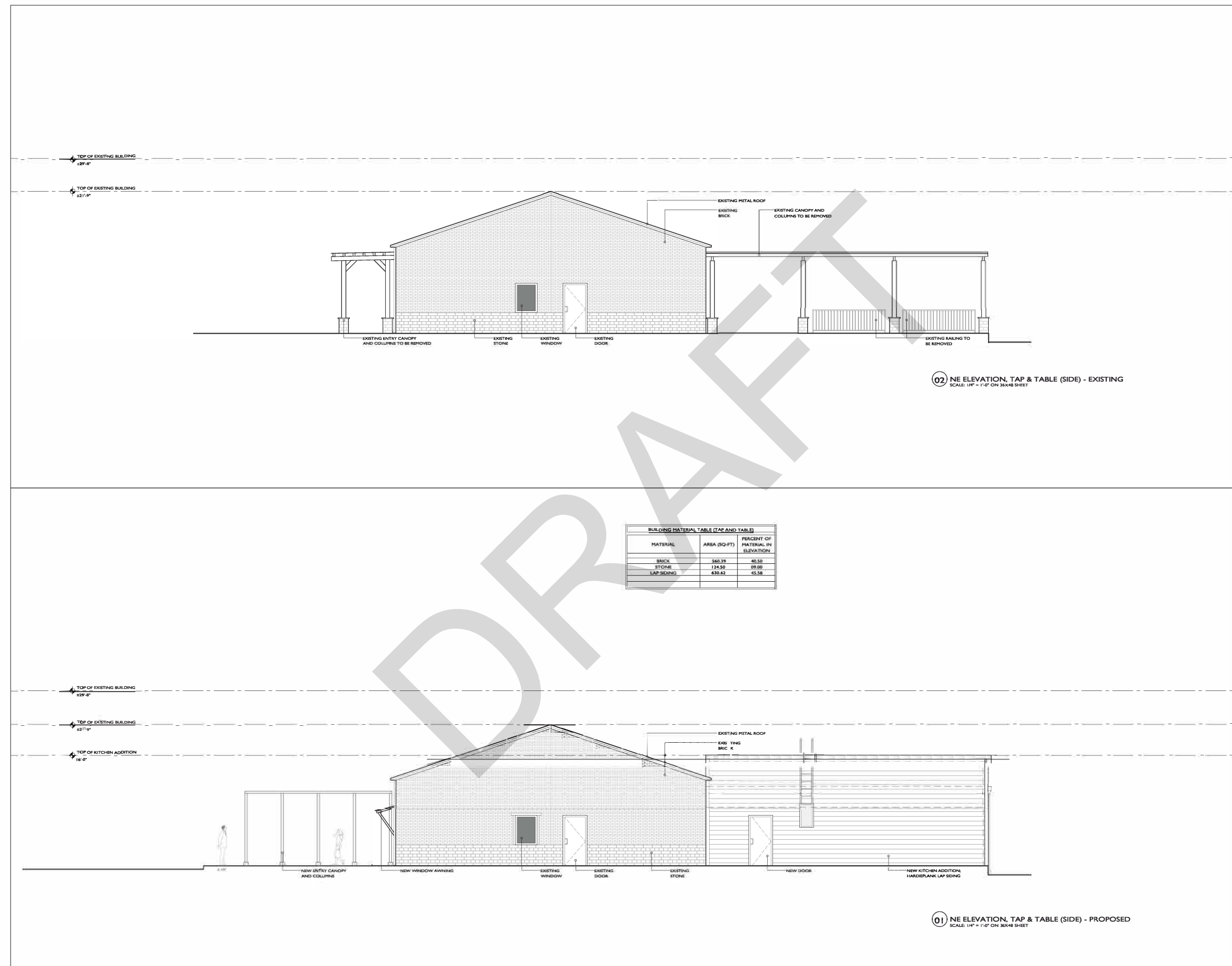
ARMOR
BREWING CO.

9 PRESTIGECIRCLE
ALLEN, TEXAS
75002

SUBMISSION DATE: 04.22.2022
REVISION 2: 06.06.2022

EXTERIOR ELEVATIONS

A3.04





ARCHITECTURE
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INTERIOR DESIGNER
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ALLEN, TEXAS 75002

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STAMP EXPIRATION | 09.27.22



REVISIONS

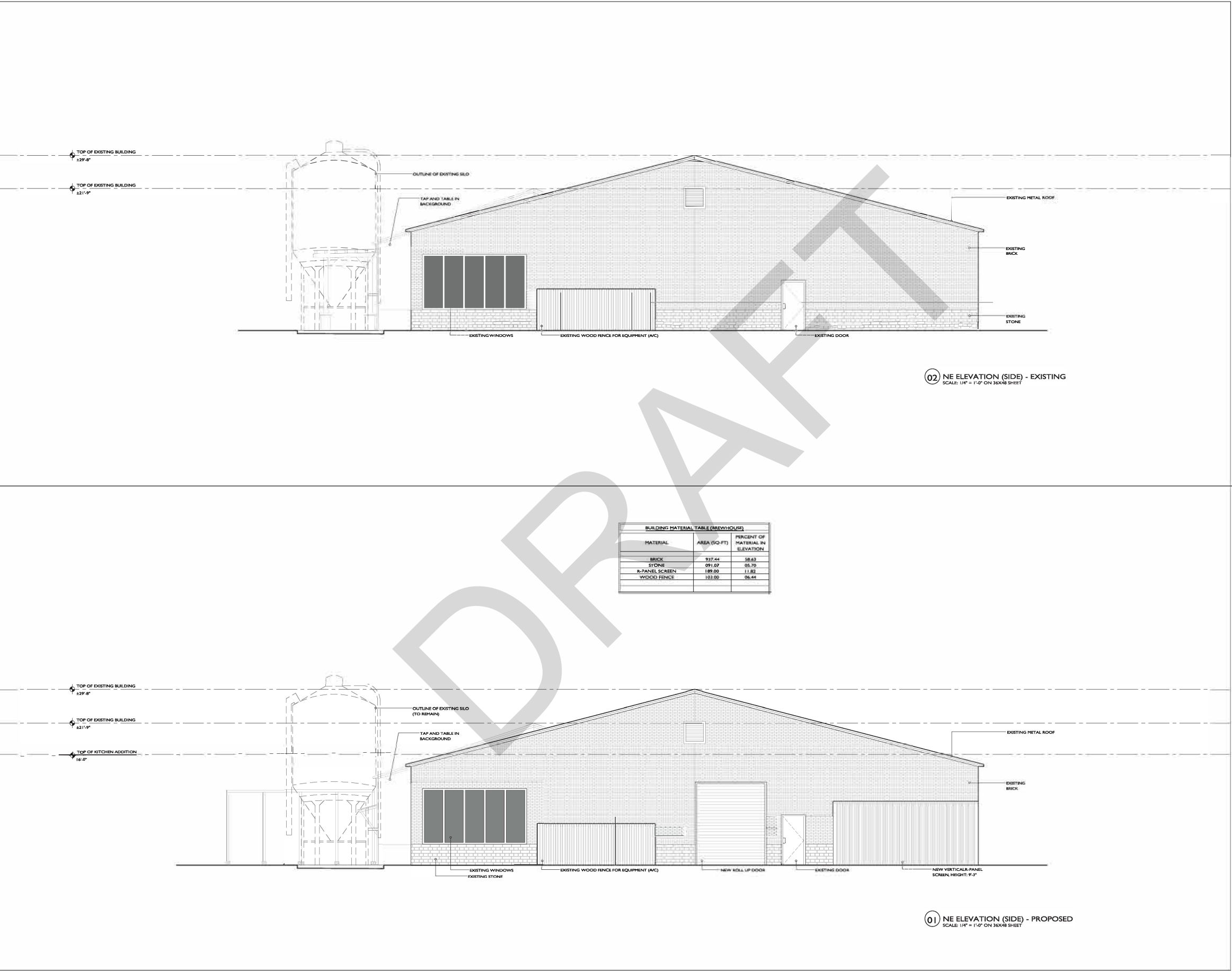
ARMOR
BREWING CO.

9 PRESTIGE CIRCLE
ALLEN, TEXAS
75002

SUBMISSION DATE: 04.23.2023
REVISION 2: 04.06.2023

EXTERIOR
ELEVATIONS

A3.05



<p style="text-align: center;">PLANNING AND ZONING COMMISSION REGULAR MEETING AGENDA COMMUNICATION</p>

AGENDA DATE:	June 21, 2022
AGENDA CAPTION:	Conduct a Public Hearing and Consider a Request to Amend the Development Regulations of Planned Development No. 127 Corridor Commercial and Multifamily Residential for Approximately 59.629 Acres of Land in the S. Jackson Survey, Abstract No. 489, Generally Located at the Southeastern Corner of State Highway 121 and Custer Road. (ZN-010722-0001) [TCC Custer & SH121]
STAFF RESOURCE:	Marc Kurbansade, Director of Community Development
PREVIOUS COUNCIL ACTION:	Planned Development No. 92 - Approved April, 2017
STRATEGIC PLANNING GOAL:	Vibrant Community with Lively Destinations and Successful Commercial Centers.

BACKGROUND

The approximately 59.629-acre subject property is located at the southeast corner of State Highway 121 (SH 121) and Custer Road, and retains a zoning designation of Planned Development No. 127 (PD-127) with base zoning districts of Corridor Commercial (CC) and Multifamily Residential (MF-18). Per the current zoning designation, the portion of the property designated as CC is approximately 43.88 acres, while the portion designated as MF-18 is approximately 15.75 acres.

The zoning designations of surrounding properties are as follows:

- North (across SH 121): City of McKinney
- West (across Custer Road): City of Plano
- South: Planned Development No. 63 with a base zoning district of Community Facilities (CF) and CC; and a parcel with a straight zoning district of CF
- East: Planned Development No. 141 with a base zoning district of Mixed Use (MIX)

PD-127 was approved in April 2017, and included a Concept Plan that was to be developed as a typical retail power center center, similar to the property on the north side of SH 121 within the city limits of McKinney. This concept plan included approximately 325,000 square feet of traditional retail and restaurant uses and was anchored by a large format grocer use with approximately 85,000 square feet gross floor area. Additionally, the site included 15.75 acres of Urban Residential uses generally located in the southeast corner of the property. This property was ultimately never developed according to the standards in PD-127, largely because the site development feasibility was dependent upon a large-format grocer that never came to fruition, along with other changed market conditions.

The proposed plan attempts to deviate from the traditional retail format in the prior plan and provide flexibility in development options. To this end, the proposed PD includes the following five tracts:

- Tract 1 - West Retail (18.77 acres)

Note: This tract is largely intended to be traditional style retail.

- Tract 2 - Urban Residential (15.60 acres).
- Tract 3 - Townhomes (8.94 acres)
- Tract 4 - Mixed Use (11.32 acres)
- Tract 5 - Open Space (5.0 acres)

The proposed PD Amendment would replace the previously approved PD-127. Below is a summary of the changes including a comparison to the current ordinance where appropriate.

- *Urban Residential Uses.* The current PD-127 ordinance allocates 15.75 acres of land for urban residential uses. Additionally, the design standards in the current PD include the same design standards that were ultimately codified later in Section 6.06.13 of the ALDC. The proposed PD amendment allocates 15.60 acres and adheres to all of the design standards in the prior PD-127 ordinance with the exception of a reduction in parking from 1.5 spaces per dwelling unit to 1.3 spaces per dwelling unit.
- *Phasing.* The current PD-127 required the building slab of approximately 108,160 square feet of any use in Tract 1 to be complete and construction of the vertical elements to have been commenced prior to construction beginning on any portion of the urban residential in Tract 2. However, once the aforementioned condition was met, the urban residential units would be permitted to be constructed without further limitation. The proposed PD amendment permits the first 450 urban residential units to be built without limitation; the second phase of 400 urban residential units requires the completion of 5.0 acres of open space improvements and the issuance of a building permit for either 100,000 square feet of office space or grocer use; and the final phase of urban residential units (maximum of 1,200 units) cannot be commenced until a certificate of occupancy is granted for the shell space of the aforementioned 100,000 square feet of office space or grocer use.
- *Concept Plan / Regulating Plan.* The current PD is based upon a concept plan consisting of approximately 325,000 square feet of traditional retail and restaurant uses and 15.75 acres of Urban Residential. The proposed PD would use a regulating plan in lieu of a concept plan, whereby providing design standards in the Development Regulations to dictate form and allow a level of flexibility to adapt to future market conditions.
- *Traffic Improvements.* The current PD required the installation of a traffic signal at the southwestern corner of the site at intersection of Custer Road and Rowlett Road. However, the City of Allen has received correspondence from the City of Plano that they would not support a traffic signal at that location. Therefore, that language has been removed from the proposed PD.
- *Parks/Open Space Improvements* - The current PD includes an improved pedestrian plaza between urban residential and restaurant uses, but otherwise relies on ALDC standards. The proposed PD provides a various nodes throughout the development connected by a network of sidewalks and pedestrian paths. Additionally, a pedestrian connection is proposed with the single-family residential development to the south.
- *Building Elevations* - The proposed PD provides a elevations for typical retail/restaurant uses, office building(s), urban residential, and townhomes. Other elevations not specifically included will adhere to ALDC standards.
- *Street Network* - The proposed PD will include all private streets as part of the development.
- *Outdoors Sales & Display* - The proposed PD includes provisions for outdoor sales and display only within Tract 1 and only if associated with the proposed grocery/retail use shown on the Outdoor Sales & Display Exhibit.

The request has been reviewed by the Technical Review Committee.

STAFF RECOMMENDATION

Staff recommends approval.

MOTION

I make a motion to recommend approval of an ordinance to amend the Development Regulations of Planned Development No. 127, as presented.

ATTACHMENT(S)

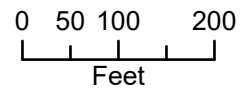
Property Notification Map
Draft Ordinance



TCC Custer 121 Master Plan

Legend

-  200' Buffer
-  Collin CAD Parcels
-  Subject Parcel



Note: This map is for illustrative purposes only please contact Community Development for more details. 214-509-4160

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, AMENDING THE ALLEN LAND DEVELOPMENT CODE ZONING REGULATIONS AND ZONING MAP, AS PREVIOUSLY AMENDED, BY AMENDING AND RESTATING THE DEVELOPMENT AND USE REGULATIONS FOR PLANNED DEVELOPMENT “PD” NO. 127 WITH A BASE ZONING OF CORRIDOR COMMERCIAL (CC) AND MULTI-FAMILY RESIDENTIAL (MF-18) ORIGINALLY ADOPTED PURSUANT TO ORDINANCE NO. 3466-4-17; PROVIDING FOR A CONFLICTS RESOLUTION CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000) FOR EACH OFFENSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Planning and Zoning Commission and the governing body of the City of Allen, Texas, in compliance with the laws of the State of Texas and the ordinances of the City of Allen, Texas, have given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally and to all persons interested and situated in the affected area, and in the vicinity thereof, and in the exercise of its legislative discretion, have concluded that Allen Land Development Code Zoning Regulations and Zoning Map of the City of Allen, Texas, as previously amended, should be amended.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, THAT:

SECTION 1. The Allen Land Development Code Zoning Regulations and Zoning Map, of the City of Allen, Texas, as amended, is hereby further amended by amending and restating as set forth in Exhibit “A”, attached hereto and incorporated herein by reference, the development regulations of Planned Development “PD” No. 127 for Mixed Use as originally adopted pursuant to Ordinance No. 3466-4-17 relating to the development and use of the 59.629± acres in the S. Jackson Survey, Abstract No. 489, City of Allen, Collin County, Texas, described in Appendix A of said Exhibit “A” (“the Property”). The Property shall hereafter be developed and used in accordance with applicable provisions of the Allen Land Development Code “ALDC”, as amended except to the extent modified by the Amended and Restated Development Regulations set forth in Exhibit “A” attached hereto and incorporated herein by reference.

SECTION 2. To the extent of any irreconcilable conflict with the provisions of the Ordinance and other ordinances of the City of Allen governing the use and development of the Property and which are not expressly amended by this Ordinance, the provisions of this Ordinance shall be controlling.

SECTION 3. Should any word, sentence, paragraph, subdivision, clause, phrase, or section of this Ordinance, or of the Allen Land Development Code Zoning Regulations, as amended hereby, be adjudged or held to be void or unconstitutional, the same shall not affect the validity of the remaining portions of said Ordinance or the Allen Land Development Code Zoning Regulations, as amended hereby, which shall remain in full force and effect.

SECTION 4. An offense committed before the effective date of this Ordinance is governed by prior law and the provisions of the Allen Land Development Code Zoning Regulations, as amended, in effect when the offense was committed, and the former law is continued in effect for this purpose.

SECTION 5. Any person, firm, or corporation violating any of the provisions, or terms of this Ordinance shall be subject to the same penalty as provided for in Allen Land Development Code Zoning Regulations of the City of Allen, as previously amended, and upon conviction shall be punished by a fine not to exceed the sum of Two Thousand Dollars (\$2,000) for each offense.

SECTION 7. This Ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Allen, and it is accordingly so ordained.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, ON THIS 12TH DAY OF JULY 2022.

APPROVED:

Kenneth M. Fulk, MAYOR

APPROVED AS TO FORM:

ATTEST:

Peter G. Smith, CITY ATTORNEY
(kbl:12/23/2021:126770)

Shelley B. George, TRMC, CITY SECRETARY

Exhibit “A”

**AMENDED AND RESTATED
DEVELOPMENT REGULATIONS FOR**

**PLANNED DEVELOPMENT
PD 127
TCC CUSTER
PLANNED DEVELOPMENT DISTRICT**

DRAFT

I. GENERAL

A. The Property shall be developed and used in accordance with the applicable provisions of the Allen Land Development Code, as amended, (“ALDC”) except to the extent modified by the Development Regulations set forth herein. In the event of conflict between the ALDC and the Development Regulations, the Development Regulations herein shall apply.

B. The following Appendices are incorporated in these Development Regulations by reference:

1. Appendix A - Legal Description
2. Appendix B - Zoning Exhibit
3. Appendix C - Regulating Plan
4. Appendix D - Parks and Open Space Plan
5. Appendix E - Street Cross Sections Exhibit
6. Appendix F – Tract Exhibit
7. Appendix G – Tree Mitigation Plan
8. Appendix H – Outdoor Sales/Display Exhibit
9. Appendix I – Building Elevations

C. BASE ZONING DISTRICTS:

1. The portion of the Property shown as “Tract 1” on the Regulating Plan attached hereto as Appendix “C” and incorporated herein by reference (“Regulating Plan”) shall be the “West Retail” Character Area and shall be developed and used in accordance with the “CC” Corridor Commercial district zoning regulations except as provided herein.
2. The portion of the Property shown as “Tract 2” on the Regulating Plan shall be the “Urban Residential” Character Area and shall be developed and used in accordance with the “MF-18” Multifamily Residential district zoning regulations except as provided herein.
3. The portion of the Property shown as “Tract 3” on the Regulating Plan shall be the “Townhome” Character Area and shall be developed and used in accordance with the “TH” Townhome Residential district zoning regulations except as provided herein.
4. The portion of the Property shown as “Tract 4” on the Regulating Plan shall be the “East Mixed-Use” Character Area and shall be developed and used in accordance with the “CC” Corridor Commercial district zoning regulations except as provided herein.

5. The portion of the Property shown as “Tract 5” on the Regulating Plan shall be the “Central Green” Character Area and shall be developed and used in accordance with the “CC” Corridor Commercial district zoning regulations except as provided herein and with the Parks and Open Space Plan.
- D. REGULATING PLAN:** The Property shall be developed in general conformance with the Regulating Plan.
- E. LANDSCAPING:** Landscaping shall be provided in accordance with the ALDC unless otherwise stated:
1. A minimum 35-foot landscape buffer along Custer Road and a minimum 30-foot landscape buffer along SH 121 are required. A minimum 15-foot wide portion of each landscape buffer must be unencumbered by easements. A minimum 10-foot wide trail is required along SH 121 in the Landscape Buffer. Required trees and landscaping may be relocated to avoid conflict with existing utilities and easements.
 2. Required trees may be planted in groupings to provide a more dramatic impact of the landscaping upon approval of the Director of Parks and Recreation or the Director’s designee.
- F. BUILDING ELEVATIONS:** Building facades shall be developed in general conformance with the Building Elevations attached hereto as Appendix “I” and incorporated herein by reference.
- G. UTILITIES:** Prior to issuance of a Certificate of Occupancy for the first building constructed on the Property, all new utilities on-site shall be placed underground and the existing overhead power lines along the south side of the Property boundary shall be placed underground in the proposed Fire-Access-Utility Easement.
- H. SCREENING:** A screening wall with a minimum height of eight-feet (8’) and a maximum height of fourteen feet (14’) is required between the grocery store building located on Tract 1 and the boundary line with Tract 5.
- I. PARKING AND ACCESS EASEMENTS:**
1. Unless otherwise stated, required parking shall be in accordance with the ALDC.
 2. Prior to approval of any plat subdividing the Property, mutual cross-access and parking easements for vehicular and pedestrian movement and parking over and across all Tracts within the PD shall be granted between and among the respective owner(s) of each Tract or portion thereof; however, cross parking shall not be required of Tract 1.
 3. All private roadways within the development shall be privately maintained by a property owners association.
 4. No trees shall be required within 150 feet of the front doors of a grocery store; however, all required parking tree quantities and required distances (50’) from a tree to a parking stall must still be met.

5. All non-residential driveways from private roadways within the development shall have a minimum throat depth of 20 feet.
6. Parking lots with more than 200 spaces shall be divided into separate areas of no more than 200 spaces and divided by a minimum 10-foot landscape buffer or separated and sectioned by enlarged landscape islands. The enlarged landscape islands will be 12' wide (back of curb to back of curb) and 17' in length per space (back of curb to back of curb) and must be fully landscaped including trees, shrubs, and/or groundcover. Turf grass shall not be an acceptable landscape material for this application.
7. Minimum required parking for a retail grocery store located on Tract 1 shall be one (1) space per 250 square feet of floor area.
8. Minimum number of required spaces for Urban Living is 1.3 spaces per dwelling unit.

J. STREETS:

1. Required streets shall be as shown on the Street Cross Sections Exhibit, attached hereto as Appendix "E" and incorporated by reference.
2. The Property shall be developed in general conformance with the Regulating Plan. Minor modifications to private streets that do not alter the general alignment shown on the Regulating Plan may be made at the time of Site Plan approval. The location of driveways shown on the Regulating Plan providing ingress and egress to and from the Property to and from SH 121 may be adjusted without requiring an amendment to the Regulating Plan based on driveway permits issued by the Texas Department of Transportation (TxDOT) upon application made by the owner and/or developer of the Property through the City's Department of Engineering.
3. The location of driveways shown on the Regulating Plan providing ingress and egress to and from the Property to and from Custer Road must be approved jointly by the City and the City of Plano and may be adjusted based on that approval without requiring an amendment to the Regulating Plan.
4. All driveways providing access to and from SH 121 and Custer Road shall be constructed with throat-depths in accordance with applicable standards set forth in the ALDC or other design criteria approved by the Director of Engineering.
5. Deceleration lanes shall be constructed as shown on the Regulating Plan contemporaneously with the construction of each driveway providing access to Custer Road or SH 121.
6. Prior to issuance of the first Certificate of Occupancy for any building constructed on the Property, and subject to adjustment based on final design approved by the Director of Engineering or designee and the City of Plano, improvements to the medians within Custer Road, including construction of new left-turn bays and adjustment to existing left-turn bays serving others, shall be constructed in accordance with the Regulating Plan, subject to the following additional condition:
 - a. The left turn lane from southbound Custer Road into the central driveway marked as a "Major Access Point" on the Regulating Plan shall be

designed and constructed to avoid conflict with the proposed extension of the northbound left-turn lane on approach to SH 121 to be designed by others.

- K. DETENTION/RETENTION:** The final design for the wet retention and detention pond for the development must be based upon approved detailed drainage analysis at time of permitting.

II. TRACT 1 - WEST RETAIL CHARACTER AREA

- A. USES:** In addition to the uses otherwise allowed in the Corridor Commercial district as set forth in the ALDC, the following uses are allowed by right:

1. Drive-in or drive-through restaurant (with or without indoor seating). (Sufficient stacking space is required);
2. Convenience Store;
3. Fueling Station;
4. Car Wash;
5. Outdoor Storage, provided, however, that such use shall be limited to the locations shown on Appendix H and incorporated herein by reference;
6. Hotel;
7. Outside display of lawn and garden items; provided, however, such use shall be limited to the locations identified on the "Outdoor Sales/Display Exhibit" attached hereto as Appendix H and incorporated herein by reference;
8. Outdoor food vendors during tent sales events provided, however, such use shall be limited to the locations identified on the "Outdoor Sales/Display Exhibit";
9. Outside sales, including vendors, subject to the following additional limitations:
 - a. Such use shall be limited to the location identified on the "Outdoor Sales/Display Exhibit";
 - b. Tent sales events are limited to six (6) events each year, with a maximum of seven (7) days in length for each event. Tent sales events will be located in the area designated as "Tent Sales Area" on the Outdoor Sales/Display exhibit and will be required to obtain a Temporary Use Permit;
 - c. Sidewalk sales may occur throughout the year provided:
 - i. there shall be no more than 12 sidewalk sales events during a calendar year;
 - ii. each sidewalk sale event shall be limited to a duration of 14 consecutive days; and

- iii. all sidewalk sales shall be limited to the locations identified on the “Outdoor Sales/Display Exhibit” at the front of the store.

B. DELIVERIES:

1. Outside display of lawn and garden items; provided, however, such use shall be limited to the locations identified on the “Outdoor Sales/Display Exhibit” attached hereto as Appendix H and incorporated herein by reference;
2. Delivery vehicles shall operate in accordance with the regulations set forth in the Allen Land Development Code, with the following exceptions detailed below:
 - a. Bulk deliveries of groceries, produce, meats and poultry, and merchandise shall not be limited or restricted:
 - i. There shall be no restriction as to the time of day or quantity of vehicles making deliveries;
 - ii. There shall be no restriction as the type of vehicle making deliveries; and
 - iii. There shall be no restriction for idling refrigeration vehicles.
3. Temporary storage facilities may be placed at the rear of the building during peak periods provided:
 - a. They are not placed for a period greater than two (2) months; and
 - b. Peak periods shall be defined as holidays or local.

C. HEIGHT AND AREA REGULATIONS:

1. Setbacks:
 - a. Minimum Front Yard Setback (SH 121): 50 feet;
 - b. Minimum Front Yard Setback (Custer Road): 50 feet;
 - c. Minimum Side Yard Setback: 10 feet;
 - d. Minimum Rear Yard Setback: 10 feet; and
 - e. Trash enclosures are allowed within building setbacks, but shall not be allowed within landscape buffers.
2. Maximum Building Height: 160 feet;
3. Maximum Number of stories: 12; and
4. Maximum Floor Area Ratio: 1:1.

III. TRACT 2 - URBAN RESIDENTIAL CHARACTER AREA

- A. USES:** Uses allowed by right in the MF-18 district as set forth in the ALDC are allowed by right. Uses that require a specific use permit in the MF-18 district require a specific use permit. Temporary uses allowed in the MF-18 district are allowed as temporary uses.
- B. URBAN RESIDENTIAL:** For Urban Residential, the following development standards apply:
1. Maximum number of Urban Residential units is 1,200:
 - a. After building permits are granted for 450 units, no additional building permits for Urban Residential shall be granted until:
 - i. The Open Space and Wet Retention and Detention Pond Area and Plaza Improvements as shown on the Parks and Open Space Plan attached hereto as Appendix D and incorporated herein by reference are completed; and
 - ii. Building permit(s) have been issued for construction of a retail grocery store or office building with a minimum cumulative floor area of 100,000 square feet within the PD. Building permits for commercial uses other than a grocery store or office shall not satisfy this requirement.
 - b. After building permits are granted for 850 units (i.e., being the initial 450 units authorized above plus an additional 400 units), no additional building permits for Urban Residential shall be granted until a Certificate of Occupancy has been granted for a retail grocery store or office building shell (but not finish out) with a minimum cumulative floor area of 100,000 square feet within the PD.
 2. Building Setbacks:
 - a. Build-to line: Minimum front yard building setback is 15 feet, maximum front yard building setback is 25 feet; however, door yards, open space, landscape areas, outdoor amenity area, and forecourts that are adjacent to Urban Residential are excluded in the maximum front yard building setback calculation;
 - b. Side yard: none; and
 - c. Rear yard none.
 3. Maximum building height is 65 feet. Maximum number of above-grade stories is four (4);
 4. The first story of buildings shown by a dashed line depicted on the Regulating Plan shall have a minimum first-floor ceiling height of 14 feet;
 5. No minimum lot area per dwelling unit;

6. Minimum dwelling unit size is 500 square feet;
 7. Unit mix: Minimum 65% one-bedroom units and maximum 5% three-bedroom units is required within each phase of Urban Residential, provided the cumulative minimum one-bedroom units is 65%;
 8. Minimum (70%) of all parking spaces shall be located in enclosed parking structures or garage;
 9. No open balconies or decks may be constructed above the ground floor on a wall facing a single-family residential zoning district located outside this PD; and
 10. Dwelling units must be accessed by climate-controlled enclosed interior.
- C. PARK LAND DEDICATION:** The minimum park land dedication requirement shall be satisfied by a fee-in-lieu described in this PD.

IV. TRACT 3 - TOWNHOME CHARACTER AREA

- A. USES:** Permitted uses shall be in conformance with those uses in the Townhome Resident District (TH) set forth in the ALDC.
- B. DEVELOPMENT STANDARDS:** The following development standards apply:
1. Minimum lot area is 1,000 square feet;
 2. Minimum lot width is 20 feet;
 3. Minimum lot depth is 50 feet (determined from back of street curb to street curb. For lots that have no street frontage, use the centerline of the lawn space between buildings);
 4. Building Setbacks:
 - a. Front yard: Minimum five (5) feet;
 - b. Side yard: none; and
 - c. Rear yard: minimum three (3) feet.
 5. Maximum lot coverage is 85%;
 6. Maximum building height is 44 feet;
 7. Maximum number of stories is three (3);
 8. Maximum number of attached dwelling units per row or group is six (6);
 9. Maximum number of dwelling units is 110; and
 10. Townhome Design Standards:

- a. Townhomes shall be developed with units that face a private street, shared private drive, mews lot, or open space;
 - b. Rear access driveways shall be a minimum of three (3) feet in length, as measured from the alley street section;
 - c. Dwelling units that front a private street or shared private drive shall be developed subject to the following:
 - i. Trees are required to be planted in tree planting areas between the sidewalk and face of the Townhomes;
 - ii. One (1) tree per 30 linear feet of street frontage on center is required. Trees may be planted a minimum of 50 linear feet apart on center to accommodate two (2) parallel spaces before a bump-out;
 - d. Dwelling units that front an open space shall be developed subject to the following:
 - i. Franchise utilities and telecommunication facilities may be located in the front of each dwelling unit in an easement the width and location of which does not reduce the required usable open space width, or in easements located within the rear (alley side) of the dwelling units; and
 - ii. If located in the rear of the dwelling units, franchise utilities and telecommunication facilities must be located in a separate easement that does not conflict with city-owned utilities.
11. Visitor Parking shall be constructed subject to the following:
- a. One visitor parking space must be constructed for every two dwelling units within the development; and
 - b. A maximum of forty (40) townhomes constructed in a mews condition may have visitor parking located more than 100 feet from a dwelling unit, provided said parking is located within Tract 3 and has an accessible pedestrian path between the dwelling unit and visitor parking space.

V. TRACT 4 - EAST MIXED-USE CHARACTER AREA

- A. USES:** In addition to the uses otherwise allowed in the Corridor Commercial district as set forth in the ALDC, the following uses are allowed by right:
 - 1. Drive-in or drive-through restaurant (with or without indoor seating). (Sufficient stacking space is required);
 - 2. Hotel.
- B. Building Setbacks:**

1. Front Yard:
 - a. Minimum 50-foot building setback from SH 121 Frontage Road; and
 - b. Build-to Line: Minimum front yard building setback from back of curb along Street A is 10 feet. Maximum 30 feet.
 2. Side yard: minimum 10 feet.
 3. Rear yard: minimum 10 feet.
 4. Trash enclosures are allowed within building setbacks, but shall not be allowed within landscape buffers.
- C. Building height: maximum 160 feet.
- D. Number of stories: maximum 12.
- E. Floor Area Ratio: maximum 1:1.

VI. TRACT 5 - OPEN SPACE & DETENTION CHARACTER AREA

- A. The Open Space & Detention Character Area shall consist of the Plaza and the Urban Residential Lawn as shown on the Regulating Plan with a minimum acreage requirement of 4.5 acres.
- B. The Open Space & Detention Character Area shall be developed in conformance with the Parks and Open Space Plan.
- C. The wet retention and detention pond are required to be designed and constructed in a manner consistent with the nature and character of the development of the Property as shown on the Regulating Plan as determined by the Director of Community Development.

VII. PARK LAND AND OPEN SPACE

A. GENERAL.

1. Conformance with Parks and Open Space Plan. Parks, Open Space, and Trails shall be generally provided as set forth in the Parks and Open Space Plan attached hereto as Appendix D-1 and in accordance with these Development Regulations.
 - a. The following parks and open space shall be constructed within the Property:
 - i. The Plaza shall be delivered at the completion of the first Urban Residential building. Conceptual illustration is shown on Appendix "D-5";
 - ii. The Urban Residential Lawn shall be delivered prior to occupancy of the first Urban Residential unit. Conceptual illustration is shown on Appendix "D-2";

- iii. The Townhome Lawn shall be delivered prior to occupancy of the first townhome unit. Conceptual illustration is shown on Appendix “D-3”; and
- iv. The Central Lawn shall be delivered prior to occupancy of the first townhome unit. Conceptual illustration is shown on Appendix “D-4.”

B. OPEN SPACE STANDARDS.

- 1. Urban Residential Lawn Requirements. The Urban Residential Lawn is a publicly accessible open space that will be used for passive and/or active recreational use:
 - a. The Urban Residential Lawn shall be constructed to include all of the following amenities:
 - i. benches, various types of outdoor seating;
 - ii. trash receptacles;
 - iii. irrigated turf grass;
 - iv. artificial turf for dog parks (irrigation is not required);
 - v. pedestrian paving;
 - vi. At least one (1) shade tree with a minimum of four (4) caliper inches in diameter per 4,000 square feet of park area. A maximum 25% of the shade trees may be substituted with ornamental trees at a ratio of two (2) ornamental trees for each shade tree, which ornamental trees may be planted in groups or separately with no minimum spacing requirement. Ornamental trees with a size of four (4) caliper inches (single trunk) or five (5) caliper inches (multi-trunk) may be used as a substitute for canopy trees at a ratio of one (1) ornamental tree for each shade tree; and
 - vii. bicycle racks.
 - b. The Urban Residential Lawn shall be constructed to include at least five (5) of the following amenities:
 - i. dog waste receptacles;
 - ii. drinking fountains;
 - iii. bottle fillers;
 - iv. chilled bottle fillers;
 - v. electrical receptacles at tables;

- vi. grill;
- vii. interpretive signage or markers;
- viii. pedestrian lighting;
- ix. wayfinding signage;
- x. one (1) additional shade tree (minimum of four (4) caliper inches) or ornamental tree minimum of four (4) caliper inches (single trunk) or five (5) caliper inches (multi-trunk), or a combination thereof, per 4,000 square feet of neighborhood park area in conjunction with the neighborhood park amenity trees (if more than four (4) trees, 75% of the shade or ornamental trees shall be native trees);
- xi. native drought-tolerant ornamental plantings;
- xii. native turf/lawn or artificial grass;
- xiii. certified pollinator habitat;
- xiv. rainwater cisterns;
- xv. “smart” irrigation controllers; or
- xvi. one (1) green storm water infrastructure improvement such as bioswales, bioretention, permeable pavements, and stormwater curb extensions.

2. Townhome Lawn and Central Lawn Requirements. The Townhome Lawn and Central Lawn are publicly accessible open space that will be used for passive and/or active recreational use:

- a. The Townhome Lawn and Central Lawn shall be constructed to include all of the following amenities:
 - i. benches, various types of outdoor seating;
 - ii. trash receptacles;
 - iii. irrigated turf grass;
 - iv. artificial turf for dog parks (irrigation is not required);
 - v. pedestrian paving;
 - vi. At least one (1) shade tree with a minimum of four (4) caliper inches in diameter per 4,000 square feet of park area. A maximum 25% of the shade trees may be substituted with ornamental trees at a ratio of two (2) ornamental trees for each shade tree, which ornamental trees may be planted in groups or separately with no

minimum spacing requirement. Ornamental trees with a size of four (4) caliper inches (single trunk) or five (5) caliper inches (multi-trunk) may be used as a substitute for canopy trees at a ratio of one (1) ornamental tree for each shade tree; and

vii. bicycle racks.

b. The Townhome Lawn and Central Lawn shall be constructed to include at least five (5) of the following amenities:

i. dog waste receptacles;

ii. drinking fountains;

iii. bottle fillers;

iv. chilled bottle fillers;

v. electrical receptacles at tables;

vi. grill;

vii. interpretive signage or markers;

viii. pedestrian lighting;

ix. wayfinding signage;

x. one (1) additional shade tree (minimum of four (4) caliper inches) or ornamental tree minimum of four (4) caliper inches (single trunk) or five (5) caliper inches (multi-trunk), or a combination thereof, per 4,000 square feet of neighborhood park area in conjunction with the neighborhood park amenity trees (if more than four (4) trees, 75% of the shade or ornamental trees shall be native trees);

xi. native drought-tolerant ornamental plantings;

xii. native turf/lawn or artificial grass;

xiii. certified pollinator habitat;

xiv. rainwater cisterns;

xv. “smart” irrigation controllers; or

xvi. one (1) green storm water infrastructure improvement such as bioswales, bioretention, permeable pavements, and stormwater curb extensions.

3. Plaza Requirements. Plazas are small, publicly accessible urban open spaces that are used for passive or active recreation or a combination of the two.

- a. Plazas are typically connected to a building and can be located between buildings, next to a building and a street, or on a corner.
- b. Plazas may include softscape. Softscape may include raised planters, at-grade plantings in the hardscape, or potted plant material.
- c. Plazas shall be constructed to include at least five (5) of the following amenities:
 - i. fabric shade structures;
 - ii. stage for small performances;
 - iii. splash pad;
 - iv. water feature;
 - v. hardscape gathering space;
 - vi. interactive public art;
 - vii. benches;
 - viii. outdoor seating;
 - ix. movable tables and chairs;
 - x. trash receptacles;
 - xi. bike racks;
 - xii. electrical receptacles;
 - xiii. pedestrian lighting;
 - xiv. wayfinding signage;
 - xv. native shade tree;
 - xvi. native drought-tolerant ornamental plantings;
 - xvii. certified pollinator habitat with a minimum area of 100 square feet;
 - xviii. “smart” irrigation controllers; or
 - xix. one (1) green stormwater infrastructure improvement such as a rainwater cistern, permeable pavement, and stormwater curb extension.

