

THE STATE OF TEXAS *

COUNTY OF WILLIAMSON *

CITY OF ROUND ROCK *

I, CHRISTINE R. MARTINEZ, City Secretary of the City of Round Rock, Texas, do hereby certify that I am the custodian of the public records maintained by the City and that the above and foregoing is a true and correct copy of Ordinance No. Z-01-07-12-10B2 which was approved and adopted by the City Council of the City of Round Rock, Texas, at a meeting held on the 12th day of July 2001, as recorded in the minutes of the City of Round Rock in Book 45.

CERTIFIED by my hand and seal of the City of Round Rock, Texas on this 11th day of January 2002.


Christine R. Martinez
CHRISTINE R. MARTINEZ, City Secretary

ORDINANCE NO. Z-01-07-12-10B2

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF ROUND ROCK, TEXAS ADOPTED IN SECTION 11.305(2), CODE OF ORDINANCES (1995 EDITION), CITY OF ROUND ROCK, TEXAS, AND MAKING THIS AMENDMENT A PART OF THE SAID OFFICIAL ZONING MAP, TO WIT: TO ADOPT ORIGINAL ZONING ON 141.69 ACRES AND TO RE-ZONE 35.33 ACRES OF LAND, CURRENTLY ZONED SINGLE FAMILY-STANDARD LOT (SF-2), TO PLANNED UNIT DEVELOPMENT (PUD) DISTRICT NO. 47.

WHEREAS, an application has been made to the City Council of the City of Round Rock, Texas to amend the Official Zoning Map to adopt original zoning on 141.69 acres and to re-zone 35.33 acres, currently zoned as Single Family-Standard Lot (SF-2), as Planned Unit Development (PUD) No. 47, said tracts being described in Exhibit "A", attached hereto and incorporated herein, and

WHEREAS, the City Council has submitted the requested change in the Official Zoning Map to the Planning and Zoning Commission for its recommendation and report, and

WHEREAS, the Planning and Zoning Commission held a public hearing concerning the requested change on the 20th day of June, 2001, following lawful publication of the notice of said public hearing, and

WHEREAS, after considering the public testimony received at such hearing, the Planning and Zoning Commission has recommended that the Official Zoning Map be amended so that the zoning

classification of the property described in Exhibit "A" be changed to PUD No. 47, and

WHEREAS, on the 12th day of July, 2001, after proper notification, the City Council held a public hearing on the requested amendment, and

WHEREAS, the City Council determines that the zoning provided for herein promotes the health, safety, morals and protects and preserves the general welfare of the community, and

WHEREAS, each and every requirement set forth in Chapter 211, Sub-Chapter A., Texas Local Government Code, and Section 11.300, Code of Ordinances (1995 Edition), City of Round Rock, Texas concerning public notices, hearings, and other procedural matters has been fully complied with, Now Therefore

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ROUND ROCK, TEXAS, THAT:

I.

That the City Council has hereby determined the Planned Unit Development (PUD) No. 47 meets the following goals and objectives:

- (1) The development in PUD No. 47 is equal to or superior to development that would occur under the standard ordinance requirements.
- (2) P.U.D. No. 47 is in harmony with the general purposes, goals, objectives and standards of the General Plan.

- (3) P.U.D. No. 47 does not have an undue adverse effect upon adjacent property, the character of the neighborhood, traffic conditions, parking, utilities or any other matters affecting the public health, safety and general welfare.
- (4) P.U.D. No. 47 will be adequately provisioned by essential public facilities and services including streets, parking, drainage, water, wastewater facilities, and other necessary utilities.
- (5) P.U.D. No. 47 will be constructed, arranged and maintained so as not to dominate, by scale and massing of structures, the immediate neighboring properties or interfere with their development or use in accordance with any existing zoning district.

II.

That the Official Zoning Map adopted in Section 11.305(2), Code of Ordinances (1995 Edition), City of Round Rock, Texas is hereby amended so that the zoning classification of the property described in Exhibit "A", attached hereto and incorporated herein shall be, and is hereafter designated as Planned Unit Development (PUD) No. 47, and that the Mayor is hereby authorized and directed to enter into the Agreement and Development Plan for PUD No. 47 attached hereto as Exhibit "B", which agreement shall govern the development and use of said property.

III.

A. All ordinances, parts of ordinances, or resolutions in conflict herewith are expressly repealed.

B. The invalidity of any section or provision of this ordinance shall not invalidate other sections or provisions thereof.

Alternative 1.


By motion duly made, seconded and passed with an affirmative vote of all the Council members present, the requirement for reading this ordinance on two separate days was dispensed with.

READ, PASSED, and ADOPTED on first reading this 12 day of July, 2001.

Alternative 2.

READ and APPROVED on first reading this the _____ day of _____, 2001.

READ, APPROVED and ADOPTED on second reading this the ___ day of _____, 2001.