4. Individual Lot Open Space. Open space located on each individual lot shall count toward the minimum open space requirement for the PD and shall be calculated with the submittal of each Site Plan in the PD. Each Urban Residential building shall include one (1) or more courtyards and/or central greens as open spaces that in the aggregate contain a minimum area of 0.20 acres in size within the building. Areas consisting of water features, swimming pools, pedestrian hardscape, and softscape with ornamental shade trees or shade structures, bench seating, or handicap accessible walkways may be counted toward the minimum open space requirement.
5. Calculation of Required Open Space:
 - a. Parking areas located in or adjacent to an open space area that is subject to use for non-park uses, service drives, and cross-access easements shall not be included;
 - b. Landscape Buffer Open Space may be counted toward the required open space areas if developed with a continuous hike and bike trail not less than ten feet (10') wide along SH 121 and 10 feet (10') along Custer;
 - c. Detention and retention ponds:
 - i. Detention and retention ponds will be graded with side slopes from top of bank to the bottom of pond gently sloped with a gradient not steeper than 4:1 unless approved by the Director of Engineering. Retaining walls may be incorporated when slope requirements of a 4:1 gradient have been approved; and
 - ii. A detention or retention pond with embankment or with slopes of flatter than 4:1, inclusive of hard-edged walls and natural areas, shall be counted as open space provided a 30-foot buffer (the "Pond Amenity Buffer") extending from the 100-year water surface elevation is provided. The following amenities are required within the Pond Amenity Buffer as generally shown on the Parks and Open Space Plan, Retention Concept Plan: boardwalks, seating, lighting, vegetation, decorative terracing, enhanced landscape treatment, and other treatments approved by the Director of Parks and Recreation. Amenities within the Pond Amenity Buffer will not count towards PIV.
 - d. A credit may be applied to the amount of Park Dedication Fees owed for development of the Property if the cost of the publicly-accessible open space and related amenities in the parks of the Project constructed for and accessible by the public will exceed that remaining amount of Park Dedication Fee due after the credit is applied. Prior to the construction of such amenities exceeding the Park Dedication Fees, the Owner shall provide written notification to the Director of Parks and Recreation for approval or denial, establishing the proposed exceed paid for amenities.

C. PARK LAND AND OPEN SPACE DEDICATION FEES

1. Park Fees shall be due prior to issuance of a building permit and paid in accordance with the rate established by City Council ordinance or resolution.

2. The requirement to dedicate Open Space shall be satisfied by a combination of one (1) or more of the following:
- a. A minimum 16 acres of the Property shall be reserved or platted (for open space) in relation to development of 1,200 total Urban Residential units on the Property;
 - b. Payment to the City of a fee in lieu of open space dedication equal to a rate of \$48,375 per required acre; or
 - c. Dedication Alternative (Park Investment Value). For every acre or partial acre of open space required but not restricted or platted, compliance with open space restriction and platting requirements may be satisfied by receiving a credit on a dollar-for-dollar basis against the amount of open space fee that would otherwise be due. Such credit will be the amount of the cost of installing and/or constructing recreational enhancements or amenities on existing or newly dedicated park sites on this Property in addition to the amenities otherwise required to be installed or constructed in the park areas (hereafter referred to as “Park Investment Value” or (“PIV”), which additional enhancements or amenities shall be limited to the following, or as approved by the Director of Parks and Recreation:
 - i. shade pavilion;
 - ii. picnic tables in open areas;
 - iii. outdoor movable tables and chairs;
 - iv. stage for outdoor movies or small performances;
 - v. splash pad;
 - vi. active playground;
 - vii. musical play trail;
 - viii. nature play area;
 - ix. hardscape gathering space;
 - x. bocce ball;
 - xi. interactive public art;
 - xii. public art;
 - xiii. water feature;
 - xiv. fabric shade structures;
 - xv. benches; and

- xvi. outdoor trail/fitness/stretch equipment.
- xvii. Amenities located within the Pond Amenity Buffer shall not count toward the PIV.

City shall not be liable for payment to the owner or developer of the Property for any amounts of PIV exceeding the amount of park land dedication fees due to the City, nor shall PIV generated from the installation and/or construction of the additional amenities and enhancements on parks developed within one (1) phase of the Property be credited to park land dedication fees due for other phases developed within the Property.

EXAMPLE: Solely for purposes of illustrating how a PIV credit would be calculated, assume 400 dwelling units are to be constructed in Phase 1, and that one (1) acre of open space is required to be restricted or platted for each 75 dwelling units, resulting in a requirement to dedicate 5.33 acres of open space or pay the City the amount of \$257,839 in fees based on the rate of \$48,375 per acre (5.33 acres x \$48,375/acre). Assume further that only 2.0 acres of open space is restricted or platted in Phase 1, which could include a 1.5-acre Urban Residential Lawn and one (1) 0.5-acre Plaza, resulting in a remaining requirement to restrict or plat 3.33 acres of open space (5.33 acres - 1.5 acres - 0.5 acres = 3.33 acres).

The owner or developer of the Property will have the option to either pay \$162,288 in park land dedication fees (3.33 acres not dedicated x \$48,375/acre), restrict or plat an additional 3.33 acres of land for open space, or use a combination of restricting or platting additional land for open space, paying for park land dedication at a rate of \$48,375 per acre of land otherwise required, or providing PIV in excess of what is otherwise required. To further illustrate this example, if amenities from the approved list in this Section 5.C, above and beyond what are otherwise required in Subsections B.1 through B.4 of this Sections 7.B and 7.C, are installed on the 2.0 acres of dedicated park land at a cost of \$150,000, the amount of park land fee due and payable to the City will be reduced to \$12,288. If the amount of PIV exceeds \$162,288, the amount of park land dedication fee due to the City for said phase would be reduced to \$0.00. The above methods may be combined.

D. TREE MITIGATION. Development of the Property shall comply with ALDC Section 7.06 except as follows:

1. Fence row trees, defined as a row of trees located within ten feet (10.0') on either side of a property line, shall not be considered protected trees;
2. Tree Fund payments required due to the removal of Hackberries or Sugarberries will be reduced by 25% of the amount otherwise due;
3. Negative tree credits will not be assessed for removal of Siberian Elm (*Ulmus pumila*), hybridized elms of Siberian Elm, or Chinaberry (*Melia azedarach*);

4. Tree credits will be provided for street trees, parkway, median trees, perimeter open space trees;
5. Removal of protected trees and historic trees not mitigated through replacement shall be offset by payment to the City Forestry Fund at the rate of \$200 per caliper inch of tree removed;
6. Tree mitigation and preservation shall be evaluated on the entire Property and not for individual lots with the Property. Owner will maintain records of the tree mitigation and preservation for the entire Property and on an annual basis provide a written report to the Director of Parks and Recreation on the status of the overall tree mitigation and preservation for the Property:
 - a. Written reports shall be provided to the City Forester showing a calculation of total credits and debits on tree mitigation fees as follows:
 - b. Upon application for the development of the Property at which 1/3 of the Property acreage is developed; provided, no Tree Fund payment will be required with or in relation to the submission of the initial report;
 - c. Upon application for development of the Property at which 2/3 of the Property acreage is developed; provided if there is an outstanding negative tree credit shown on this report, a Tree Mitigation Liability Account will be established by the City to receive a deposit of funds equal to the outstanding negative tree credit; such funds shall be dedicated to and restricted to be used towards tree mitigation through on-site tree replacement under these Tree Mitigation guidelines; and
 - d. Upon application for the development of the remaining acres of the Property; provided if there is an outstanding negative tree credit at the time of this report, a plan shall be identified to use the remaining Tree Funds for on-site tree replacement in accordance with these Tree Mitigation guidelines. Such plan will require the approval of the City Manager who may alternatively require the payment of funds into the Tree Fund or delivery of trees to the City tree farm.

VIII. SIGN STANDARDS

- A. GENERAL.** Signs in the District shall conform to applicable ALDC provisions except as provided in this Section.
- B. ALLOWED SIGNS.** The following signs shall be allowed subject to the size restrictions set forth in the ALDC unless otherwise indicated below:
 1. Sandwich/A-Frame Sign. Sandwich/A-frame sidewalk signs are allowed in Tract 4 only, subject to the following:
 - a. The sign height shall not exceed four (4) feet;
 - b. Each sign face shall not exceed an area of eight (8) square feet;
 - c. The sign may be placed in the pedestrian amenity zone created by street trees and pedestrian lighting, provided that:

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- i. The sign is located no closer than one (1) foot to the face of the curb; and
 - ii. A minimum unobstructed sidewalk width of six (6) feet is maintained.
 - d. A sign permit must be obtained from the City prior to placement of the sign on the Property;
 - e. Only one (1) A-frame sign is permitted per occupancy;
 - f. A-frame signs may be placed on the sidewalk adjacent to a restaurant associated with the sign only during the restaurant's business hours; and
 - g. A maximum of one (1) of each type of the following signs are allowed per retail, restaurant or service business: A-frame (sandwich board) signs and menu signs.
2. Multi-Tenant Signs:
- a. Maximum copy area: 300 square feet per side. "Maximum effective area" is defined as the sign area and does not include the structure, development name, address numbers and cladding such as masonry, stucco, etc;
 - b. Maximum structure area: 700 square feet per side;
 - c. Maximum number: Nine (9) on SH 121 frontage, two (2) on Custer Road frontage;
 - d. Maximum Overall Height: 35 feet; and
 - e. Maximum number of message centers/digital pricers on freestanding structure: Two (2) LED digital price cabinets, back-to-back faces, UNL/DSL configuration per property.
3. District Signs:
- a. Maximum copy area: 180 square feet per side;
 - b. Maximum structure area: 500 square feet per side; and
 - c. Maximum number: Three (3) on SH 121 frontage, one (1) on Custer Road frontage.
4. Outdoor Patio Umbrellas. Outdoor patio umbrellas may contain advertising and be allowed for special events, retail, service, or restaurant uses;
5. Vehicular Signs. Vehicular Signs on food trucks and trailers. These signs must be attached to an operating vehicle and be temporary in nature;

6. Wall/Parapet signs:

- a. Maximum effective area.
 - i. Tract 1 and Tract 4. Sign area is calculated as 1.5 x façade length.
 - ii. Tract 2. 250 square feet per façade.
- b. Maximum sign height: 10 feet;
- c. Any sign securely attached to a wall, screen structurally apart of wall of main building and approved in building permits, or AM surface of fuel canopy for fuel centers with max depth of 12 inches from surface is considered a wall sign; and
- d. Any sign securely attached to top of drive under canopy that is structurally apart of building and has been approved with the building permit with a maximum depth of 12 inches is considered a wall sign.

7. Blade Signs:

- a. No more than one (1) blade sign will be allowed for each building face. Wall signs on the same building face may be approved by the Sign Control Board pursuant to the criteria set forth in Section 2.03 of the ALDC;
- b. Each sign face of a Blade sign shall not exceed an area of 60 square feet per building face and shall not exceed six (6) feet in width;
- c. The lowest edge of the Blade sign shall be not less than nine (9) feet above the ground beneath the sign.
- d. The top edge of the Blade sign shall not exceed a height that is two-thirds (in linear feet) of the height of the building face at the location of the building face where the sign is attached.

Below are a few examples of Blade signs:



8. Hanging/Projecting Signs:

- a. No more than one (1) hanging sign will be allowed for each first-floor occupancy; provided, however, a first floor building occupant with public

entrances on more than one (1) street frontage may have one (1) hanging sign on each street frontage;

- b. Each sign face shall not exceed an area of 12 square feet;
- c. Each sign face shall not exceed a width of six (6) feet;
- d. The lowest edge of the sign shall not be less than eight (8) feet above the ground below the sign; and
- e. No hanging sign shall be closer than fifteen feet from another hanging sign.

Below are a few examples of Hanging/Projecting signs:



- 9. Canopy Signs. Signs securely attached to structural canopy or eyebrow of a building. Not to exceed 75% of the linear width of the canopy/eyebrow or 50 square feet, whichever is less. Maximum height of letter or logo not to exceed 24 inches.
- 10. Illuminated Signs. Illuminated signs are allowed within 150 feet of a residential property internal to the district, but only if illumination does not exceed two (2) foot-candles measured at a level five (5) feet above the shared property line;
- 11. Painted Signs. Signs painted directly on the surface of a building or structure are allowed if approved by the Sign Control Board;
- 12. Utility Poles. Signs may be attached to public utility poles, or light poles if approved in advance by the Sign Control Board, the owner of the pole, and any other party that has prior rights to use of the pole. This paragraph 11 does not constitute approval to place signs on public utility poles or light poles owned by the City, which approval must be obtained from the City department with jurisdiction over the pole and the Director of Community Development prior to placement of the sign on the City pole;

Below are a few examples of utility pole signs:



13. Banners. Banners for special events shall not be restricted by number of permits per year or restrictions on running consecutively; provided, however, banner signs may be installed no earlier than three (3) weeks prior to the special event to which the sign relates and must be removed no later than one (1) week after the conclusion of the special event;
14. Leasing Banner Signs. Banner signs associated with leasing of urban residential units in Tract 3 shall be permitted for a maximum period of 120 days or until 75% of dwelling units are leased, whichever is less. .
15. Digital Signs:
 - a. Digital signs may be facade-integrated or monument signs;
 - b. Facade-integrated signs may be digital signs or static signs with a light source that is not directly visible;
 - c. The maximum copy area for any individual sign of this type is 900 square feet per side. The total copy area for all signs of this type is 8,000 square feet;
 - d. Digital signs may not display light of such intensity or brilliance to cause glare, impair the vision of an ordinary driver, or constitute a nuisance.
 - e. No flashing, dimming, or brightening of message is permitted except to accommodate changes of message; and
 - f. Nothing in this Section shall be construed as authorizing installation of a digital sign at a location that requires approval by TxDOT prior to installation.
16. Multistory Office Wall Signs:
 - a. Multistory office wall signs shall not be required to be placed above a tenant's lease space;
 - b. Signs may be located on the face of a building in either a horizontal or vertical direction or near the top of the building facade;
 - c. Multistory office wall signs may be illuminated;
 - d. A multistory office wall sign may project no more than four (4) feet from the building surface at the location to which it is attached;
 - e. Ground floor tenants in a multistory office shall be treated separately and may have signs regulated in accordance with the standards in these Development Regulations and the ALDC;

- f. The allowable number and size of cumulative signs for multistory office wall signs, per facade, is as follows:
 - i. Multistory office buildings may have three (3) signs per elevation not including ground floor signage;
 - ii. Single-story building signs shall conform to the standards in these Development Regulations and the ALDC for attached (wall) signs;
 - iii. Buildings between 20 feet and 60 feet in height shall have signs no larger than 25 square feet plus an additional three (3) square feet for every one (1) foot in building height over 20 feet; and
 - iv. Buildings greater than 60 feet in height shall have signs no larger than 25 square feet plus an additional five (5) square feet for every one (1) foot in building height over 60 feet. This signage shall be restricted to placement anywhere in the top 20% of the building facade.
- 17. Rooftop Signs. One (1) rooftop-mounted premise sign is permitted per lot, subject to the following conditions:
 - a. A rooftop-mounted premise sign may be illuminated internally or externally, or both;
 - b. A rooftop-mounted premise sign may not exceed 1,200 square feet of total effective area; and
 - c. A rooftop-mounted premise sign must comply with Fire Code regulations.
- 18. Character Structure Signs. Signs are permitted to be erected on character structures (e.g. water towers, windmills, etc.), subject to the following conditions:
 - a. Character Structure Signs may be illuminated internally or externally, or both; and
 - b. Character Structure Signs may not exceed 1,200 square feet of total effective area.
- 19. Undefined Signs. Sign types not clearly defined in the ALDC may be allowed if approved by the Sign Control Board after a recommendation by the Director of Community Development;
- 20. Directional Signs:
 - a. Maximum effective area: Ten (10) square feet;
 - b. Maximum overall height: Six (6) feet;
 - c. Maximum business logo size: Five (5) square feet; and

- d. Permit required.
- 21. Menu Boards:
 - a. Maximum display area: 32 square feet; and
 - b. Maximum overall height: Six (6) feet.
- 22. Anchor Tenant Signs. Notwithstanding anything to the contrary herein, Anchor Tenants (as defined below) may install building signs of comparable size denoting their name and different aspects of their business such as Pharmacy, BBQ, or other items similar to signs in use in other facilities within the City of Allen. Anchor Tenants are defined as tenants leasing buildings in excess of 50,000 square feet;
- 23. Anchor Tenant Parking Lot Signs and Directional Signs. Notwithstanding anything to the contrary herein, Anchor Tenants may install signs in the parking lot of comparable size and directional signs similar to signs in use in other tenant facilities within the City of Allen; and
- 24. Anchor Tenant Accessory Use Signs. Notwithstanding anything to the contrary herein, Anchor Tenants may install monument signs on a fuel pad and/or car wash pad displaying the cost of fuel.

IX. SITE PLAN ADMINISTRATION

- A. INTENT.** This Section sets forth the exclusive procedures for reviewing and approving Site Plan applications for the Property. The intent is to ensure that all development is consistent with the provisions of these Development Regulations and the Regulating Plan. All sections of these Development Regulations shall be applied during the review process.
- B. SITE PLAN REVIEW PROCESS:**
 - 1. Site Plan Details. Site plan details to be provided on a site plan shall comply with Section 6.05.3 of the ALDC;
 - 2. Site Plan Review Standards. The Director of Community Development shall be authorized to approve a Site Plan if such Site Plan complies with the Regulating Plan and conforms to the standards set forth in these Development Regulations and the ALDC; and
 - 3. Amendments to Approved Site Plans. The Director of Community Development shall be authorized to approve changes to approved Site Plans that comply with the Regulating Plan and the provisions in these Development Regulations.
- C. AMENDMENTS.** Amendments to the Regulating Plan, Development Tracts, Parks and Open Space Plan, and Streets Diagram:
 - 1. Minor Changes. Except as otherwise provided in these Development Regulations, the Director of Community Development shall have the authority to administratively approve minor changes to the Regulating Plan, Development Tracts, Parks and Open Space Plan, and Streets Diagram. "Minor changes" include changes that:

- a. Do not materially change the circulation on the Property;
 - b. Do not change the relationship between buildings and streets;
 - c. Do not amend the overall area allocation between different Character Areas by more than 15%;
 - d. Relocate mandatory parks up to a linear distance of 100 feet provided the amount of park area satisfies the amount of park area required as shown on the Parks and Open Space Plan or as required by these Development Regulations;
 - e. Add amenities to the parks and open space requirements which may be used in addition to or in lieu of the amenities identified, as approved by the Director of Parks and Recreation or designee; or
 - f. Relocate trails required by these Development Regulations provided that pedestrian and bike connectivity is maintained as intended by the Parks and Open Space Plan, as approved by the Director of Parks and Recreation or designee.
2. Other Site Plan Changes. A change to the Regulating Plan, Development Tracts, Parks and Open Space Plan, and Streets Diagram that does not qualify as a minor change shall be processed in the same manner as an amendment to a zoning ordinance pursuant to the ALDC; and
3. Changes Mandated by Law. Any modification to a street location shown on the Regulating Plan that is necessitated by a Federal, State, or Local action may be administratively approved by the Director of Engineering.

EXHIBIT "A"
DEVELOPMENT REGULATIONS FOR
TCC CUSTER PLANNED DEVELOPMENT DISTRICT

I. GENERAL

- A.** The Property shall be developed and used in accordance with the applicable provisions of the Allen Land Development Code, as amended, ("ALDC") except to the extent modified by the Development Regulations set forth herein. In the event of conflict between the ALDC and the Development Regulations, the Development Regulations herein shall apply.
- B.** The following Appendices are incorporated in these Development Regulations by reference:
1. Appendix A - Legal Description;
 2. Appendix B - Zoning Exhibit;
 3. Appendix C - Regulating Plan;
 4. Appendix D - Parks and Open Space Plan;
 5. Appendix E - Street Cross Sections Exhibit;
 6. Appendix F - Tract Exhibit;
 7. Appendix G - Tree Mitigation Plan;
 8. Appendix H - Outdoor Sales/Display Exhibit; and
 9. Appendix I - Building Elevations.

C. BASE ZONING DISTRICTS:

1. The portion of the Property shown as "Tract 1" on the Regulating Plan attached hereto as Appendix C and incorporated herein by reference ("Regulating Plan") shall be the "West Retail" Character Area and shall be developed and used in accordance with the "CC" Corridor Commercial district zoning regulations except as provided herein.
2. The portion of the Property shown as "Tract 2" on the Regulating Plan shall be the "Urban Residential" Character Area and shall be developed and used in accordance with the "MF-18" Multifamily Residential district zoning regulations except as provided herein.
3. The portion of the Property shown as "Tract 3" on the Regulating Plan shall be the "Townhome" Character Area and shall be developed and used in accordance with the "TH" Townhome Residential district zoning regulations except as provided herein.

4. The portion of the Property shown as “Tract 4” on the Regulating Plan shall be the “East Mixed-Use” Character Area and shall be developed and used in accordance with the “CC” Corridor Commercial district zoning regulations except as provided herein.
 5. The portion of the Property shown as “Tract 5” on the Regulating Plan shall be the “Central Green” Character Area and shall be developed and used in accordance with the Parks and Open Space Plan.
- D. REGULATING PLAN:** The Property shall be developed in general conformance with the Regulating Plan.
- E. LANDSCAPING:** Landscaping shall be provided in accordance with the ALDC unless otherwise stated:
1. A minimum 35-foot landscape buffer along Custer Road and a minimum 30-foot landscape buffer along SH 121 are required. A minimum 15-foot wide portion of each landscape buffer must be unencumbered by easements. A minimum 10-foot wide trail is required along SH 121 in the Landscape Buffer. Required trees and landscaping may be relocated to avoid conflict with existing utilities and easements.
 2. Required trees may be planted in groupings to provide a more dramatic impact of the landscaping upon approval of the Director of Parks and Recreation or the Director’s designee.
- F. BUILDING ELEVATIONS:** Building facades shall be developed in general conformance with the Building Elevations attached hereto as Appendix I and incorporated herein by reference.
- G. UTILITIES:** Prior to issuance of a Certificate of Occupancy for the first building constructed on the Property, all new utilities on-site shall be placed underground and the existing overhead power lines along the south side of the Property boundary shall be placed underground in the proposed Fire-Access-Utility Easement.
- H. SCREENING:** A minimum eight-foot (8’) tall screening wall is required between the grocery store building located on Tract 5 and the boundary line with Tracts 5 and 3 in the location shown on the Regulating Plan.
- I. PARKING AND ACCESS EASEMENTS:**
1. Unless otherwise stated, required parking shall be in accordance with the ALDC;
 2. Prior to approval of any plat subdividing the Property, mutual cross-access and parking easements for vehicular and pedestrian movement and parking over and across all Tracts within the PD shall be granted between and among the respective owner(s) of each Tract or portion thereof; however, cross parking shall not be required of Tract 1;

3. All private roadways within the development shall be privately maintained by a property owners association;
4. No trees shall be required within 150 feet of the front doors of a grocery store; however, all required parking tree quantities and required distances (50') from a tree to a parking stall must still be met;
5. All non-residential driveways from private roadways within the development shall have a minimum throat depth of 20 feet;
6. Parking lots with more than 200 spaces shall be divided into separate areas of no more than 200 spaces and divided by a minimum 10-foot landscape buffer or separated and sectioned by enlarged landscape islands. The enlarged landscape islands will be 12' wide (back of curb to back of curb) and 17' in length per space (back of curb to back of curb) and must be fully landscaped including trees, shrubs, groundcover, etc., i.e. not just turf;
7. Minimum required parking for a retail grocery store located on Tract 1 shall be 1 space per 250 square feet of floor area; and
8. Minimum number of required spaces for Urban Living is 1.5 spaces per dwelling unit.

J. STREETS:

1. Required streets shall be as shown on the Street Cross Sections Exhibit, attached hereto as Appendix E and incorporated by reference;
2. The Property shall be developed in general conformance with the Regulating Plan. Minor modifications to private streets that do not alter the general alignment shown on the Regulating Plan may be made at the time of Site Plan approval. The location of driveways shown on the Regulating Plan providing ingress and egress to and from the Property to and from SH 121 may be adjusted without requiring an amendment to the Regulating Plan based on driveway permits issued by the Texas Department of Transportation (TxDOT) upon application made by the owner and/or developer of the Property through the City's Department of Engineering;
3. The location of driveways shown on the Regulating Plan providing ingress and egress to and from the Property to and from Custer Road must be approved jointly by the City and the City of Plano and may be adjusted based on that approval without requiring an amendment to the Regulating Plan;
4. All driveways providing access to and from SH 121 and Custer Road shall be constructed with throat-depths in accordance with applicable standards set forth in the ALDC or other design criteria approved by the Director of Engineering;
5. Deceleration lanes shall be constructed as shown on the Regulating Plan contemporaneously with the construction of each driveway providing access to Custer Road or SH 121;

6. Prior to issuance of the first Certificate of Occupancy for any building constructed on the Property, and subject to adjustment based on final design approved by the Director of Engineering or designee and the City of Plano, improvements to the medians within Custer Road, including construction of new left turn bays and adjustment to existing left-turn bays serving others, shall be constructed in accordance with the Regulating Plan, subject to the following additional conditions:
 - a. The proposed dual left turn lanes on southbound Custer Road at its intersection with the most southern driveway into the Property shall not conflict with the existing northbound left turn lane to the extent that a split phase operation of a future signal would be required;
 - b. The left turn lane from southbound Custer Road into the central driveway marked as a “Major Access Point” on the Regulating Plan shall be designed and constructed to avoid conflict with the proposed extension of the northbound left turn lane on approach to SH 121 to be designed by others; and
 - c. The left turn lane from the westbound southern drive on Custer Road as illustrated on the Regulating Plan shall not conflict with the existing westbound left turn lane to the extent that a split phase operation of a future signal would be required.
7. Prior to approval of the initial final plat for the Property, the owner and/or developer of the Property shall enter into an agreement with the City providing for, among other things, payment to the City of \$350,000 with such funds to be held in escrow until such funds are expended to pay costs related to the design and construction of a traffic signal at the intersection of Custer Road and the southern driveway into the Property shown on the Regulating Plan. Escrow funds shall not be used and the signal shall not be constructed until traffic counts warrant a signal. Should traffic counts not warrant a signal within 7 years of final escrow payment, the escrow will be refunded to the developer.

K. DETENTION/RETENTION: The final design for the wet retention and detention pond for the development must be based upon approved detailed drainage analysis at time of permitting.

II. TRACT 1 - WEST RETAIL CHARACTER AREA

- A. USES:** In addition to the uses otherwise allowed in the Corridor Commercial district as set forth in the ALDC, the following uses are allowed by right:
1. Drive-in or drive-through restaurant (with or without indoor seating). (Sufficient stacking space is required);
 2. Convenience Store;
 3. Fueling Station;

4. Car Wash;
5. Outdoor Storage;
6. Hotel;
7. Outside display of lawn and garden items; provided, however, such use shall be limited to the locations identified on the "Outdoor Sales/Display Exhibit" attached hereto as Appendix H and incorporated herein by reference;
8. Outdoor food vendors during tent sales events provided, however, such use shall be limited to the locations identified on the "Outdoor Sales/Display Exhibit";
9. Outside sales, including vendors, subject to the following additional limitations:
 - a. Such use shall be limited to the location identified on the "Outdoor Sales/Display Exhibit";
 - b. Tent sales events are limited to six (6) events each year, with a maximum of seven (7) days in length for each event. Tent sales events will be located in the area designated as "Tent Sales Area" on the Outdoor Sales/Display exhibit and will be required to obtain a Temporary Use Permit;
 - c. Sidewalk sales may occur throughout the year provided:
 - i. there shall be no more than twelve (12) sidewalk sales events during a calendar year;
 - ii. each sidewalk sale event shall be limited to a duration of fourteen (14) consecutive days; and
 - iii. all sidewalk sales shall be limited to the locations identified on the "Outdoor Sales/Display Exhibit" at the front of the store.

B. DELIVERIES

1. Outside display of lawn and garden items; provided, however, such use shall be limited to the locations identified on the "Outdoor Sales/Display Exhibit" attached hereto as Appendix H and incorporated herein by reference;
2. Delivery vehicles shall operate in accordance with the regulations set forth in the Allen Land Development Code, with the following exceptions detailed below:
 - a. Bulk deliveries of groceries, produce, meats and poultry, and merchandise shall not be limited or restricted:
 - i. There shall be no restriction as to the time of day or quantity of vehicles making deliveries;

- ii. There shall be no restriction as the type of vehicle making deliveries; and
 - iii. There shall be no restriction for idling refrigeration vehicles.
- 3. Temporary storage facilities may be placed at the rear of the building during peak periods provided:
 - a. They are not placed for a period greater than two (2) months; and
 - b. Peak periods shall be defined as holidays or local.

C. HEIGHT AND AREA REGULATIONS

- 1. Setbacks:
 - a. Minimum Front Yard Setback (SH 121): 50 feet;
 - b. Minimum Front Yard Setback (Custer Road): 50 feet;
 - c. Minimum Side Yard Setback: 10 feet;
 - d. Minimum Rear Yard Setback: 10 feet; and
 - e. Trash enclosures are allowed within building setbacks, but shall not be allowed within landscape buffers.
- 2. Maximum Building Height: 160 feet;
- 3. Maximum Number of stories: 12; and
- 4. Maximum Floor Area Ratio: 1:1.

III. TRACT 2 - URBAN RESIDENTIAL CHARACTER AREA

- A. USES:** Uses allowed by right in the MF-18 district as set forth in the ALDC are allowed by right. Uses that require a specific use permit in the MF-18 district require a specific use permit. Temporary uses allowed in the MF-18 district are allowed as temporary uses.
- B. URBAN RESIDENTIAL:** For Urban Residential, the following development standards apply:
 - 1. Maximum number of Urban Residential units is 1,200:
 - a. After building permits are granted for 450 units, no additional building permits for Urban Residential shall be granted until:

- i. The Open Space and Wet Retention and Detention Pond Area and Plaza Improvements as shown on the Parks and Open Space Plan attached hereto as Appendix E and incorporated herein by reference are completed; and
 - ii. Building permit(s) have been issued for construction of a retail grocery store or office building with a minimum cumulative floor area of 100,000 square feet within the PD. Building permits for commercial uses other than a grocery store or office shall not satisfy this requirement.
 - b. After building permits are granted for 850 units (i.e., being the initial 450 units authorized above plus an additional 400 units), no additional building permits for Urban Residential shall be granted until a Certificate of Occupancy has been granted for a retail grocery store or office building shell (but not finish out) with a minimum cumulative floor area of 100,000 square feet within the PD.
2. Building Setbacks:
- a. Build-to line: Minimum front yard building setback is 15 feet, maximum front yard building setback is 25 feet; however, door yards, open space, landscape areas, outdoor amenity area, and forecourts that are adjacent to Urban Residential are excluded in the maximum front yard building setback calculation;
 - b. Side yard: none; and
 - c. Rear yard none.
3. Maximum building height is 65 feet. Maximum number of above-grade stories is four (4);
4. The first story of buildings shown by a dashed line depicted on the Regulating Plan shall have a minimum first floor ceiling height of fourteen (14) feet;
5. No minimum lot area per dwelling unit;
6. Minimum dwelling unit size is 500 square feet;
7. Unit mix: Minimum 65% one-bedroom units and maximum 5% three-bedroom units is required within each phase of Urban Residential, provided the cumulative minimum one-bedroom units is 65%;
8. Minimum seventy percent (70%) of all parking spaces shall be located in enclosed parking structures or garage;
9. No open balconies or decks may be constructed above the ground floor on a wall facing an single-family residential zoning district located outside this PD; and

10. Dwelling units must be accessed by climate controlled enclosed interior.

C. PARK LAND DEDICATION: The minimum park land dedication requirement shall be satisfied by a fee-in-lieu described in this PD.

IV. TRACT 3 - TOWNHOME CHARACTER AREA

A. USES: Permitted uses shall be in conformance with those uses in the Townhome Resident District (TH) set forth in the ALDC.

B. DEVELOPMENT STANDARDS: The following development standards apply:

1. Minimum lot area is 1,000 square feet;
2. Minimum lot width is 20 feet;
3. Minimum lot depth is 50 feet (determined from back of street curb to street curb. For lots that have no street frontage, use the centerline of the lawn space between buildings);
4. Building Setbacks:
 - a. Front yard: Minimum 5 feet;
 - b. Side yard: none; and
 - c. Rear yard: minimum 3 feet.
5. Maximum lot coverage is 85%;
6. Maximum building height is 40 feet;
7. Maximum number of stories is 3;
8. Maximum number of attached dwelling units per row or group is 6;
9. Maximum number of dwelling units is 110;
10. Townhome Design Standards:
 - a. Townhomes shall be developed with units that face a public street, shared private drive, mews lot, or open space;
 - b. Rear access driveways shall be a minimum 3 feet in length, as measured from the alley street section;
 - c. Dwelling units that front a public street or shared private drive shall be developed subject to the following:

- i. Trees are required to be planted in tree planting areas between the sidewalk and face of the Townhomes; and
 - ii. One tree per 30 linear feet of street frontage on center is required. Trees may be planted a minimum of 50 linear feet apart on center to accommodate two parallel spaces before a bump-out.
- d. Dwelling units that front an open space shall be developed subject to the following:
 - i. Franchise utilities and telecommunication facilities may be located in the front of each dwelling unit in an easement the width and location of which does not reduce the required usable open space width, or in easements located within the rear (alley side) of the dwelling units; and
 - ii. If located in the rear of the dwelling units, franchise utilities and telecommunication facilities must be located in a separate easement that does not conflict with city-owned utilities.

V. TRACT 4 - EAST MIXED-USE CHARACTER AREA

A. USES: In addition to the uses otherwise allowed in the Corridor Commercial district as set forth in the ALDC, the following uses are allowed by right:

- 1. Drive-in or drive-through restaurant (with or without indoor seating). (Sufficient stacking space is required);
- 2. Convenience Store;
- 3. Fueling Station;
- 4. Car Wash;
- 5. Outdoor Storage; and
- 6. Hotel.

B. Building Setbacks:

- 1. Front Yard:
 - a. Minimum 50-foot building setback from SH 121 Frontage Road; and
 - b. Build-to Line: Minimum front yard building setback from back of curb along Street A is 10 feet. Maximum 30 feet.
- 2. Side yard: minimum 10 feet;

3. Rear yard: minimum 10 feet; and
 4. Trash enclosures are allowed within building setbacks, but shall not be allowed within landscape buffers.
- C. Building height: maximum 160 feet.
 - D. Number of stories: maximum 12.
 - E. Floor Area Ratio: maximum 1:1.

VI. TRACT 5 - OPEN SPACE & DETENTION CHARACTER AREA

- A. The Open Space & Detention Character Area shall consist of the Plaza and the Urban Residential Lawn as shown on the Regulating Plan with a minimum acreage requirement of 4.5 acres.
- B. The Open Space & Detention Character Area shall be developed in conformance with the Parks and Open Space Plan.
- C. The wet retention and detention pond are required to be designed and constructed in a manner consistent with the nature and character of the development of the Property as shown on the Regulating Plan as determined by the Director of Community Development.

VII. PARK LAND AND OPEN SPACE

A. GENERAL:

1. Conformance with Parks and Open Space Plan. Parks, Open Space, and Trails shall be generally provided as set forth in the Parks and Open Space Plan attached hereto as Appendix D-1 and in accordance with these Development Regulations:
 - a. The following parks and open space shall be constructed within the Property:
 - i. The Plaza shall be delivered at the completion of the first Urban Residential building. Conceptual illustration is shown on Appendix D-5;
 - ii. The Urban Residential Lawn shall be delivered prior to occupancy of the first Urban Residential unit. Conceptual illustration is shown on Appendix D-2;
 - iii. The Townhome Lawn shall be delivered prior to occupancy of the first townhome unit. Conceptual illustration is shown on Appendix D-3; and

- iv. The Central Lawn shall be delivered prior to occupancy of the first townhome unit. Conceptual illustration is shown on Appendix D-4.

B. OPEN SPACE STANDARDS:

- 1. Urban Residential Lawn Requirements. The Urban Residential Lawn is a publicly accessible open space that will be used for passive and/or active recreational use:
 - a. The Urban Residential Lawn shall be constructed to include all of the following amenities:
 - i. benches, various types of outdoor seating;
 - ii. trash receptacles;
 - iii. irrigated turf grass;
 - iv. artificial turf for dog parks (irrigation is not required);
 - v. pedestrian paving;
 - vi. At least one shade tree with a minimum of four caliper inches in diameter per 4,000 square feet of park area. A maximum 25% of the shade trees may be substituted with ornamental trees at a ratio of two ornamental trees for each shade tree, which ornamental trees may be planted in groups or separately with no minimum spacing requirement. Ornamental trees with a size of four caliper inches (single trunk) or five caliper inches (multi-trunk) may be used as a substitute for canopy trees at a ratio of one ornamental tree for each shade tree; and
 - vii. bicycle racks.
 - b. The Urban Residential Lawn shall be constructed to include at least five of the following amenities:
 - i. dog waste receptacles;
 - ii. drinking fountains;
 - iii. bottle fillers;
 - iv. chilled bottle fillers;
 - v. electrical receptacles at tables;
 - vi. grill;

- vii. interpretive signage or markers;
- viii. pedestrian lighting;
- ix. wayfinding signage;
- x. one additional shade tree (minimum of four caliper inches) or ornamental tree minimum of four caliper inches (single trunk) or five caliper inches (multi-trunk), or a combination thereof, per 4,000 square feet of neighborhood park area in conjunction with the neighborhood park amenity trees (if more than four trees, 75% of the shade or ornamental trees shall be native trees);
- xi. native drought-tolerant ornamental plantings;
- xii. native turf/lawn or artificial grass;
- xiii. certified pollinator habitat;
- xiv. rainwater cisterns;
- xv. “smart” irrigation controllers; or
- xvi. one (1) green storm water infrastructure improvement such as bioswales, bioretention, permeable pavements, and stormwater curb extensions.

2. Townhome Lawn and Central Lawn Requirements. The Townhome Lawn and Central Lawn are publicly accessible open space that will be used for passive and/or active recreational use:

- a. The Townhome Lawn and Central Lawn shall be constructed to include all of the following amenities:
 - i. benches, various types of outdoor seating;
 - ii. trash receptacles;
 - iii. irrigated turf grass;
 - iv. artificial turf for dog parks (irrigation is not required);
 - v. pedestrian paving;
 - vi. At least one shade tree with a minimum of four caliper inches in diameter per 4,000 square feet of park area. A maximum 25% of the shade trees may be substituted with ornamental trees at a ratio of two ornamental trees for each shade tree, which ornamental trees may be planted in groups or separately with no minimum

spacing requirement. Ornamental trees with a size of four caliper inches (single trunk) or five caliper inches (multi-trunk) may be used as a substitute for canopy trees at a ratio of one ornamental tree for each shade tree; and

vii. bicycle racks.

b. The Townhome Lawn and Central Lawn shall be constructed to include at least five of the following amenities:

- i. dog waste receptacles;
- ii. drinking fountains;
- iii. bottle fillers;
- iv. chilled bottle fillers;
- v. electrical receptacles at tables;
- vi. grill;
- vii. interpretive signage or markers;
- viii. pedestrian lighting;
- ix. wayfinding signage;
- x. one additional shade tree (minimum of four caliper inches) or ornamental tree minimum of four caliper inches (single trunk) or five caliper inches (multi-trunk), or a combination thereof, per 4,000 square feet of neighborhood park area in conjunction with the neighborhood park amenity trees (if more than four trees, 75% of the shade or ornamental trees shall be native trees);
- xi. native drought-tolerant ornamental plantings;
- xii. native turf/lawn or artificial grass;
- xiii. certified pollinator habitat;
- xiv. rainwater cisterns;
- xv. “smart” irrigation controllers; or
- xvi. One (1) green storm water infrastructure improvement such as bioswales, bioretention, permeable pavements, and stormwater curb extensions.

3. Plaza Requirements. Plazas are small, publicly accessible urban open spaces that are used for passive or active recreation or a combination of the two:
- a. Plazas are typically connected to a building and can be located between buildings, next to a building and a street, or on a corner;
 - b. Plazas may include softscape. Softscape may include raised planters, at-grade plantings in the hardscape, or potted plant material;
 - c. Plazas shall be constructed to include at least five of the following amenities:
 - i. fabric shade structures;
 - ii. stage for small performances;
 - iii. splash pad;
 - iv. water feature;
 - v. hardscape gathering space;
 - vi. interactive public art;
 - vii. benches;
 - viii. outdoor seating;
 - ix. movable tables and chairs;
 - x. trash receptacles;
 - xi. bike racks;
 - xii. electrical receptacles;
 - xiii. pedestrian lighting;
 - xiv. wayfinding signage;
 - xv. native shade tree;
 - xvi. native drought-tolerant ornamental plantings;
 - xvii. certified pollinator habitat with a minimum area of 100 square feet;
 - xviii. “smart” irrigation controllers; or

- xix. one (1) green stormwater infrastructure improvement such as a rainwater cistern, permeable pavement, and stormwater curb extension.
- 4. Individual Lot Open Space. Open space located on each individual lot shall count toward the minimum open space requirement for the PD and shall be calculated with the submittal of each Site Plan in the PD. Each Urban Residential building shall include one or more courtyards and/or central greens as open spaces that in the aggregate contain a minimum area of 0.20 acres in size within the building. Areas consisting of water features, swimming pools, pedestrian hardscape, and softscape with ornamental shade trees or shade structures, bench seating, or handicap accessible walkways may be counted toward the minimum open space requirement.
- 5. Calculation of Required Open Space:
 - a. Parking areas located in or adjacent to an open space area that is subject to use for non-park uses, service drives, and cross-access easements shall not be included;
 - b. Landscape Buffer Open Space may be counted toward the required open space areas if developed with a continuous hike and bike trail not less than ten feet (10') wide along SH 121 and 10 feet (10') along Custer;
 - c. Detention and retention ponds:
 - i. Detention and retention ponds will be graded with side slopes from top of bank to the bottom of pond gently sloped with a gradient not steeper than 4:1 unless approved by the Director of Engineering. Retaining walls may be incorporated when slope requirements of a 4:1 gradient have been approved;
 - ii. A detention or retention pond with embankment or with slopes of flatter than 4:1, inclusive of hard-edged walls and natural areas, shall be counted as open space provided a 30-foot buffer (the "Pond Amenity Buffer") extending from the 100-year water surface elevation is provided. The following amenities are required within the Pond Amenity Buffer as generally shown on the Parks and Open Space Plan, Retention Concept Plan: boardwalks, seating, lighting, vegetation, decorative terracing, enhanced landscape treatment, and other treatments approved by the Director of Parks and Recreation. Amenities within the Pond Amenity Buffer will not count towards PIV;
 - d. A credit may be applied to the amount of Park Dedication Fees owed for development of the Property if the cost of the publicly-accessible open space and related amenities in the parks of the Project constructed for and accessible by the public will exceed that remaining amount of Park Dedication Fee due after the credit is applied. Prior to the construction of

such amenities exceeding the Park Dedication Fees, the Owner shall provide written notification to the Director of Parks and Recreation for approval or denial, establishing the proposed exceed paid for amenities.

C. PARK LAND AND OPEN SPACE DEDICATION FEES:

1. Park Fees shall be due prior to issuance of a building permit and paid in accordance with the rate established by City Council ordinance or resolution.
2. The requirement to dedicate Open Space shall be satisfied by a combination of one or more of the following:
 - a. A minimum 16 acres of the Property shall be reserved or platted (for open space) in relation to development of 1,200 total Urban Residential units on the Property;
 - b. Payment to the City of a fee in lieu of open space dedication equal to a rate of \$48,375 per required acre; or
 - c. Dedication Alternative (Park Investment Value). For every acre or partial acre of open space required but not restricted or platted, compliance with open space restriction and platting requirements may be satisfied by receiving a credit on a dollar-for-dollar basis against the amount of open space fee that would otherwise be due. Such credit will be the amount of the cost of installing and/or constructing recreational enhancements or amenities on existing or newly dedicated park sites on this Property in addition to the amenities otherwise required to be installed or constructed in the park areas (hereafter referred to as “Park Investment Value” or “PIV”), which additional enhancements or amenities shall be limited to the following, or as approved by the Director of Parks and Recreation:
 - i. shade pavilion;
 - ii. picnic tables in open areas;
 - iii. outdoor movable tables and chairs;
 - iv. stage for outdoor movies or small performances;
 - v. splash pad;
 - vi. active playground;
 - vii. musical play trail;
 - viii. nature play area;
 - ix. hardscape gathering space;
 - x. bocce ball;

- xi. interactive public art;
- xii. public art;
- xiii. water feature;
- xiv. fabric shade structures;
- xv. benches;
- xvi. outdoor trail/fitness/stretch equipment; and
- xvii. Amenities located within the Pond Amenity Buffer shall not count toward the PIV.

City shall not be liable for payment to the owner or developer of the Property for any amounts of PIV exceeding the amount of park land dedication fees due to the City, nor shall PIV generated from the installation and/or construction of the additional amenities and enhancements on parks developed within one phase of the Property be credited to park land dedication fees due for other phases developed within the Property.

EXAMPLE: Solely for purposes of illustrating how a PIV credit would be calculated, assume 400 dwelling units are to be constructed in Phase 1, and that one acre of open space is required to be restricted or platted for each 75 dwelling units, resulting in a requirement to dedicate 5.33 acres of open space or pay the City the amount of \$257,839 in fees based on the rate of \$48,375 per acre (5.33 acres x \$48,375/acre). Assume further that only 2.0 acres of open space is restricted or platted in Phase 1, which could include a 1.5-acre Urban Residential Lawn and one 0.5-acre Plaza, resulting in a remaining requirement to restrict or plat 3.33 acres of open space (5.33 acres - 1.5 acres - 0.5 acres = 3.33 acres).

The owner or developer of the Property will have the option to either pay \$162,288 in park land dedication fees (3.33 acres not dedicated x \$48,375/acre), restrict or plat an additional 3.33 acres of land for open space, or use a combination of restricting or platting additional land for open space, paying for park land dedication at a rate of \$48,375 per acre of land otherwise required, or providing PIV in excess of what is otherwise required as set forth in Subsections B.1 through B.4 of this Section 5. To further illustrate this example, if amenities from the approved list in this Section 5.C, above and beyond what are otherwise required in Subsections B.1 through B.4 of this Section 5, are installed on the 2.0 acres of dedicated park land at a cost of \$150,000, the amount of park land fee due and payable to the City will be reduced to \$12,288. If the amount of PIV exceeds \$162,288, the amount of park land dedication fee due to the City for said phase would be reduced to \$0.00. The above methods may be combined.

D. TREE MITIGATION: Development of the Property shall comply with ALDC Section 7.06 except as follows:

1. Fence row trees, defined as a row of trees located within ten feet (10.0') on either side of a property line, shall not be considered protected trees;
2. Tree Fund payments required due to the removal of Hackberries or Sugarberries will be reduced by 25% of the amount otherwise due;
3. Negative tree credits will not be assessed for removal of Siberian Elm (*Ulmus pumila*), hybridized elms of Siberian Elm, or Chinaberry (*Melia azedarach*);
4. Tree credits will be provided for street trees, parkway, median trees, perimeter open space trees;
5. Removal of protected trees and historic trees not mitigated through replacement shall be offset by payment to the City Forestry Fund at the rate of \$200 per caliper inch of tree removed;
6. Tree mitigation and preservation shall be evaluated on the entire Property and not for individual lots with the Property. Owner will maintain records of the tree mitigation and preservation for the entire Property and on an annual basis provide a written report to the Director of Parks and Recreation on the status of the overall tree mitigation and preservation for the Property:
 - a. Written reports shall be provided to the City Forester showing a calculation of total credits and debits on tree mitigation fees as follows:
 - i. Upon application for the development of the Property at which 1/3 of the Property acreage is developed; provided, no Tree Fund payment will be required with or in relation to the submission of the initial report;
 - ii. Upon application for development of the Property at which 2/3 of the Property acreage is developed; provided if there is an outstanding negative tree credit shown on this report, a Tree Mitigation Liability Account will be established by the City to receive a deposit of funds equal to the outstanding negative tree credit; such funds shall be dedicated to and restricted to be used towards tree mitigation through on-site tree replacement under these Tree Mitigation guidelines; and
 - iii. Upon application for the development of the remaining acres of the Property; provided if there is an outstanding negative tree credit at the time of this report, a plan shall be identified to use the remaining Tree Funds for on-site tree replacement in accordance with these Tree Mitigation guidelines. Such plan will require the approval of the City Manager who may alternatively require the

payment of funds into the Tree Fund or delivery of trees to the City tree farm.

VIII. SIGN STANDARDS

- A. GENERAL:** Signs in the District shall conform to applicable ALDC provisions except as provided in this Section.
- B. ALLOWED SIGNS:** The following signs shall be allowed subject to the size restrictions set forth in the ALDC unless otherwise indicated below:
1. Sandwich/A-Frame Sign. Sandwich/A-frame sidewalk signs are allowed in Tract 4 only, subject to the following:
 - a. The sign height shall not exceed four feet;
 - b. Each sign face shall not exceed an area of eight square feet;
 - c. The sign may be placed in the pedestrian amenity zone created by street trees and pedestrian lighting, provided that:
 - i. The sign is located no closer than one foot to the face of the curb;
 - ii. A minimum unobstructed sidewalk width of six feet is maintained;
 - d. A sign permit must be obtained from the City prior to placement of the sign on the Property;
 - e. Only one A-frame sign is permitted per occupancy;
 - f. A-frame signs may be placed on the sidewalk adjacent to a restaurant associated with the sign only during the restaurant's business hours; and
 - g. A maximum of one of each type of the following signs are allowed per retail, restaurant or service business: A-frame (sandwich board) signs and menu signs.
 2. Multi-Tenant Signs:
 - a. Maximum copy area: 300 square feet per side. "Maximum effective area" is defined as the sign area and does not include the structure, development name, address numbers and cladding such as masonry, stucco, etc.;
 - b. Maximum structure area: 700 square feet per side;
 - c. Maximum number: nine on SH 121 frontage, two on Custer Road frontage;

- d. Maximum Overall Height: 35 feet; and
 - e. Maximum number of message centers/digital pricers on freestanding structure: two LED digital price cabinets, back-to-back faces, UNL/DSL configuration per property.
3. District Signs:
- a. Maximum copy area: 180 square feet per side;
 - b. Maximum structure area: 500 square feet per side; and
 - c. Maximum number: three on SH 121 frontage, one on Custer Road frontage.
4. Outdoor Patio Umbrellas. Outdoor patio umbrellas may contain advertising and be allowed for special events, retail, service, or restaurant uses.
5. Vehicular Signs. Vehicular Signs on food trucks and trailers. These signs must be attached to an operating vehicle and be temporary in nature.
6. Wall signs:
- a. Maximum effective area: 1,100 square feet per façade. Façade area is calculated in Retail/Commercial zone as façade area x 1.5. Calculation of sign area is 5% of façade area;
 - b. Maximum sign height: 10 feet;
 - c. Any sign securely attached to a wall, screen structurally apart of wall of main building and approved in building permits, or AM surface of fuel canopy for fuel centers with max depth of 12" from surface is considered a wall sign; and
 - d. Any sign securely attached to top of drive under canopy that is structurally apart of building and has been approved with the building permit with a maximum depth of 12 inches is considered a wall sign.
7. Blade Signs:
- a. No more than one blade sign will be allowed for each building face. Wall signs on the same building face may be approved by the Sign Control Board pursuant to the criteria set forth in Section 2.03 of the ALDC;
 - b. Each sign face of a Blade sign shall not exceed an area of fifty square feet per building face and shall not exceed six feet in width;
 - c. The lowest edge of the Blade sign shall be not less than nine feet above the ground beneath the sign; and

- d. The top edge of the Blade sign shall not exceed a height that is two-thirds (in linear feet) of the height of the building face at the location of the building face where the sign is attached.

Below are a few examples of Blade signs:



8. Hanging/Projecting Signs:

- a. No more than one hanging sign will be allowed for each first-floor occupancy; provided, however, a first floor building occupant with public entrances on more than one street frontage may have one hanging sign on each street frontage;
- b. Each sign face shall not exceed an area of twelve square feet;
- c. Each sign face shall not exceed a width of six feet;
- d. The lowest edge of the sign shall not be less than eight feet above the ground below the sign; and
- e. No hanging sign shall be closer than fifteen feet from another hanging sign.

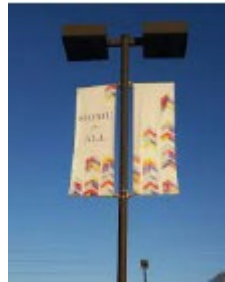
Below are a few examples of Hanging/Projecting signs:



10. Painted Signs. Signs painted directly on the surface of a building or structure are allowed if approved by the Sign Control Board.
11. Utility Poles. Signs may be attached to public utility poles or light poles if approved in advance by the Sign Control Board, the owner of the pole, and any other party that has prior rights to use of the pole. This paragraph 11 does not

constitute approval to place signs on public utility poles or light poles owned by the City, which approval must be obtained from the City department with jurisdiction over the pole and the Director of Community Development prior to placement of the sign on the City pole.

Below are a few examples of utility pole signs.



12. Banners. Banners for special events shall not be restricted by number of permits per year or restrictions on running consecutively; provided, however, banner signs may be installed no earlier than three weeks prior to the special event to which the sign relates and must be removed no later than one week after the conclusion of the special event.
13. Digital Signs.
 - a. Digital signs may be facade-integrated or monument signs;
 - b. Facade-integrated signs may be digital signs or static signs with a light source that is not directly visible;
 - c. The maximum copy area for any individual sign of this type is 900 square feet per side. The total copy area for all signs of this type is 8,000 square feet;
 - d. Digital signs may not display light of such intensity or brilliance to cause glare, impair the vision of an ordinary driver, or constitute a nuisance;
 - e. No flashing, dimming, or brightening of message is permitted except to accommodate changes of message; and
 - f. Nothing in this Section shall be construed as authorizing installation of a digital sign at a location that requires approval by TxDOT prior to installation.
14. Multistory Office Wall Signs:
 - a. Multistory office wall signs shall not be required to be placed above a tenant's lease space;

- b. Signs may be located on the face of a building in either a horizontal or vertical direction or near the top of the building façade;
- c. Multistory office wall signs may be illuminated;
- d. A multistory office wall sign may project no more than four feet from the building surface at the location to which it is attached;
- e. Ground floor tenants in a multistory office shall be treated separately and may have signs regulated in accordance with the standards in these Development Regulations and the ALDC;
- f. The allowable number and size of cumulative signs for multistory office wall signs, per facade, is as follows:
 - i. Multistory office buildings may have three signs per elevation not including ground floor signage;
 - ii. Single-story building signs shall conform to the standards in these Development Regulations and the ALDC for attached (wall) signs;
 - iii. Buildings between 20 feet and 60 feet in height shall have signs no larger than 25 square feet plus an additional three square feet for every one foot in building height over 20 feet; and
 - iv. Buildings greater than 60 feet in height shall have signs no larger than 25 square feet plus an additional five (5) square feet for every one foot in building height over 60 feet. This signage shall be restricted to placement anywhere in the top 20% of the building facade.

15. Rooftop Signs. One rooftop-mounted premise sign is permitted per lot, subject to the following conditions:

- a. A rooftop-mounted premise sign may be illuminated internally or externally, or both;
- b. A rooftop-mounted premise sign may not exceed 1,200 square feet of total effective area; and
- c. A rooftop-mounted premise sign must comply with Fire Code regulations.

16. Character Structure Signs. Signs are permitted to be erected on character structures (e.g. water towers, windmills, etc.), subject to the following conditions:

- a. Character Structure Signs may be illuminated internally or externally, or both; and

- b. Character Structure Signs may not exceed 1,200 square feet of total effective area.
- 17. Undefined Signs. Sign types not clearly defined in the ALDC may be allowed if approved by the Sign Control Board after a recommendation by the Director of Community Development.
- 18. Directional Signs:
 - a. Maximum effective area: 10 square feet;
 - b. Maximum overall height: 6 feet;
 - c. Maximum business logo size: 5 square feet;
 - d. Permit required.
- 19. Menu Boards:
 - a. Maximum display area: 32 square feet; and
 - b. Maximum overall height: 6 feet.
- 20. Anchor Tenant Signs. Notwithstanding anything to the contrary herein, Anchor Tenants (as defined below) may install building signs of comparable size denoting their name and different aspects of their business such as Pharmacy, BBQ, or other items similar to signs in use in other facilities within the City of Allen. "Anchor Tenants" are defined as tenants leasing buildings in excess of 50,000 square feet.
- 21. Anchor Tenant Parking Lot Signs and Directional Signs. Notwithstanding anything to the contrary herein, Anchor Tenants may install signs in the parking lot of comparable size and directional signs similar to signs in use in other tenant facilities within the City of Allen.
- 22. Anchor Tenant Accessory Use Signs. Notwithstanding anything to the contrary herein, Anchor Tenants may install monument signs on a fuel pad and/or car wash pad displaying the cost of fuel.

IX. SITE PLAN ADMINISTRATION

- A. INTENT:** This Section sets forth the exclusive procedures for reviewing and approving Site Plan applications for the Property. The intent is to ensure that all development is consistent with the provisions of these Development Regulations and the Regulating Plan. All sections of these Development Regulations shall be applied during the review process.
- B. SITE PLAN REVIEW PROCESS:**
 - 1. Site Plan Details. Site plan details to be provided on a site plan shall comply with Section 6.05.3 of the ALDC;

2. Site Plan Review Standards. The Director of Community Development shall be authorized to approve a Site Plan if such Site Plan complies with the Regulating Plan and conforms to the standards set forth in these Development Regulations and the ALDC; and
3. Amendments to Approved Site Plans. The Director of Community Development shall be authorized to approve changes to approved Site Plans that comply with the Regulating Plan and the provisions in these Development Regulations.

C. AMENDMENTS: Amendments to the Regulating Plan, Development Tracts, Parks and Open Space Plan, and Streets Diagram:

1. Minor Changes. Except as otherwise provided in these Development Regulations, the Director of Community Development shall have the authority to administratively approve minor changes to the Regulating Plan, Development Tracts, Parks and Open Space Plan, and Streets Diagram. “Minor changes” include changes that:
 - a. Do not materially change the circulation on the Property;
 - b. Do not change the relationship between buildings and streets;
 - c. Do not amend the overall area allocation between different Character Areas by more than 15%;
 - d. Relocate mandatory parks up to a linear distance of 100 feet provided the amount of park area satisfies the amount of park area required as shown on the Parks and Open Space Plan or as required by these Development Regulations;
 - e. Add amenities to the parks and open space requirements which may be used in addition to or in lieu of the amenities identified, as approved by the Director of Parks and Recreation or designee; or
 - f. Relocate trails required by these Development Regulations provided that pedestrian and bike connectivity is maintained as intended by the Parks and Open Space Plan, as approved by the Director of Parks and Recreation or designee.
2. Other Site Plan Changes. A change to the Regulating Plan, Development Tracts, Parks and Open Space Plan, and Streets Diagram that does not qualify as a minor change shall be processed in the same manner as an amendment to a zoning ordinance pursuant to the ALDC.
3. Changes Mandated by Law. Any modification to a street location shown on the Regulating Plan that is necessitated by a Federal, State, or Local action may be administratively approved by the Director of Engineering.

APPENDIX "A"
LEGAL DESCRIPTION

Being a 59.629-acre tract or parcel of land situated in the Shadrick Jackson Survey, Abstract No. 489, in the City of Allen, Collin County, Texas, and being all of a tract of land conveyed to Mixon Investment Company, Inc. (herein called Mixon #1) by deed recorded in Volume 5131, Page 4246 of the Land Records of Collin County, Texas, and being all of a tract of land conveyed to Mixon Investment Company, Inc. (herein called Mixon #2) by deed recorded in Volume 803, Page 446 of the Deed Records of Collin County, Texas, and being more particularly described as follows:

BEGINNING at an Aluminum TxDOT Monument found for the northwest corner of said Mixon #1 tract, and being the intersection of the south line of State Highway 121 (variable width R.O.W.) and the east line of Custer Road (variable width R.O.W.);

THENCE along the north line of said Mixon #1 tract, same being the south line of State Highway 121, the following courses and distances:

North 67° 05' 32" East, a distance of 251.46 feet, to a ½" iron rod set with a yellow plastic cap stamped "SGI RPLS 3664";

North 69° 37' 04" East, a distance of 361.25 feet, to a found Aluminum TxDOT Monument;

North 62° 37' 46" East, a distance of 469.30 feet, to an Aluminum TxDOT Monument found at the intersection of the south line of State Highway 121 and the west line of an unimproved road, and being in the northeast corner of said Mixon #1 tract;

North 61° 56' 45" East, a distance of 47.05 feet, along the south line of State Highway 121, to an Aluminum TxDOT Monument found at the intersection of the south line of State Highway 121 and the east line of an unimproved road, and being the northwest corner of said Mixon #2 tract;

THENCE along the north line of Mixon #2 tract, same being the south line of State Highway 121, the following courses and distances:

North 62° 37' 53" East, a distance of 268.62 feet, to a ½" iron rod set with yellow plastic cap stamped "SGI RPLS 3664";

North 67° 04' 46" East, a distance of 544.66 feet, to a ½" iron rod with yellow plastic cap stamped "SGI RPLS 3664" set in the beginning of a non-tangent curve to the left, having a radius of 23140.58 feet, and a delta angle of 00°45'12" (chord bears: North 66°42'05" East, a distance of 304.23 feet);

Continuing along said curve to the left, an arc distance of 304.23 feet, to a ½" iron rod set with yellow plastic cap stamped "SGI RPLS 3664";

North 66° 19' 29" East, a distance of 306.91 feet, to a ½" iron rod with yellow plastic cap stamped "SGI RPLS 3664" set for the northeast corner of said Mixon #2 tract, and being the northwest corner of a tract of land conveyed to Briar Ridge Investments, Ltd., by deed recorded in Instrument Number 20150429000486420 of the Official Public Records of Collin County, Texas;

THENCE South 00° 37' 08" East, a distance of 275.61 feet, along the west line of said Briar Ridge tract, same being the east line of said Mixon #2 tract, to a ½" iron rod set with yellow plastic cap stamped "SGI RPLS 3664";

THENCE South 01° 34' 27" East, a distance of 1350.87 feet, along the west line of said Briar Ridge tract, same being the east line of said Mixon #2 tract, to a ½" iron rod with yellow plastic cap stamped "SGI RPLS 3664" set for the southeast corner of said Mixon #2 tract, and being the northeast corner of a tract of land conveyed

to:

Our Lady of Angels Parish, by deed recorded in Volume 5291, page 384 of the Deed Records of Collin County, Texas, and being in the west line of said Briar Ridge tract, and being in the approximate centerline of West Rowlett Road (County Road 113);

THENCE South 89° 15' 17" West, along the south line of said Mixon #2 tract, and being the approximate centerline of West Rowlett Road, passing at a distance of 1019.39 feet, the northwest corner of said Our Lady of Angels Parish tract, and being the northeast corner of Creekside at Ridgeview Addition, Phase 2, recorded in Instrument Number 2013040410000930 of the Official Public Records of Collin County, Texas, and continuing for a total distance of 1319.68 feet, to a ½" iron rod with yellow plastic cap stamped "SGI RPLS 3664" set in the southwest corner of said Mixon #2 tract, and being at the intersection of the approximate centerline of West Rowlett Road, and the east line of an unimproved road;

THENCE South 89° 15' 17" West, a distance of 34.45 feet, along the north line of Creekside at Ridgeview Addition, Phase 2, same being the approximate centerline of West Rowlett Road, to a ½" iron rod with yellow plastic cap stamped "SGI RPLS 3664" set for the southeast corner of said Mixon #1 tract, and being in the intersection of the approximate centerline of West Rowlett Creek and the west line of an unimproved road;

THENCE South 89° 15' 17" West, along the south line of said Mixon #1 tract, and being the approximate centerline of West Rowlett Road, passing at a distance of 52.19 feet, the northwest corner of Creekside at Ridgeview Addition, Phase 2, and being the northeast corner of a tract of land conveyed to the City of Allen (herein called Allen #1), by deed recorded in Instrument Number 20120228000228500 of the Land Records of Collin County, Texas, passing at a distance of 178.88 feet, the northwest corner of said Allen #1 tract, and being the northeast corner of a tract of land conveyed to the City of Allen (herein called Allen #2), by deed recorded in Instrument Number 2012022400021570 of the Land Records of Collin County, Texas, passing at a distance of 428.05 feet, the northwest corner of said Allen #2 tract, and being the northeast corner of a tract of land conveyed to Gulf Coast Package, Ltd., by deed recorded in Collin County Clerk's File Number #94-0060164, of the Land Records of Collin County, Texas, and continuing for a total distance of 894.76 feet, to a found "X" cut in concrete, for the southwest corner of said Mixon #2 tract, and being the northwest corner of said Gulf Coast tract, and being in the east line of Custer Road (variable width R.O.W.), and being the beginning of a non-tangent curve to the left, having a radius of 1858.70 feet, and a delta angle of 04° 27' 50" (chord bears: North 07° 44' 53" West, a distance of 144.78 feet);

THENCE along the west line of said Mixon #1 tract, same being the east line of Custer Road, the following courses and distances:

Continuing along said curve to the left, an arc distance of 144.81 feet, to a ½" capped iron rod found;

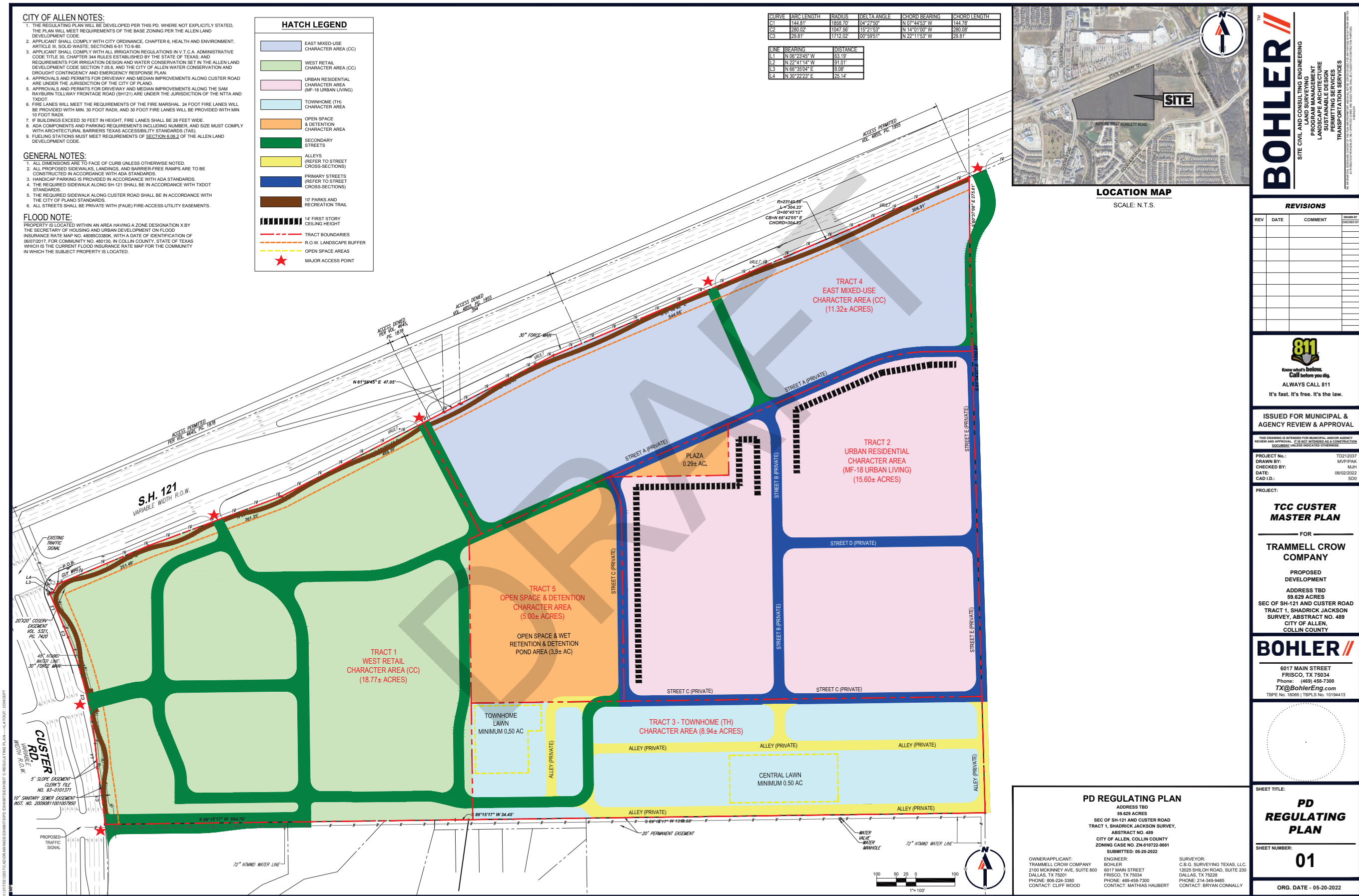
North 06° 23' 45" West, a distance of 63.19 feet, to a ½" iron rod with yellow plastic cap "SGI RPLS 3664" set in the beginning of a non-tangent curve to the left, having a radius of 1047.56 feet, and a delta angle of 15° 21' 53" (Chord Bears: North 14° 01' 00" West, a distance of 280.08 feet);

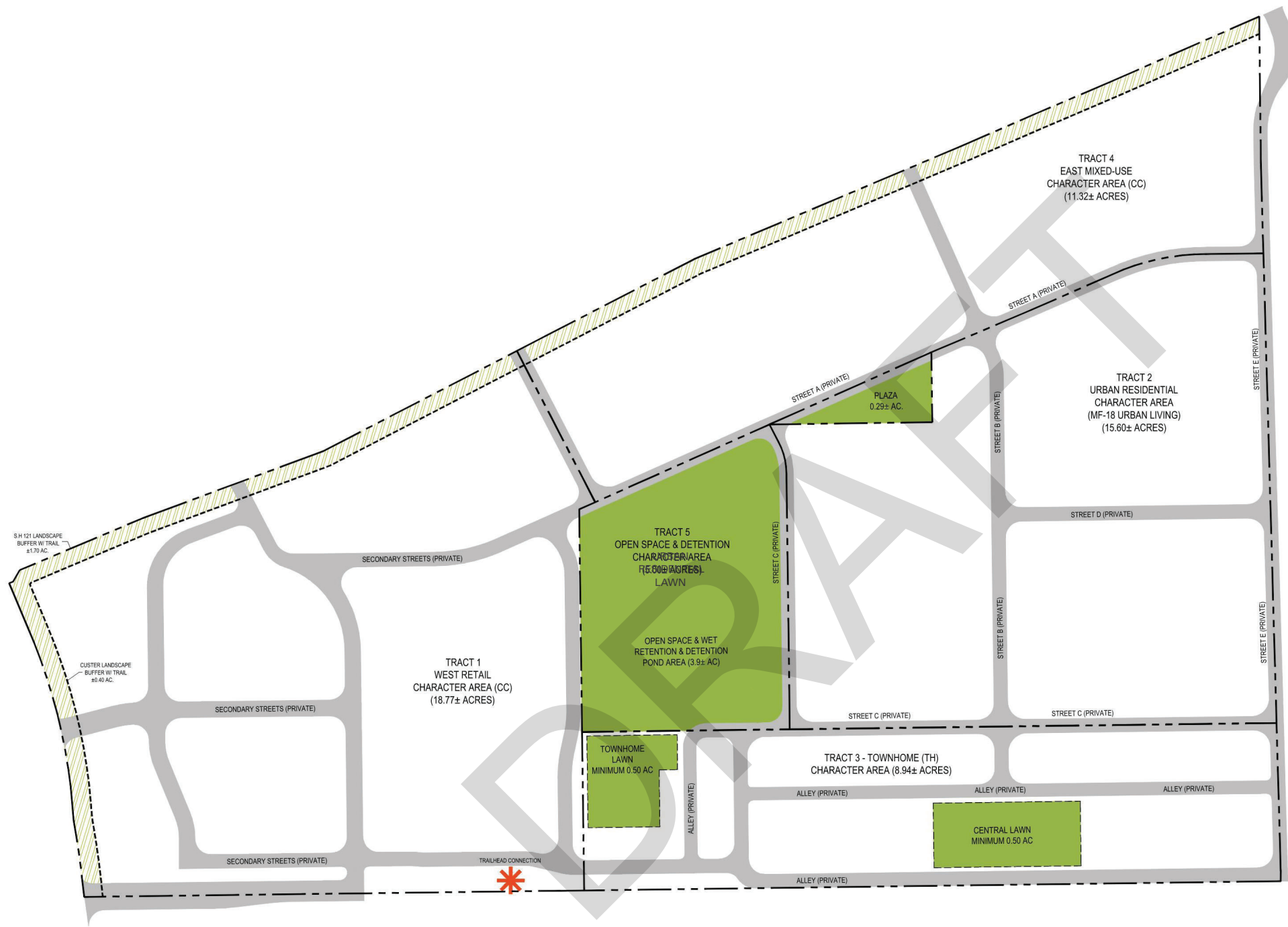
Continuing along said curve to the left, an arc distance of 280.02 feet, to a ½" iron rod with yellow plastic cap stamped "SGI RPLS 3664" set in the beginning of a non-tangent curve to the right, having a radius of 1712.02 feet, and a delta angle of 00° 59' 51" (Chord Bears: North 22° 11' 53" West, a distance of 29.81 feet), to a ½" iron rod set with yellow plastic cap stamped "SGI RPLS 3664";

North 22° 41' 14" West, a distance of 91.01 feet, to a found Aluminum TxDOT Monument;

North 66° 35' 04" East, a distance of 8.08 feet, to a found Aluminum TxDOT Monument;

THENCE North 30° 22' 23" East, along the west line of said Mixon #1 tract, same being the east line of Custer Road, a distance of 25.14 feet, to the POINT OF BEGINNING, and containing 2,597,447 square feet or 59.629 acres of gross land area, more or less.





OPEN SPACE			
TOTAL SITE AREA:		59.62 AC.	2,597,024 SF.
TRACT 5:			
PLAZA:		0.29 AC.	12,197 SF.
OPEN SPACE & WET RETENTION & DETENTION POND AREA:	POND AREA:	1.42 AC.	61,931 SF.
	PARK AREA:	2.48 AC.	108,029 SF.
ROADWAY:		0.81 AC.	35,284 SF.
TOTAL AREA:		5.00 AC.	217,800 SF.
TRACT 3:			
TOWNHOME CENTRAL LAWN:		0.50 AC.	21,780 SF.
TOWNHOME LAWN:		0.50 AC.	21,780 SF.
TOTAL AREA:		1.00 AC.	43,560 SF.
BUFFER W/TRAIL:			
STATE HIGHWAY 121:		1.70 AC.	74,507 SF.
CLUSTER ROAD:		0.40 AC.	18,414 SF.
TOTAL AREA:		2.10 AC.	91,476 SF.
TOTAL OPEN SPACE:		8.10 AC.	352,836 SF. 14%

LANDSCAPE AREA			
TOTAL SITE AREA:		59.62 AC.	2,597,024 SF.
TRACT 1:			
TOTAL AREA:	18.77 AC.	817,621 SF.	
REQUIRED LANDSCAPE AREA:	1.88 AC.	82,024 SF.	10%
PROVIDED LANDSCAPE AREA:	3.48 AC.	151,743 SF.	19%
TRACT 2:			
TOTAL AREA:	15.60 AC.	679,536 SF.	
REQUIRED LANDSCAPE AREA:	1.56 AC.	67,562 SF.	10%
PROVIDED LANDSCAPE AREA:	1.97 AC.	86,013 SF.	13%
TRACT 3:			
TOTAL AREA:	8.94 AC.	389,427 SF.	
REQUIRED LANDSCAPE AREA:	0.89 AC.	38,943 SF.	10%
PROVIDED LANDSCAPE AREA:	2.26 AC.	98,625 SF.	25%
TRACT 4:			
TOTAL AREA:	11.32 AC.	493,971 SF.	
REQUIRED LANDSCAPE AREA:	1.13 AC.	49,397 SF.	10%
PROVIDED LANDSCAPE AREA:	2.73 AC.	118,868 SF.	24%
TRACT 5:			
TOTAL AREA:	5.00 AC.	217,876 SF.	
REQUIRED LANDSCAPE AREA:	0.50 AC.	21,788 SF.	10%
PROVIDED LANDSCAPE AREA:	1.59 AC.	69,266 SF.	32%
TOTAL LANDSCAPE AREA:	12.03 AC.	524,027 SF.	20%

LEGEND

PARKS

LANDSCAPE BUFFER W/TRAIL

TRAILHEAD CONNECTION



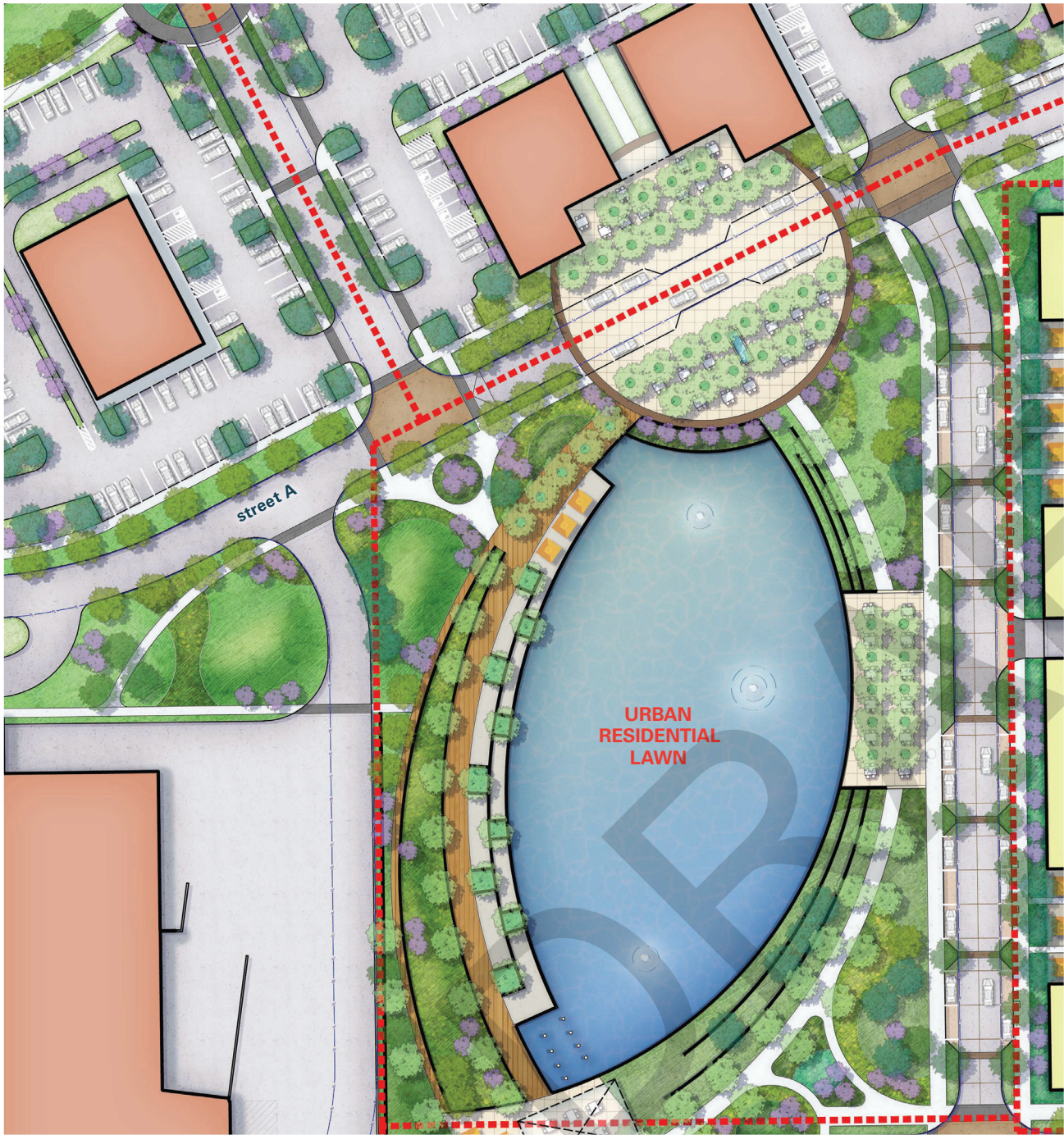
Appendix D-1 - Parks and Open space Plan



TBG
3050 post oak blvd.
suite 1100
houston, texas 77056

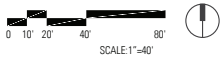
[713] 439 0027
tbgpartners.com

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information available
and is subject to change
without notice.