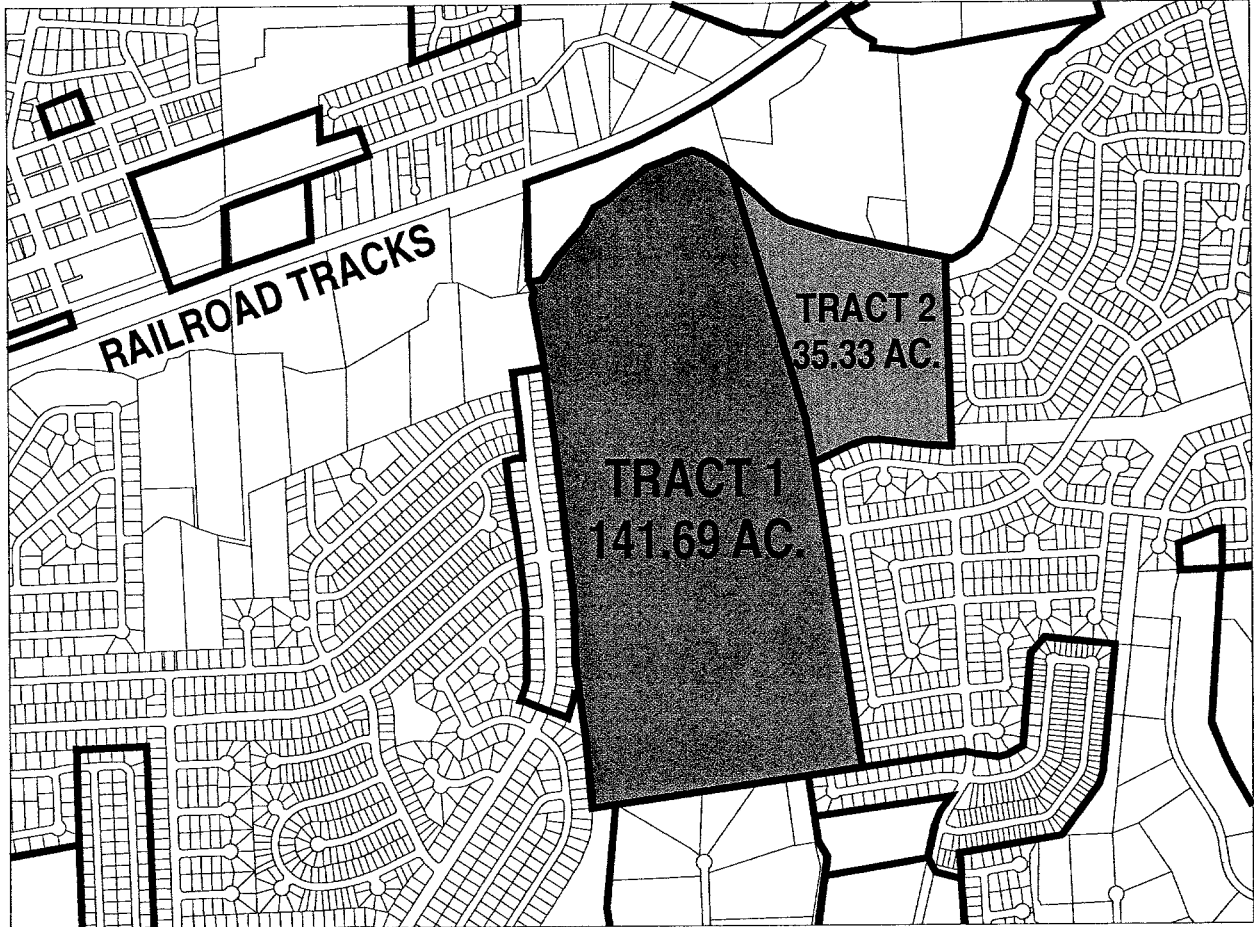

ROBERT A. STLUKA, JR., Mayor
City of Round Rock, Texas

ATTEST:


JOANNE LAND, City Secretary

Turtle Creek PUD #47, 00-038.ZC

**TURTLE CREEK PUD # 47
ZONING CASE**



RECORDERS MEMORANDUM

All or parts of the text on this page was not
clearly legible for satisfactory recordation.

**AGREEMENT AND DEVELOPMENT PLAN FOR TURTLE CREEK VILLAGE
PLANNED UNIT DEVELOPMENT NO. 47**

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

THIS AGREEMENT AND DEVELOPMENT PLAN (this "Agreement") is made and entered into by and between the **City of Round Rock, Texas**, a Texas municipal corporation, having its offices at 221 East Main Street, Round Rock, Texas 78664 (hereinafter referred to as the "City"), and **Continental Homes of Texas, L.P.**, a Texas limited partnership, (hereinafter referred to as the "Owner").

WHEREAS, the Owner has submitted a request to the City to zone approximately 177 acres of land as a Planned Unit Development ("PUD"), said property being more particularly described in **Exhibit "A"** (hereinafter referred to as the "Property" or "Turtle Creek Village PUD"), and

WHEREAS, pursuant to Chapter 11, Section 11.316(8), Code of Ordinances (1995 Edition), City of Round Rock, Texas, the Owner has submitted a development plan setting forth the development conditions and requirements within the PUD (the "Development Plan"), which Development Plan is contained in Section II of this Agreement; and

WHEREAS, on June 20, 2001, the City's Planning and Zoning Commission recommended approval of the Owner's application for a PUD.

NOW THEREFORE BY THIS AGREEMENT WITNESSETH that, in consideration of the covenants and conditions set forth herein, the City and the Owner agrees as follows:

I.

GENERAL PROVISIONS

1. CONFORMITY WITH DEVELOPMENT PLAN

All uses and development within the Property shall generally conform to the Development Plan set forth in Article II herein.

2. CHANGES AND MODIFICATIONS

No changes or modifications will be made to this Agreement or the Development Plan unless all provisions pertaining to changes or modifications as stated in Article III, Section 1 below are followed.

3. ZONING VIOLATION

The Owner understands that any person, firm, corporation or other entity violating any conditions or terms of the Development Plan shall be subject to any and all penalties for the violation of any zoning ordinance as stated in Section 1.601, Code of Ordinances, (1995 Edition), City of Round Rock, Texas, as amended.

4. CONCEPT PLAN

Approval of this Ordinance shall constitute approval of the Concept Plan for the Turtle Creek Village PUD.

5. MISCELLANEOUS PROVISIONS

5.1 Assignment.

Neither party may assign its rights and obligations under this Agreement without having first obtained the prior written consent of the other which consent shall not be unreasonably withheld. This section shall not prevent the Owner from conveying the Property or portions of the Property, together with all development rights and obligations contained in this Agreement.

5.2 Necessary Documents and Actions.

Each party agrees to execute and deliver all such other and further instruments and undertake such actions as are or may become necessary or convenient to effectuate the purposes and intent of this Agreement.

5.3 Severability.

In case any one or more provisions contained herein are deemed invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions hereof and in such event, this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

5.4 Entire Agreement.

This Agreement constitutes the entire agreement of the parties and supersedes any prior or contemporaneous oral or written understandings or representations of the parties respecting the subject matter hereof.

5.5 Applicable Law.

This Agreement shall be construed under and in accordance with the laws of the

State of Texas.

5.6 Venue.

All obligations of the parties created hereunder are performable in Williamson County, Texas and venue for any action arising hereunder shall be in Williamson County.

5.7 No Third Party Beneficiaries.

Nothing in this Agreement, express or implied, is intended to confer upon any person or entity, other than the parties hereto (and their respective successors and assigns) any rights, benefits or remedies under or by reason of this Agreement.

5.8 Duplicate Originals.

This Agreement may be executed in duplicate originals, each of equal dignity.

5.9 Notices.

Until changed by written notice thereof, any notice required under this Agreement may be given to the respective parties by certified mail, postage prepaid or by hand delivery to the address of the other party shown below:

OWNER:

Continental Homes of Texas, L.P.
Attn: Mr. Terry Mitchell
12554 Riata Vista Circle
2nd Floor
Austin, TX 78727

CITY OF ROUND ROCK:

City of Round Rock, Texas
212 East Main Street
Round Rock, Texas 78664
Attn: Director of Planning

5.10 Effective Date.

This Agreement shall be effective from and after the date of due execution hereof by all parties.

5.11 Binding Effect.

This Agreement and the Development Plan binds and benefits the Owner and its successors and assigns.

II.

DEVELOPMENT PLAN

1. DEFINITIONS

Words and terms used herein, not specifically defined in this section, shall have their usual force and meaning, or as defined in the Code of Ordinances (1995 Edition), City of Round Rock, Texas, hereinafter referred to as "the Code".

For the purposes of this Ordinance, the following terms, phrases, words and their derivations shall have the meaning ascribed to them in this section:

Alley. A minor private right-of-way, either two-way or one-way, located through the interior of blocks within a parcel owned by the Homeowners Association and providing vehicular and service access to the side or rear of properties; use of the parcels is for the benefit of adjoining property owners and is subject to limitations, rules and restrictions of the Homeowners Association.

Appurtenances. Spires, belfries, cupolas, water tanks, ventilators, chimneys or other appurtenances usually required to be placed above the roof level and not intended for human occupancy and not exceeding ten feet (10') in height.

Carport. A structure with one or more sides, covered with a roof and constructed specifically for the storage of one or more vehicles.

Civic Uses. A parcel designated for cultural services use, private primary education facilities use, primary educational facilities use or child development centers (daycare).

Common open space. A parcel of land or an area of water, or a combination of land and water, which may include floodplain and wetland areas, within a development site and intended for the use and enjoyment of residents of the development and, where designated, the community at large.

Condominium building. A building or portion thereof used or intended to be used as a home for two (2) or more households living independently of each other.

Dry Utilities Public utilities other than water, wastewater and storm sewer. These include but are not necessarily limited to electricity, gas, telephone, cablevision and other communication system lines.

Exhibits to PUD. The following is a list of exhibits to this PUD Ordinance:

Exhibit "A" – Property description

Exhibit "B" – Affidavit of No Liens

Exhibit "C" – Single Family Detached Standards

- Exhibit "D"** – Single Family Attached Standards
- Exhibit "E"** – Open Space Standards
- Exhibit "F"** – Parking Standards
- Exhibit "G"** – Daycare Standards
- Exhibit "H"** – Street Sections
- Exhibit "I"** – Planting Strips
- Exhibit "J"** – TIA
- Exhibit "K"** – Land Use Plan
- Exhibit "L"** – Phasing Plan
- Exhibit "M"** - License Agreement

Forsman Life Estate Lot. A one-acre tract of land situated within the boundaries of the Turtle Creek Village PUD, on which a resident, Paul Forsman, currently resides. Owner has conveyed a life estate to Paul Forsman; Owner plans to develop this property pursuant to this Ordinance at such time that the property is released to Owner.

Front Porch. An unairconditioned roofed structure attached to the front of a house. Side and rear porches are not subject to these same requirements. A front porch may include ramps for handicapped access. Enclosure of front porches shall not be permitted. A restrictive covenant forbidding enclosure of front porches shall be placed on the property and shall be enforced by the Homeowners Association.

Homeowners Association ("HOA"). An organization made up of the property owners in the area, which is responsible for maintenance of private alleys, and the open spaces not conveyed to the City, and which shall have the authority to make and collect assessments sufficient to operate and maintain private alleys, street trees and open spaces. A Homeowners Association shall be created for Turtle Creek Village PUD; the documents creating the HOA shall be recorded with this Agreement.

Open Style Fence A fence designed to enclose a private yard, which abuts a park, green strip, golf course or alley. The required features of this fence include the ability to see through the fence (a minimum of 50% of the fence surface area shall be open), construction of low maintenance materials and posts or columns set in concrete.. The maximum height of an open style fence shall be 42 inches in a street yard (street yards do not include alleys) and 48 inches for fences other than wrought iron or equivalent fences in other yards. Wrought iron or equivalent fences shall not exceed six feet in height. Masonry columns are permitted as part of all Open Style Fences.

Pedestrian Way. An access way located within Residential Condominium development areas providing pedestrian movement within the area.

Plan. The criteria and specifications as set forth in this Development Plan and the accompanying layout which is attached hereto as **Exhibit "K"**.

Planting Strip. A portion of land of public street right-of-way or a portion of land abutting private property, which is reserved for the purpose of landscaping and

installation of street trees. Cross sections of various street rights-of-way and abutting private property reflecting these planting strips are attached hereto as **Exhibit "I"**.

Private Interior Drive. A minor private access way either two-way or one-way, located within Residential Condominium development areas and providing vehicular and other access to public streets. All private interior drives will be maintained by the Homeowners Association for the area.

Protected Trees. A protected tree, for the purpose of this PUD, is an individual tree of a tree species identified as protected in the City Code with a diameter of nineteen inches (19") or greater if located in a proposed street right-of-way or a diameter of eight inches (8") or greater if located on a townhouse or condominium lot.

Residential Condominium. The use of a site for two (2) or more dwelling units, within one or more condominium buildings with each dwelling unit having a private external entrance and private parking and having one or more common walls. All common areas that form part of a Residential Condominium development shall be maintained by a Homeowners Association for private open space.

Residential Street. The entire width included in any public right-of-way which is open for the use of the public to accommodate motor vehicles, pedestrians, cyclists and transit facilities.

- A "standard residential collector" provides circulation within neighborhoods to carry circulation from local streets to arterial streets.
- An "alternative residential collector street" provides circulation within neighborhoods to carry circulation from local streets to arterial streets using a smaller street section than a standard collector.
- A "boulevard collector" is a short distance, low speed circulation corridor, that traverses a residential area and segregates the traffic and parking activity from opposing traffic.
- A "standard local street" is a street designed primarily for access to abutting residential property.
- An "alternative local street" is a street designed primarily for access to abutting residential property using a smaller street section than a standard local street.
- An "access street" is a low volume street which is parallel and adjacent to an arterial street or open space area which primarily provides access to abutting properties located on one side of the lane.

Residential Townhouse. The use of a series of sites for two or more dwelling units, constructed with common or abutting walls and each located on a separate ground parcel within the total development site, together with common area serving all dwelling units within the townhouse group.

"Shall", "must", "will", "should", and "may". The words "shall", "must", and "will" are always mandatory. The words "should" and "may" are discretionary.

Single Family Residential. A small lot single-family detached residential subdivision that allows the lot size to be reduced with the resulting space gained being assigned to common open space.

Shared driveway. A paved vehicular access designed to residential driveway standards, which extends to and branches off to two (2) or more homes; which is privately owned and maintained and does not require a turn around area at the end of the driveway. Shared driveways shall not exceed one hundred fifty feet (150') in length.

Single-family Attached Residential. The use of a series of sites for two or more dwelling units, constructed with common or abutting walls. Residential Condominium and Residential Townhouse may both be implemented as single-family attached residential.

Single-family Detached Residential. The use of a site for only one dwelling unit with an attached or detached garage unit.

Traffic calming measures. Street design elements intended to reduce the speed of vehicular traffic, which shall be approved by the City Traffic Engineer prior to the approval of construction drawings for each final plat.

2. PROPERTY

This Development Plan covers approximately 177.0 acres of land, located within the city limits of Round Rock, Texas, and more particularly described by metes and bounds in Exhibit "A".

3. PURPOSE AND DESIGN

3.1 Compliance with Code requirements.

The purpose of this Plan is to insure a Planned Unit Development ("PUD") that: (i) is, on the whole, equal to or superior to development that would occur under the standard ordinance requirements, (ii) is in harmony with the General Plan of the City of Round Rock, Texas, (iii) does not have an undue adverse affect upon adjacent property, the character of the neighborhood, traffic conditions, parking, utilities or any other matters affecting the public health, safety and welfare, (iv) is adequately provisioned by essential public facilities and services, and (v) will be developed and maintained so as to not

dominate, by scale or massing of structures, the immediate neighboring properties or interfere with their development or use in accordance with any existing zoning district.

3.2 Intent.

The design of this Plan includes a variety of potential residential land uses including single-family residential, townhouse and condominiums. The design includes open spaces including courts, parks, linear parks, and greenbelts. The plan promotes pedestrian activity and circulation through well-designed streetscapes that provide for the safe and efficient movement of vehicular traffic and pedestrian circulation separate from the high speed arterial.

3.3 Civic Uses.

Civic uses that are oriented to the general public are an important element in the Plan. The locations of these civic uses are designated on the Land Use Plan.

3.4 Open Space.

Open space design is a significant part of the Plan. These serve as areas for neighborhood gatherings and as organizing elements for the neighborhood. Open space should be distributed throughout the neighborhood. In addition to addressing the recreational needs of residents, open space provides places and opportunities for interaction within the community.

3.5 Pedestrian Orientation.

The Plan is to be pedestrian oriented. To accomplish this goal, the street pattern is designed to reduce vehicle travel speeds and encourage pedestrian activity. The design for various street cross sections is shown in Exhibit "H" attached hereto.

4. APPLICABILITY OF CITY ORDINANCES

4.1 Zoning and Subdivision Ordinance.

The Property shall be regulated for purposes of zoning and subdivision by this Plan. All aspects not specifically covered by this Plan shall be regulated by applicable sections of the Code.

4.2 Other Ordinances.

All other Ordinances within the Code shall apply to the Property, except as clearly modified by this Plan.