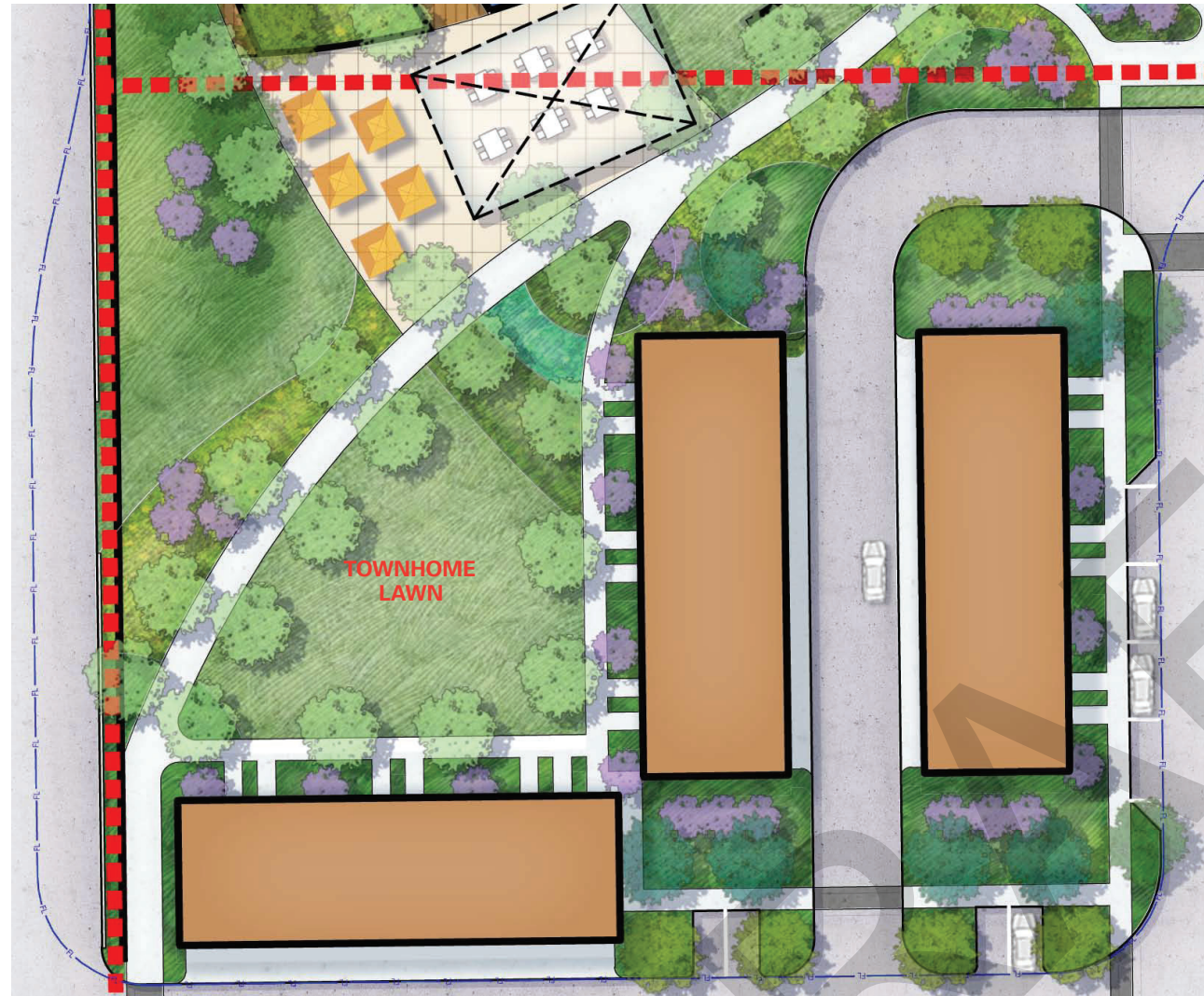
TBG

Appendix D-2

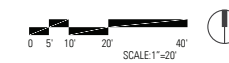


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3050 post oak blvd.
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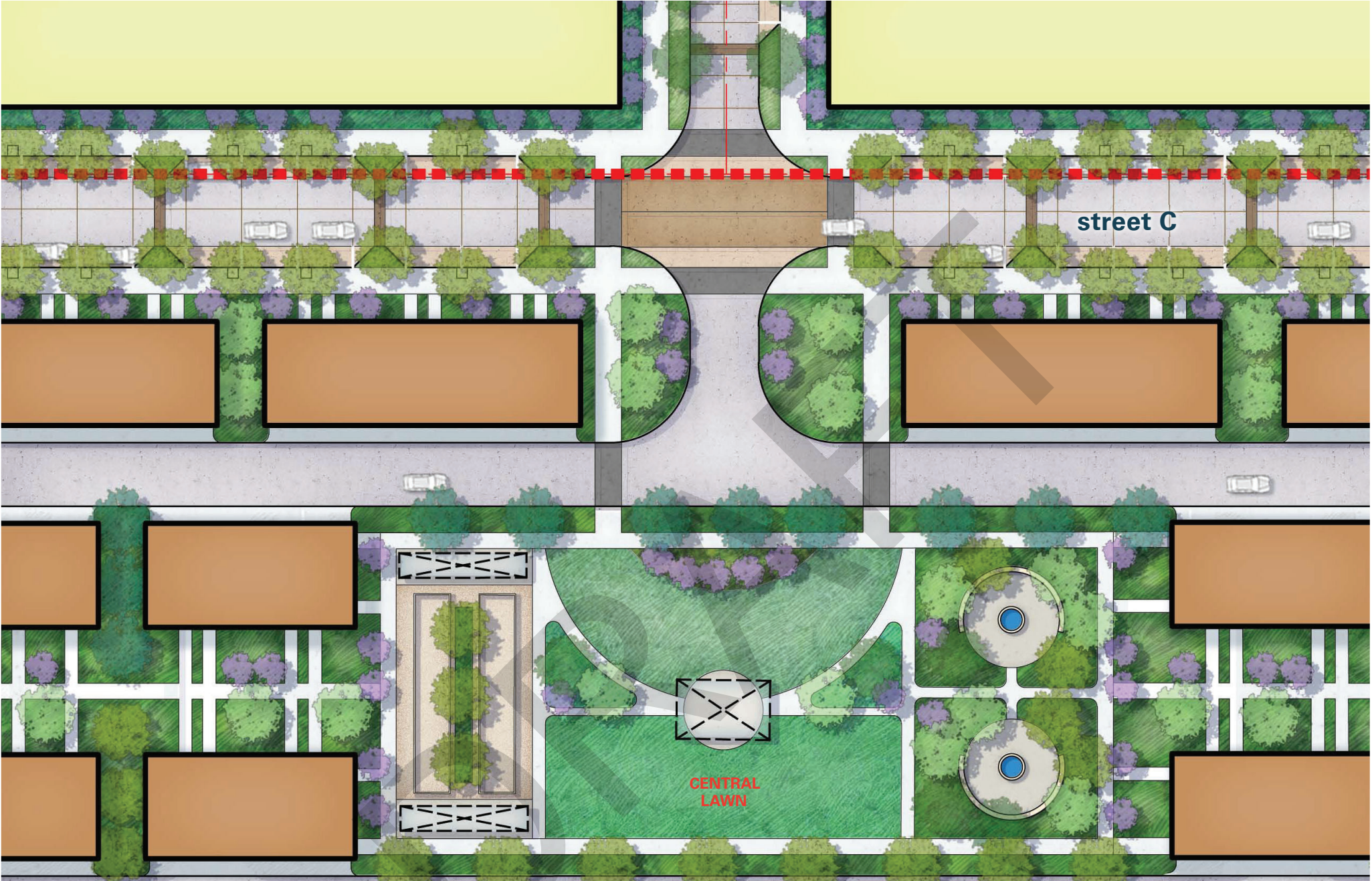


Appendix D-3



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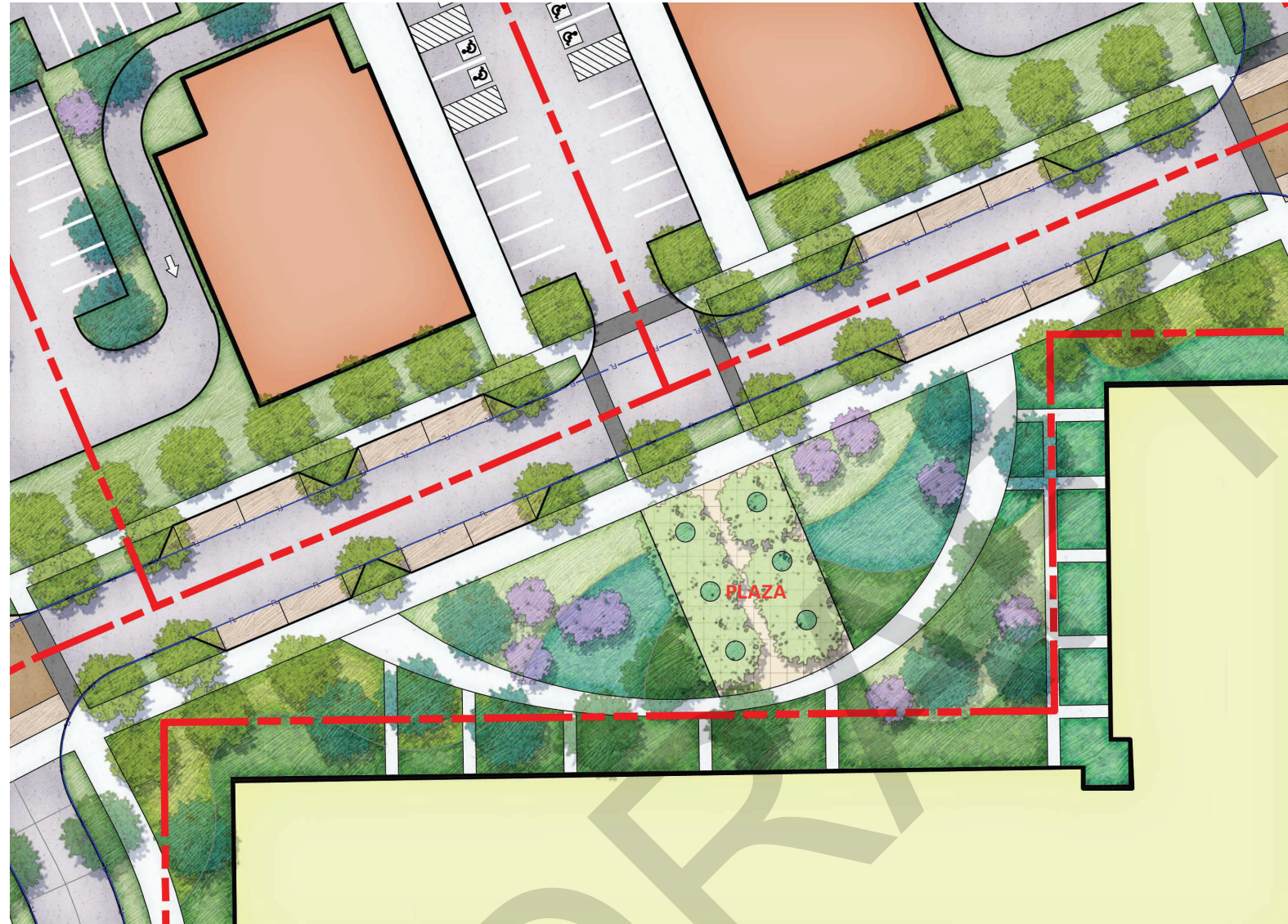


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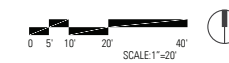


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suite 1100
houston, texas 77056
[713] 439 0027
tbgpartners.com

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without notice.

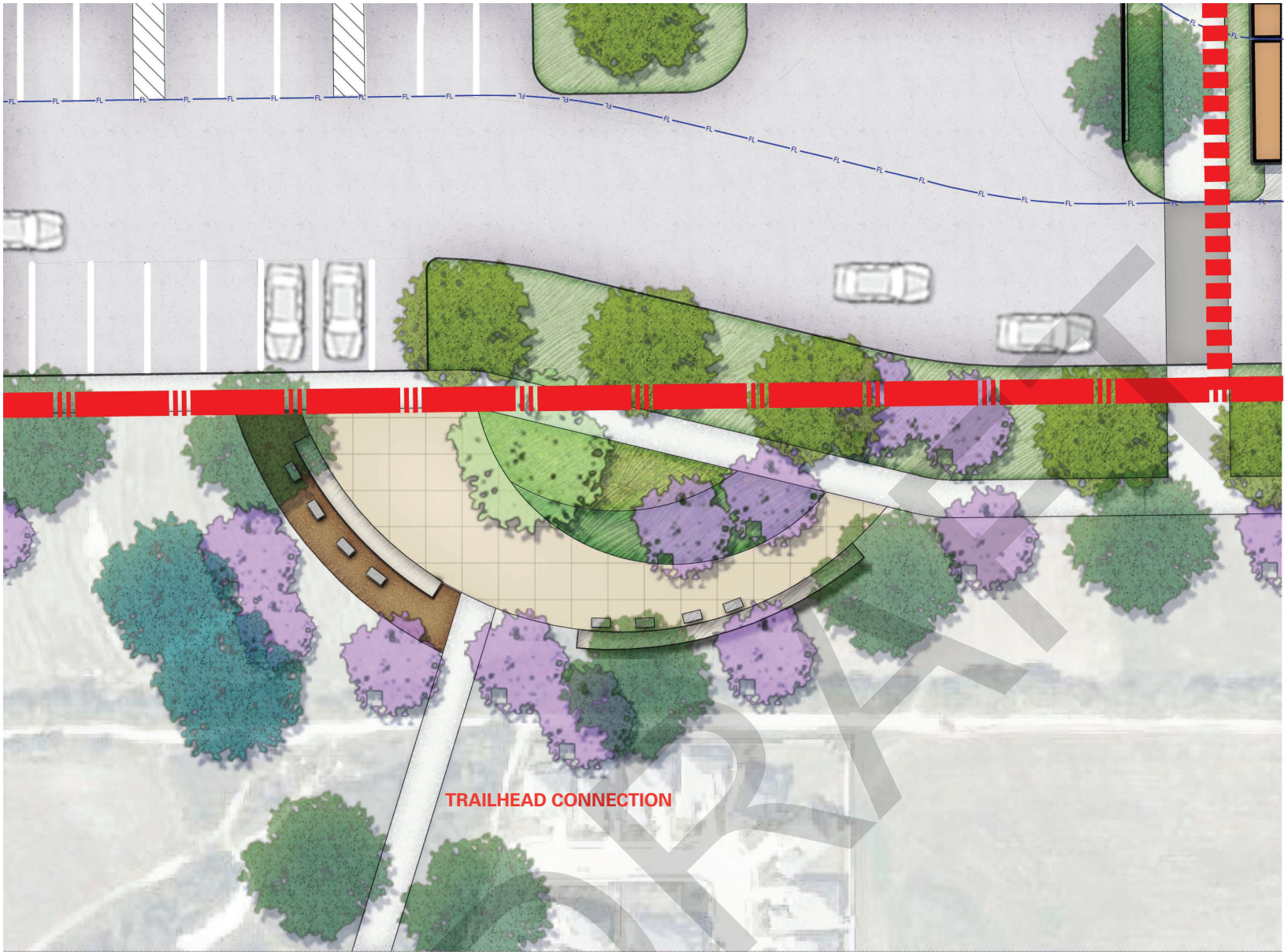


Appendix D-5



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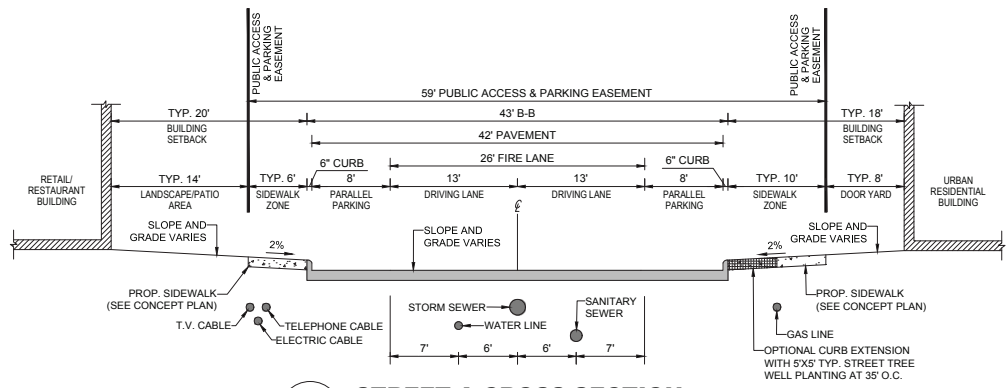
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Potential for Trailhead Connection

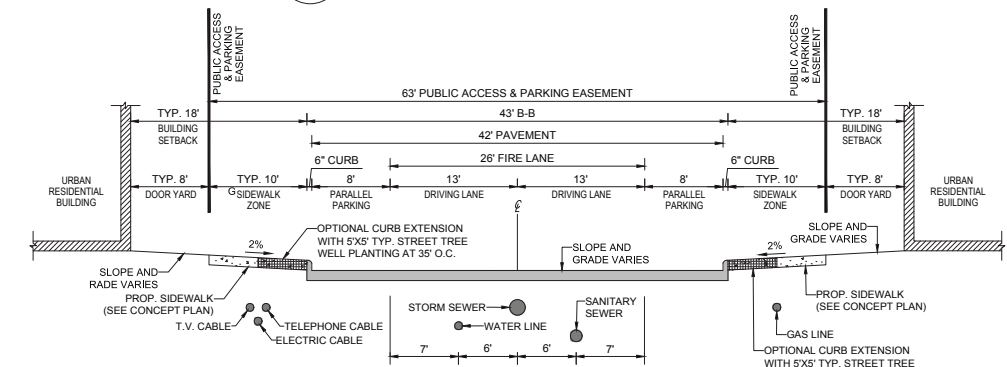


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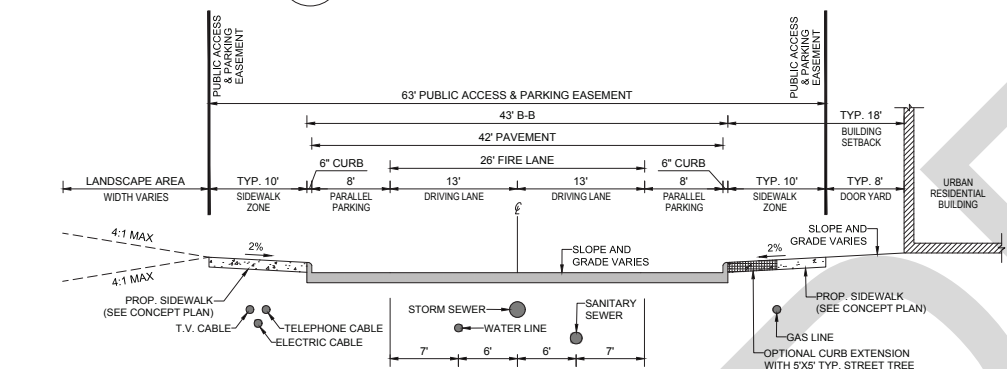
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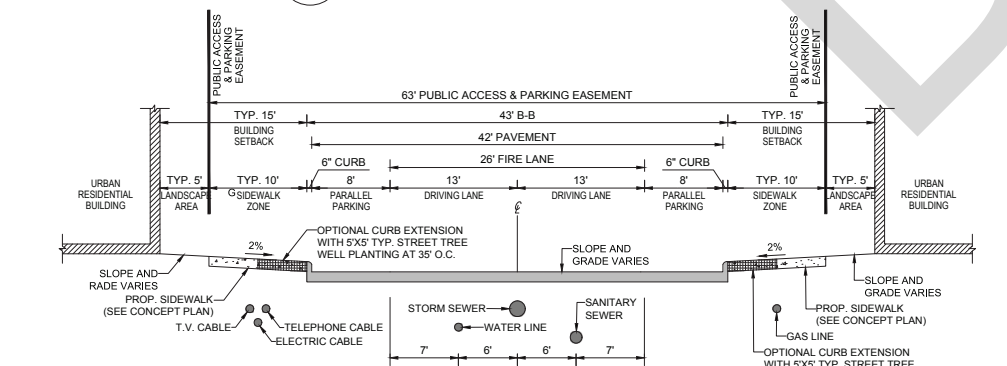
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NOT TO SCALE



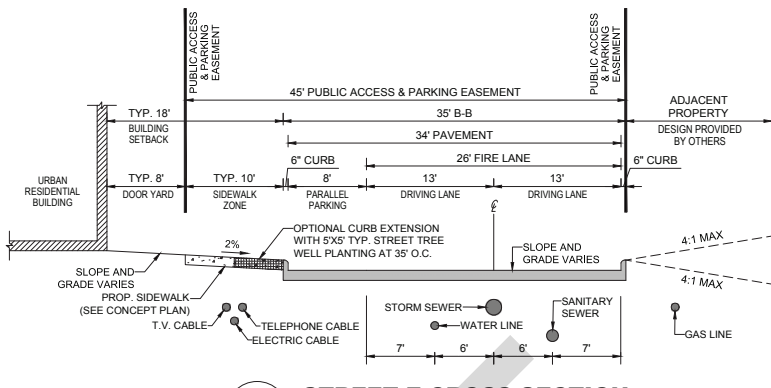
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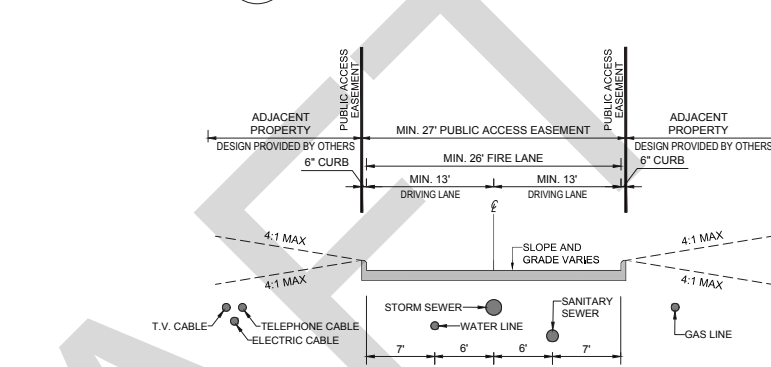
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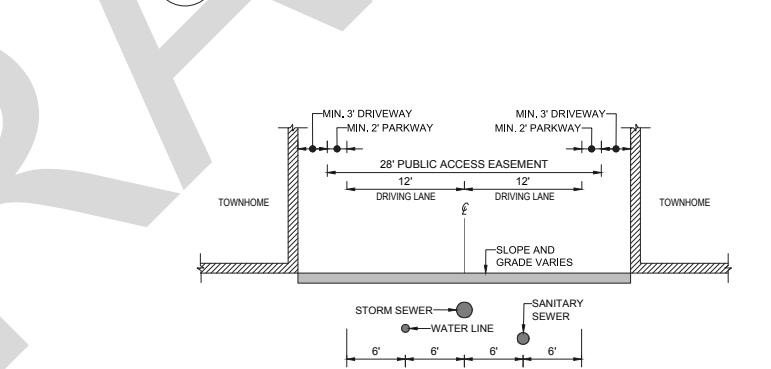
D STREET D CROSS-SECTION
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E STREET E CROSS-SECTION
NOT TO SCALE



F SECONDARY STREET CROSS-SECTION
NOT TO SCALE



G ALLEY CROSS-SECTION
NOT TO SCALE

STREET NOTES:

1. ALL STREETS SHALL BE PRIVATE WITH FIRE-ACCESS-UTILITY EASEMENTS AS NEEDED.
2. PROPOSED UTILITY VERTICAL DEPTHS SHALL BE IN COMPLIANCE WITH CITY OF ALLEN DESIGN STANDARDS.

PD STREET CROSS-SECTIONS

ADDRESS TBD
59.629 ACRES
SEC OF SH-121 AND CUSTER ROAD
TRACT 1, SHADRICK JACKSON SURVEY,
ABSTRACT NO. 489
CITY OF ALLEN, COLLIN COUNTY
ZONING CASE NO. 2N-410722-0001
SUBMITTED: 05-20-2022

OWNER/APPLICANT:
TRAMMELL CROW COMPANY
2100 MCKINNEY AVE, SUITE 800
DALLAS, TX 75201
PHONE: 806-224-3380
CONTACT: CLIFF WOOD

ENGINEER:
BOHLER
6017 MAIN STREET
FRISCO, TX 75034
PHONE: 469-458-7300
CONTACT: MATTHIAS HAUBERT

SURVEYOR:
C.B.G. SURVEYING TEXAS, L.L.C.
12025 SHILOH ROAD, SUITE 230
DALLAS, TX 75228
PHONE: 214-349-9485
CONTACT: BRYAN CONNALLY

SHEET TITLE:

**PD STREET
CROSS-SECTIONS**

SHEET NUMBER:

01

ORG. DATE - 05-20-2022

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
SURVEYING SERVICES
TRANSPORTATION SERVICES

REVISIONS			
REV	DATE	COMMENT	DRAWN BY / CHECKED BY

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ALWAYS CALL 811.
It's fast. It's free. It's the law.

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PROJECT No.: TD212037
DRAWN BY: MJP
CHECKED BY: MJH
DATE: 05-20-2022
CAD L.D.: SDG

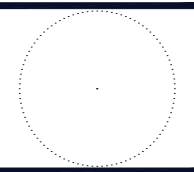
PROJECT:

**TCC CUSTER
MASTER PLAN**

FOR
**TRAMMELL CROW
COMPANY**

PROPOSED
DEVELOPMENT
ADDRESS TBD
59.629 ACRES
SEC OF SH-121 AND CUSTER ROAD
TRACT 1, SHADRICK JACKSON
SURVEY, ABSTRACT NO. 489
CITY OF ALLEN,
COLLIN COUNTY

BOHLER
6017 MAIN STREET
FRISCO, TX 75034
Phone: (469) 458-7300
TX@BohlerEng.com
TBP# No. 19055 / TBP#S No. 10194413



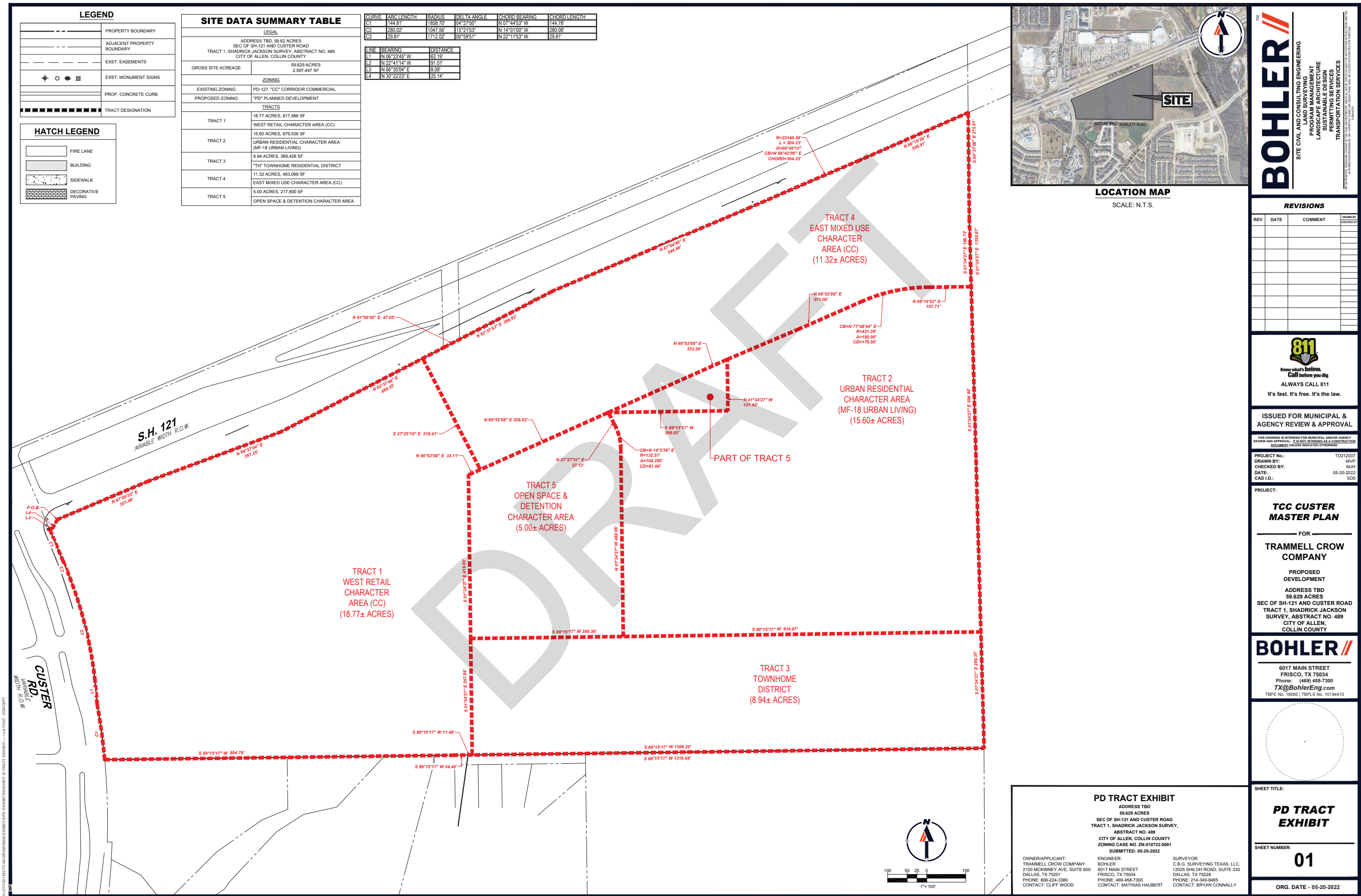
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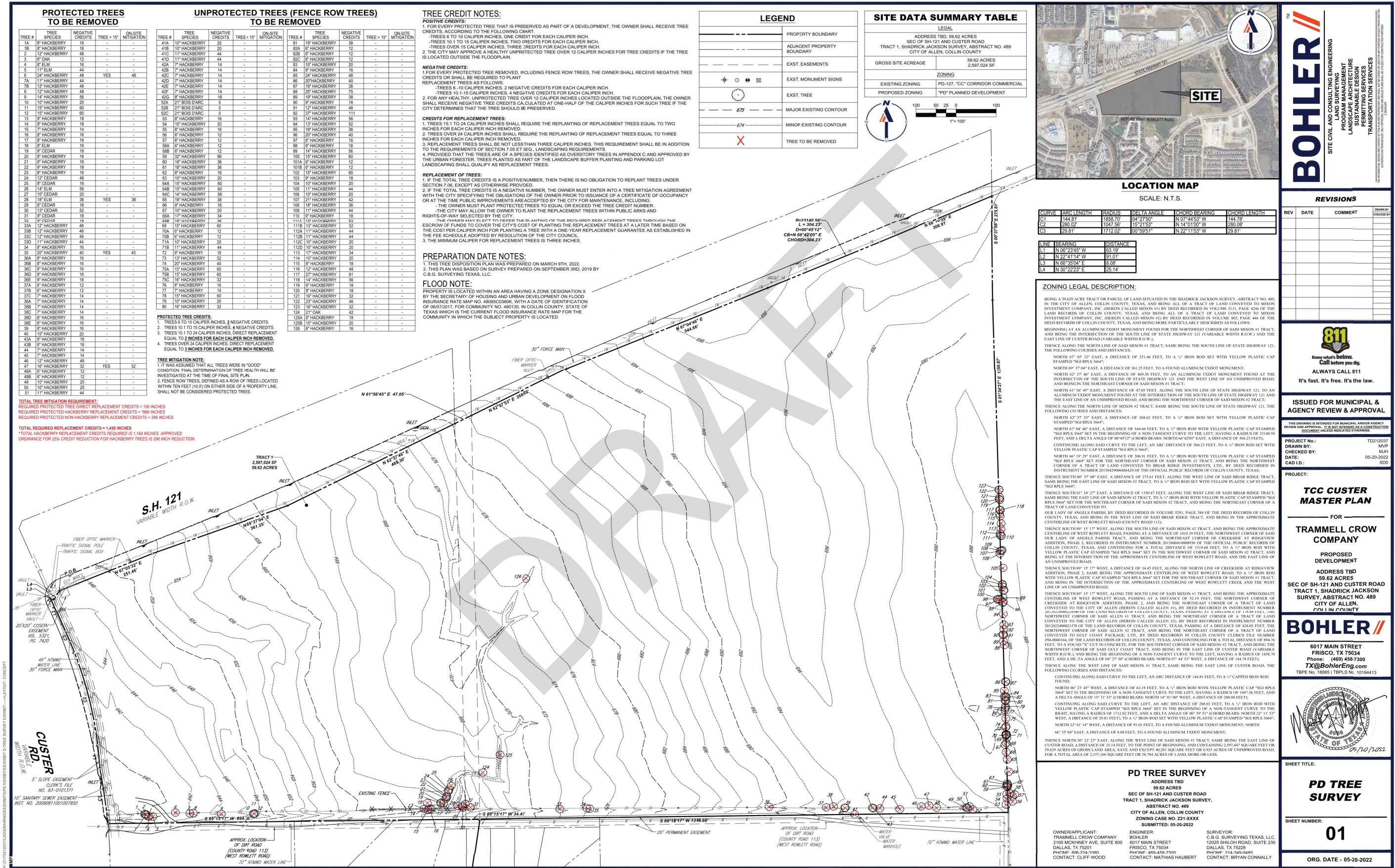
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CROSS-SECTIONS**

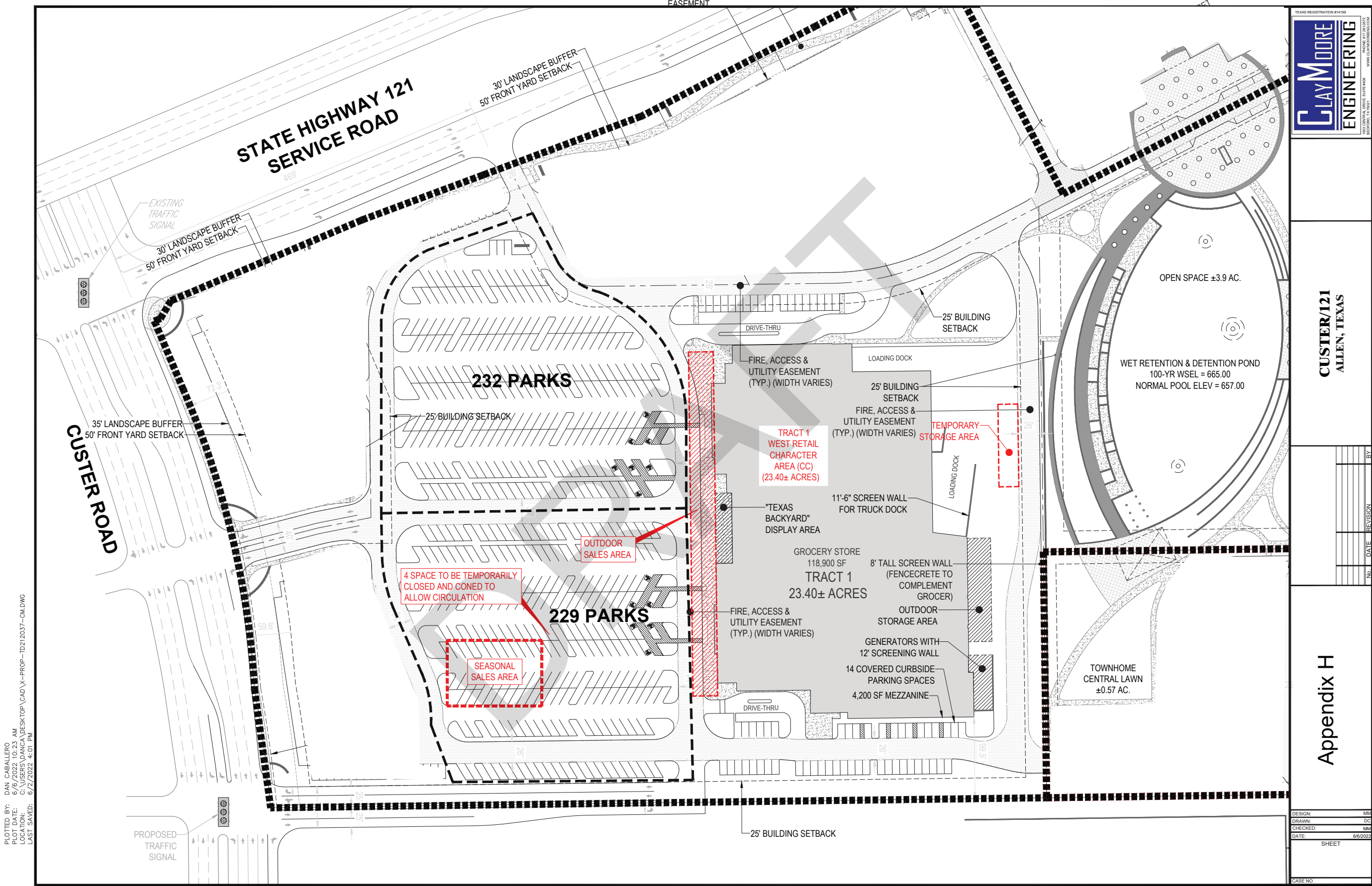
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ORG. DATE - 05-20-2022