5. DEVELOPMENT AREAS

The Property will be divided into five (5) Development Areas: Development Area A: single family detached residential, Development Area B: single family attached residential, Development Area C: school site, Development Area D: daycare site and Development Area E: public and private open space, all as designated on the PUD Land Use plan, which is attached hereto and incorporated herein as Exhibit "K".

6. PERMITTED USES AND LIMITATIONS

The Property will be used and developed in accordance with the requirements as set forth in this Agreement and, if not set forth herein, by applicable sections in the Code. Specific permitted uses and limitations applicable to the separate development areas are as follows:

6.1 Development Area A - Single Family Detached Residential.

The permitted uses and limitations for the Single Family (Detached) Residential Areas are detailed on **Exhibit "C"** and shall conform to the standards of the Code, except as set forth within this Agreement.

6.2 Development Area B - Single Family Attached Residential - Residential Condominiums or Residential Townhouses.

Single Family Attached Residential shall include either Residential Condominiums or Residential Townhouses. The permitted uses and limitations for the Single Family Attached Residential Areas are detailed on **Exhibit "D"** and shall conform to the standards of the Code, except as set forth within this Agreement.

6.3 Development Area C - School Site.

The permitted uses and limitations for the elementary school site are detailed on **Exhibit "G"** and shall conform to the standards of the Code, except as set forth within this Agreement.

6.4 Development Area D - Day Care Site.

The permitted uses and limitations for the day care site are detailed on **Exhibit "G"** and shall conform to the standards of the Code, except as set forth within this Agreement.

6.5 Development Area E - Open Space.

The permitted uses and limitations for all open space are detailed on **Exhibit "E"** and shall conform to the standards of the Code, except as set forth within this

Agreement.

7. STORM WATER DETENTION

Storm water detention for the Property shall be provided in accordance with City Code.

8. ROADWAYS

8.1 Residential Streets.

The street system shall consist of public streets, private alleys, and landscaped rights-of-way accommodating automobiles, public transit, bicycles, pedestrians and landscaped areas. Rear service alleys are a preferred element in the design of the neighborhood.

Streets shall be laid out so as to discourage their use by through traffic. On-street parking along one or both sides of the street is the normal street condition.

All streets and alleys within the Turtle Creek Village PUD, with the exception of A. W. Grimes Boulevard, shall adhere to the criteria as stated in **Exhibit "H"**.

8.2 Innovative Design.

The Director of Public Works and Fire Marshall may approve the use of roadway designs that are not listed herein. Said approval shall be considered a minor change to the Development Plan.

8.3 Blocks.

Blocks shall generally be not more than one thousand (1,000) feet in length, and shall be, at minimum, bounded on either end of the axis by a local street. Block lengths exceeding this length may be approved by the Planning Director for good and sufficient reasons (example: open space frontage, curvilinear streets and/or where alleys are provided).

8.4 Traffic Calming Measures.

The use of traffic calming measures intended to reduce the speed of vehicular traffic within the subdivision are permitted throughout the Turtle Creek Village PUD subject to the approval of the Director of Public Works and the Fire Marshall.

8.5 Alleys.

- (a) **Width and Paving.** Alleys, if constructed, shall have a minimum right of way width of twenty feet (20') with a concrete surface of not less than

sixteen feet (16') in width. All alley paving shall be done in accordance with City standards and with the approval of the Director of Public Works. Alleys shall be approximately parallel to the frontage of the street.

- (b) Intersecting alleys or utility easements. Where two alleys or utility easements intersect or turn at right angle, a cutoff of not less than ten feet (10') from the normal intersection of the property or easement line shall be provided along each property or easement line where practical.
- (c) Dead-end alleys. Dead-end alleys shall not extend more than ninety feet (90') and shall be approved by the Director of Public Works.
- (d) Private alleys. All alleys, if constructed, shall be designated as private alleys. All private alleys shall be shown as separate lots on all plats. All private alleys shall be conveyed to and maintained by the Homeowners Association.
- (e) Except as approved by the Director of Public Works, parking in alleys is prohibited. Signage shall be erected by the Owner in alleys to indicate that parking is prohibited.

8.6 Sidewalks.

Sidewalks shall be separated by a Planting Strip as shown on Exhibit "I". Sidewalks may be located outside the right-of-way for the purpose of saving existing trees provided (i) it is approved by the Director of Public Works and City legal counsel, and (ii) they are located in a public easement shown on the plat.

8.7 Street Trees.

- (a) Location. Trees shall be located along all streets (except where existing trees remain in the right-of-way) as shown on **Exhibit "H"**.
- (b) Species. Street trees include suitable shade tree varieties. The following tree species are permitted:

- Burr Oak
- Cedar Elm
- Chinese (Lacebark) Elm
- Chinese Pistache
- Chinquapin Oak
- Live Oak
- Monterey Oak
- Pecan
- Shumard Oak

- Texas Red Oak

Additional tree species may be used with the approval of the City Urban Forester. Generally, no more than twenty percent (20%) of the total street trees on a single street, which is greater than four hundred feet (400') in length, shall be of one species unless approved by the City Urban Forester.

(c) **Planting Plan.** The Owner shall submit a street tree planting plan in conjunction with the submittal of construction plans for each phase of the Property.

(d) **License and Maintenance Agreement.** The City shall grant a license and maintenance agreement to the HOA for the installation, maintenance, replacement, upgrade and/or repair of landscape improvements constructed within any and all planting strips for the Property. Said License Agreement is attached hereto as **Exhibit "M"**.

8.8 Planting Criteria.

- Street trees should be kept out of (i) intersection triangles at a minimum of thirty-five feet (35') by thirty-five feet (35') from the face of the curb, and (ii) alley/street intersection triangles at a minimum of twenty-five feet (25') by twenty-five feet (25'), as measured from the center of the intersection. A sketch reflecting these specifications is attached hereto as **Exhibit "I"**.
- Street trees shall be planted to avoid interference with street lights, signage and other fixtures.
- Planting shall remain at least five feet (5') from edge of driveways.
- Spacing should be small trees, twenty feet (20'); medium trees, thirty feet (30'); and large trees, forty feet (40'). Exact tree spacing and the separation of tree species shall both be evaluated on a site-specific basis.
- Planting should be at least five feet (5') from underground utilities and twenty-five feet (25') from overhead lines.
- Planting should be at least five feet (5') from fire hydrants.
- Street trees and median trees shall be planted a minimum of four feet (4') from the back of the curb.
- Shade trees shall be container grown with a minimum caliper size of two and a half inches (2.5").

- Ornamental trees shall be container grown with a minimum caliper size of one and a half inches (1.5").
- Caliper size, height, measurement and other specifications shall be as specified in *American Standards for Nursery Stock* (ANSI260.1)

8.9 Median Trees.

Median trees shall include shade or ornamental tree species. Medians may also contain shrubs and plant groundcover.. The following tree species are permitted

Shade Trees:

- Bald Cypress
- Burr Oak
- Cedar Elm
- Chinaquapin Oak
- Chinese (Lacebark) Elm
- Chinese Pistache
- Live Oak
- Monterey Oak
- Pecan
- Shumard Oak
- Texas Ash
- Texas Red Oak

Ornamental Trees:

- Cherry Laurel
- Crape Myrtle
- Deciduous Yaupon
- Desert Willow
- Flame Leaf Sumac
- Mexican Buckeye
- Mexican Plum
- Mountain Laurel
- Redbud
- Texas Persimmon
- Texas Pistache
- Vitex
- Whitebud
- Yaupon

Additional species may be used with the approval of the City Urban Forester. In general, no more than twenty percent (20%) of the total median trees on a single street, which is greater than four hundred feet (400') in length, shall be of one species unless approved by the City Urban Forester.