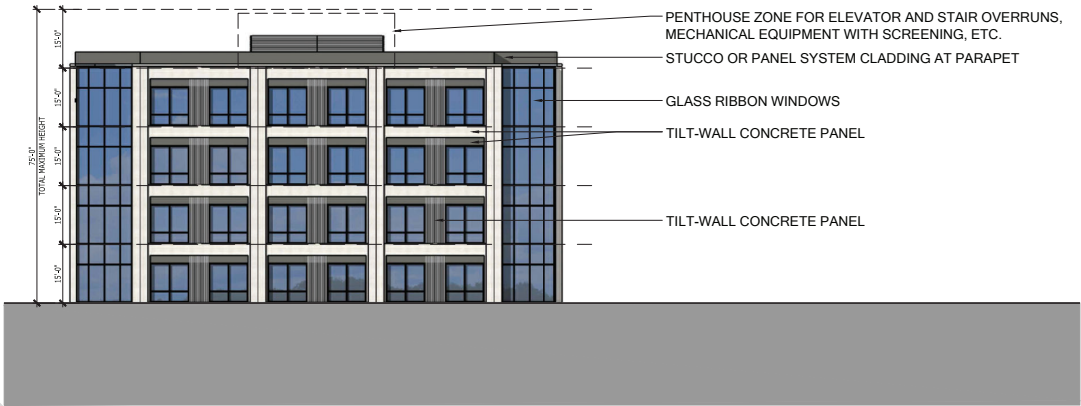




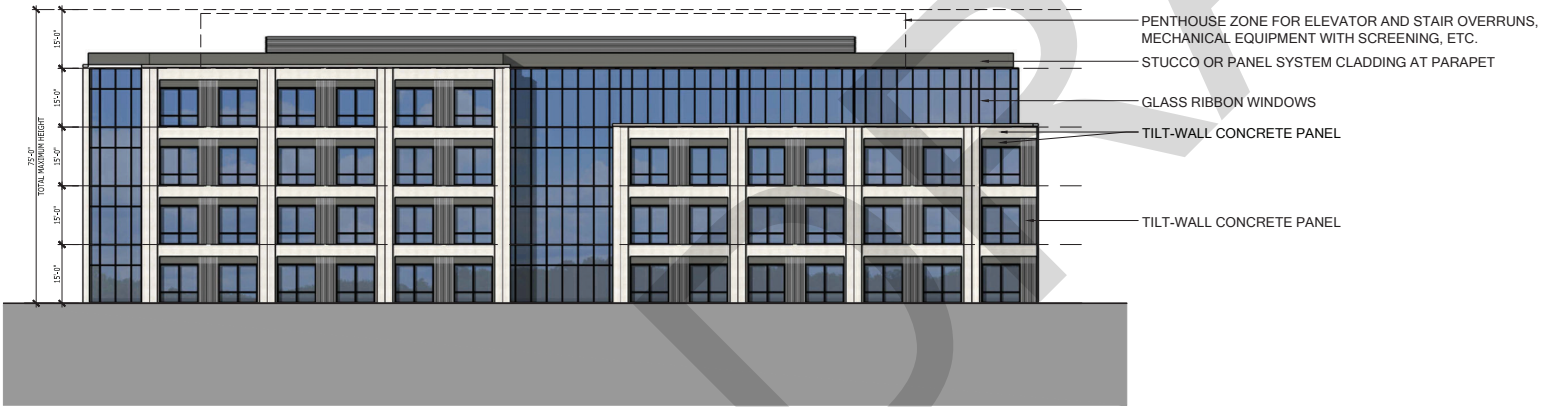




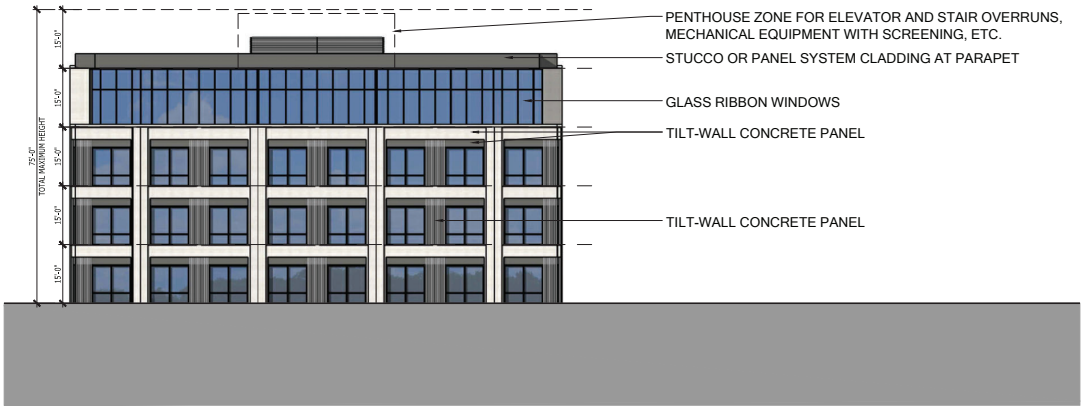
OFFICE BUILDING EAST ELEVATION



OFFICE BUILDING NORTH ELEVATION



OFFICE BUILDING WEST ELEVATION



OFFICE BUILDING SOUTH ELEVATION

- MATERIAL NOTES:
1. ALL EXTERIOR MATERIAL EXCLUDING GLAZING, DOORS, AWNINGS, PARAPET AREA, ROOFS, AND ROOFTOP EQUIPMENT SCREENING TO BE MASONRY (INCLUDING PAINTED TILT-WALL CONCRETE).
 2. METAL ARCHITECTURAL SCREEN ELEMENTS MAY BE INSTALLED OVER CONCRETE AND GLASS.



BOHLER //

TrammellCrowCompany

Job #: 21087.00

Not for permitting or construction.

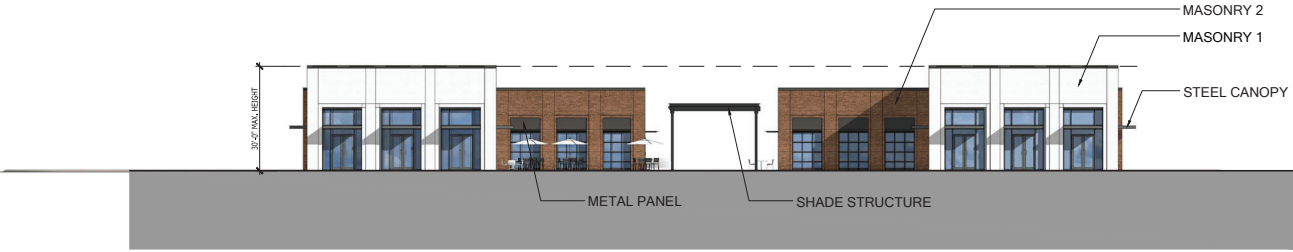
Mixed Use Office, Residential, & Retail/Restaurant

Allen, Texas

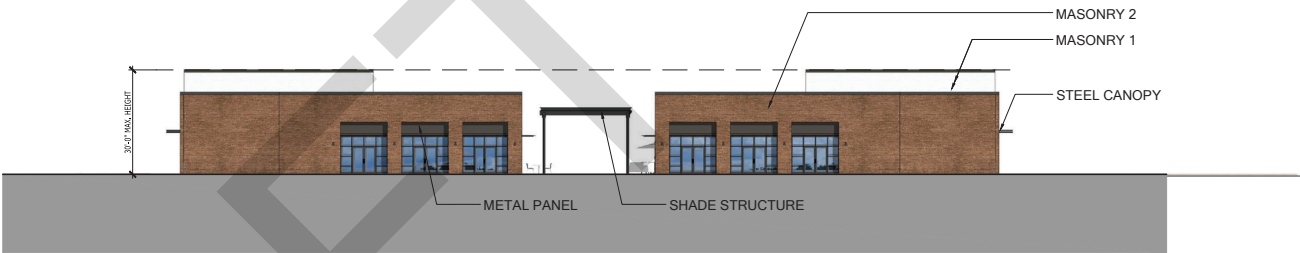
TCC 121 & Custer Road Master Plan // January 6, 2022

EXHIBIT I - CONCEPTUAL BUILDING ELEVATIONS - OFFICE BUILDING

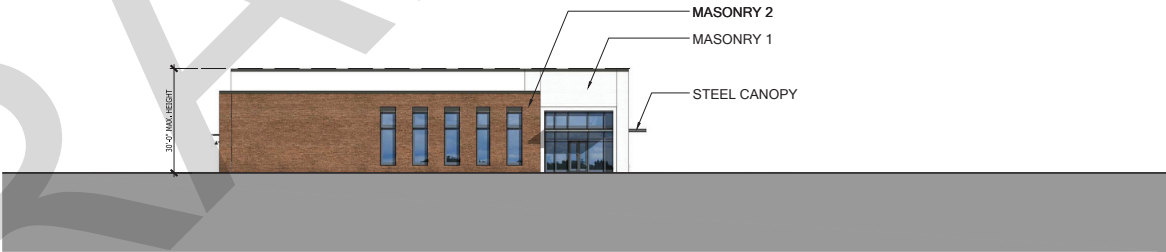
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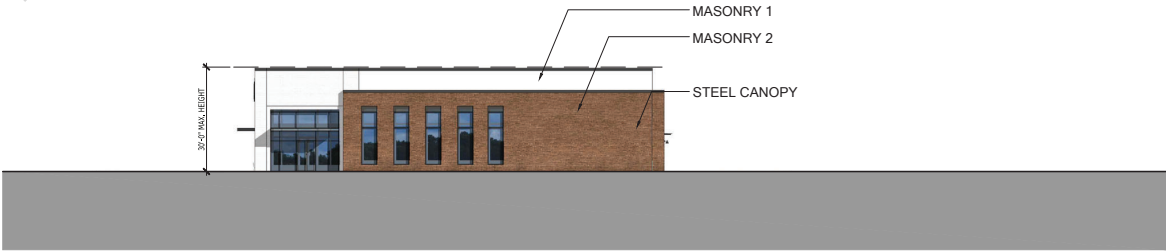
RETAIL/RESTAURANT BUILDING SOUTH ELEVATION



RETAIL/RESTAURANT BUILDING NORTH ELEVATION



RETAIL/RESTAURANT BUILDING WEST ELEVATION



RETAIL/RESTAURANT BUILDING EAST ELEVATION

- MATERIAL NOTES:
1. ALL EXTERIOR MATERIAL EXCLUDING GLAZING, DOORS, AWNINGS, ROOFS, AND ROOFTOP EQUIPMENT SCREENING TO BE MASONRY.

2. METAL ARCHITECTURAL SCREEN ELEMENTS MAY BE INSTALLED OVER MASONRY AND GLASS.



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Trammell Crow Company

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TCC 121 & Custer Road Master Plan // January 6, 2022

EXHIBIT I - CONCEPTUAL BUILDING ELEVATIONS - RETAIL/RESTAURANT BUILDING





APARTMENT BUILDING WEST ELEVATION



APARTMENT BUILDING EAST ELEVATION

MATERIAL NOTES:
1. ALL EXTERIOR MATERIAL EXCLUDING GLAZING, DOORS, AWNINGS, ROOFS, AND ROOFTOP EQUIPMENT SCREENING TO BE MASONRY.



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Mixed Use Office, Residential, & Retail/Restaurant

Allen, Texas

TCC 121 & Custer Road Master Plan // January 6, 2022

EXHIBIT I - CONCEPTUAL BUILDING ELEVATIONS - APARTMENT BUILDING

0 20 Feet

APPENDIX "I"
BUILDING ELEVATIONS

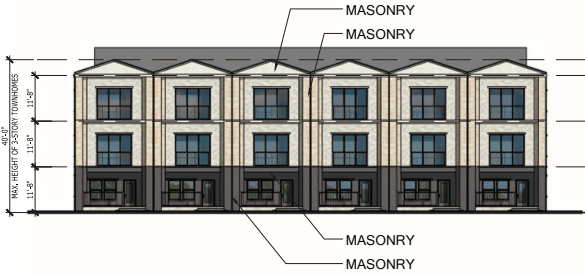


APARTMENT BUILDING NORTH ELEVATION

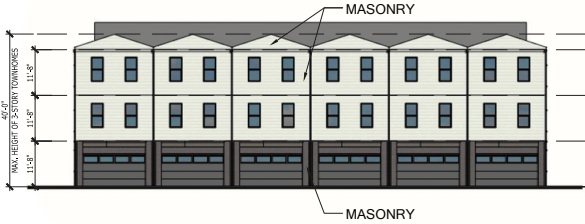


APARTMENT BUILDING SOUTH ELEVATION

MATERIAL NOTES:
1. ALL EXTERIOR MATERIAL EXCLUDING GLAZING, DOORS, AWNINGS, ROOFS, AND ROOFTOP EQUIPMENT SCREENING TO BE MASONRY.



TOWNHOME GROUP FRONT ELEVATION



TOWNHOME GROUP REAR ELEVATION



TOWNHOME GROUP SIDE ELEVATION 1



TOWNHOME GROUP SIDE ELEVATION 2



BOHLER //

Trammell Crow Company

Job #: 21087.00

Not for permitting or construction.

<p>PLANNING AND ZONING COMMISSION REGULAR MEETING AGENDA COMMUNICATION</p>

AGENDA DATE:	June 21, 2022
AGENDA CAPTION:	Discuss the Status of Impact Fee Study, Procedures Relating to the Update of the City's Impact Fee Ordinance, and Related Matters.
STAFF RESOURCE:	Joseph Cotton, Assistant Director of Engineering
STRATEGIC PLANNING GOAL:	Safe and Livable Community for All.

BACKGROUND

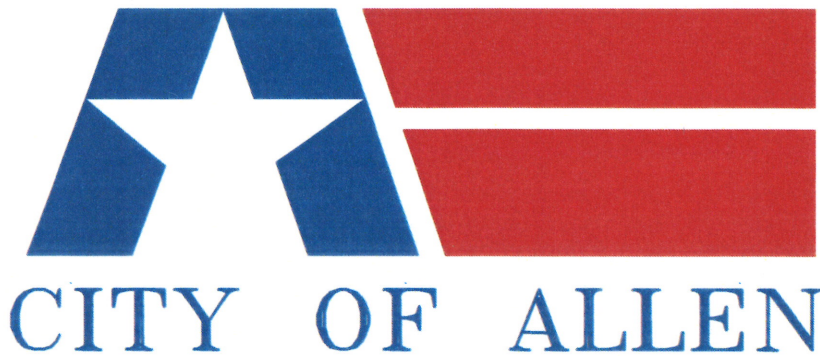
The Planning and Zoning Commission acts in an advisory capacity for the City Council and provides comments regarding the updates to the City's Land Use Assumptions, Capital Improvement Plan, and Impact Fees every five years. In preparation for these comments, staff has included an electronic copy of the 2022 to 2032 Water, Wastewater, & Roadway Impact Fee Update Report in this communication. City Council consideration is scheduled for July 12, 2022. Once approved by City Council, this report will be posted online at: <http://cityofallen.org/Finance>.

Staff will request comments from the P&Z commissioners by July 5, 2022, on the 2022 to 2032 Water, Wastewater, & Roadway Impact Fee Update Report at this meeting.

ATTACHMENT(S)

[Allen Water, Wastewater and Roadway Impact Fee Update 2022-2032](#)

**WATER, WASTEWATER, & ROADWAY
IMPACT FEE UPDATE
2022 TO 2032**



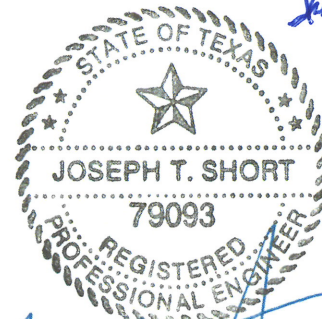
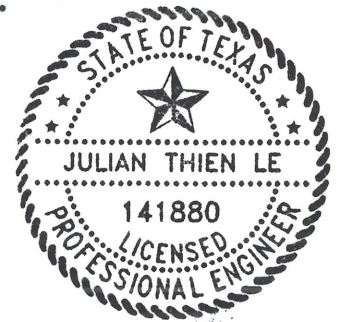
Submitted By:

BIRKHOFF, HENDRICKS & CARTER, L.L.P.
PROFESSIONAL ENGINEERS
DALLAS, TEXAS
WATER & WASTEWATER IMPACT FEE
TBPELS Eng. Firm 526

In Association With:

LEE ENGINEERING, L.L.C.
TRAFFIC ENGINEERS
DALLAS, TEXAS
ROADWAY IMPACT FEE
TBPELS Firm 450

March 2022



Julian T
3/28/22

J. T. Short
3/24/22

**CITY OF ALLEN, TEXAS
WATER, & WASTEWATER IMPACT FEE UPDATE
2022 TO 2032**

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CITY OF ALLEN 2022 WATER & WASTEWATER IMPACT FEE UPDATE

A. INTRODUCTION

Chapter 395, of the Local Government Code is an act that provides guidelines for financing capital improvements required by new development in municipalities, counties, and certain other local governments. Under Chapter 395, political subdivisions have authorization to enact or impose impact fees on land that is located within their political subdivision's corporate boundaries, certificate of convenience and necessity (CCN) or extraterritorial jurisdictions. No governmental entity or political subdivision can enact or impose an impact fee unless an impact fee analysis in accordance with Chapter 395, last amended in 2011, is completed.

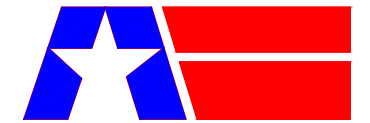
An "Impact Fee" is a charge or assessment imposed by a political subdivision for new development within its service area in order to generate revenue for funding or recouping the costs of capital improvements of facility expansions necessitated by and attributable to the new development.¹

The City of Allen Water and Wastewater Service Area is all land within the current water and sewer CCN. The Water and Wastewater Service Areas are shown on **Figure No. 1**

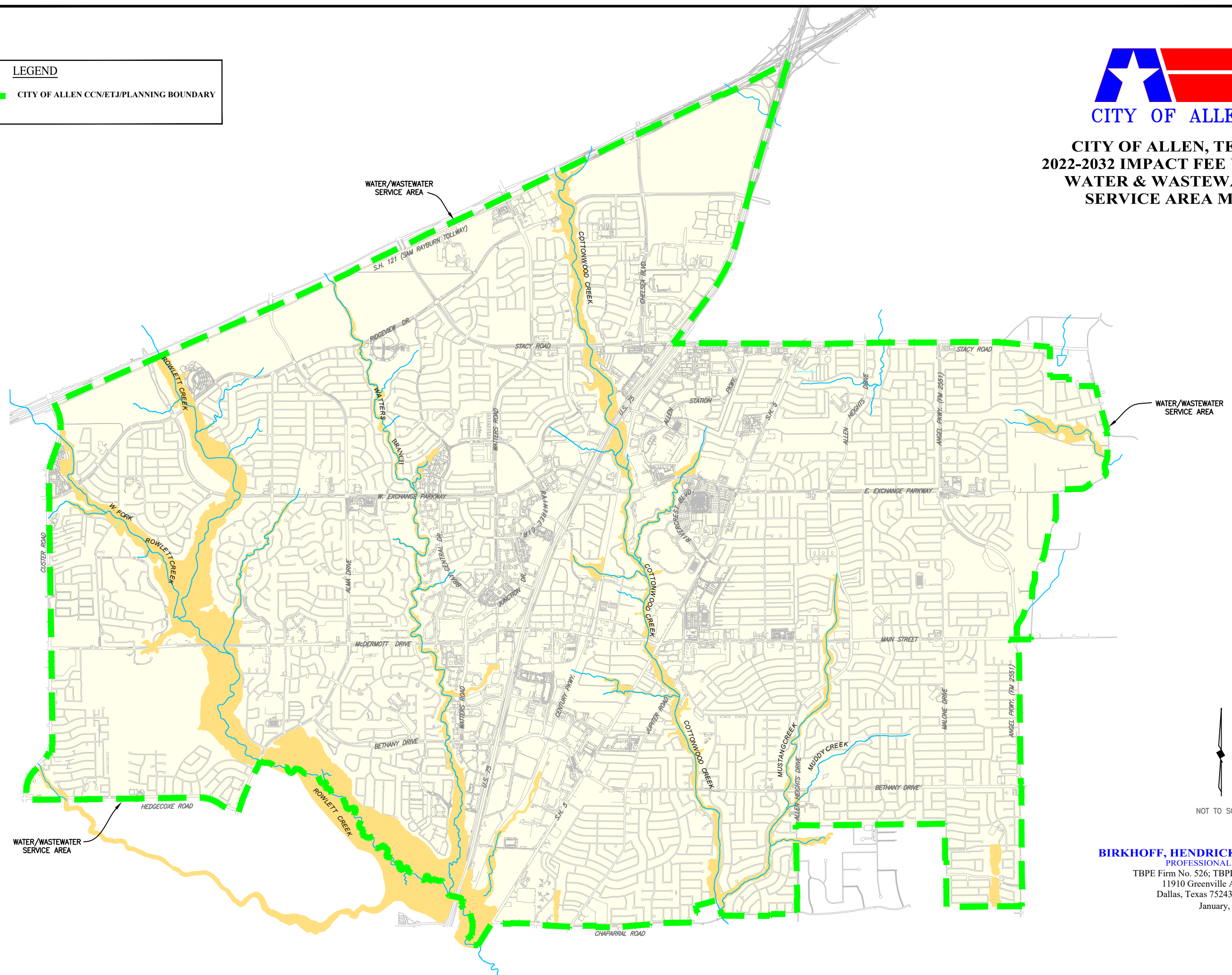
The next step in determining an impact fee is preparation of land use and growth assumptions for the service area for the next ten years. That step has been completed by the City of Allen in their Comprehensive Plan. Next, a Capital Improvements Plan must be created to describe the Water, Wastewater and Roadway Infrastructure that will be necessary to serve the anticipated land uses and growth. The following items can be included in the impact fee calculation:

- 1) The portion of the cost of the new infrastructure that is to be paid by the City, including engineering, surveying, property acquisition and construction cost.
- 2) Excess capacity in existing infrastructure will serve future growth and which were paid for in whole or part by the City and part by the Developer.
- 3) Interest and other finance charges on bonds issued by the City to cover its portion of their cost for improvements.
- 4) Fees paid to the consultants preparing or updating the impact fee analysis, capital improvement program and land use assumptions.
- 5) The City's share of the cost for Regional Treatment and Transportation of Water and Wastewater.

¹ P. 831, Texas Local Government Code, West's Texas Statutes and Codes, 1998 Edition.



CITY OF ALLEN, TEXAS 2022-2032 IMPACT FEE UPDATE WATER & WASTEWATER SERVICE AREA MAP



BIRKHOFF, HENDRICKS & CARTER, L.L.P.
PROFESSIONAL ENGINEERS
 TBPE Firm No. 526; TBPLS Firm No. 10031800
 11910 Greenville Ave., Suite 600
 Dallas, Texas 75243 (214) 361-7900
 January, 2022

FIGURE No. 1

These items are summed, and the utilized capacity is calculated over the impact fee period. The maximum allowable impact fee per service unit may not exceed fifty percent of the calculated maximum amount of the total utilized capital improvement cost divided by the total number of new standard service units. This maximum allowable impact fee recovers a portion of the City's costs to construct facilities to serve new developments and growth. However, the City may recover the maximum fee by crediting the portion of utility service revenue generated by new service units during the 10-year program period. This analysis is based on fifty percent of the maximum allowable.

The City of Allen established water and wastewater impact fee rates adopted in 2017. The 2017 Water and Sewer Analysis was completed and was prepared by Birkhoff, Hendricks & Carter, L.L.P. The maximum calculated fee and current imposed fees are summarized below:

	Service Unit	Impact Fee Per Service Unit			
		2017 Update		2022 Update	Difference (%)
		Maximum Allowable	Adopted	Maximum Allowable	
Water	5/8" Water Meter	\$2,840.03	\$2,840.03	\$3,137.90	+ 10.4%
Wastewater	5/8" Water Meter	\$1,644.09	\$1,644.09	\$1,989.69	+ 21.0%

Chapter 395 requires that an update of the land use assumptions, capital improvements plan, and impact fees be performed every five years, unless it is determined by the political subdivision after a review that such an update is not necessary. Chapter 395 establishes the process the City must follow, if it is determined that no impact fee update is necessary. Since land use assumptions had not changed since 2002, the City made the "No Impact Fee" determination in 2007 and 2012. The 2017 update was undertaken as a result of revisions made to the Comprehensive Plan and Land Use Assumptions in October 2014. This update has been undertaken as a result of revisions to the Capital Improvement Program.

This document constitutes the 2022 update of the City's Water and Wastewater Impact Fees. As required by state law, the study period is a ten-year period with 2022 as the base year. The engineering analysis of the water and wastewater is based on established land use in the year 2017, projected land use patterns through the year 2032, and on the existing and proposed infrastructure.

The engineering analysis portion of the City of Allen’s 2022 Impact Fee Update determines utilized capacity cost of the water distribution and wastewater collection systems between the year 2022 and 2032.

B. LAND USE ASSUMPTIONS SUMMARY

Under Chapter 395, of the Local Government Code, “Land Use Assumptions” includes a description of service area and projections of changes in land uses, densities, intensities, and population in the service area for a minimum of a 10-year period. In order to impose an impact fee, the City must adopt an order, ordinance, or resolution that establishes a public hearing date to consider the land use assumptions within the designated service area. After the public hearing on the land use assumptions, the City makes a determination of adoption or rejection of the ordinance, order or resolution approving the land use assumptions that will be utilized to develop the capital improvement plan.

The Land Use Assumptions used in this update remain unchanged from the 2017 Impact Fee and were provided by the City of Allen’s Community Development Department in the form of the City’s 2030 Comprehensive Plan (approved by the City Council on October 14, 2014) and the 2016 Biennial Progress Report to the City’s 2030 Comprehensive Plan. Population data provided by the City of Allen’s Community Development Department was interpolated to determine the base year 2022, the study period year ending 2032 and build-out populations were used in this analysis and outlined in **Table No. 1**.

TABLE NO. 1
RESIDENTIAL POPULATION
PROJECTIONS

Year	Population
2022	118,709
2032	135,000
Buildout	139,599

WATER & WASTEWATER

A. DEFINITION OF A SERVICE UNIT – WATER AND WASTEWATER

Chapter 395 of the Local Government Code requires that impact fees be based on a defined service unit. A “service unit” means a standardized measure of consumption, use generation, or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards. The City of Allen has defined a water and wastewater service unit to be a 5/8”x 3/4” ultrasonic water meter and has referred to these service units as Single-Family Living Unit (SFLU). The service unit is based on the maximum flow capacity of a 5/8” x 3/4” inch water meter. This is the typical meter used for a single family detached dwelling, and therefore is considered to be equivalent to one “living unit”. Other meter sizes can be compared to the 5/8” x 3/4” meter through a ratio of water flows as published in the Hydrus Ultrasonic Meter Technical Data, as shown in **Table No. 2** below. This same ratio is then used to determine the proportional water and sewer impact fee amount for each water meter size.

TABLE NO. 2
LIVING UNIT EQUIVALENCIES
FOR WATER ULTRASONIC METERS

Meter Type	Meter Size	Maximum Flow (gpm) ^(a)	Living Unit Per Meter Size
Ultrasonic	5/8” x 3/4”	25	1.0
Ultrasonic	1”	69	2.8
Ultrasonic	1½”	105	4.2
Ultrasonic	2”	250	10.0
Ultrasonic	3”	500	20.0
Ultrasonic	4”	1000	40.0
Ultrasonic	6”	1900	76.0
Ultrasonic	8”	2800	112.0

^(a) Source: *Hydrus Ultrasonic Meter Technical Data*

B. CALCULATION OF WATER & WASTEWATER - LIVING UNIT EQUIVALENTS 2022-2032

The City of Allen provided the existing water meter count by size category as of October 2021 which is used as the base year meter count. In total, there are 34,023 water meters serving the existing population of 118,709 residents and businesses in the Water Service Area. **Table No. 3** below shows the number of existing meters, the living unit equivalent factor, and the total number of living unit equivalents (LUE's) for water and sewer accounts. The 2032 meter count was calculated by increasing each meter size by 14% based on the population growth from 2022 to 2032.

TABLE NO. 3
LIVING UNIT EQUIVALENTS BY METER SIZE

Meter Size	2022			2032			New Living Units During Impact Fee Period
	Number of Water Meters	Living Unit Equivalent Ratio for 3/4" Used	Total Number of Living Units	Number of Water Meters	Living Unit Equivalent Ratio for 3/4" Used	Total Number of Living Units	
5/8" x 3/4"	31,487	1.0	31,487	37,028	1.0	37,028	5,541
1"	941	2.8	2,597	1,107	2.8	3,055	458
1½"	426	4.2	1,789	501	4.2	2,104	315
2"	1,042	10.0	10,420	1,225	10.0	12,250	1,830
3"	54	20.0	1,080	64	20.0	1,280	200
4"	56	40.0	2,240	66	40.0	2,640	400
6"	17	76.0	1,292	20	76.0	1,520	228
8"	0	112.0	0	0	112.0	0	0
12"	0	330.0	0	0	330.0	0	0
Totals	34,023		50,905	40,011		59,877	8,972

C. WATER DISTRIBUTION SYSTEM

1) Regional Water Supply, Treatment and Delivery

The North Texas Municipal Water District (NTMWD) provides Allen with all of its treated water. Currently all treated water the City obtains is processed at the District's Wylie Water Treatment plant located on Lake Lavon in Wylie, Texas. NTMWD will add a north water treatment plant to be located in Leonard, Texas, as part of their ongoing Lower Bois d'Arc Creek Reservoir (LBCR) project. Water transmission lines will interconnect the existing Wylie distribution system to the new LBCR distributions system around 2025. Treated water is delivered to the city's ground storage tanks at the Custer Road Pump Station and the Stacy Road Pump Station through the District's water transmission system. The assumptions for treated water supply made in the 2017 Water Impact Fee remain unchanged and are continued in this impact fee update. **Table 4** shows the City's cost for planned demand based NTMWD water supply and water treatment facilities that was utilized in the 2017 Water Impact Fee.

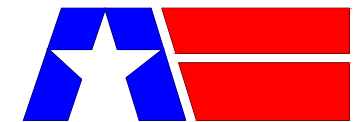
2) Cost of Existing and Proposed Facilities

Actual capital cost, including construction, engineering, and easements of the various elements of the existing Water Distribution System was utilized where information is known. The existing cost of facilities was determined from records provided by the City of Allen. Where actual costs were not known, an average cost has been calculated. The average unit cost is based off of a limited survey of projects, plus an estimated cost for engineering and easements, as determined in the 2022 Impact Fee Study. **Figure 2** shows the existing and proposed water line and facilities in this study. **Table 5** shows a summary of the opinion of project cost for the proposed facilities and planning expenses.

TABLE NO. 4
REGIONAL SUPPLY, TREATMENT AND DELIVERY
North Texas Municipal Water District - Proposed Facilities

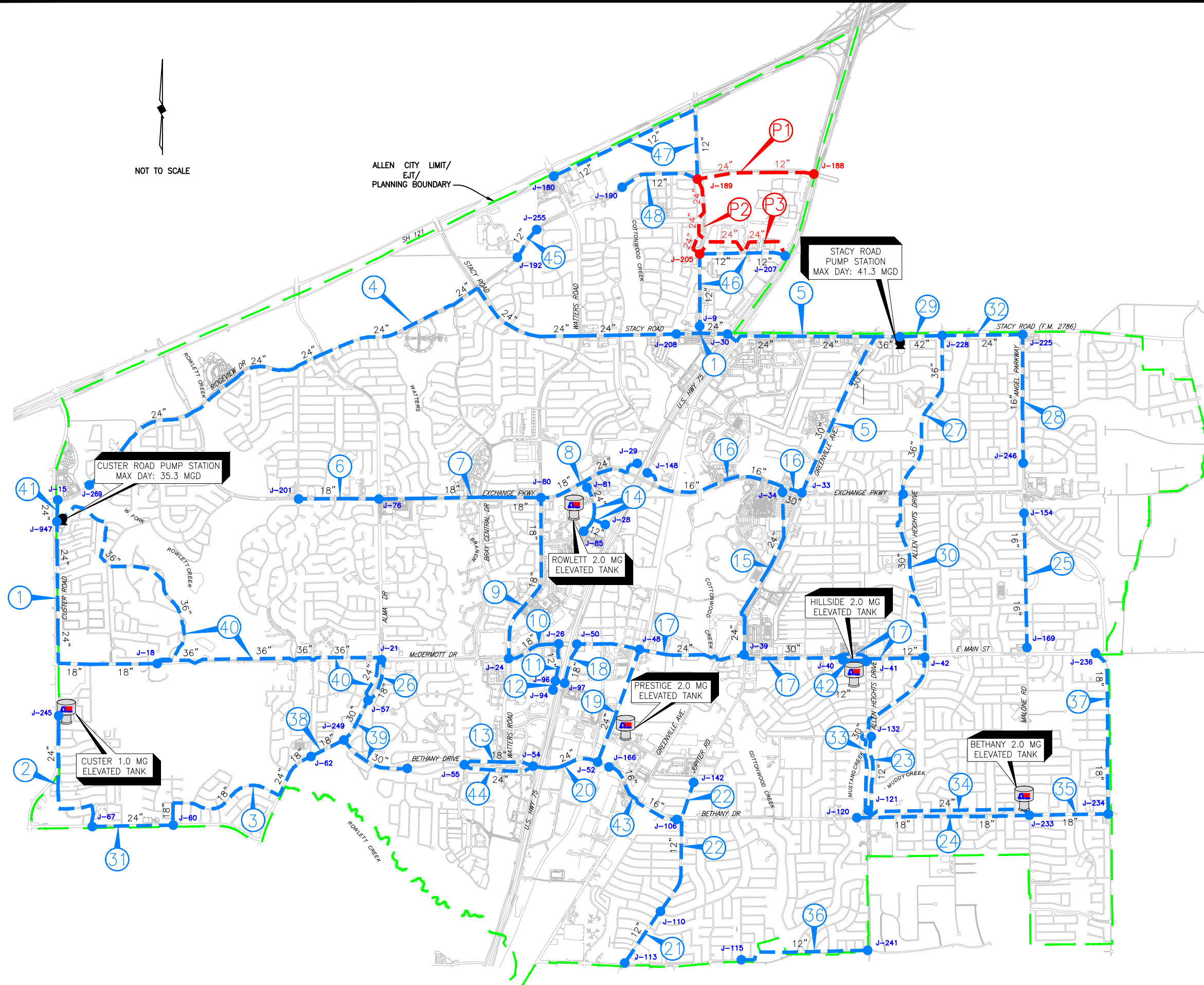
June 5, 2017

North Texas Municipal Water District- Proposed Facilities									Capacity Utilized MGD			Capacity Utilized Percent			Capacity Utilized \$		
Project Number	Project Title	Proposed Construction Year	Capacity Expansion	NTMWD Project Cost	City of Allen Participation Percentage	City of Allen Construction Cost	Engr, Testing and Property Acquisition	City of Allen Project Cost	2017	2027	In the CRF Period	2017	2027	In the CRF Period	2017	2027	In the CRF Period
1	Trinity River Main Stem	2017-2018	50 MGD Water Supply Increase	\$136,000,000	5.21%	\$7,085,600	In Construction Cost	\$7,085,600	0	50 MGD	50 MGD	0	100	100	0	100	\$7,085,600
2	Lower Bois d'Arc Creek: Reservoir (LBCR), Mitigation, Water Treatment Plant; Raw and Treated Water Lines	2018-2021	108 MGD Water Supply Increase	\$1,200,000,000	5.21%	\$62,520,000	In Construction Cost	\$62,520,000	0	26 MGD	26 MGD	0	25	25	0	25	\$15,630,000
3	LBCR Water Treatment Plant	2018-2021	70 MGD Water Treatment Increase	Included in Project 2	5.21%	Included in Project 2	In Construction Cost	Included in Project 2	0	26 MGD	26 MGD	0	25	25	0	25	Included in Project 2
4	Wylie WTP Plant IV Expansion	2017-2019	70 MGD Water Treatment Increase	\$95,431,000	5.21%	\$4,971,955	In Construction Cost	\$4,971,955	0	70 MGD	70 MGD	0	100	100	0	100	\$4,971,955
	Proposed Facility Total			\$1,336,000,000		\$74,577,555		\$74,577,555									\$27,687,555



CITY OF ALLEN

**CITY OF ALLEN, TEXAS
2022-2032 IMPACT FEE UPDATE
WATER DISTRIBUTION SYSTEM
IMPACT FEE WATER PROJECTS**



LEGEND	
	ALLEN CITY LIMIT/EJT/PLANNING BOUNDARY
	PROPOSED CIP WATER LINE
	EXISTING CAPITAL RECOVERY WATER LINE
	PROJECT DIVIDERS
	EXISTING ELEVATED STORAGE TANK
	EXISTING PUMP STATION
	IMPACT FEE EXISTING PROJECT NO.
	IMPACT FEE PROPOSED PROJECT NO.

BIRKHOFF, HENDRICKS & CARTER, L.L.P.
PROFESSIONAL ENGINEERS
TBPE Firm No. 526; TBPLS Firm No. 10031800
11910 Greenville Ave., Suite 600
Dallas, Texas 75243 (214) 361-7900
March, 2022

FIGURE No. 2

TABLE NO. 5
10-YEAR CAPITAL IMPROVEMENT PLAN

PROPOSED WATER LINES

Project No. ⁽³⁾	Project	Size	Opinion of Project Cost ⁽¹⁾	Total Project Cost
P1	Chelsea Road to U.S. 75 - 12 Inch & 24-Inch Water Line	12" & 24"	\$ 1,275,348	\$ 1,275,348
P2	Chelsea Road (Ridgeview to Allen Commerce) - 24 Inch Water Line	24"	\$ 1,127,172	\$ 1,127,172
P3	Allen Commerce Parkway (US 75 to Chelsea) – 24 Inch Water Line	24"	\$ 1,066,968	\$ 1,066,968
Subtotal: Proposed Water Lines			\$ 3,469,488	\$ 3,469,488

PLANNING EXPENSES

Project No.	Project	Opinion of Cost (1)(b)	Total Project Cost
	Impact Fee Update 2022	\$ 10,000	\$ 10,000
Subtotal, Planning Expenses:		\$ 10,000	\$ 10,000
Water Distribution System CIP Grand Total:		\$ 3,479,488	\$ 3,479,488

Notes:

- (1) Opinion of Project Cost includes:
- a) Engineer's Opinion of Construction Cost
 - b) Professional Services Fees (Survey, Engineering, Testing, Legal)
 - c) Cost of Easement or Land Acquisitions

TABLE NO. 6
WATER DISTRIBUTION SYSTEM ANALYSIS
BASIS OF DEMAND CALCULATION

Type of Facilities	Demand Type	Impact Fee Per Capita Use
Pumping	Maximum Day	468 gallons/day
Distribution System	Maximum Hour	814 gallons/day
Ground Storage	Maximum Day x 6/24 Hours	
Elevated Storage	Maximum Hour - Maximum Day x 6/24 Hours	

For each line segment in the water distribution model, the build-out flow rate was compared to the flow rate in the same line for the 2022 and the 2032 models to arrive at utilized capacity in each line. The utilized capacity during the Impact Fee period is the difference between the year 2022 percent utilized capacity and the year 2032 percent utilized capacity. The utilized capacity for each water distribution facility, both existing and proposed, is presented in detail in the Impact Fee Capacity Calculation Tables. **Table No. 7** presents the cost and the utilized capacity of the proposed water lines, and the capital recovered in the impact fee period. **Table No. 8** summarizes the cost and the utilized capacity for the existing waterlines. **Table No. 8A** itemizes pump stations, ground storage reservoirs and elevated storage tanks, included and the capital recovered in the impact fee period. **Table No. 9** summarizes the project cost and utilized cost over the impact fee period of 2022 - 2032 for each element of the Water Distribution System. **Table No. 9A** compares utilized capacity between the City and NTMWD.

TABLE NO. 7
WATER DISTRIBUTION SYSTEM - PROPOSED FACILITIES

*** Average Unit costs are based in 2022 dollars unless otherwise indicated and includes 20% for engineering and easen*

Impact Fee Project No.	Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const. (Year)	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Engineering, Testing & Land Acquisition (20%)	Total Construction Cost (\$)	Utilized Capacity (%)			Utilized Capacity (\$)			
									2022	2032	During Fee Period	2022	2032	During Fee Period	
	P1. Chelsea Road to U.S. 75 - 12" & 24" Water Line														
	This project begins at the future extension of Chelsea Road (J-189) and continues easterly to U.S. 75 in the northern area of the planning boundary (J-188).														
P1	* P-252	1,471	12"		\$250.00	\$367,807	\$73,561	\$441,369	0%	100%	100%	\$0	\$441,369	\$441,369	
	* P-253	2,396	24"		\$290.00	\$694,983	\$138,997	\$833,979	0%	100%	100%	\$0	\$833,979	\$833,979	
	Subtotal:		3,868		2023		\$1,062,790		\$1,275,348				\$0	\$1,275,348	\$1,275,348
	P2. Chelsea Road (Ridgeview to Allen Commerce) 24" Water Line														
	This project begins at the future extension of Chelsea Road (J-189) and continues south to Allen Commerce (J-205).														
P2	* P-402	1,494	24"		\$290.00	\$433,260	\$86,652	\$519,912	0%	100%	100%	\$0	\$519,912	\$519,912	
	* P-508	883	24"		\$290.00	\$256,070	\$51,214	\$307,284	0%	100%	100%	\$0	\$307,284	\$307,284	
	* P-510	862	24"		\$290.00	\$249,980	\$49,996	\$299,976	0%	100%	100%	\$0	\$299,976	\$299,976	
	Subtotal:		3,239		2023		\$939,310		\$1,127,172				\$0	\$1,127,172	\$1,127,172
	P3. Allen Commerce Parkway (US 75 to Chelsea) 24" Water Line														
	This project begins at the US 75 (J-207) and continues west to Chelsea (J-205).														
P3	* P-299	1,659	24"		\$290.00	\$481,110	\$96,222	\$577,332	0%	100%	100%	\$0	\$577,332	\$577,332	
	* P-507	1,407	24"		\$290.00	\$408,030	\$81,606	\$489,636	0%	100%	100%	\$0	\$489,636	\$489,636	
	Subtotal:		3,066		2023		\$889,140		\$1,066,968				\$0	\$1,066,968	\$1,066,968
	TOTAL:	10,173				2,891,240		3,469,488				\$0	3,469,488	3,469,488	

* City Initiated and Funded

TABLE NO. 8
CITY OF ALLEN, TEXAS
WATER SYSTEM IMPACT FEE STUDY
CAPITAL RECOVERY - EXISTING WATER LINES

Impact Fee Project No.	Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Total 20 Year Project Cost (\$)	(%) Utilized Capacity			(\$) Utilized Capacity		
						2022	2032	During Fee Period	2022	2032	During Fee Period
1	*										
	P-10	910	24		\$40,336	81%	100%	19%	\$32,808	\$40,336	\$7,528
	P-18	1,050	18		\$40,601	65%	100%	35%	\$26,391	\$40,601	\$14,210
	P-19	2,220	18		\$89,163	65%	100%	35%	\$57,956	\$89,163	\$31,207
	P-303	783	24		\$40,867	94%	100%	6%	\$38,415	\$40,867	\$2,452
	P-316	2,800	24		\$138,376	65%	100%	35%	\$89,944	\$138,376	\$48,432
	P-316A	948	24		\$46,850	65%	100%	35%	\$30,453	\$46,850	\$16,398
	P-430	961	24		\$50,951	65%	100%	35%	\$33,118	\$50,951	\$17,833
Subtotal:		9,671		1997	\$447,144				\$309,085	\$447,144	\$138,060
2	*										
	P-71	1,996	24		\$187,238	76%	100%	24%	\$143,203	\$187,238	\$44,035
	P-72	1,714	24		\$74,462	75%	100%	25%	\$56,046	\$74,462	\$18,416
	P-73	716	24		\$49,882	65%	100%	35%	\$32,423	\$49,882	\$17,459
	P-397	481	24		\$18,796	65%	100%	35%	\$12,217	\$18,796	\$6,579
Subtotal:		4,907		1996	\$330,378				\$243,889	\$330,378	\$86,489
3	*										
	P-64	853	24		\$67,739	85%	100%	15%	\$57,578	\$67,739	\$10,161
	P-68	880	18		\$68,527	89%	100%	11%	\$60,989	\$68,527	\$7,538
	P-327	3,886	18		\$216,804	89%	100%	11%	\$192,956	\$216,804	\$23,848
	P-328	733	18		\$41,352	65%	100%	35%	\$26,879	\$41,352	\$14,473
Subtotal:		6,351		1997,1998	\$394,422				\$338,402	\$394,422	\$56,020
4	*										
	P-261	2,691	24		\$98,736	100%	100%	0%	\$98,736	\$98,736	\$0
	P-262	973	24		\$48,935	65%	100%	35%	\$31,808	\$48,935	\$17,127
	P-266	4,674	24		\$205,700	65%	100%	35%	\$133,705	\$205,700	\$71,995
	P-267	916	24		\$19,487	65%	100%	35%	\$12,667	\$19,487	\$6,820
	P-274	2,258	24		\$22,997	65%	100%	35%	\$14,948	\$22,997	\$8,049
	P-274A	2,079	24		\$21,174	65%	100%	35%	\$13,763	\$21,174	\$7,411
	P-282	544	24		\$30,747	65%	100%	35%	\$19,986	\$30,747	\$10,761
	P-283	1,852	24		\$100,025	65%	100%	35%	\$65,016	\$100,025	\$35,009
	P-283A	1,684	24		\$90,951	65%	100%	35%	\$59,118	\$90,951	\$31,833
	P-304	1,858	24		\$89,642	100%	100%	0%	\$89,642	\$89,642	\$0
	P-306	1,310	24		\$38,975	100%	100%	0%	\$38,975	\$38,975	\$0
	P-307	1,376	24		\$76,650	100%	100%	0%	\$76,650	\$76,650	\$0
	Subtotal:		22,216		1998	\$844,019				\$655,014	\$844,019
5	*										
	P-32	390	24		\$22,802	69%	100%	31%	\$15,779	\$22,802	\$7,023
	P-34	2,345	30		\$198,785	66%	100%	34%	\$131,198	\$198,785	\$67,587
	P-35	3,366	30		\$222,903	68%	100%	32%	\$151,574	\$222,903	\$71,329
	P-227	800	36		\$70,159	75%	100%	25%	\$52,807	\$70,159	\$17,352
	P-345	1,876	24		\$98,223	68%	100%	32%	\$66,776	\$98,223	\$31,447
	P-346	2,816	24		\$175,983	69%	100%	31%	\$121,777	\$175,983	\$54,206
	Subtotal:		11,593		1986	\$788,855				\$539,911	\$788,855

TABLE NO. 8
CITY OF ALLEN, TEXAS
WATER SYSTEM IMPACT FEE STUDY
CAPITAL RECOVERY - EXISTING WATER LINES

Impact Fee Project No.	Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Total 20 Year Project Cost (\$)	(%) Utilized Capacity			(\$) Utilized Capacity		
						2022	2032	During Fee Period	2022	2032	During Fee Period
6	*										
	P-87	1,113	18		\$14,562	61%	100%	39%	\$8,883	\$14,562	\$5,679
	P-287	1,540	18		\$23,161	62%	100%	38%	\$14,360	\$23,161	\$8,801
	Subtotal:	2,653		1998	\$37,723				\$23,243	\$37,723	\$14,480
7	*										
	P-92	1,374	18		\$26,882	87%	100%	13%	\$23,497	\$26,882	\$3,385
	P-289	1,475	18		\$31,018	72%	100%	28%	\$22,217	\$31,018	\$8,801
	P-310	1,887	18		\$22,558	66%	100%	34%	\$14,925	\$22,558	\$7,633
	P-311	617	18		\$21,242	66%	100%	34%	\$14,054	\$21,242	\$7,188
	Subtotal:	5,353		1997	\$101,700				\$74,693	\$101,700	\$27,007
8	**										
	P-93	1,539	18		\$64,459	92%	100%	8%	\$59,472	\$64,459	\$4,987
	P-101	1,539	24		\$120,400	73%	100%	27%	\$87,699	\$120,400	\$32,701
	P-102	546	24		\$51,600	72%	100%	28%	\$36,959	\$51,600	\$14,641
	Subtotal:	3,624		Circa 1986	\$236,459				\$184,130	\$236,459	\$52,329
9	**										
	P-96	1,526	18		\$97,020	81%	100%	19%	\$78,914	\$97,020	\$18,106
	P-106	2,472	18		\$157,500	92%	100%	8%	\$145,316	\$157,500	\$12,184
	P-110	1,667	18		\$101,430	100%	100%	0%	\$101,430	\$101,430	\$0
	Subtotal:	5,664		Circa 1986	\$355,950				\$325,660	\$355,950	\$30,290
10	**										
	P-26	1,256	18		\$76,860	77%	100%	23%	\$59,182	\$76,860	\$17,678
	P-27	523	18		\$31,500	76%	100%	24%	\$23,940	\$31,500	\$7,560
	Subtotal:	1,779		Circa 1986	\$108,360				\$83,122	\$108,360	\$25,238
11	**										
	P-117	1,248	12		\$82,940	97%	100%	3%	\$80,452	\$82,940	\$2,488
	Subtotal:	1,248		1995	\$82,940				\$80,452	\$82,940	\$2,488
12	**										
	P-116	308	12		\$17,980	81%	100%	19%	\$14,564	\$17,980	\$3,416
	Subtotal:	308		1995	\$17,980				\$14,564	\$17,980	\$3,416
13	**										
	P-340	952	18		\$61,740	91%	100%	9%	\$56,214	\$61,740	\$5,526
	P-341	1,342	18		\$88,200	87%	100%	13%	\$77,094	\$88,200	\$11,106
	Subtotal:	2,294		1997	\$149,940				\$133,308	\$149,940	\$16,632
14	**										
	P-99	502	24		\$47,300	59%	100%	41%	\$27,907	\$47,300	\$19,393
	P-100	1,323	24		\$121,260	60%	100%	40%	\$72,756	\$121,260	\$48,504
	P-226	435	12		\$20,880	57%	100%	43%	\$11,902	\$20,880	\$8,978
	Subtotal:	2,260		1987	\$189,440				\$112,565	\$189,440	\$76,875

TABLE NO. 8
CITY OF ALLEN, TEXAS
WATER SYSTEM IMPACT FEE STUDY
CAPITAL RECOVERY - EXISTING WATER LINES

Impact Fee Project No.	Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Total 20 Year Project Cost (\$)	(%) Utilized Capacity			(\$) Utilized Capacity		
						2022	2032	During Fee Period	2022	2032	During Fee Period
15	*										
	P-37	1,682	24		\$141,396	70%	100%	30%	\$98,977	\$141,396	\$42,419
	P-38	1,109	24		\$97,053	70%	100%	30%	\$67,937	\$97,053	\$29,116
	P-39	1,333	24		\$143,906	71%	100%	29%	\$102,173	\$143,906	\$41,733
	P-39A	469	24		\$23,426	71%	100%	29%	\$16,632	\$23,426	\$6,794
	P-41	1,201	24		\$104,583	71%	100%	29%	\$74,254	\$104,583	\$30,329
	Subtotal:	5,792		1997	\$510,364				\$359,973	\$510,364	\$150,391
16	*										
	P-36	681	30		\$106,398	68%	100%	32%	\$72,351	\$106,398	\$34,047
	P-189	723	16		\$58,300	57%	100%	43%	\$33,231	\$58,300	\$25,069
	P-190	2,186	16		\$164,017	53%	100%	47%	\$86,929	\$164,017	\$77,088
	P-191	2,003	16		\$157,799	58%	100%	42%	\$91,523	\$157,799	\$66,276
	Subtotal:	5,593		1995	\$486,514				\$284,034	\$486,514	\$202,480
17	*										
	P-42	3,159	30		\$320,977	88%	100%	12%	\$282,460	\$320,977	\$38,517
	P-43	886	12		\$45,972	100%	100%	0%	\$45,972	\$45,972	\$0
	P-44	2,081	12		\$131,083	100%	100%	0%	\$131,083	\$131,083	\$0
	P-47	779	24		\$57,155	57%	100%	43%	\$32,578	\$57,155	\$24,577
	P-48	748	24		\$106,026	70%	100%	30%	\$74,218	\$106,026	\$31,808
	P-49	1,257	24		\$88,631	77%	100%	23%	\$68,246	\$88,631	\$20,385
	P-50	900	24		\$92,773	71%	100%	29%	\$65,869	\$92,773	\$26,904
	P-51	1,257	24		\$90,288	71%	100%	29%	\$64,104	\$90,288	\$26,184
	P-52	834	24		\$67,095	81%	100%	19%	\$54,347	\$67,095	\$12,748
	Subtotal:	11,901		1993	\$1,000,000				\$818,877	\$1,000,000	\$181,123
18	*										
	P-119	1,372	18		\$361,834	83%	100%	17%	\$300,322	\$361,834	\$61,512
	Subtotal:	1,372		1995	\$361,834				\$300,322	\$361,834	\$61,512
19	**										
	P-53	2,548	24		\$219,300	57%	100%	43%	\$125,001	\$219,300	\$94,299
	P-54	1,424	24		\$115,240	79%	100%	21%	\$90,823	\$115,240	\$24,417
	Subtotal:	3,972		1982	\$334,540				\$215,824	\$334,540	\$118,716
20	**										
	P-56	480	24		\$66,220	90%	100%	10%	\$59,489	\$66,220	\$6,731
	P-125	1,244	24		\$112,660	90%	100%	10%	\$101,209	\$112,660	\$11,451
	P-126	490	24		\$36,120	90%	100%	10%	\$32,449	\$36,120	\$3,671
	Subtotal:	2,214		1982	\$215,000				\$193,147	\$215,000	\$21,853
21	**										
	P-142	2,077	12		\$136,080	56%	100%	44%	\$76,205	\$136,080	\$59,875
	Subtotal:	2,077		1984	\$136,080				\$76,205	\$136,080	\$59,875

TABLE NO. 8
CITY OF ALLEN, TEXAS
WATER SYSTEM IMPACT FEE STUDY
CAPITAL RECOVERY - EXISTING WATER LINES

Impact Fee Project No.	Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Total 20 Year Project Cost (\$)	(%) Utilized Capacity			(\$ Utilized Capacity		
						2022	2032	During Fee Period	2022	2032	During Fee Period
22	**										
	P-134	578	12		\$36,540	100%	100%	0%	\$36,540	\$36,540	\$0
	P-138	1,339	12		\$78,880	100%	100%	0%	\$78,880	\$78,880	\$0
	P-139	1,367	12		\$85,050	100%	100%	0%	\$85,050	\$85,050	\$0
	P-182	1,244	12		\$84,420	100%	100%	0%	\$84,420	\$84,420	\$0
	Subtotal:	4,527		1984	\$284,890				\$284,890	\$284,890	\$0
23	**										
	P-167	2,715	12		\$73,950	100%	100%	0%	\$73,950	\$73,950	\$0
	Subtotal:	2,715		1994	\$73,950				\$73,950	\$73,950	\$0
24	*										
	P-152	202	18		\$5,718	92%	100%	8%	\$5,261	\$5,718	\$457
	P-153	1,790	18		\$29,095	80%	100%	20%	\$23,276	\$29,095	\$5,819
	P-154	1,803	18		\$30,272	79%	100%	21%	\$23,915	\$30,272	\$6,357
	P-155	627	18		\$10,427	79%	100%	21%	\$8,237	\$10,427	\$2,190
	P-370	1,100	18		\$18,163	78%	100%	22%	\$14,167	\$18,163	\$3,996
	Subtotal:	5,522		1996	\$93,675				\$74,856	\$93,675	\$18,819
25	**										
	P-209	1,805	16		\$109,190	66%	100%	34%	\$72,065	\$109,190	\$37,125
	P-225	2,635	16		\$170,190	66%	100%	34%	\$112,325	\$170,190	\$57,865
	P-366	212	16		\$12,200	66%	100%	34%	\$8,052	\$12,200	\$4,148
	Subtotal:	4,653		1992	\$291,580				\$192,442	\$291,580	\$99,138
26	**										
	P-61	1,449	18		\$94,500	66%	100%	34%	\$62,370	\$94,500	\$32,130
	Subtotal:	1,449		1994	\$94,500				\$62,370	\$94,500	\$32,130
27	*										
	P-356	1,812	36		\$185,133	78%	100%	22%	\$144,404	\$185,133	\$40,729
	P-357	3,809	36		\$203,114	79%	100%	21%	\$160,460	\$203,114	\$42,654
	Subtotal:	5,621		2000	\$388,247				\$304,864	\$388,247	\$83,383
28	*										
	P-352	2,400	16		\$82,873	85%	100%	15%	\$70,442	\$82,873	\$12,431
	P-359	1,850	16		\$27,230	87%	100%	13%	\$23,690	\$27,230	\$3,540
	Subtotal:	2,400		2000	\$110,103				\$94,132	\$110,103	\$15,971
29	*										
	P-354	1,400	42		\$123,533	80%	100%	20%	\$98,826	\$123,533	\$24,707
	Subtotal:	1,400		2000	\$123,533				\$98,826	\$123,533	\$24,707

TABLE NO. 8
CITY OF ALLEN, TEXAS
WATER SYSTEM IMPACT FEE STUDY
CAPITAL RECOVERY - EXISTING WATER LINES

Impact Fee Project No.	Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Total 20 Year Project Cost (\$)	(%) Utilized Capacity			(\$) Utilized Capacity		
						2022	2032	During Fee Period	2022	2032	During Fee Period
30	*										
	P-443	6,518	30		\$620,000	74%	100%	26%	\$458,800	\$620,000	\$161,200
	Subtotal:	6,518		2001	\$620,000				\$458,800	\$620,000	\$161,200
31	*										
	P-322	2,678	24		\$290,000	78%	100%	22%	\$225,318	\$290,000	\$64,682
	Subtotal:	2,678		2002	\$290,000				\$225,318	\$290,000	\$64,682
32	*										
	P-355	2,664	24		\$148,000	87%	100%	13%	\$128,760	\$148,000	\$19,240
	Subtotal:	2,664		2000	\$148,000				\$128,760	\$148,000	\$19,240
33	*										
	P-443	6,061	30		\$699,480	74%	100%	26%	\$517,615	\$699,480	\$181,865
	Subtotal:	6,061		2001	\$699,480				\$517,615	\$699,480	\$181,865
34	*										
	P-439	5,387	18		\$521,162	79%	100%	21%	\$411,718	\$521,162	\$109,444
	Subtotal:	5,387		2001	\$521,162				\$411,718	\$521,162	\$109,444
35	*										
	P-371	2,604	18		\$48,300	98%	100%	2%	\$47,334	\$48,300	\$966
	Subtotal:	2,604		1999	\$48,300				\$47,334	\$48,300	\$966
36	**										
	P-386	4,383	12		\$115,491	87%	100%	13%	\$100,478	\$115,491	\$15,014
	Subtotal:	4,383		2009	\$115,491				\$100,478	\$115,491	\$15,014
37	*										
	P-372	2,116	18		\$40,216	95%	100%	5%	\$38,205	\$40,216	\$2,011
	P-376	3,348	18		\$62,713	85%	100%	15%	\$53,306	\$62,713	\$9,407
Subtotal:	5,464		2000	\$102,929				\$91,511	\$102,929	\$11,418	
38	*										
	P-456	1,212	18		\$220,000	91%	100%	9%	\$200,200	\$220,000	\$19,800
	Subtotal:	1,212		1999	\$220,000				\$200,200	\$220,000	\$19,800
39	*										
	P-457	1,549	30		\$234,000	66%	100%	34%	\$154,440	\$234,000	\$79,560
	P-458	2,434	30		\$700,000	64%	100%	36%	\$448,000	\$700,000	\$252,000
	Subtotal:	3,983		2002	\$934,000				\$602,440	\$934,000	\$331,560

TABLE NO. 8
CITY OF ALLEN, TEXAS
WATER SYSTEM IMPACT FEE STUDY
CAPITAL RECOVERY - EXISTING WATER LINES

Impact Fee Project No.	Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Total 20 Year Project Cost (\$)	(%) Utilized Capacity			(\$) Utilized Capacity		
						2022	2032	During Fee Period	2022	2032	During Fee Period
40	*										
	P-314	3,473	36		\$617,019	67%	100%	33%	\$413,403	\$617,019	\$203,616
	P-317	5,500	36		\$977,010	66%	100%	34%	\$644,826	\$977,010	\$332,183
	P-444	1,296	36		\$230,229	65%	100%	35%	\$149,649	\$230,229	\$80,580
	P-459	1,447	24		\$257,060	66%	100%	34%	\$169,660	\$257,060	\$87,400
	P-469	2,330	36		\$413,912	67%	100%	33%	\$277,321	\$413,912	\$136,591
	P-470	659	36		\$117,021	67%	100%	33%	\$78,404	\$117,021	\$38,617
	P-471	3,362	36		\$597,280	65%	100%	35%	\$388,232	\$597,280	\$209,048
Subtotal:		18,066		2005	\$3,209,531				\$2,121,495	\$3,209,531	\$1,088,035
41	*										
	P-405	692	24		\$273,209	58%	100%	42%	\$159,204	\$273,209	\$114,005
	Subtotal:		692		2008	\$273,209				\$159,204	\$273,209
42	*										
	P-435	939	12		\$17,376	100%	100%	0%	\$17,376	\$17,376	\$0
	Subtotal:		939		2008	\$17,376				\$17,376	\$17,376
43	*										
	P-414	1,465	16		\$158,192	98%	100%	2%	\$155,029	\$158,192	\$3,164
	P-417	1,743	16		\$188,281	100%	100%	0%	\$188,281	\$188,281	\$0
	Subtotal:		3,208		2003	\$346,474				\$343,310	\$346,473
44	*										
	P-460A	1,010	24		\$131,109	91%	100%	9%	\$119,375	\$131,109	\$11,734
	P-460	1,375	24		\$5,671,564	87%	100%	13%	\$4,957,400	\$5,671,564	\$714,163
	Subtotal:		2,385		2008/2002	\$5,802,673				\$5,076,775	\$5,802,673
45	*										
	P-263A	1,124	12		\$654,237	84%	100%	16%	\$548,028	\$654,237	\$106,209
	Subtotal:		1,124		2013	\$654,237				\$548,028	\$654,237
46	*										
	P-298	1,549	12		\$70,866	41%	100%	59%	\$29,251	\$70,866	\$41,615
	P-302	1,289	12		\$58,961	29%	100%	71%	\$17,179	\$58,961	\$41,782
	P-305	2,617	12		\$119,701	22%	100%	78%	\$26,157	\$119,701	\$93,544
	Subtotal:		5,455		2009	\$249,528				\$72,587	\$249,528
47	*										
	P-238	1,878	12		\$100,594	100%	100%	0%	\$100,594	\$100,594	\$0
	P-239	3,289	12		\$176,148	100%	100%	0%	\$176,148	\$176,148	\$0
	P-245	763	12		\$40,881	100%	100%	0%	\$40,881	\$40,881	\$0
	P-254	1,538	12		\$82,377	29%	100%	71%	\$24,001	\$82,377	\$58,375
	Subtotal:		7,469		2012	\$400,000				\$341,624	\$400,000
48	*										
	P-255	2,529	12		\$353,431	49%	100%	51%	\$173,181	\$353,431	\$180,250
	Subtotal:		2,529		2018	\$353,431				\$173,181	\$353,431
Grand Total		223,948			23,595,941				18,190,504	23,595,940	5,405,436

- * Project cost provided by the City of Allen
 ** Project cost have not been provided by the City of Allen and have been assumed.
 1) Projects 27 to 47 (Excluding 31 & 38) City funded with no debt service provided.

TABLE NO. 8A
CITY OF ALLEN, TEXAS
WATER SYSTEM IMPACT FEE STUDY
CAPITAL RECOVERY - EXISTING PUMPING AND STORAGE FACILITIES

Facility Project Description			Year Const.	Capacity	Project Cost (\$)	Capacity Utilized (%)			Capacity Utilized (\$)		
					Total 20 Yr. Project Cost \$	2022	2032	In The CRF Period	2022	2032	In The CRF Period
High Service Pump Stations											
Maximum Daily Demand	Stacy Road Pump Station	1986	19.2 MGD	\$750,000	76%	100%	24%	\$568,255	\$750,000	\$181,745	
	Lucas Road Pump Station	1970		\$0	76%	100%	24%	\$0	\$0	\$0	
	Stacy Road Pump Station Expansion	2002	21 MGD	\$2,600,000	76%	100%	24%	\$1,969,952	\$2,600,000	\$630,048	
	Custer Road Pump Station 1 WA 25	1999	19.2 MGD	\$2,260,727	76%	100%	24%	\$1,712,894	\$2,260,727	\$547,833	
	Custer Road Pump Station 2	2005	21 MGD	\$2,500,000	76%	100%	24%	\$1,894,185	\$2,500,000	\$605,815	
High Service Pump Station Subtotal:				\$8,110,727				\$6,145,286	\$8,110,727	\$1,965,441	
Ground Storage Reservoirs											
Max Day	Stacy Road GSR No. 1	1986	3 MG	\$ 750,000	76%	100%	24%	\$568,255	\$750,000	\$181,745	
	Stacy Road GSR No. 2	1998	3 MG	\$ 1,100,000	76%	100%	24%	\$833,441	\$1,100,000	\$266,559	
	Lucas GSR No. 1	1970	2 MG	\$ -	76%	100%	24%	\$0	\$0	\$0	
	Stacy Road GSR No. 3	2002	6 MG	\$ 2,900,000	76%	100%	24%	\$2,197,254	\$2,900,000	\$702,746	
	Custer Road GSR No. 1	1999	6 MG	\$ 2,200,000	76%	100%	24%	\$1,666,883	\$2,200,000	\$533,117	
	Custer Road GSR No. 2	2005	6 MG	\$ 2,300,000	76%	100%	24%	\$1,742,650	\$2,300,000	\$557,350	
Ground Storage Reservoir Subtotal:				\$ 9,250,000				\$7,008,484	\$9,250,000	\$2,241,516	
Elevated Storage Tanks											
Max Day Demand	Rowlett Road Elevated Storage Tank	1987	2 MG	\$ 1,565,000	73%	100%	27%	\$1,138,943	\$1,565,000	\$426,057	
	Hillside Elevated Storage Tank	1973	0.5 MG	\$ 140,000	73%	100%	27%	\$101,886	\$140,000	\$38,114	
	Custer Elevated Storage Tank WA 23	1999	1 MG	\$ 1,163,311	73%	100%	27%	\$846,610	\$1,163,311	\$316,701	
	Bethany Road Elevated Storage Tank WA 23	1999	2 MG	\$ 2,308,560	73%	100%	27%	\$1,680,075	\$2,308,560	\$628,485	
	Prestige Elevated Storage Tank	2006	2 MG	\$ 2,745,000	73%	100%	27%	\$1,997,698	\$2,745,000	\$747,302	
	Hillside Elevated Storage Tank	2009	2 MG	\$ 2,800,000	73%	100%	27%	\$2,037,725	\$2,800,000	\$762,275	
Subtotal Elevated Storage Tanks:				\$ 10,721,871				\$7,802,937	\$10,721,871	\$2,918,934	
Existing Facilities Total				\$ 28,082,598				\$20,956,707	\$28,082,598	\$7,125,891	

TABLE NO. 9
SUMMARY OF ELIGIBLE CAPITAL COST & UTILIZED CAPACITY COST

Water System	Total Capital Cost (\$)	Total 20-Year Project Cost (\$)	Utilized Capacity During Fee Period 2022 - 2032 (\$)
Existing Water Lines	\$ 23,595,941	\$ 23,595,941	\$ 5,405,436
Existing Water Facilities	\$ 28,082,598	\$ 28,082,598	\$ 7,125,891
Existing Water System Subtotal:	\$ 51,678,539	\$ 51,678,539	\$ 12,531,327
Proposed Regional Supply, Treatment & Delivery	\$ 74,577,555	\$ 74,577,555	\$ 27,687,555
Proposed Water Lines	\$ 2,891,240	\$ 3,469,488	\$ 3,469,488
Proposed Water Facilities	\$ -	\$ -	\$ -
Water & Wastewater Master Plan & Impact Fee Expenses	\$ 10,000	\$ 10,000	\$ 10,000
Proposed Water System Subtotal:	\$ 77,478,795	\$ 78,057,043	\$ 31,167,043
TOTAL:	\$ 129,157,334	\$ 129,735,582	\$ 43,698,370

Referring to **Table No. 9A** below, the overall cost for water system utilized capacity as presented in the report may be prorated between the City of Allen and the NTMWD on the basis of roughly 37% to the City of Allen and 63% to the NTMWD.

TABLE NO. 9A
WATER SYSTEM UTILIZED CAPACITY COST BASIS - CITY OF ALLEN / NTMWD

	CITY OF ALLEN Utilized Capacity		N.T.M.W.D. Utilized Capacity		TOTAL	
	(\$)	%	(\$)	%	(\$)	%
Existing Water Distribution System	\$ 12,531,327	100.00%	\$ -	0.00%	\$ 12,531,327	100%
Proposed Water Distribution System & Planning Costs	\$ 3,479,488	11.16%	\$ 27,687,555	88.84%	\$ 31,167,043	100%
TOTAL	\$ 16,010,815	36.64%	\$ 27,687,555	63.36%	\$ 43,698,370	100%

D. WASTEWATER COLLECTION SYSTEM

1) Major Basins

There are six (6) major wastewater drainage basins within the service area boundary. These areas are defined by the natural topography and the existing wastewater collection system. Each drainage basin is divided into sub-basins, generally defined by existing wastewater collection lines. Flows generated from these basins enter the North Texas Municipal Water District's (NTMWD) sanitary sewer trunk lines at various point of entry (POE) locations through the City's major collection lines and ultimately discharge into the Wilson Creek Wastewater Treatment Plant, which is owned and operated by NTMWD. The major basin boundaries within the service area boundary are shown on **Figure No. 3**. The following summarizes the basins and the City's major collection lines that flow into them.

a) Rowlett Creek Basin

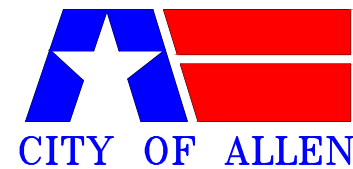
The Rowlett Creek Basin contains approximately 4,196 acres. Of the 4,196 acres approximately 1,966 acres is zoned residential, approximately 1,600 acres is zoned commercial, approximately 105 acres is zoned industrial and the remaining approximate 525 acres is attributed as greenbelt area. Two 15-inch sanitary sewer lines convey flow into the NTMWD trunk serving this basin.

b) Watters Branch Basin

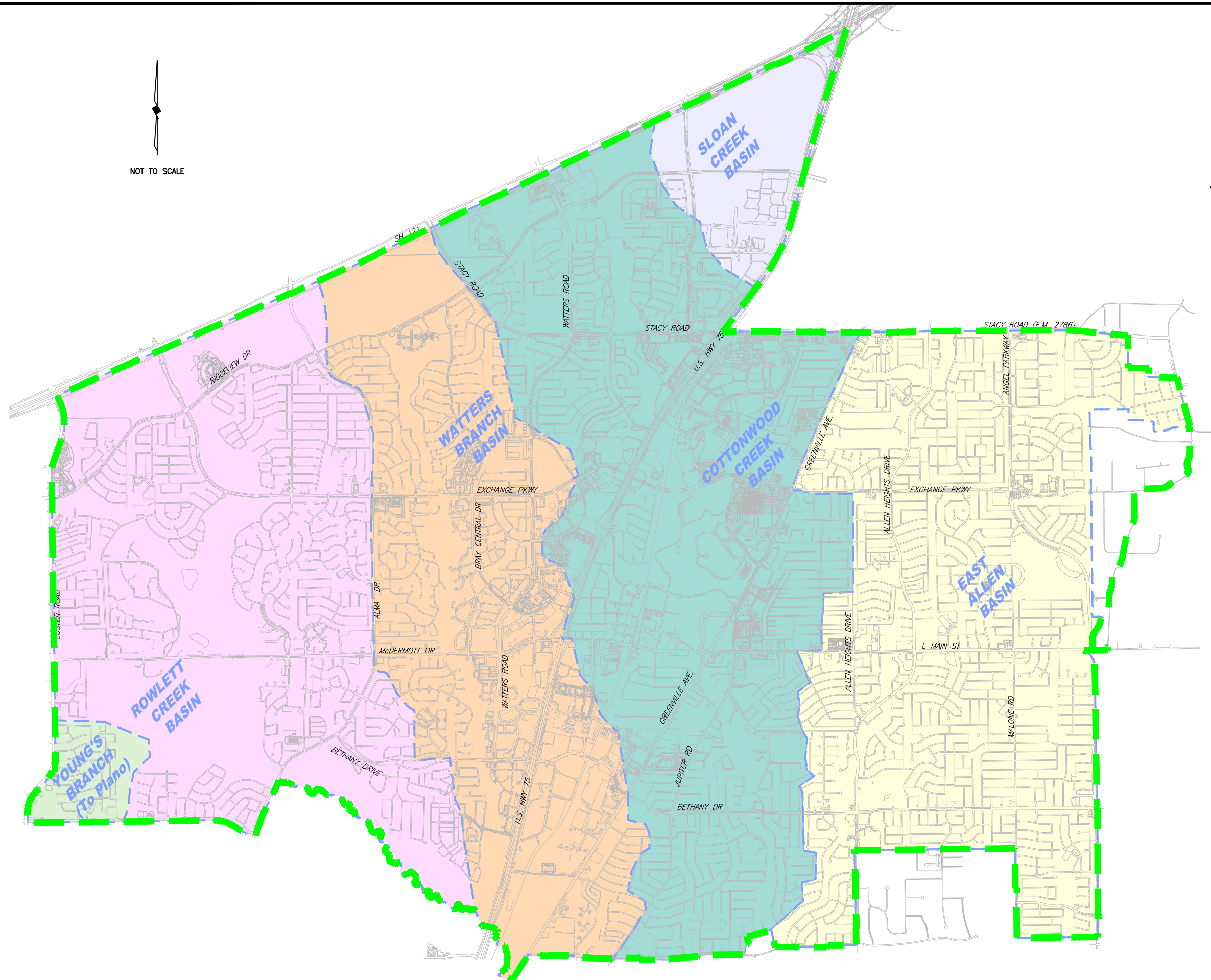
The Watters Branch Basin contains approximately 3,170 acres. Of the 3,170 acres approximately 1,051 acres is zoned residential, approximately 1,075 acres is zoned commercial, approximately 540 acres is zoned industrial and the remaining approximate 504 acres is attributed as greenbelt area. Two 15-inch sanitary sewer lines convey flow into the NTMWD trunk serving this basin. A third 15-inch sanitary sewer line has been abandoned and is no longer in service.

c) Cottonwood Creek Basin

The Cottonwood Creek Basin contains approximately 4,766 acres. Of the 4,766 acres approximately 1,675 acres is zoned residential, approximately 1,945 acres is zoned commercial, approximately 243 acres is zoned industrial and the remaining approximate 903 acres is attributed as greenbelt area. The sanitary sewer lines that serve this basin vary in diameter from 15 to 21-inches and convey flow into the NTMWD trunk sewer serving this basin. In addition to these trunk sewers, an 18-inch gravity main along Bethany Road and a 12 and an 18-inch gravity main along U.S. 75 convey flow into the NTMWD trunk.



**CITY OF ALLEN, TEXAS
2022-2032 IMPACT FEE UPDATE
WASTEWATER COLLECTION SYSTEM
IMPACT FEE SEWER PROJECTS
MAJOR BASINS**



- LEGEND**
- ALLEN CITY LIMIT/EJT/PLANNING BOUNDARY
 - MAJOR DRAINAGE BASIN DIVIDE

BIRKHOFF, HENDRICKS & CARTER, L.L.P.
PROFESSIONAL ENGINEERS
TBPE Firm No. 526; TBPLS Firm No. 10031800
11910 Greenville Ave., Suite 600
Dallas, Texas 75243 (214) 361-7900
January, 2022

FIGURE No. 3

d) East Allen Basin

The East Allen Basin contains approximately 4,059 acres. Of the 4,059 acres approximately 2,284 acres is zoned residential, approximately 619 acres is zoned commercial, approximately 4 acres is zoned industrial and the remaining approximate 1,152 acres is attributed as greenbelt area. A 15 and 18 inch sanitary sewer line conveys flow into the NTMWD trunk that serves the Cottonwood Creek basin as well. The northwest portion of the East Allen Basin is served by a sanitary sewer line that varies in diameter from 15 to 24 inches. It conveys flow into the NTMWD trunk that serves this basin and eventually flows into the Wilson Creek Wastewater Treatment Plant.

e) Sloan Creek Basin

The Sloan Creek Basin contains approximately 694 acres. Of the 694 acres approximately 32 acres is zoned residential, approximately 464 acres is zoned commercial, and the remaining approximate 198 acres is attributed as greenbelt area. The Sloan Creek Basin is primarily undeveloped and will be served by the Proposed NTMWD Sloan Creek Lift Station and City of Allen 21-inch and 24-inch diameter Sloan Creek Trunk Main.

f) Young's Branch Basin

The southwest most portion of the City known as Young's Branch is approximately 279 acres and is served by the City of Plano. Therefore, it was not included as a part of the impact fee analysis.