8.10 Access Streets.

Access streets may be accessed from any street type or alley other than A. W. Grimes Boulevard. A Planting Strip shall be constructed in the area between all access lanes and A. W. Grimes Boulevard. The Planting Strip shall consist of a berm with trees, shrubs, grasses and a low, penetrable fence such as wrought iron or split rail, to provide a visual and physical barrier between the access lanes and A. W. Grimes Boulevard.

8.11 A. W. Grimes Boulevard.

- (a) An agreement that will be mutually agreed upon between the Owner and the City regarding the construction of A. W. Grimes Boulevard shall be executed simultaneously with the adoption of this Agreement.

- (b) Pedestrian Underpass. If approved by the Director of Public Works, the Owner shall contribute to the cost of construction of a pedestrian underpass in compliance with the approved arterial roadway plans, located on A.W. Grimes Boulevard, which abuts the southern Property boundary.

8.12 Traffic Impact Analysis.

A Traffic Impact Analysis ("TIA") has been approved by the City Traffic Engineer and is attached hereto as Exhibit "J". Street standards shall be designed in accordance with the TIA.

9. UTILITY LINES

9.1 Construction of Utility Lines.

All utility lines that pass under a street shall be installed before the street is paved, whenever practical. All utility lines that pass under the street pavement shall be installed to a point at least three feet (3') beyond the edge of the pavement. City utility assignments shall be arranged so that utilities are not located underneath alleys except to cross perpendicularly for distribution. Subject to the approval of the electric and gas provider for the property, buried utilities may be located within the alley service drive and under public street pavement, three feet (3') inside the edge of the pavement. Electric distribution shall be provided by means of underground service within the subdivision. Overhead service to individual lots shall not be permitted. All water, wastewater and drainage utilities shall be located in the front public right-of-way.

10. STREET LIGHTS

The Developer may, with City approval, incorporate alternative lighting standards designed to aesthetically enhance the Turtle Creek Village PUD as long as the following conditions are satisfied:

- (a) The electric utility provider for the property agrees to accept the obligation of providing the required maintenance for such lighting at no additional cost to the City.
- (b) All street lights provide the required level of lighting, as approved by the Director of Public Works.

11. PARKLAND DEDICATION OR DESIGNATION

All land to be dedicated for use as parkland within the Turtle Creek Village PUD shall conform with the criteria set forth on Exhibit "E" attached hereto and incorporated herein.

12. DENSITY

A maximum of seven hundred fifty (750) dwelling units may be constructed on the property, which converts to an overall gross density of 4.24 units per acre.

13. PHASING

Phasing of the Turtle Creek Village PUD shall be in general accordance with the Phasing Plan attached hereto as **Exhibit "L"**. The phasing may be amended by a revised Concept Plan approved by the City Planning and Zoning Commission.

14. NON-CONFORMING USES

14.1 Forsman Life Estate Lot.

The Forsman Life Estate does not conform to the provisions of this Agreement and shall be deemed a non-conforming use. At such time that the Forsman Life Estate Lot is released to the Owner, the Owner may subdivide and develop said lot as either Single Family Detached Residential or Single Family Attached Residential in accordance with the provisions of this Agreement.

15. REQUIRED BUILDING MATERIALS

Residential building exteriors may be finished in brick stone, cast stone, stucco, or painted cementitious siding, such as "Hardiboard". Wood siding, vinyl siding, and metal siding is prohibited.

16. FENCES

Fences that abut parks, green strips and alleys shall be Open Style Fences as defined in this agreement.

17. INTERPRETATION OF USE

Interpretation of uses not clearly permitted or prohibited shall be made in writing by the Director of Planning. A copy of interpretations shall be provided to the Owner and the City Building Inspector.

18. TREE PRESERVATION

Owner shall make every reasonable effort to either preserve or relocate the existing trees within the Turtle Creek Village PUD.

18.1 Tree Protection Plan.

- (a) **Preliminary Plat.** A tree survey showing all protected trees (as defined in Section 1 herein) shall be provided with the filing of each preliminary plat. The preliminary plat must demonstrate that the subdivision design will result in the reasonable protection of protected trees and significant tree clusters with a crown diameter of one hundred feet (100') or greater. The tree survey must be reviewed by the City Urban Forester.
- (b) **Tree Protection Plan.** A tree protection plan, which identifies all protected tree species located within proposed street rights-of-way together with a calculation of the total number of caliper inches of protected trees to be removed shall be provided with the filing of each preliminary plat. The tree protection plan must be approved by the City Urban Forester. The tree protection plan shall also show specific tree protection measures for protected trees within street rights-of-way and the area within ten feet (10') of said rights-of-way.
- (c) **Tree Replacement Plan.** Each preliminary plat shall include a plat note, which states that the total number of caliper inches of protected trees being removed shall be replaced. A replacement tree plan shall be provided as part of the subdivision construction plans and must be approved by the City Urban Forester.
- (d) **Credit for Street Trees.** All street trees planted by Owner shall be credited towards any Owner obligation to replace protected trees.
- (e) **Site Plan.** Application for site plan approval for uses other than single family detached homes shall be accompanied by a tree protection and replacement plan to include a survey for trees 8 inches in diameter or larger.

18.2 Street Trees.

- (a) Street trees and associated irrigation fronting along A. W. Grimes Boulevard shall be installed as part of the subdivision improvements along A. W. Grimes Boulevard.
- (b) Street trees and associated irrigation plans shall be submitted as part of the construction drawings for subdivision improvements for all streets within the PUD other than A. W. Grimes. The actual planting of street trees and associated irrigation may be permitted to be delayed until the homes are constructed on each block, provided that Owner posts a fiscal guarantee in an amount equal to one hundred fifty percent (150%) of the estimated cost of such improvements. The estimate of the cost shall be approved by the City Urban Forester and shall be in the same form as required for other subdivision improvements.
- (c) The HOA shall be responsible for the replacement of all street trees within the Property. The HOA shall also be responsible for the maintenance and replacement of all other landscaping and associated irrigation located within center medians, with the exception of landscaping improvements constructed within the median of A. W. Grimes

Boulevard. With the exception of A.W. Grimes Boulevard, all landscaping within center medians shall be irrigated by an underground irrigation system with water meters in the name of the HOA. The Urban Forester shall approve the size and species for all replacement trees within public rights of way. No street trees shall be removed without the written approval of the City Urban Forester.

(d) The HOA and or the individual homeowners shall be responsible for the irrigation and routine maintenance of the trees located in front of homeowners' lots that are situated within the portion of the public right-of-way between the sidewalk and the curb. The restrictive covenants, recorded for the subdivision shall clearly identify this responsibility.

(e) The estimated costs of maintaining street trees, landscaping and irrigation (including the cost of water, electricity and reserve fund to replace equipment) shall be provided along with an estimate of projected monthly HOA fees required to support such maintenance and repair.

(f) Street tree planting plans shall be submitted as part of the subdivision construction drawings and approved by the Urban Forester. These street plans shall also identify trees to be preserved that are identified in the tree survey. The Urban Forester shall inspect and accept all trees and irrigation installations. Street tree plans shall include all specifications of tree installation.

(g) Owner shall post a bond to ensure three (3) years of maintenance of street trees and median landscaping improvements, including irrigation.

III.

MISCELLANEOUS PROVISIONS

1. CHANGES TO DEVELOPMENT PLAN

1.1 Minor Changes.

Minor changes to this Agreement or the Development Plan which do not substantially change this Agreement or the Development Plan may be approved administratively, if approved in writing, by the Director of Public Works or the Director of Planning and Community Development, and the City Attorney.

1.2 Major Changes.

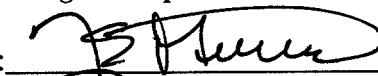
Major changes to this Agreement or the Development Plan must be resubmitted following same procedure required by the original PUD application.

2. GENERAL PLAN AMENDED

The Round Rock General Plan is hereby amended to reflect the provisions of this Agreement and Development Plan.


Continental Homes Of Texas, L.P.
(a Texas limited partnership)

By: CHTEX of Texas, Inc.
(a Delaware corporation)
Its sole general partner

By: 
Terry E. Mitchell
Vice President

Date: _____, 2001

City of Round Rock, Texas

By: 

Date: 7-12- _____, 2001

EXHIBIT A – TRACT 1

Net Forsman Boundary
141.69 Acres

FN 00-065 (JRS)
April 12, 2001
Job No. 050214.001.1.4047

PROPERTY DESCRIPTION

141.69 ACRES OF OUT OF THE P.A. HOLDER SURVEY NO. 9, ABSTRACT 297, IN WILLIAMSON COUNTY, TEXAS. SAID 141.69 ACRES OF LAND BEING THE REMAINDER OF A CALLED 153.25 ACRE TRACT OF LAND AS DESCRIBED IN A DEED TO CARL ANTON FORSMAN, ET AL, AS RECORDED IN VOLUME 128, PAGE 456 OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS, SAID 141.69 ACRE TRACT ALSO BEING A PORTION OF THE 151.37 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a ½-inch iron rod found for the southeast corner of the following described 151.37 acre tract, being the southwest corner of Lot 11, Block A of South Creek Section One, a subdivision recorded in Cabinet F, Slide 66 of the Plat Records of Williamson County, Texas, and being in the north line of Block B of South Creek Section Seventeen, a subdivision recorded in Cabinet F, Slide 230 of the Plat Records of Williamson County, Texas;

THENCE, with the south line of said 151.37 acre tract, being the north line of the said South Creek Section Seventeen, S 83°28'55" W, passing at a distance of 504.36 feet a 1/4-inch iron rod found for the northwest corner of a called 1.50 are tract of land described in a deed to Hugh Noel as recorded in Document No. 9652164 of the Official Records of Williamson County, Texas, being the northeast corner of Round Rock East, a subdivision, continuing with the south line of the herein described 151.37 acre tract, being the north line of the said Round Rock East, passing at a distance of 1615.16 feet a ½-inch iron rod found for the northwest corner of the said Round Rock East, being a northeast corner of a called 16.812 acre Park Site as shown on Greenslopes At Lake Creek Section Two, a subdivision recorded in Cabinet D, Slide 70 of the Plat Records of Williamson County, Texas, continuing with the south line of said 151.37 acre tract, being the north line of the said Park Site, a total distance of 1758.54 feet to a 5" fence corner post found for the southwest corner of the herein described 151.37 acre tract, being the northwest corner of the said Park Site, and being in the east line of Block A of the said Greenslopes At Lake Creek Section Two;

THENCE, with the west line of said 151.37 acre tract, being the east line of the said Block A, N 04°40'12" W, passing at a distance of 485.27 feet the northeast corner of the said Greenslopes At Lake Creek Section Two, being the southeast corner of Greenslopes At Lake Creek Section Nine, a subdivision recorded in Cabinet F, Slide 115 of the Plat Records of Williamson County, Texas, continuing a total distance of 635.97 feet to a ½-inch iron rod found for an angle point in the east line of the said Greenslopes At Lake Creek Section Nine;

THENCE, continuing the west line of said 151.37 acre tract, being the east line of the said Greenslopes At Lake Creek Section Nine, the following ten (10) courses:

1. N 05°37'14" W, a distance of 303.14 feet to a 5/8-inch iron rod with cap set;
2. N 01°53'59" W, a distance of 134.84 feet to a 60-D nail found;
3. N 01°42'46" E, a distance of 271.01 feet to a 5/8-inch iron rod with cap set;
4. N 04°49'10" W, a distance of 297.49 feet to a ½- inch iron rod found;
5. N 05°46'57" W, a distance of 248.36 feet to a 5/8-inch iron rod with cap set;

6. N 03°39'14" W, a distance of 184.70 feet to a 5/8-inch iron rod with cap set;
7. N 05°05'29" W, a distance of 247.21 feet to a 5/8-inch iron rod with cap set;
8. N 05°31'59" W, a distance of 214.93 feet to a 5/8-inch iron rod with cap set;
9. N 05°11'44" W, a distance of 274.53 feet to a 5/8-inch iron rod with cap set;
10. N 05°47'57" W, a distance of 48.62 feet to a 1/2-inch iron rod found, for the northeast corner of the said Greenslopes At Lake Creek Section Nine, being a southeast corner of the remainder of a called 231.374 acre tract of land as described in a deed to Gaston Development Co. and Garland Development Co. as recorded in Volume 710, Page 700 of the Official Records of Williamson County, Texas;

THENCE, continuing with the west line of said 151.37 acre tract, being the east line of the said 231.374 acre tract the following five (5) courses:

1. N 04°42'21" W, a distance of 274.53 feet to a 5/8-inch iron rod with cap set;
2. N 14°35'00" W, a distance of 68.55 feet to a 5/8-inch iron rod with cap set;
3. N 01°12'00" W, a distance of 58.95 feet to a 5/8-inch iron rod with cap set;
4. N 19°18'53" E, a distance of 57.66 feet to a 5/8-inch iron rod with cap set;
5. N 30°12'00" W, a distance of 47.68 feet to a 5/8-inch iron rod with cap set, for the northeast corner of the said 231.374 acre tract, being the southeast corner of a called 6.591 acre tract of land described in a deed to Sue Hoover as recorded in Volume 2159, Page 880 of the Official Records of Williamson county, Texas;

THENCE, continuing with the west line of said 151.37 acre tract, being the east line of the said 6.591 acre tract the following four (4) courses:

1. N 36°28'50" W, a distance of 39.42 feet to a 5/8-inch iron rod with cap set;
2. N 22°05'00" W, a distance of 34.83 feet to a 5/8-inch iron rod with cap set;
3. N 00°40'00" E, a distance of 122.92 feet to a 5/8-inch iron rod with cap set;
4. N 00°00'00" W, a distance of 521.98 feet to a 5/8-inch iron rod with cap set, for the northwest corner of said 151.37 acre tract, being the northeast corner of the said 6.591 acre tract, and being in the southeast line of a Union Pacific Railroad, (formerly known as International and Great Northern Company Railroad) 100' right-of-way as recorded in Volume 17, Page 705 of the Official Records of Williamson County, Texas, from which a 1-inch iron pipe with bolt found bears N 00°00'00" W, a distance of 1.65 feet;

THENCE, with the northwest line of said 151.37 acre tract, being the southeast line of the said Union Pacific right-of-way, the following two (2) courses:

1. N 72°31'19" E, a distance of 465.41 feet to a 5/8-inch iron rod with cap set;
2. a distance of 476.44 feet with an arc of a curve to the left whose central angle is 07°39'26", with a radius of 3564.94 feet and whose chord bears N 71°15'15" E, a distance of 476.08 feet to a 5/8-inch iron rod with cap set for the northwest corner of a called 2.0 acre tract of land described in a deed to David L. Carlin and Mary C. Carlin as recorded in Document No. 9759883 of the Official Records of Williamson County, Texas, for a northeast corner of said 151.37 acre tract;