2) Collection Lines

The City of Allen owns and maintains many of the internal collection lines within the collection system. Typically, these smaller (normally 12-inch diameter or smaller) City owned collection lines discharge into the regional collection system of trunk mains owned and operated by the NTMWD. These, smaller internal lines are not part of the impact fee analysis.

This wastewater collection system analysis includes all of the drainage basins within the Service Area planning boundary. Each collection system was analyzed for line sizes 12-inches in diameter and larger. Eliminating line sizes smaller than 12-inches in diameter from the study leaves only the interceptor and trunk lines included in the study. The wastewater project cost includes lines and necessary appurtenances (manholes, lift stations, aerial crossings), purchase of easements, utility relocation, pavement removal and replacement, and engineering costs. For existing Impact Fee projects, actual costs were utilized where known. Future project cost estimates were based on 2022 average unit cost per linear foot and includes engineering, easements, and construction cost.

All eligible wastewater collection line projects in the Service Area planning boundary were included in the impact fee analysis, including those projected in the 10 year period by the NTMWD. Eligible existing and proposed wastewater collection lines are shown on **Figure No. 4**.

3) **Treatment**

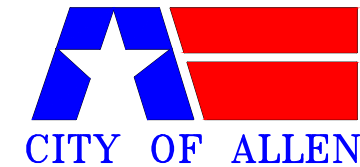
The North Texas Municipal Water District (NTMWD) provides Allen with a significant portion of its wastewater collection system. NTMWD also owns and operates the Wilson Creek Wastewater Treatment Plant and provides all of Allen's wastewater treatment. Allen pays NTMWD for the cost of this service based on the City's contribution of wastewater flows within the NTMWD system.

This Impact Fee study includes the cost of the NTMWD regional collection, transportation, and treatment facilities, both existing and proposed. This is consistent with the City's previous impact fee analysis. The City of Allen's cost participation in each component of the regional system was provided by the NTMWD staff. Using the updated Capital Improvement Plan schedule provided by NTMWD, the project costs were incorporated into the Impact Fee based on total yearly project cost projections. Included in this study is the NTMWD Sloan Creek Lift Station. Previous studies included this as a city facility. Today, the cities of Allen and Fairview will feed into the regional lift station that will be owned and operated by NTMWD.

4) **Wastewater Collection System Capital Improvement Program**

The wastewater facilities colored red in **Figure No. 4** are City constructed trunk line required to respond to the projected growth over the 10-year planning horizon. This line will convey wastewater to the NTMWD Sloan Creek Lift Station.

The cost of proposed City constructed facilities are included in the Impact Fee Update, along with the City's share in the cost of the any proposed NTMWD facilities. The project noted in **Table No. 10** and itemized in **Tables 11, 12, and 13B** is the City constructed project required to meet the needs of the projected growth as provided in the City of Allen's 2030 Comprehensive Plan. Due to the regional nature of the NTMWD Capital Improvement Plan projects, they are not shown in Table No. 10, but are included in the Impact Fee Calculations.



CITY OF ALLEN, TEXAS
2022-2032 IMPACT FEE UPDATE
WASTEWATER COLLECTION SYSTEM
IMPACT FEE SEWER PROJECTS

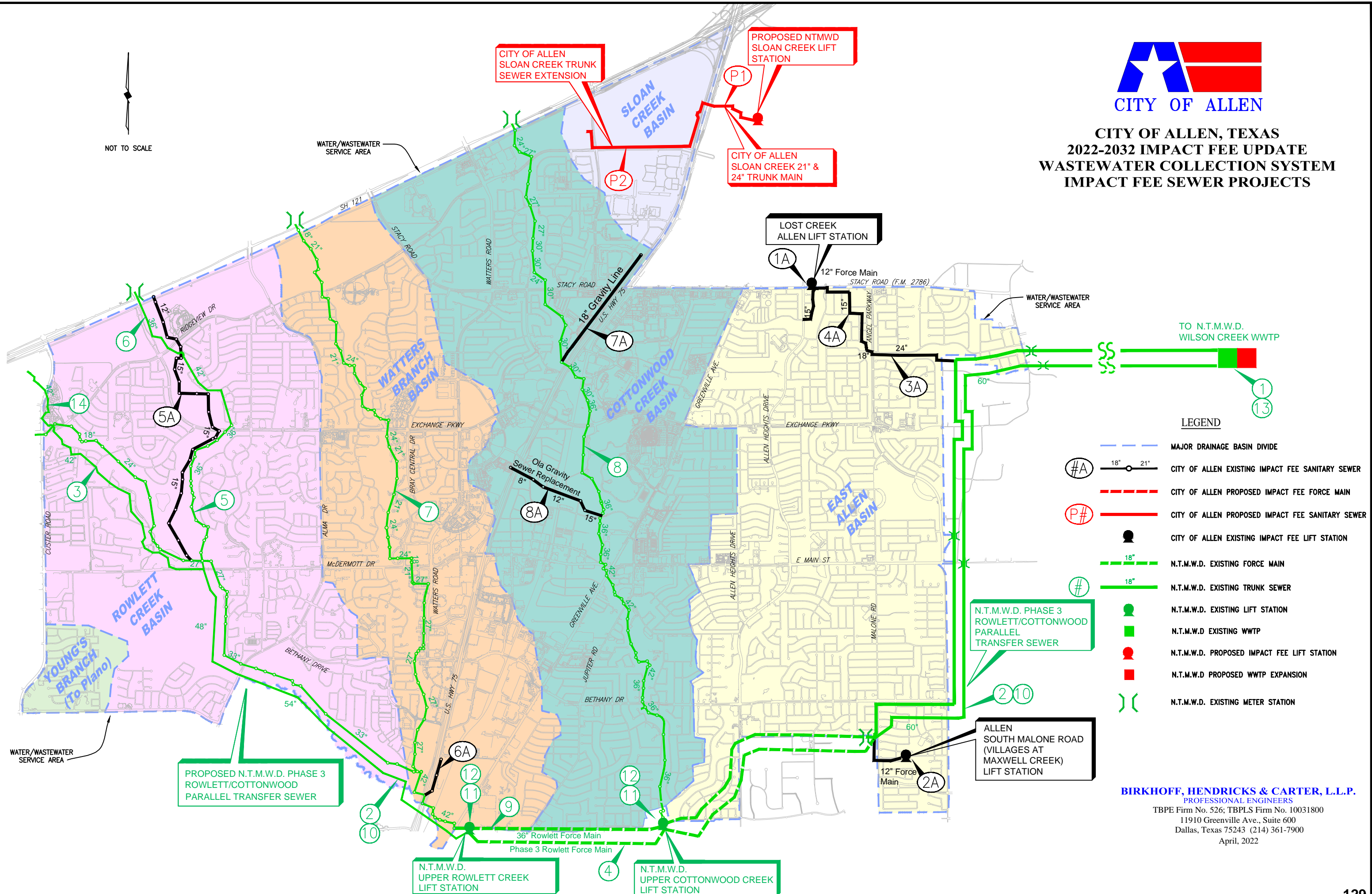


FIGURE 1 129

TABLE NO. 10
2022-2032 IMPACT FEE UPDATE
CITY OF ALLEN WASTEWATER COLLECTION SYSTEM
10-YEAR CAPITAL IMPROVEMENT PLAN

WASTEWATER FACILITIES

Project No.	Project	Capacity (MGD)	Opinion of Project Cost ⁽¹⁾	Total Project Cost
P1	Sloan Creek 21" & 24" Trunk Main	8.00	\$ 2,126,692	\$ 2,126,692
P2	Sloan Creek Trunk Extension	TBD	TBD	TBD
Subtotal, Wastewater Facilities:			\$ 2,126,692	\$ 2,126,692

PLANNING EXPENSES

Project No.	Project	Project Cost	Total Project Cost
	Wastewater Impact Fee Update	\$ 10,000	\$ 10,000
Subtotal, Planning Expenses:		\$ 10,000	\$ 10,000
Wastewater Collection System CIP Grand Total:		\$ 2,136,692	\$ 2,136,692

Notes:

- (1) Opinion of Project Cost includes:
- a) Engineer's Opinion of Construction Cost
 - b) Professional Services Fees (Survey, Engineering, Testing, Legal)
 - c) Cost of Easement or Land Acquisitions

5) Wastewater Collection System Utilized Capacity

The population and non-residential growth in each wastewater drainage basin were determined utilizing the City's growth projections. These growth rates were utilized to calculate 2022, 2032 and build-out utilized capacities.

For each line segment in the wastewater collection system, the build-out flow rate was compared to the flow rate in the same line for the 2022 and the 2032. The wastewater collection system's utilized capacities were calculated by establishing the 2032 model flows as fully (100%) utilized. The only wastewater basin not anticipated to be fully utilized by 2032 is Sloan Creek, which will be served by the Proposed U.S. 75 Lift Station and Force Main. Therefore, the utilized capacity during the Impact Fee period is defined as the difference between the year 2022 percent utilized and the year 2032 percent utilized. The utilized capacity costs for each existing and proposed wastewater collection facility included in the Impact Fee Update are presented on **Table No. 11, 12, 13A, and 13B**. **Table No. 14** summarizes the utilized capacity cost and percentage over the impact fee period of 2022 - 2032 for both City of Allen and NTMWD Wastewater Facilities. As shown by Table No. 15, overall, the utilized wastewater system capacity cost as presented in the report may be prorated between the City of Allen and the NTMWD on the basis of roughly 8% to the City of Allen and 92% to the NTMWD.

TABLE NO. 11
WASTEWATER COLLECTION SYSTEM -- PROPOSED FACILITIES

Impact Fee Project No.	Project Description	Prop. Year Const.	Projected Capacity/ Expansion MGD	Proposed Wastewater Facilities Cost (\$)					Capacity Utilized (MGD)			Capacity Utilized (%)			Capacity Utilized (\$)		
				Total Construction Cost	City of Allen Participation/ Obligation	City of Allen Construction Cost	Engineering, Testing and Property Acquisition 20%	Total 20 Yr. Project Cost	2022	2032	In The CRF Period	2022	2032	In The CRF Period	2022	2032	In The CRF Period
City of Allen Proposed Facility Improvements																	
P1	Sloan Creek 21" & 24" Trunk Main	2021	8.00	\$ 1,470,329	100%	\$ 1,470,329	\$ 656,363	\$ 2,126,692	0.00	7.80	7.80	0%	100%	100%	\$ -	\$ 2,126,692	\$ 2,126,692
P2	Sloan Creek trunk Extension	2023	TBD	TBD	100%	TBD	TBD	TBD	0.00	TBD	TBD	0%	100%	100%	\$ -	TBD	TBD
	City of Allen Facility Subtotal:			\$ 1,470,329		\$ 1,470,329	\$ 656,363	\$ 2,126,692								\$ 2,126,692	\$ 2,126,692
North Texas Municipal Water District (NTMWD) Proposed Facility Improvements																	
	Sloan Creek Lift Station	2022	Varies	\$ 10,400,000	75.0%	\$ 7,800,000		\$ 7,800,000	Utilized Capacity for Regional NTMWD Treatment Facilities calculated using proportion of year 2032 population to build-out population.	0%	100%	100%	\$ -	\$ 7,800,000	\$ 7,800,000		
	Wilson Creek Regional WWTP (Various Improvements)	2022		\$ 8,551,000	8.1%	\$ 692,631		\$ 692,631		0%	100%	100%	\$ -	\$ 692,631	\$ 692,631		
	Wilson Creek Regional WWTP (Various Improvements)	2023		\$ 43,825,000	8.1%	\$ 3,549,825		\$ 3,549,825		0%	100%	100%	\$ -	\$ 3,549,825	\$ 3,549,825		
	Wilson Creek Regional WWTP (Various Improvements)	2024		\$ 52,900,000	8.1%	\$ 4,284,900		\$ 4,284,900		0%	100%	100%	\$ -	\$ 4,284,900	\$ 4,284,900		
	Wilson Creek Regional WWTP (Various Improvements)	2025		\$ 3,907,000	8.1%	\$ 316,467		\$ 316,467		0%	100%	100%	\$ -	\$ 316,467	\$ 316,467		
	Wilson Creek Regional WWTP (Various Improvements)	2026		\$ 15,812,000	8.1%	\$ 1,280,772	Included in Const. Cost	\$ 1,280,772		0%	100%	100%	\$ -	\$ 1,280,772	\$ 1,280,772		
	Wilson Creek Regional WWTP (Various Improvements)	2027		\$ 320,000	8.1%	\$ 25,920		\$ 25,920		0%	100%	100%	\$ -	\$ 25,920	\$ 25,920		
	Wilson Creek Regional WWTP (Various Improvements)	2028		\$ 2,020,000	8.1%	\$ 163,620		\$ 163,620		0%	100%	100%	\$ -	\$ 163,620	\$ 163,620		
	Wilson Creek Regional WWTP (Various Improvements)	2029		\$ 20,200,000	8.1%	\$ 1,636,200		\$ 1,636,200		0%	100%	100%	\$ -	\$ 1,636,200	\$ 1,636,200		
	Wilson Creek Regional WWTP (Various Improvements)	2030		\$ -	8.1%	\$ -		\$ -		0%	100%	100%	\$ -	\$ -	\$ -		
	Wilson Creek Regional WWTP (Various Improvements)	2031		\$ 271,000	8.1%	\$ 21,951		\$ 21,951		0%	100%	100%	\$ -	\$ 21,951	\$ 21,951		
	Wilson Creek Regional WWTP (Various Improvements)	2032		\$ 19,710,000	8.1%	\$ 1,596,510		\$ 1,596,510		0%	100%	100%	\$ -	\$ 1,596,510	\$ 1,596,510		
	NTMWD Facility Subtotal:			\$ 177,916,000		\$ 21,368,796		\$ 21,368,796							\$ 21,368,796	\$ 21,368,796	
Proposed Facility Total				\$ 179,386,400		\$ 22,839,200	\$ 656,400	\$ 23,495,500							\$ 23,495,500	\$ 23,495,500	

- Notes: 1. The Construction, Engineering, and other miscellaneous project cost are included within the NTMWD construction cost shown.
2. Utilized capacities for 2032 NTMWD facilities were determined to be 100% due to population to reach buildout population during 10-year period.
3. The NTMWD provided a project list, including dates and cost data, for projects within the NTMWD Regional Wastewater System. The projects identified by NTMWD are regional, and their cost are shared amongst all member Cities within the regional system. The actual City of Allen Participation in the NNTMWD Regional Wastewater System was 8.1% according to FY 2014 data provided by NTMWD.

TABLE NO. 12
WASTEWATER COLLECTION SYSTEM – EXISTING FACILITIES

Impact Fee Project No.	Project Description	Existing Wastewater Facility Cost (\$)				Capacity Utilized (%)			Capacity Utilized (\$)		
		Project Cost	City of Allen Participation/ Obligation	City of Allen Project Cost	Total 20 Yr. Project Cost \$	2022	2032	In The CRF Period	2022	2032	In The CRF Period
City of Allen Wastewater Facilities											
1A	Lost Creek Lift Station & 15" Force Main	\$200,000	100%	200,000	\$200,000	100%	100%	0%	\$200,000	\$200,000	\$0
2A	South Malone (Villages at Maxwell Creek) Lift Station & 12" Force Main	\$160,000	100%	160,000	\$160,000	100%	100%	0%	\$160,000	\$160,000	\$0
	Subtotal, City of Allen Facilities:	\$360,000		\$360,000	\$360,000				\$360,000	\$360,000	\$0
North Texas Municipal Water District Facilities											
1	Wilson Creek Wastewater Treatment Plant (RWWTP) Expansion	\$31,717,000	8.1%	2,569,077	\$2,569,077	81%	100%	19%	\$2,084,890	\$2,569,077	\$484,187
2	Phase III - Parallel Rowlett/Cottonwood Transfer Sewer	\$8,583,000	10.7%	918,381	\$918,381	100%	100%	0%	\$918,381	\$918,381	\$0
3	Rowlett Creek Section III (ASAP Sewer Ph. II & III)	\$3,081,000	10.7%	329,667	\$329,667	100%	100%	0%	\$329,667	\$329,667	\$0
4	Phase III - Upper Rowlett Creek Force Main	\$2,558,000	10.7%	273,706	\$273,706	100%	100%	0%	\$273,706	\$273,706	\$0
5	Rowlett Creek Trunk Sewer (IRS 94-4)	\$575,529	10.7%	61,582	\$61,582	81%	100%	19%	\$49,840	\$61,582	\$11,742
6	Rowlett Creek Trunk Sewer (IRS 95-6)	\$1,715,844	10.7%	183,595	\$183,595	52%	100%	48%	\$95,522	\$183,595	\$88,073
7	Watters Branch Trunk Sewer (IRS 97-2 & IRS 97-3)	\$1,783,988	10.7%	190,887	\$190,887	81%	100%	19%	\$154,491	\$190,887	\$36,396
8	Cottonwood Creek Trunk Sewer (IRS 93-3)	\$3,398,861	10.7%	363,678	\$363,678	100%	100%	0%	\$363,678	\$363,678	\$0
9	Rowlett/Cottonwood Force Mains (IRS 84-1c)	\$1,784,764	10.7%	190,970	\$190,970	100%	100%	0%	\$190,970	\$190,970	\$0
10	Rowlett/Cottonwood Transfer Sewer (IRS 84-1d & IRS 84-1e)	\$6,810,300	10.7%	728,702	\$728,702	100%	100%	0%	\$728,702	\$728,702	\$0
11	Upper Rowlett & Cottonwood Creek Lift Stations (IRS 84-1g)	\$4,013,188	10.7%	429,411	\$429,411	100%	100%	0%	\$429,411	\$429,411	\$0
12	Upper Rowlett & Cottonwood Creek Lift Station Expansions (IRS 94-3 & IRS 95-4)	\$792,500	10.7%	84,798	\$84,798	100%	100%	0%	\$84,798	\$84,798	\$0
13	Wilson Creek Wastewater Treatment Plant (RWWTP)	\$42,675,000	8.1%	3,456,675	\$3,456,675	81%	100%	19%	\$2,805,204	\$3,456,675	\$651,471
14	Remaining Phase 2 - Rowlett Creek Section III	\$4,480,000	10.7%	479,360	\$479,360	100%	100%	0%	\$479,360	\$479,360	\$0
	Subtotal, NTMWD Facilities:	\$113,968,974		\$10,260,488	\$10,260,488				\$8,988,620	\$10,260,488	\$1,271,868
Existing Facilities Total		\$114,328,974		\$10,620,488	\$10,620,488				\$9,348,620	\$10,620,488	\$1,271,868

- Notes: 1. The Construction, Engineering, and other miscellaneous project cost are included within the NTMWD construction cost shown.
2. Actual City of Allen Participation of 8.1% in the NTMWD Regional Wastewater System as of FY 2014 provided by NTMWD.
3. Actual City of Allen Participation of 10.7% in the NTMWD Upper East Fork Interceptor System as of FY 2014 provided by NTMWD.
4. The capacities of Wilson Creek RWWTP (Project No. 1 & 13) were combined for the purpose of determining utilized capacities.

TABLE NO. 13A
WASTEWATER COLLECTION SYSTEM -- EXISTING IMPACT FEE SEWER LINES (CITY OF ALLEN)

Impact Fee Project No.	Project Description	Project Cost	City of Allen Participation/ Obligation	City of Allen Project Cost	Total 20 Year Project Cost (\$)	Capacity Utilized (%)			Capacity Utilized (\$)		
						2022	2032	During Fee Period	2022	2032	During Fee Period
3A	Lost Creek, Phase I - Offsite Sewer (Malone to Rockridge)	\$306,000	100%	\$306,000	\$306,000	100%	100%	0%	\$306,000	\$306,000	\$0
4A	Lost Creek, Phase I - Offsite Sewer	\$203,062	100%	\$203,062	\$203,062	100%	100%	0%	\$203,062	\$203,062	\$0
5A	Rowlett Cr. 15-In Sanitary Sewer (North of Exchange Pkwy.)	\$133,981	36%	\$48,233	\$48,233	100%	100%	0%	\$48,233	\$48,233	\$0
6A	Hwy. 75 15-In Sanitary Sewer (Ridgemont Dr.-Rowlett Cr.)	\$106,706	20%	\$21,341	\$21,341	41%	100%	59%	\$8,775	\$21,341	\$12,566
7A	18-In Gravity Main Along U.S. 75 (Rowlett Creek to Allen Premium Outlets)	\$200,000	100%	\$200,000	\$326,000	41%	100%	59%	\$134,049	\$326,000	\$191,951
8A	Ola Street 15-In Sanitary Sewer	\$32,280	100%	\$32,280	\$32,280	100%	100%	0%	\$32,280	\$32,280	\$0
Existing Impact Fee Sewer Line Total:		\$982,029.00		\$810,916	\$936,916				\$732,399	\$936,916	\$204,517

TABLE NO. 13B
WASTEWATER COLLECTION SYSTEM -- PROPOSED IMPACT FEE SEWER LINES

Project Description	Prop. Year Const.	Project Cost	City of Allen Participation/ Obligation	Total 20 Year City of Allen Project Cost (\$)	Capacity Utilized (%)			Capacity Utilized (\$)		
					2022	2032	During Fee Period	2022	2032	During Fee Period
City of Allen Proposed Sewer Line Improvements										
No City Proposed Sewer Lines										
North Texas Municipal Water District (NTMWD) Proposed Sewer Line Improvements										
Upper East Fork Interceptor System (Various Improvements)	2022	\$9,177,000	10.7%	\$981,939	0%	100%	100%	\$0	\$981,939	\$981,939
Upper East Fork Interceptor System (Various Improvements)	2023	\$5,200,000	10.7%	\$556,400	0%	100%	100%	\$0	\$556,400	\$556,400
Upper East Fork Interceptor System (Various Improvements)	2023	\$1,096,000	10.7%	\$117,272	0%	100%	100%	\$0	\$117,272	\$117,272
Upper East Fork Interceptor System (Various Improvements)	2024	\$11,725,000	10.7%	\$1,254,575	0%	100%	100%	\$0	\$1,254,575	\$1,254,575
Upper East Fork Interceptor System (Various Improvements)	2024	\$0	10.7%	\$0	0%	100%	100%	\$0	\$0	\$0
Upper East Fork Interceptor System (Various Improvements)	2026	\$64,000	10.7%	\$6,848	0%	100%	100%	\$0	\$6,848	\$6,848
Upper East Fork Interceptor System (Various Improvements)	2026	\$63,000	10.7%	\$6,741	0%	100%	100%	\$0	\$6,741	\$6,741
Upper East Fork Interceptor System (Various Improvements)	2027	\$0	10.7%	\$0	0%	100%	100%	\$0	\$0	\$0
Upper East Fork Interceptor System (Various Improvements)	2029	\$0	10.7%	\$0	0%	100%	100%	\$0	\$0	\$0
Upper East Fork Interceptor System (Various Improvements)	2030	\$0	10.7%	\$0	0%	100%	100%	\$0	\$0	\$0
Upper East Fork Interceptor System (Various Improvements)	2032	\$68,200	10.7%	\$7,297	0%	100%	100%	\$0	\$7,297	\$7,297
Proposed Impact Fee Sewer Line Total:		\$27,393,200		\$2,931,100				\$0	\$2,931,100	\$2,931,100

- Notes: 1. Utilized capacities for 2032 NTMWD facilities were determined to be 100% due to population to reach buildout population during 10-year period.
2. The NTMWD provided a project list, including dates and cost data, for projects within the Upper East Fork Interceptor System. The projects identified by NTMWD regional, and their cost are shared amongst all member Cities within the regional system. The actual City of Allen Participation in the NTMWD Upper East Fork Interceptor System was 10.7% according to FY 2014 data provided by NTMWD.
3. The yearly project cost provided by NTMWD includes construction, engineering, testing, etc.

TABLE NO. 14
WASTEWATER SYSTEM UTILIZED CAPACITY COST BASIS –
CITY OF ALLEN / NTMWD

	CITY OF ALLEN Utilized Capacity		N.T.M.W.D. Utilized Capacity		TOTAL	
	(\$)	%	(\$)	%	(\$)	%
Existing Wastewater System	\$ -	0.00%	\$ 1,271,868	100.00%	\$ 1,271,868	100%
Proposed Wastewater System & Planning Cost	\$ 2,136,692	8.08%	\$ 24,299,896	91.92%	\$26,436,588	100%
TOTAL	\$ 2,136,692	7.71%	\$25,571,764	92.29%	\$27,708,456	100%

E. CALCULATION OF MAXIMUM IMPACT FEES - WATER & WASTEWATER SYSTEM

Chapter 395, of the Local Government Code allows the maximum impact fee to be charged if revenues from Future Ad Valorem Taxes, and water and sewer bills are included as a credit in the analysis. If not, the Act allows the maximum assessable fee to be set at 50% of the calculated maximum fee. The maximum impact fees for the water and wastewater systems are calculated separately by dividing the cost of the capital improvements or facility expansions necessitated and attributable to new development in the Service Area within the ten year period by the number of living units anticipated to be added to City within the ten year period. To simplify collection, we recommend the fee remain fixed throughout the 5-year period, unless changed by Council.

Maximum Water Impact Fee	= $\frac{\text{Eligible Existing Infrastructure Utilized} + \text{Eligible Proposed Infrastructure Utilized Cost}}{\text{Number of New Living Unit Equivalent over the Next 10 Years}}$		
	=	$\frac{\$12,531,326.97}{6,963} + \frac{\$31,167,043.10}{6,963}$	$\frac{\$43,698,370.07}{6,963}$
Maximum Impact Fee	=	<u>\$6,275.80</u>	
Allowable Maximum Water Impact Fee: (Max Impact Fee x 50%)*	=		<u>\$3,137.90</u>
<i>* Maximum allowable impact fee is 50% of the maximum calculated impact fee per Chapter 395 LGC</i>			

Maximum Wastewater Impact Fee	= $\frac{\text{Eligible Existing Infrastructure Utilized} + \text{Eligible Proposed Infrastructure Utilized Cost}}{\text{Number of New Living Unit Equivalent over the Next 10 Years}}$		
	=	$\frac{\$1,271,868.34}{6,963} + \frac{\$26,436,587.80}{6,963}$	$\frac{\$27,708,456.14}{6,963}$
Maximum Impact Fee	=	<u>\$3,979.38</u>	
Allowable Maximum Wastewater Impact Fee: (Max Impact Fee x 50%)*	=		<u>\$1,989.69</u>
<i>* Maximum allowable impact fee is 50% of the maximum calculated impact fee per Chapter 395 LGC</i>			

Based on the Maximum Impact Fee Calculation for Water and Wastewater, **Table No. 15** calculates the maximum impact fee for the various sizes of water meters.

TABLE NO. 15
Allowable Maximum Fee per Living Unit Equivalent
And
Per Meter Size and Type

50% Max . Water Impact fee /LUE \$ **3,137.90**
50% Max . Wastewater Impact fee /LUE \$ **1,989.69**

Meter Type	Meter Size	LUE	Maximum Impact Fee		Total
			Water	Wastewater	
Ultrasonic	5/8" x 3/4"	1.0	\$ 3,137.90	\$ 1,989.69	\$ 5,127.59
Ultrasonic	1"	2.8	\$ 8,660.60	\$ 5,491.55	\$ 14,152.15
Ultrasonic	1½"	4.2	\$ 13,179.17	\$ 8,356.71	\$ 21,535.88
Ultrasonic	2"	10.0	\$ 31,378.98	\$ 19,896.92	\$ 51,275.91
Ultrasonic	3"	20.0	\$ 62,757.96	\$ 39,793.85	\$ 102,551.81
Ultrasonic	4"	40.0	\$ 125,515.93	\$ 79,587.70	\$ 205,103.62
Ultrasonic	6"	76.0	\$ 238,480.26	\$ 151,216.62	\$ 389,696.88
Ultrasonic	8"	112.0	\$ 351,444.60	\$ 222,845.55	\$ 574,290.14

CITY OF ALLEN THOROUGHFARE CAPITAL IMPROVEMENT PLAN

ROADWAY IMPACT FEES

A. LAND USE ASSUMPTIONS BY ROADWAY SERVICE AREA

One of the initial steps in developing roadway impact fees includes the identification of data related to the planned land uses for land within the City of Allen city limits by roadway service area, as identified in Figures 1A and 5. A summary of the land use data by roadway service area is provided in **Table 17** below.

Table 17 - Summary of Land Use Data
City of Allen 2022 Roadway Impact Fee Study

Service Area		Land Use: Unit:	Residential Dwelling Units	Office Acres	Retail Acres	Industrial Acres	Public/Institutional Acres	Parks/Open Space Acres
1	Year	2022	2,009	143	148	300	74	2
		2032	2,682	205	174	432	77	0
		Ultimate	2,737	208	176	437	78	0
2	Year	2022	14,168	394	511	210	365	343
		2032	15,969	498	613	279	468	364
		Ultimate	16,295	504	620	282	473	364
3	Year	2022	18,917	223	647	392	478	471
		2032	18,997	240	755	449	494	412
		Ultimate	19,029	243	764	454	500	412

B. CAPITAL IMPROVEMENT PLAN

The capital improvement plan includes projects intended for construction by the City of Allen in the next 10 years to serve both existing and future development. In order to be funded by roadway impact fees, a roadway project must be included in the 10-year CIP.

1) Existing Facilities

The City of Allen major roadway and collector street system is mostly developed at this time. Several roadways in developed areas are partially built to current thoroughfare plan standards. Many existing streets are currently four-lane divided roadways that are shown as six-lane divided roadways in the thoroughfare plan. A few of the proposed roadway segments on the thoroughfare plan do not currently exist.

The existing major roadways within the City under the operation and maintenance jurisdiction of the Texas Department of Transportation (TxDOT) include US Highway 75 (US 75), State Highway 121 (SH 121), FM 1378, and portions of both Stacy Road (FM 2786) and Angel Parkway (FM 2551). Existing principal arterials include Stacy Road, Exchange Parkway, McDermott Drive and Greenville Avenue. Existing minor arterials include Alma Drive, Main Street, Bethany Drive, Watters Road, and Angel Parkway.

2) Proposed Facilities

The City of Allen Thoroughfare Plan is the basis for development of the future street system. The thoroughfare system is a conventional network conforming to a hierarchical, functional classification system developed to support the forecast traffic demands of future land use.

The highest classification of roadway are the Principal Arterial and Minor Arterial types. These roadways are generally multiple lanes (4 or 6) with medians that serve the function of controlling access, separating opposing traffic movements and providing an area for the storage of left turning vehicles. The lower classifications are the collector facilities that are developed to serve the adjoining developments. The character of the developments served should determine the sizes and alignments of collector roadways.

3) Capital Improvement Plan for Roadway Impact Fees

All roadways included in the Thoroughfare Plan were considered for inclusion in the Capital Improvement Plan (CIP). The thoroughfare facilities determined for inclusion in the Capital Improvement Plan of this study are tabulated in **Table 18A** (page 36) and graphically illustrated in **Figure 5** (page 38). In addition, under existing State Statute, a municipalities' cost associated with TxDOT facilities can be financed with impact fees. Each listed project includes a description of the planned improvements, the approximate project length, and an engineer's opinion of probable cost to the City. The probable construction costs for these projects were prepared without the benefit of a detailed preliminary engineering study for each project and were developed based on previous roadway project construction bids. All roadways included in the 2022 CIP are identified in the City of Allen Thoroughfare Plan.

Recoupment costs for projects completed as part of the previous CIP are shown in **Table 18B** (page 37). These projects are projects which have previously been built to serve existing and future roadway needs. The actual construction costs for these recoupment projects were provided by City of Allen staff based on the best information that was available.

For both the CIP and recoupment projects, the costs shown include only those costs that will be paid for or has been paid for by the City of Allen. Financing costs for both of these types of projects were also included in the total estimated cost with an assumed interest rate of 6%.

Table 18A - Proposed Roadway Capital Improvements
City of Allen 2022 Roadway Impact Fee Study

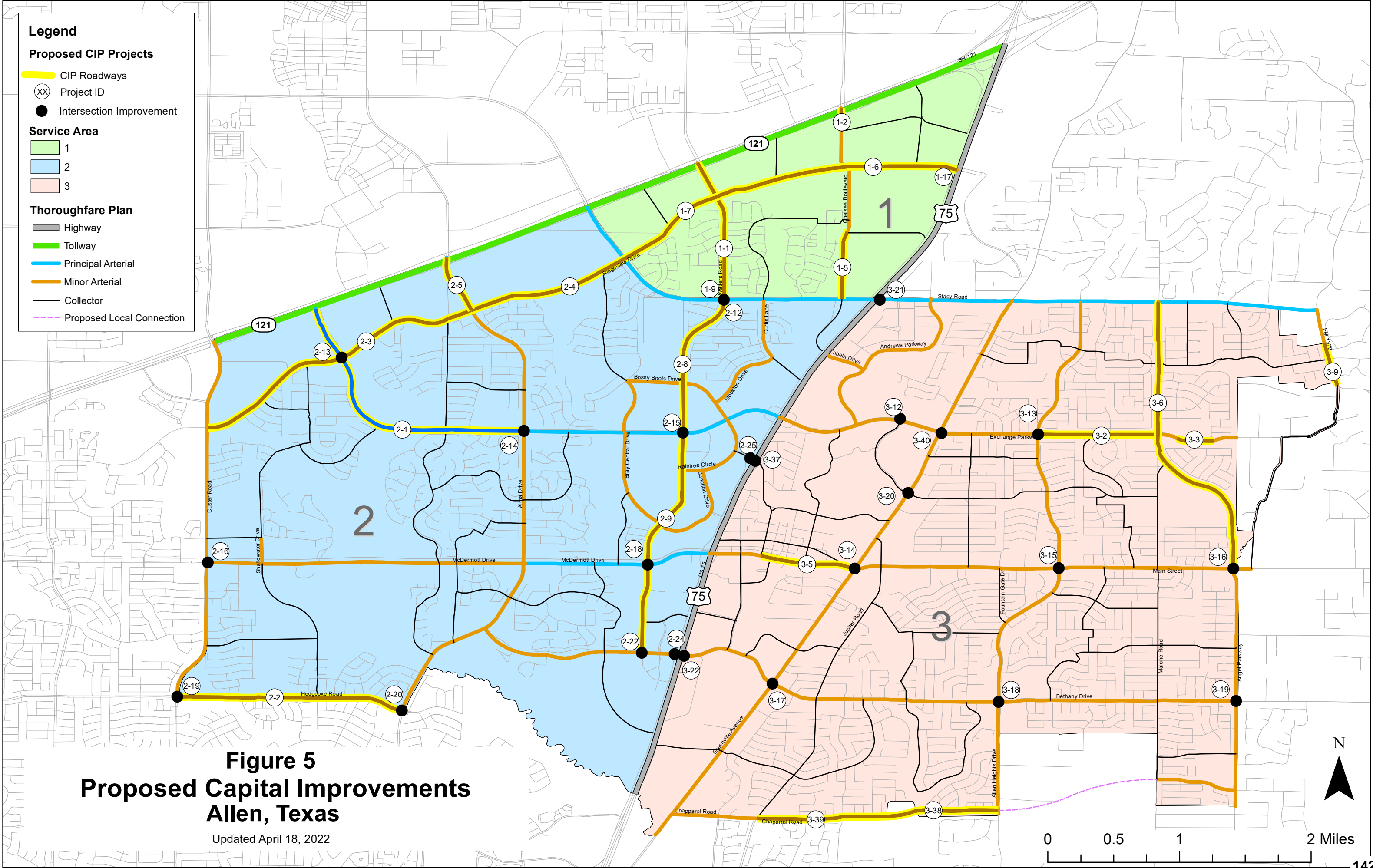
Project #	Road Name	From	To	Segment Length (ft)	Planned Configuration	Existing Condition	Notes	Needed Construction	Capital Cost (1)	Debt Service (2)	Total Project Cost
Service Area 1											
1-1	Watters Road	SH 121	Stacy Rd	6,050	6D	4 divided		add 2 inside lanes	\$ 3,448,500	\$ 2,564,619	\$ 6,013,119
1-2	Chelsea Boulevard	SH 121	650' S of 121	650	6D	3 NB, 2 SB divided		add 1 SB lane to inside	\$ 185,250	\$ 137,769	\$ 323,019
1-5	Chelsea Boulevard	Allen Commerce Pkwy	Stacy Rd	2,650	6D	4 divided		add 2 inside lanes	\$ 1,510,500	\$ 1,123,345	\$ 2,633,845
1-6	Ridgeview Drive	1350' E of Watters	US 75	3,250	4D	not existing		build 4-lane divided	\$ 5,850,000	\$ 4,350,593	\$ 10,200,593
1-7	Ridgeview Drive	Stacy Rd	US 75	11,900	6D	4 divided (after Project 1-6)		add 2 inside lanes	\$ 6,783,000	\$ 5,044,457	\$ 11,827,457
1-9	Stacy Road at Watters Road			-				add 2nd SB left turn lane	\$ 125,000	\$ 92,961	\$ 217,961
1-17	ROW of Interchange of Ridgeview Drive and US 75						City contribution of ROW for TxDOT Project		\$ 144,483	\$ 107,450	\$ 251,933
1-TS	Number of Traffic Signals to Construct in Service Area 1:			2					\$ 800,000	\$ 594,953	\$ 1,394,953
TOTAL									\$ 18,846,733	\$ 14,016,147	\$ 32,862,880
Service Area 2											
2-1	Exchange Parkway	SH 121	Alma Dr	10,150	6D	4 divided		add 2 inside lanes	\$ 5,785,500	\$ 4,302,625	\$ 10,088,125
2-2	Hedgcoxe Road	Custer Rd	Alma Dr	7,750	6D	3 EB, 2 WB divided	on Plano border	add 1 WB lane to inside	\$ 2,208,750	\$ 1,642,628	\$ 3,851,378
2-3	Ridgeview Drive	Custer Rd	Alma Dr	10,650	6D	4D		add 2 inside lanes	\$ 6,070,500	\$ 4,514,577	\$ 10,585,077
2-4	Ridgeview Drive	Alma Dr	Stacy Rd	5,600	6D	4 divided		add 2 inside lanes	\$ 3,192,000	\$ 2,373,862	\$ 5,565,862
2-5	Alma Drive	SH 121	Ridgeview Dr	2,000	6D	4 divided		add 2 outside lanes	\$ 1,700,000	\$ 1,264,275	\$ 2,964,275
2-8	Watters Road	Stacy Rd	Exchange Pkwy	5,850	6D	4 divided		add 2 inside lanes	\$ 3,334,500	\$ 2,479,838	\$ 5,814,338
2-9	Watters Road	Exchange Pkwy	Bethany Dr	9,100	6D	4 divided		add 2 inside lanes	\$ 5,187,000	\$ 3,857,526	\$ 9,044,526
2-12	Stacy Road at Watters Road			-				add 2nd NB left turn lane	\$ 125,000	\$ 92,961	\$ 217,961
2-13	Exchange Parkway at Ridgeview Drive			-				add 2nd left turn lane for all approaches	\$ 500,000	\$ 371,846	\$ 871,846
2-14	Exchange Parkway at Alma Dr			-				add SB right turn lane & ROW needed	\$ 593,000	\$ 441,009	\$ 1,034,009
2-15	Exchange Parkway at Watters Road			-				add 2nd NB + SB left turn lanes; add SB right turn & ROW needed	\$ 1,093,000	\$ 812,854	\$ 1,905,854
2-16	McDermott Drive at Custer Rd			-				add WB right turn lane & ROW needed	\$ 593,000	\$ 441,009	\$ 1,034,009
2-18	McDermott Drive at Watters Road			-				add 2nd NB+SB left turn lane	\$ 250,000	\$ 185,923	\$ 435,923
2-19	Hedgcoxe Road at Custer Rd			-				add WB right turn lane & ROW needed	\$ 593,000	\$ 441,009	\$ 1,034,009
2-20	Hedgcoxe Road at Alma Dr			-				add SB right turn lane; add 2nd EB left turn lane & ROW needed	\$ 1,218,000	\$ 905,816	\$ 2,123,816
2-22	Bethany Dr at Watters Road			-				add 2nd NB+SB+EB left turn lane & ROW needed	\$ 875,000	\$ 650,730	\$ 1,525,730
2-24	Bethany Dr at US 75			-				add 2nd EB right turn lane; separate SB left turn & through	\$ 451,000	\$ 335,405	\$ 786,405
2-25	Allen Gateway (West of US 75)			-				construct roundabout at SB US 75 Frontage Road and Allen Drive	\$ 2,032,929	\$ 1,511,871	\$ 3,544,800
2-TS	Number of Traffic Signals to Construct in Service Area 2:			5					\$ 2,000,000	\$ 1,487,382	\$ 3,487,382
TOTAL									\$ 37,802,179	\$ 28,113,146	\$ 65,915,325
Service Area 3											
3-2	Exchange Parkway	Allen Heights Dr	Angel Pkwy	4,000	6D	4 divided		add 2 inside lanes	\$ 2,280,000	\$ 1,695,616	\$ 3,975,616
3-3	Exchange Parkway	1000' E of Angel	Windgate Way	850	4D	2 undivided		build other half of 4D	\$ 722,500	\$ 537,317	\$ 1,259,817
3-5	McDermott Drive	S Allen Dr	Greenville Ave	3,200	6D	4 divided		add 2 inside lanes	\$ 1,824,000	\$ 1,356,493	\$ 3,180,493
3-6	Angel Parkway	Stacy Rd	Main St	11,900	6D	4 divided		add 2 inside lanes	\$ 6,783,000	\$ 5,044,457	\$ 11,827,457
3-9	FM 1378	Along East City Limit		1,600	6D	2 undivided	on border with Fairview and Lucas	build 4 lanes - ROW needed	\$ 4,800,000	\$ 3,569,717	\$ 8,369,717
3-38	Chaparral Road	Allen Heights Dr	Rosewood Lane	4,300	6D	2 undivided		Build 1 WB lane, 3 EB lanes and 4 left turn lanes	\$ 8,220,000	\$ 6,113,141	\$ 14,333,141
3-39	Chaparral Road	Jupiter Road	Rosewood Lane	4,000	6D	2 EB, 3 WB divided		Build 1 EB lane and 4 left turn lanes	\$ 2,180,000	\$ 1,621,247	\$ 3,801,247
3-12	Exchange Parkway at Rivercrest Dr			-				add 2nd NB left turn lane & ROW needed	\$ 620,000	\$ 461,089	\$ 1,081,089
3-13	Exchange Parkway at Allen Heights Dr			-				add SB right turn lane & ROW needed	\$ 593,000	\$ 441,009	\$ 1,034,009
3-14	Main St at Greenville Avenue			-				add SB+EB+WB right turn lane; add 2nd SB+EB left turn lane & ROW needed	\$ 3,029,000	\$ 2,252,640	\$ 5,281,640
3-15	Main St at Allen Heights Dr			-				add EB+WB right turn lane & ROW needed	\$ 843,000	\$ 626,932	\$ 1,469,932
3-16	Main St at Angel Pkwy			-				add right turn lane for all approaches; add 2nd NB+SB left turn lane & ROW needed	\$ 3,122,000	\$ 2,321,804	\$ 5,443,804
3-17	Bethany Dr at Greenville Ave			-				add 2nd left turn lane for all approaches & ROW needed	\$ 2,500,000	\$ 1,859,228	\$ 4,359,228
3-18	Bethany Dr at Allen Heights Dr			-				add 2nd NB+SB+WB left turn lane	\$ 375,000	\$ 278,884	\$ 653,884
3-19	Bethany Dr at Angel Pkwy			-				add 2nd EB left turn lane & ROW needed	\$ 375,000	\$ 278,884	\$ 653,884
3-20	Greenville Avenue at Rivercrest Dr			-				add 2nd EB left turn lane & ROW needed	\$ 375,000	\$ 278,884	\$ 653,884
3-21	Stacy Road at at US 75 NB Frontage Road			-				add 3rd left lane	\$ 200,000	\$ 148,738	\$ 348,738
3-22	Bethany Dr at US 75			-				add WB right turn lane; separate NB left turn and through lane	\$ 463,000	\$ 344,329	\$ 807,329
3-37	Allen Gateway (East of US 75)			-				construct roundabout at NB US 75 Frontage Road and Allen Drive	\$ 2,032,929	\$ 1,511,871	\$ 3,544,800
3-40	Greenville Avenue at Exchange Parkway			-				add SB right turn lane and NB & SB dual left turn lane	\$ 833,000	\$ 619,495	\$ 1,452,495
3-TS	Number of Traffic Signals to Construct in Service Area 3:			3					\$ 1,200,000	\$ 892,429	\$ 2,092,429
TOTAL									\$ 43,370,429	\$ 32,254,204	\$ 75,624,633
OVERALL TOTAL										\$ 74,383,497	\$ 174,402,838