THENCE, leaving the southeast line of the said Union Pacific Railroad, being the northwest line of the original 153.25 acre tract, with the boundary of the said 2.0 acre tract and said 151.37 acre tract, the following six (6) courses:

1. S 14°40'00" E, at a distance of 7.82 feet to ½ inch iron rod found, a total distance of 211.08 feet to a point in the approximate center of Lake Creek:
2. N 53°39'15" E, a distance of 67.99 feet to a point in the approximate center of Lake Creek:
3. N 78°14'55" E, a distance of 88.43 feet to a point in the approximate center of Lake Creek:
4. S 78°19'58" E, a distance of 71.77 feet to a point in the approximate center of Lake Creek:
5. S 64°43'52" E, a distance of 120.44 feet to a point in the approximate center of Lake Creek:
6. S 70°33'46" E, a distance of 56.11 feet to a point in the approximate center of Lake Creek, being the southeast corner of the said 2.0 acre tract, being a northeast corner of said 151.37 acre tract, and being in the west line of a called 42.478 acre tract of land described in a deed to Richard C. Jennings as recorded in Document No. 9558188 of the Official Records of Williamson County, Texas;

THENCE, with the east line of said 151.37 acre tract, being the west line of the said 42.478 acre tract, the following two (2) courses:

1. S 14°38'22" E, a distance of 312.87 feet to a fence post on a cattle guard;
2. S 14°36'27" E, a distance of 1460.07 feet to a 5/8-inch iron rod with cap set;

THENCE, continuing with the east line of said 151.37 acre tract, being the west line of the said 42.478 acre tract, being the west line of a called 1.7 acre tract of land described in a deed to J & S Group, Ltd. as recorded in Volume 2525, Page 841 and Volume 2532, Page 623 of the Official Records of Williamson County, Texas, and being the west line of South Creek Section Twenty, Phase One, a subdivision recorded in Cabinet L, Slide 201 of the Plat Records of Williamson County, Texas, S 07°00'43" E a distance of 545.21 feet to a ½-inch iron rod found for the southwest corner of the said South Creek Section Twenty, Phase One, being the northwest corner of Lot 1, Block B of South Creek Section Seven, a subdivision recorded in Cabinet G, Slide 259 of the Plat Records of Williamson County, Texas;

THENCE, continuing with the east line of said 151.37 acre tract, being the west line of the said South Creek Section Seven, and the west line of the said South Creek Section One, the following two (2) courses:

1. S 06° 58' 17" E, a distance of 1507.12 feet to a 1¼-inch iron pipe found for an angle point, and

2. S 07° 33' 54" E, a distance of 165.77 feet to the **POINT OF BEGINNING** and containing 151.37 acres of land.

SAVING AND EXCEPTING THEREFROM the following 9.68 acre tract of land:

BEGINNING at a 5/8-inch iron rod with cap found, being the northwest corner of the said 151.37 acre tract, being the northeast corner of a called 6.591 acre tract of land described in a deed to Sue Hoover as recorded in Volume 2159, Page 880 of the Official Records of Williamson county, Texas, and being in the southeast line of a Union Pacific Railroad, (formerly known as International and Great Northern Company Railroad) 100' right-of-way as recorded in Volume 17, Page 705 of the Official Records of Williamson County, Texas, from which a 1-inch iron pipe with bolt found bears N 00°00'00" W, a distance of 1.65 feet;

THENCE, with the northwest line of the said 151.37 acre tract, being the southeast line of the said Union Pacific right-of-way, the following two (2) courses:

1. N 72°31'19" E, a distance of 465.41 feet to a 5/8-inch iron rod with cap found;
2. a distance of 476.44 feet with an arc of a curve to the left whose central angle is 07°39'26", with a radius of 3564.94 feet and whose chord bears N 71°15'15" E, a distance of 476.08 feet to a 5/8-inch iron rod with cap found being the northwest corner of a called 2.0 acre tract of land described in a deed to David L. Carlin and Mary C. Carlin as recorded in Document No. 9759883 of the Official Records of Williamson County, Texas, being the northeast corner of the said 151.37 acre tract;

THENCE, leaving the southeast line of the said Union Pacific Railroad, being the northwest line of the said 151.37 acre tract, with the boundary of the said 2.0 acre tract and the said 151.37 acre tract, S 14°40'00" E, at a distance of 7.82 feet to ½ inch iron rod found, a total distance of 211.08 feet to a point in the approximate center of Lake Creek:

THENCE leaving the said boundary of the 2.0 acre tract and the 151.37 acre tract and crossing the said 151.37 acre tract the following seven (7) courses:

1. S 66° 50' 34" W, a distance of 163.08 feet to a point,
2. S 46° 48' 11" W, a distance of 307.03 feet to a point,
3. S 63° 14' 57" W, a distance of 102.12 feet to a point,
4. S 29° 13' 49" W, a distance of 140.23 feet to a point,
5. S 43° 17' 30" W, a distance of 292.61 feet to a point,
6. S 30° 10' 55" W, a distance of 143.90 feet to a point,

Net Forsman Boundary
141.69 Acres

FN 00-065 (JRS)
April 12, 2001
Job No. 050214.001.1.4047

7. S 80° 43' 01" W, a distance of 108.09 feet to a 5/8-inch iron rod with cap found, on the west line of the said 151.37 acre tract, being the northeast corner of the remainder of a called 231.374 acre tract of land as described in a deed to Gaston Development Co. and Garland Development Co. as recorded in Volume 710, Page 700 of the Official Records of Williamson County, Texas, being the southeast corner of a called 6.591 acre tract of land described in a deed to Sue Hoover as recorded in Volume 2159, Page 880 of the Official Records of Williamson county, Texas;

THENCE, continuing with the west line of the herein described 151.37 acre tract, being the east line of the said 6.591 acre tract the following four (4) courses:

1. N 36°28'50" W, a distance of 39.42 feet to a 5/8-inch iron rod with cap set;
2. N 22°05'00" W, a distance of 34.83 feet to a 5/8-inch iron rod with cap set;
3. N 00°40'00" E, a distance of 122.92 feet to a 5/8-inch iron rod with cap set;
4. North, a distance of 521.98 feet to the **POINT OF BEGINNING** and containing 9.68 acres of land, more or less, and

CONTAINING A NET TOTAL OF 141.69 ACRES OF LAND.

THE STATE OF TEXAS

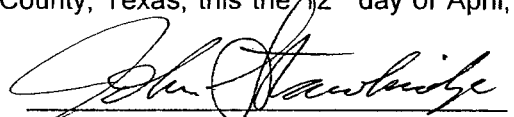
KNOW ALL MEN BY THESE PRESENTS:

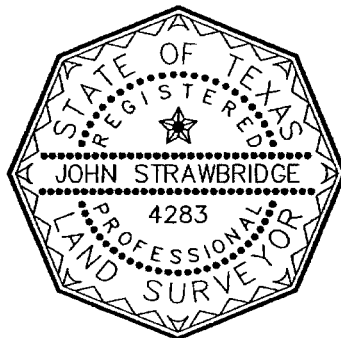
COUNTY OF TRAVIS

That I, John Strawbridge, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, this the 12th day of April, 2001 A.D.