Notes:
(1) For state-maintained roadways and traffic signals, Allen's participation is shown and assumed to be 20% of the total cost
(2) Debt service cost calculated for financing over 20-years at a 6% annual interest rate

Table 18B - Eligible Recoupment Projects Completed with Previous CIP
City of Allen 2022 Roadway Impact Fee Study

Project #	Road Name	From	To	Segment Length (ft)	Project Year	Project Description	Capital Cost	Debt Service (1)	Total Project Cost
Service Area 1									
1-10	Watters Road	Ridgeview Dr	Stacy Rd	4,050	2010	Built to 4D	\$ 357,480	\$ 265,855	\$ 623,335
1-11	Chelsea Boulevard	SH 121	Allen Commerce Pkwy	4,800	2012	Built 2 lanes	\$ 2,936,000	\$ 2,183,477	\$ 5,119,477
1-12	Ridgeview Drive	Waltham Ln	Watters Rd	2,900	2013	Built to 4D	\$ 792,000	\$ 589,003	\$ 1,381,003
1-14	Ridgeview Drive	Cottonwood Creek	Chelsea Blvd	3,300	2018	Build 4 lane Divided	\$ 4,501,329	\$ 3,347,598	\$ 7,848,927
1-15	Chelsea Boulevard	-	-	-	2022	Intersection Improvements	\$ 275,966	\$ 205,234	\$ 481,200
1-13	Stacy Rd at Watters Rd	-	-	-	2006	Traffic Signal Installation	\$ 70,159	\$ 52,177	\$ 122,336
1-16	Ridgeview Drive at Watters Road	-	-	-	2021	Traffic Signal Installation	\$ 337,853	\$ 251,258	\$ 589,111
TOTAL							\$ 9,270,787	\$ 6,894,602	\$ 16,165,389
Service Area 2									
2-25	Watters Road	Stacy Rd	Raintree Circle	7,400	2010	Built to 4D	\$ 635,520	\$ 472,631	\$ 1,108,151
2-26	Hedgcoxe Road	East school property	Longwood Dr	2,050	2007	Built 2 Lanes	\$ 370,000	\$ 275,166	\$ 645,166
2-27	Ridgeview Drive	Custer Rd	Alma Dr	10,650	2011	Built to 4D	\$ 2,719,000	\$ 2,022,096	\$ 4,741,096
2-28	Ridgeview Drive	Alma Dr	Stacy Rd	5,600	2015	Built to 4D	\$ 3,160,000	\$ 2,350,064	\$ 5,510,064
2-29	Alma Drive	Rollins Dr	Tatum Dr	1,750	2008	Built 1 Lane	\$ 256,000	\$ 190,385	\$ 446,385
2-30	Exchange Parkway	Twin Creeks Dr	SH 121	7,500	2009	Built 2 Lanes Twin Creeks to Ridgeview, and 4 Lanes Ridgeview to SH 121	\$ 2,717,000	\$ 2,020,609	\$ 4,737,609
2-31	Exchange Parkway	Alma Dr	US 75	8,900	2014	Built to 6D	\$ 553,000	\$ 411,261	\$ 964,261
2-32	Montgomery Boulevard	~1,000' S of Bethany	US 75	2,600	2016	Built to 4D	\$ 743,584	\$ 552,997	\$ 1,296,581
2-45	Alma Drive	Hedgecoxe Lane	Rainforest Lane	2,650	2018	Built 2 Lanes	\$ 3,131,950	\$ 2,329,204	\$ 5,461,154
2-46	W. McDermott Drive	-	-	-	2018	Right Turn Lane Improvements	\$ 384,810	\$ 286,180	\$ 670,990
2-47	Bethany Drive at Watters & Watters Creek	-	-	-	2019	Intersection Improvements	\$ 1,298,633	\$ 965,782	\$ 2,264,415
2-33	Stacy Rd at Watters Rd	-	-	-	2006	Traffic Signal Installation	\$ 70,159	\$ 52,177	\$ 122,336
2-34	Alma Dr at Bel Air Dr	-	-	-	2004	Traffic Signal Installation	\$ 106,916	\$ 79,512	\$ 186,428
2-35	Hedgcoxe Rd & Duchess Dr	-	-	-	2006	Traffic Signal Installation	\$ 120,958	\$ 89,955	\$ 210,913
2-36	Exchange Pkwy & Watters Rd	-	-	-	2007	Traffic Signal Installation	\$ 141,638	\$ 105,335	\$ 246,973
2-37	Ridgeview Dr & Alma Dr	-	-	-	2009	Traffic Signal Installation	\$ 159,025	\$ 118,265	\$ 277,290
2-38	Exchange Pkwy & Ridgeview Dr	-	-	-	2009	Traffic Signal Installation	\$ 159,025	\$ 118,265	\$ 277,290
2-39	Ridgeview Dr & Walnut Springs Dr	-	-	-	2009	Traffic Signal Installation	\$ 159,025	\$ 118,265	\$ 277,290
2-40	Exchange Pkwy & Twin Creeks Dr	-	-	-	2009	Traffic Signal Installation	\$ 159,025	\$ 118,265	\$ 277,290
2-41	Service Center / FS #5 (McDermott Dr at Shallowater Dr)	-	-	-	2010	Traffic Signal Installation	\$ 279,996	\$ 208,231	\$ 488,227
2-42	Watters Rd & Bray Central Dr	-	-	-	2013	Traffic Signal Installation	\$ 250,134	\$ 186,022	\$ 436,156
2-43	Exchange Pkwy & Bossy Boots Dr	-	-	-	2013	Traffic Signal Installation	\$ 192,687	\$ 143,300	\$ 335,987
2-44	Watters Rd & Bossy Boots Dr	-	-	-	2013	Traffic Signal Installation	\$ 150,000	\$ 111,554	\$ 261,554
2-48	McDermott Drive and Twincreek Drive	-	-	-	2020	Traffic Signal Installation	\$ 42,892	\$ 31,898	\$ 74,790
2-49	Bethany Drive at Bel Air Drive	-	-	-	2021	Traffic Signal Installation	\$ 233,644	\$ 173,759	\$ 407,403
TOTAL							\$ 18,194,621	\$ 13,531,178	\$ 31,725,799
Service Area 3									
3-23	Exchange Parkway	Greenville	Allen Heights Dr	3,300	2014	Built to 6D	\$ 285,000	\$ 211,952	\$ 496,952
3-24	Bethany Drive	Allen Heights Dr	Angel Pkwy	8,000	2006	Built 2 Lanes Allen Heights to Malone, and 4 Lanes Malone to Angel	\$ 1,462,000	\$ 1,087,276	\$ 2,549,276
3-25	Bethany Drive	Allen Heights Dr	Angel Pkwy	8,000	2012	Built to 6D	\$ 1,753,000	\$ 1,303,691	\$ 3,056,691
3-26	Chaparral Rd	Persimmon Ct	Brook Ridge Ave	1,700	2010	Built 2 Lanes	\$ 419,733	\$ 312,152	\$ 731,885
3-27	Main Street	Allen Heights Dr	Angel Pkwy	5,900	2006	Built to 6D	\$ 3,807,436	\$ 2,831,556	\$ 6,638,992
3-28	Greenville Avenue	Exchange Pkwy	Stacy Rd	5,800	2007	Built to 4D	\$ 1,378,000	\$ 1,024,806	\$ 2,402,806
3-29	Stacy Road	US 75	Greenville Ave	4,600	2009	Built to 6D	\$ 1,120,000	\$ 832,934	\$ 1,952,934
3-1	Stacy Road	Greenville Ave	FM 1378	10,200	2018	City Contribution to TxDOT, Built 1 Lane	\$ 1,563,818	\$ 1,162,997	\$ 2,726,815
3-35	E. McDermott Drive	-	-	-	2018	Right Turn Lane Improvements	\$ 456,872	\$ 339,771	\$ 796,643
3-36	Greenville Avenue at Exchange	-	-	-	2018	Right Turn Lane Improvements	\$ 567,233	\$ 421,846	\$ 989,079
3-30	Bethany Dr & Cheyenne Dr	-	-	-	2002	Traffic Signal Installation	\$ 150,140	\$ 111,658	\$ 261,798
3-31	Bethany Dr & Aylesbury Dr	-	-	-	2003	Traffic Signal Installation	\$ 75,000	\$ 55,777	\$ 130,777
3-32	Exchange Pkwy & Rivercrest Blvd	-	-	-	2003	Traffic Signal Installation	\$ 92,297	\$ 68,640	\$ 160,937
3-33	McDermott Dr & Cedar Dr	-	-	-	2008	Traffic Signal Installation	\$ 246,956	\$ 183,659	\$ 430,615
3-34	Exchange Pkwy & Allen Station Pkwy	-	-	-	2008	Traffic Signal Installation	\$ 224,673	\$ 167,087	\$ 391,760
TOTAL							\$ 13,602,158	\$ 10,115,802	\$ 23,717,960
OVERALL TOTAL							\$ 41,067,566	\$ 30,541,582	\$ 71,609,148

Notes:
(1) Debt service cost calculated for financing over 20-years at a 6% annual interest rate



C. IMPACT FEE CALCULATION

After the land use assumptions and CIP have been finalized, this information is used to determine the maximum fee per service unit (impact fee) that can be charged by the City for new developments. The fee is calculated by dividing the costs of the capital improvements identified as necessary to serve growth forecast to occur during the 10-year planning period (CIP) by the number of service units of growth forecast to occur (using the land use assumptions). The specific steps, as described in following paragraphs of this section include:

- 1) Determination of a standard service unit;
- 2) Identification of service areas for the City;
- 3) Analysis of the total capacity, level of current usage, and commitment for usage of capacity of existing improvements;
- 4) Identification of that portion of the total capital improvements necessary to serve the projected growth over the next 10-year period;
- 5) Determination of the “standard service unit” and equivalency tables establishing the ratio of a service unit to the types of land use forecast for growth;
- 6) Calculating the resulting eligible costs per service unit (impact fee) for new developments in each service area.

1) Service Unit

To determine the impact fee rate applied to thoroughfare facilities the standard service unit selected was “**PM Peak Hour Vehicle-Miles.**” This service unit can be obtained by multiplying the number of trips generated by a specific land use type during the PM peak hour (vehicles) by the average trip length (miles) for that land use. The PM peak hour was chosen because it is usually considered the critical time, with the most vehicles, for roadway analyses. The trip generation data were directly obtained or derived for each defined land use type from the *Trip Generation Manual, 9th Edition* of the Institute of Transportation Engineers, which is the standard data reference to determine vehicle trip generation characteristics of particular land use types and densities. Trip length information for each land use specified was based on data developed for the Dallas-Fort Worth area by the North Central Texas Council of Governments (NCTCOG). The trip length was set at a maximum of three (3) miles for any land use, as this trip length was assumed to be the maximum average distance a trip would travel on roadways within each service area in the City of Allen. **Table 19** (page 40) shows the typical service units for each land use type used in developing the roadway impact fees.

Table 19 - Service Unit Calculation by Land Use Type
City of Allen 2022 Roadway Impact Fee Study

	Variable	PM Peak Trips ¹ (vehicles)	Trip Length ² (miles)	PM Peak Hour Vehicle-Miles
Residential	Dwelling Unit	0.99	3.0	2.97
Office	1,000 ft ²	1.44	3.0	4.32
Commercial / Retail	1,000 ft ²	5.06	2.4	12.14
Industrial	1,000 ft ²	0.65	3.0	1.95
Public and Institutional	1,000 ft ²	1.01	2.1	2.12
Parks and Recreational	Acre	13.01	2.1	27.32

¹ Based on ITE *Trip Generation Manual*, 11th Edition

² Based on NCTCOG data

2) Service Areas

The State Statute governing the imposition of development impact fees require that collection and expenditure of fees imposed for street facilities “...is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six miles.” To comply with this State Law, three service areas (Service Area 1, Service Area 2, and Service Area 3) were established for the City of Allen to ensure that funds are spent within six miles of where they are collected. The three service areas were shown in **Figure 5** (page 38), with US 75 and Stacy Road serving as the breakpoints between the three service areas. The service areas include all of the developable land within the existing city limits of Allen.

3) Analysis of 10-Year and Ultimate Growth

The land use assumption data provided by the City of Allen was converted to the standard service unit (vehicle-miles) by applying the trip generation and trip length data provided in Table 19. These results were used to provide an estimate of the existing service units (vehicle-miles) within each service area, as well as to forecast the growth in service units for both the next 10-year period (2022-2032) and the ultimate development of the City of Allen. **Table 20** below shows the portion of ultimate build-out service units that will be attributable to growth within the next 10 years. It should be noted that the City is anticipated to be built-out by 2032.

Table 20 - Summary of Vehicle-Mileage Distribution by Development Period
City of Allen 2022 Roadway Impact Fee Study

	Existing		2022 - 2032		Year 2032 - Ultimate		
Service Area	Vehicle-Miles 2022	Portion of Ultimate Vehicle-Miles	Vehicle-Miles Added 2022-2032	Portion of Ultimate Vehicle-Miles	Vehicle-Miles Added 2032 - Ultimate	Portion of Ultimate Vehicle-Miles	Ultimate Vehicle-Miles
1	33,550	0.7718	9,334	0.2147	588	0.0135	43,472
2	130,610	0.8346	23,737	0.1517	2,145	0.0137	156,492
3	161,373	0.9237	11,945	0.0684	1,378	0.0079	174,696
Total	325,533		45,016		4,111		374,660

4) Capital Improvements Costs Necessary to Serve 10-Year Growth

The total costs for implementing the roadway CIP were identified previously in Tables 18A and 18B. The street facility improvements identified in the CIP will logically serve all existing and future

growth by improved safety and drainage characteristics. Therefore, the 10-year eligible costs have been proportioned as the ratio of the 10-year growth to the total number of service units determined for build-out, as provided in Table 20 (page 40). **Table 21** below presents a summary of the roadway capital improvement costs for the three service areas.

Table 21 - Summary of Capital Improvement Cost by Service Area
City of Allen 2022 Roadway Impact Fee Study

Service Area	Zone Cost of Thoroughfare	Portion of Capacity of Thoroughfare Attributed to Growth (2022 - 2032)	Cost of Thoroughfare Attributed to Growth (2022 - 2032)
1	\$49,028,268.66	0.2147	\$10,526,369.28
2	\$97,641,123.96	0.1517	\$14,812,158.50
3	\$99,342,592.77	0.0684	\$6,795,033.35
Totals	\$246,011,985.38		\$32,133,561.13

In order to maintain the equity of impact fee assessment, the cost for streets included in the 10-year Capital Improvement Plan will include the total cost of the street facilities, not reduced by any expected participation. Rather, construction by a developer of an arterial facility within or off-site should be treated as a credit to the impact fee assessment.

5) Determination of Standard Service Unit Equivalency

Table 22 below presents the derivation of service unit equivalents for each of the six defined land use types. The service unit equivalents are referenced to and based on the residential land use. That is, the vehicle-miles/development unit for each land use are provided as a ratio of that land use to the residential land use.

Table 22 - Thoroughfare Land Use Equivalency
City of Allen 2022 Roadway Impact Fee Study

Land Use	Development Unit	Veh-Miles / Development Unit (1)	SU Equivalency (2)
Residential	Dwelling Unit	2.97	1.00
Office	1,000 ft ²	4.32	1.45
Commercial / Retail	1,000 ft ²	12.14	4.09
Industrial	1,000 ft ²	2.91	0.98
Public and Institutional	1,000 ft ²	2.12	0.71
Parks and Recreational	Acre	27.32	9.20

Notes:

(1) Based on data from the ITE *Trip Generation Manual* and NCTCOG

(2) Ratio of each land use to service unit of Residential

6) Cost Per Service Unit (Impact Fee) Calculation

Table 23 presents a summary of the calculations and resulting capital improvement costs attributable to growth per service unit, which represents the maximum *calculated* impact fee. This fee is calculated by taking the cost of the CIP attributable to growth in the next 10 years (Table 21) and dividing it by the estimated growth, or the number of new service units (Table 20), in the next 10

years. For reference, Table 23 also shows the previous impact fee calculated in 2017 and the percent change to the 2022 impact fee.

Table 23 - Impact Fee Calculation for Thoroughfare by Service Area
City of Allen 2022 Roadway Impact Fee Study

Service Area	Cost of Thoroughfare Attributed to Growth (2022 - 2032)	Number of New Service Units (2022 - 2032)	Cost Per Service Unit (2022)	Cost Per Service Unit (Rounded)	Previous Cost Per Service Unit (2017)	Percent Change
1	\$10,526,369.28	9,334	\$1,127.74	\$1,127	\$900	+25%
2	\$14,812,158.50	23,737	\$624.01	\$624	\$518	+20%
3	\$6,795,033.35	11,945	\$568.86	\$568	\$404	+41%
Totals	\$32,133,561.13	45,016				

D. SUMMARY OF IMPACT FEE CALCULATION METHODOLOGY

The methodology for calculating the maximum *allowable* impact fee for roadway facilities can be summarized in the following three steps and is summarized for Service Areas 1, 2, and 3 on the following pages. First, the cost of the roadway facilities (existing roadways eligible for recuperation of construction cost and proposed roadways) that can be attributed to new growth over the 10-year period is determined.

1) Calculation for Service Area 1

Cost of Roadway Facilities (Tables 18A and 18B - Service Area 1) = \$49,028,268.66
 Proportion of Capacity Attributable to New Growth (Table 20 - Service Area 1) = 0.2147
 Cost of Roadway Facilities Attributable to Growth (2022-2032):

$$\$49,028,268.66 \times 0.2147 = \$10,526,369.28$$

The second step is to determine the maximum *calculated* impact fee. The maximum *calculated* impact fee is the ratio of the total cost for roadway facilities attributable to growth in the next ten years (2022-2032) divided by the total growth in equivalent service units (ESU). The maximum calculated impact fee for Service Area 1 is:

Maximum Roadway Impact Fee =
$$\frac{\text{Eligible Thoroughfare Cost Attributed to Growth (Table 21)}}{\text{Total Growth in Equivalent Service Units (Table 20)}}$$

$$= \frac{\$10,526,369.28}{9,334 \text{ ESU}}$$

$$= \$1,127.74 / \text{ESU} = \$1,127 / \text{ESU (Rounded Service Area 1)}$$

This amount represents the maximum *calculated* impact fee for roadway facilities. For the final step, the current impact fee legislation requires the City to produce a financial analysis to support a fee greater than 50 percent of the eligible costs or to reduce the maximum calculated impact fee by 50 percent. If the City chooses to use a maximum *allowable* impact fee of 50 percent of the maximum calculated fee the amount would be $\$1,127 \times 50\% = \mathbf{\$563.50}$ for Service Area 1.

2) Calculation for Service Area 2

Cost of Roadway Facilities (Tables 18A and 18B - Service Area 2) = \$97,641,123.96
 Proportion of Capacity Attributable to New Growth (Table 20 - Service Area 2) = 0.1517
 Cost of Roadway Facilities Attributable to Growth (2022-2032):
 $\$97,641,123.96 \times 0.1517 = \$14,812,158.50$

The second step is to determine the maximum *calculated* impact fee. The maximum *calculated* impact fee is the ratio of the total cost for roadway facilities attributable to growth in the next ten years (2022-2032) divided by the total growth in equivalent service units (ESU). The maximum calculated impact fee for Service Area 2 is:

Maximum Roadway Impact Fee = $\frac{\text{Eligible Thoroughfare Cost Attributed to Growth (Table 21)}}{\text{Total Growth in Equivalent Service Units (Table 20)}}$
 $= \frac{\$14,812,158.50}{23,737 \text{ ESU}}$
 $= \$624.01 / \text{ESU} = \$624 / \text{ESU (Rounded Service Area 2)}$

This amount represents the maximum *calculated* impact fee for roadway facilities. For the final step, the current impact fee legislation requires the City to produce a financial analysis to support a fee greater than 50 percent of the eligible costs or to reduce the maximum calculated impact fee by 50 percent. If the City chooses to use a maximum *allowable* impact fee of 50 percent of the maximum calculated fee the amount would be $\$624 \times 50\% = \mathbf{\$312.00}$ for Service Area 2.

3) Calculation for Service Area 3

Cost of Roadway Facilities (Tables 18A and 18B - Service Area 3) = \$99,342,592.77
 Proportion of Capacity Attributable to New Growth (Table 20 - Service Area 3) = 0.0684
 Cost of Roadway Facilities Attributable to Growth (2022-2032):
 $\$99,342,592.77 \times 0.0684 = \$6,795,033.35$

The second step is to determine the maximum *calculated* impact fee. The maximum *calculated* impact fee is the ratio of the total cost for roadway facilities attributable to growth in the next ten years (2022-2032) divided by the total growth in equivalent service units (ESU). The maximum calculated impact fee for Service Area 3 is:

$$\begin{aligned}
 \text{Maximum Roadway Impact Fee} &= \frac{\text{Eligible Thoroughfare Cost Attributed to Growth (Table 21)}}{\text{Total Growth in Equivalent Service Units (Table 20)}} \\
 &= \frac{\$6,795,033.35}{11,945 \text{ ESU}} \\
 &= \$568.86 / \text{ESU} = \$568 / \text{ESU (Rounded Service Area 3)}
 \end{aligned}$$

This amount represents the maximum *calculated* impact fee for roadway facilities. For the final step, the current impact fee legislation requires the City to produce a financial analysis to support a fee greater than 50 percent of the eligible costs or to reduce the maximum calculated impact fee by 50 percent. If the City chooses to use a maximum *allowable* impact fee of 50 percent of the maximum calculated fee the amount would be $\$568 \times 50\% = \mathbf{\$284.00}$ for Service Area 3.

E. IMPACT FEE CALCULATION EXAMPLE

A land use equivalency table is provided in **Table 24** and represents an expansion of the basic land uses used for calculating the impact fee. This table identifies the total service units generated by specific uses within each land use category and includes land uses which may develop over the next 10-year period. To obtain the impact fee to be charged for a particular land use, the impact fee per service unit adopted by the City and the service units per development unit generated for that particular land use from Table 24 are used. Examples for calculating the impact fee for both a single family dwelling unit and a 50,000 ft² shopping center (commercial / retail facility) assuming maximum *allowable* impact fees of \$563.50 per service unit (Service Area 1), \$312.00 per service unit (Service Area 2), and \$284.00 per service unit (Service Area 3) are shown following Table 24.

Table 24 - Service Units by Land Use
City of Allen 2022 Roadway Impact Fee Study

CATEGORY	LAND USE	DEVELOPMENT UNITS ¹	ITE TRIP RATE ²	TRIP LENGTH ³	PASS-BY TRAFFIC ⁴	SERVICE UNITS ⁵	IMPACT FEE / DEVELOPMENT UNIT ⁶		
							Service Area 1	Service Area 2	Service Area 3
RESIDENTIAL									
	Single-Family Detached	Dwelling Unit	0.99	3.0	0	2.97	\$1,673.60	\$926.64	\$843.48
	Apartment/Multi-Family - High Rise	Dwelling Unit	0.32	3.0	0	0.96	\$540.96	\$299.52	\$272.64
	Apartment/Multi-Family - Mid Rise	Dwelling Unit	0.39	3.0	0	1.17	\$659.30	\$365.04	\$332.28
	Multifamily/Townhouse - Low Rise	Dwelling Unit	0.51	3.0	0	1.53	\$862.16	\$477.36	\$434.52
	Senior Living Facility / Community	Dwelling Unit	0.25	3.0	0	0.75	\$422.63	\$234.00	\$213.00
OFFICE									
	Office Building	1,000 ft ² GFA	1.44	3.0	0	4.32	\$2,434.32	\$1,347.84	\$1,226.88
	Medical Office	1,000 ft ² GFA	3.93	3.0	0	11.79	\$6,643.67	\$3,678.48	\$3,348.36
COMMERCIAL									
	Automobile Care Center	1,000 ft ² GFA	3.11	2.5	0	7.78	\$4,384.03	\$2,427.36	\$2,209.52
	Bank	1,000 ft ² GFA	21.01	1.7	0.35	23.22	\$13,084.47	\$7,244.64	\$6,594.48
	Car Wash (Automated)	Tunnels	77.50	2.0	0.40	93.00	\$52,405.50	\$29,016.00	\$26,412.00
	Convenience Store/Gas Station	Fueling Positions	22.76	0.4	0.75	2.28	\$1,284.78	\$711.36	\$647.52
	Home Improvement Store	1,000 ft ² GFA	2.29	3.0	0.42	3.98	\$2,242.73	\$1,241.76	\$1,130.32
	Hotel	Rooms	0.59	3.0	0	1.77	\$997.40	\$552.24	\$502.68
	Pharmacy/Drugstore	1,000 ft ² GFA	10.25	2.5	0.49	13.07	\$7,364.95	\$4,077.84	\$3,711.88
	Restaurant with Drive-In/Through	1,000 ft ² GFA	33.03	2.0	0.55	29.73	\$16,752.86	\$9,275.76	\$8,443.32
	Restaurant without Drive-In/Through	1,000 ft ² GFA	12.55	2.4	0.43	17.17	\$9,675.30	\$5,357.04	\$4,876.28
	Sit-Down Restaurant	1,000 ft ² GFA	9.05	2.4	0.43	12.38	\$6,976.13	\$3,862.56	\$3,515.92
	Shopping Center (>150,000 ft ²)	1,000 ft ² GFA	3.40	3.0	0.29	7.24	\$4,079.74	\$2,258.88	\$2,056.16
	Shopping Center (40,000-150,000 ft ²)	1,000 ft ² GFA	5.19	3.0	0.40	9.34	\$5,263.09	\$2,914.08	\$2,652.56
	Strip Retail (<40,000 ft ²)	1,000 ft ² GFA	6.59	3.0	0.40	11.86	\$6,683.11	\$3,700.32	\$3,368.24
	Supermarket	1,000 ft ² GFA	8.95	2.5	0.24	17.01	\$9,585.14	\$5,307.12	\$4,830.84
INDUSTRIAL									
	Light Industrial	1,000 ft ² GFA	0.65	3.0	0	1.95	\$1,098.83	\$608.40	\$553.80
	Mini-Warehouse	1,000 ft ² GFA	0.15	3.0	0	0.45	\$253.58	\$140.40	\$127.80
	Warehouse	1,000 ft ² GFA	0.18	3.0	0	0.54	\$304.29	\$168.48	\$153.36
	High-Cube	1,000 ft ² GFA	1.20	3.0	0	3.60	\$2,028.60	\$1,123.20	\$1,022.40
INSTITUTIONAL									
	Day Care Center	1,000 ft ² GFA	11.12	2.7	0.44	16.81	\$9,472.44	\$5,244.72	\$4,774.04
	Nursing Home / Assisted Living	Beds	0.24	2.5	0	0.60	\$338.10	\$187.20	\$170.40
	House of Worship	1,000 ft ² GFA	0.49	2.1	0	1.03	\$580.41	\$321.36	\$292.52

¹ GFA = Gross Floor Area (applies to ALL roofed areas (i.e., canopies) and all areas of all floors/levels within the building)

² (Vehicles); Based on *ITE Trip Generation Manual, 11th Edition*

³ (Miles); Based on NCTCOG Data

⁴ Percentage of traffic already passing by site - land use is an intermediate destination

⁵ (Vehicle-Miles)

⁶ Based on impact fee of \$563.50/service unit for Service Area 1, \$312.00/service unit for Service Area 2, and \$284.00/service unit for Service Area 3

* This table reflects individual land uses within each category. For land uses not included in the table above, an applicant may provide supporting documentation for the use of a similar land use or an alternative service unit calculation.

1) Service Area 1 – Example Calculations

SINGLE-FAMILY DWELLING (Service Area 1)

- Vehicle-Miles per Development Unit for Single-Family Dwelling Unit
(1 Dwelling Unit) x (2.97 Vehicle-Miles / Dwelling Unit) = 2.97 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$563.50 / Service Unit:
(2.97 Vehicle-Miles) x (\$563.50 / Vehicle-Miles) = \$1,673.60

50,000 ft² SHOPPING CENTER (Service Area 1)

- Vehicle-Miles per Development Unit for Shopping Center
(50,000 ft²) x (9.34 Vehicle-Miles / 1,000 ft²) = 467.10 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$563.50 / Service Unit:
(467.10 Vehicle-Miles) x (\$563.50 / Vehicle-Miles) = \$263,210.85

2) Service Area 2 – Example Calculations

SINGLE-FAMILY DWELLING (Service Area 2)

- Vehicle-Miles per Development Unit for Single-Family Dwelling Unit
(1 Dwelling Unit) x (2.97 Vehicle-Miles / Dwelling Unit) = 2.97 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$312.00 / Service Unit:
(2.97 Vehicle-Miles) x (\$312.00 / Vehicle-Miles) = \$926.64

50,000 ft² SHOPPING CENTER (Service Area 2)

- Vehicle-Miles per Development Unit for Shopping Center
(50,000 ft²) x (9.34 Vehicle-Miles / 1,000 ft²) = 467.10 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$312.00 / Service Unit:
(467.10 Vehicle-Miles) x (\$312.00 / Vehicle-Miles) = \$145,735.20

3) Service Area 3 – Example Calculations

SINGLE-FAMILY DWELLING (Service Area 3)

- Vehicle-Miles per Development Unit for Single-Family Dwelling Unit
(1 Dwelling Unit) x (2.97 Vehicle-Miles / Dwelling Unit) = 2.97 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$284.00 / Service Unit:
(2.97 Vehicle-Miles) x (\$284.00 / Vehicle-Miles) = \$843.48

50,000 ft² SHOPPING CENTER (Service Area 3)

- Vehicle-Miles per Development Unit for Shopping Center
(50,000 ft²) x (9.34 Vehicle-Miles / 1,000 ft²) = 467.10 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$284.00 / Service Unit:
(467.10 Vehicle-Miles) x (\$284.00 / Vehicle-Miles) = \$132,656.40

1) Service Area 1 – Example Calculations

SINGLE-FAMILY DWELLING (Service Area 1)

- Vehicle-Miles per Development Unit for Single-Family Dwelling Unit
(1 Dwelling Unit) x (3.00 Vehicle-Miles / Dwelling Unit) = 3.00 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$576.50 / Service Unit:
(3.00 Vehicle-Miles) x (\$576.50 / Vehicle-Miles) = \$1,729.50

50,000 ft² SHOPPING CENTER (Service Area 1)

- Vehicle-Miles per Development Unit for Shopping Center
(50,000 ft²) x (7.35 Vehicle-Miles / 1,000 ft²) = 367.50 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$576.50 / Service Unit:
(367.50 Vehicle-Miles) x (\$576.50 / Vehicle-Miles) = \$211,863.75

2) Service Area 2 – Example Calculations

SINGLE-FAMILY DWELLING (Service Area 2)

- Vehicle-Miles per Development Unit for Single-Family Dwelling Unit
(1 Dwelling Unit) x (3.00 Vehicle-Miles / Dwelling Unit) = 3.00 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$342.50 / Service Unit:
(3.00 Vehicle-Miles) x (\$342.50 / Vehicle-Miles) = \$1,027.50

50,000 ft² SHOPPING CENTER (Service Area 2)

- Vehicle-Miles per Development Unit for Shopping Center
(50,000 ft²) x (7.35 Vehicle-Miles / 1,000 ft²) = 367.50 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$342.50 / Service Unit:
(367.50 Vehicle-Miles) x (\$342.50 / Vehicle-Miles) = \$125,868.75

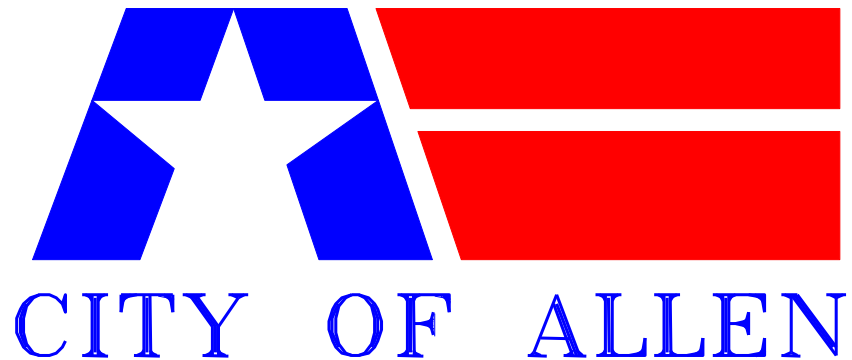
3) Service Area 3 – Example Calculations

SINGLE-FAMILY DWELLING (Service Area 3)

- Vehicle-Miles per Development Unit for Single-Family Dwelling Unit
(1 Dwelling Unit) x (3.00 Vehicle-Miles / Dwelling Unit) = 3.00 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$417.00 / Service Unit:
(3.00 Vehicle-Miles) x (\$417.00 / Vehicle-Miles) = \$1,251.00

50,000 ft² SHOPPING CENTER (Service Area 3)

- Vehicle-Miles per Development Unit for Shopping Center
(50,000 ft²) x (7.35 Vehicle-Miles / 1,000 ft²) = 367.50 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$417.00 / Service Unit:
(367.50 Vehicle-Miles) x (\$417.00 / Vehicle-Miles) = \$153,247.50



**WATER, WASTEWATER & ROADWAY
IMPACT FEE UPDATE
2022 TO 2032**

BIRKHOFF, HENDRICKS & CARTER, L.L.P.
PROFESSIONAL ENGINEERS
DALLAS, TEXAS
WATER & WASTEWATER IMPACT FEE

In Association With

LEE ENGINEERING, L.L.C.
TRAFFIC ENGINEERS
DALLAS, TEXAS
ROADWAY IMPACT FEE

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