Carter & Burgess, Inc.
901 South Mopac Blvd., Suite 200
Austin, Texas 78746


John Strawbridge
Registered Professional Land Surveyor
No. 4283 - State of Texas



SCALE : 1" = 500'

ARRIL, 2001

TRAVIS COUNTY, TEXAS

POINT OF BEGINNING

9.68 ACRES

33.61 ACRES
CONTINENTAL HOMES
OF TEXAS, L. P.
DOC. NO. 2000065504

1.7 ACRES
CONTINENTAL HOMES
OF TEXAS, L. P.
DOC. NO. 2000066002

151.37 ACRES
CONTINENTAL HOMES
OF TEXAS, L. P.
DOC. NO. 2000066004

RECORDERS MEMORANDUM

All or parts of the text on this page was not clearly legible for satisfactory recordation.

- LEGEND
- MARK ON CATTLE GUARD
 - WOOD FENCE POST
 - IRON PIPE FOUND
 - IRON ROD FOUND
 - IRON ROD SET
 - ▲ NAIL FOUND
 - △ CALCULATED POINT



DRAWING TO ACCOMPANY FIELDNOTE No. 01-063

Carter Burgess
Surveying
Carter and Burgess, Inc.
901 South MoPac Expressway Bldg. V Suite 200
Austin, Texas 78746
(512)314-3100 Fax (512)314-3135

EXHIBIT A – TRACT 2

33.61 Acre Tract
Jennings' Boundary

FN00-066 (A.Y.)
Sept. 20, 2000
C&B Project No. 050214.002.1.4047

A DESCRIPTION OF 33.61 ACRES OF LAND SITUATED IN THE P.A. HOLDER SURVEY, ABSTRACT 297 IN WILLIAMSON COUNTY, TEXAS, BEING THE REMAINDER OF A 42.478 ACRE TRACT TO RICHARD C. JENNINGS AS RECORDED IN DOCUMENT # 9558188 OF THE DEED RECORDS OF WILLIAMSON COUNTY, TEXAS, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a iron rod found on the east line of the said remainder 42.478 acre tract being the northeast corner of the said tract, and being the northwest corner of South Creek Section Two, a subdivision, as recorded in Cabinet F, Slide 266 of the Plat Records of Williamson County, Texas

THENCE with the said east line of the remainder 42.478 acre tract, being the west line of the said South Creek Section Two, the following three (3) courses:

1. S 02°36'29" W, 140.95 feet to a iron rod with cap set:
2. S 00°14'37" E, 902.66 feet to a iron rod with cap set:
3. S 01°03'27" E, passing at 29.03 feet the most northerly southwest corner of the said South Creek Section Two, being the northwest corner of South Creek Section Six, a subdivision, as recorded in Cabinet F, Slide 360 of the Plat Records of Williamson County, Texas, in all 93.21 feet to a iron rod with cap set at the north line of a 1.7 acre tract, to J & S Group as recorded in volume 2525, page 841 and Volume 2532, Page ddm623 of the Deed Records of Williamson County, Texas,

THENCE leaving the said east line of the remainder 42.478 acre tract, being the west line of the said South Creek Section Six, with the said north line of the 1.7 acre tract, the following five (5) courses:

1. N 88°15'15" W, 32.98 feet to a iron rod with cap set:
2. a distance of 159.80 feet with an arc of a curve to the right whose central angle is 07°02'24", with a radius of 1300.56 feet and whose chord bears N 84°44'03" W, a distance of 159.70 feet to a iron rod with cap set:
3. N 81°12'51" W, 275.21 feet to a iron rod with cap set:
4. a distance of 212.01 feet with an arc of a curve to the left whose central angle is 31°03'02", with a radius of 391.21 feet and whose chord bears S 83°15'43" W, a distance of 209.43 feet to a iron rod with cap set:
5. S 67°44'12" W, 252.62 feet to a iron rod with cap set, at the west line of the said remainder 42.478 acre tract, being the east line of a 153.25 acre tract to Carl Anton Forsman, as recorded in Volume 128, Page 456, and Volume 208, Page 462 of the Deed Records of Williamson County Texas,

THENCE with the said west line of the remainder 42.478 acre tract, being the east line of the 153.25 acre tract the following two courses:

1. N 07°00'43" W, 143.78 feet to a iron rod with cap set:
2. N 14°36'27" W, 1460.07 feet to a point on a cattle guard:
3. N 14°38'22" W, 312.87 feet to a point, on the north line of the said remainder 42.478 acre tract, being the south line of a 27.61 acre tract to James J. Hoover, as recorded in volume 649, page 114 of the Deed Records of Williamson County, Texas, being the approximate centerline of Lake Creek,

THENCE with the said north line of the remainder 42.478 acre tract, being the said south line of the 27.61 acre tract, being the south line of a 1.5 acre tract to Roger A. Miller & Suzanne B. Miller, as recorded in Volume 790, Page 892, being the south line of a 23.217 acre tract to Sue Hoover, as recorded in Volume 2137, Page 218 of the Deed Records of Williamson County, Texas, and being the approximate centerline of Lake Creek, the following four (4) courses:

1. S 52°29'43" E, 613.25 feet to a point,
2. S 68°54'51" E, 325.04 feet to a point,
3. S 74°13'13" E, 365.00 feet to a point,
4. S 73°12'53" E, 240.68 feet to the **POINT OF BEGINNING** and containing 33.61 acres of land more or less.

THE STATE OF TEXAS

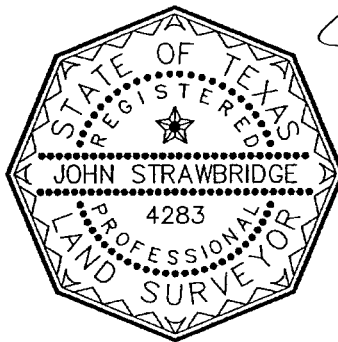
KNOW ALL MEN BY THESE PRESENTS:

COUNTY OF TRAVIS

That I, John Strawbridge, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein is based upon a survey performed under my direction and supervision during September, 2000.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, this the 20th day of September, 2000 A.D.

Carter & Burgess, Inc.
901 South Mopac Blvd., Suite 200
Austin, Texas 78746



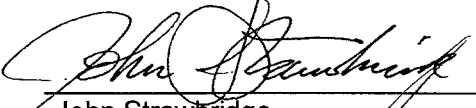

John Strawbridge
Registered Professional Land Surveyor
No. 4283 - State of Texas

EXHIBIT A - TRACT 3

1.7 Acre Tract
Southerly Portion of 3.416 Ac. Drainage Easement

FN01-067 (JRS)
April 20, 2001
C&B Project No. 050214.002.1.4047

PROPERTY DESCRIPTION

A DESCRIPTION OF 1.7 ACRES OF LAND SITUATED IN THE P.A. HOLDER SURVEY, ABSTRACT 297 IN WILLIAMSON COUNTY, TEXAS, BEING THE 1.7 ACRE TRACT CONVEYED TO CONTINENTAL HOMES OF TEXAS, L.P., AS RECORDED IN DOCUMENT # 2000066002 OF THE DEED RECORDS OF WILLIAMSON COUNTY, TEXAS, AND BEING DESCRIBED AS FOLLOWS:

1.7 Acres of land situated in the P.A. HOLDER SURVEY, ABSTRACT 297 in Williamson County, Texas, being the remainder of a called 8.904 acre tract described in the deed of record in Volume 2532, Page 623 and in Volume 2525, Page 841, Deed Records of Williamson County, Texas, **SAVE AND EXCEPT** all that portion of land described and platted as SOUTH CREEK SECTION TWENTY, PHASE 1, recorded in Cabinet L, Slide 201, Plat Records of Williamson County, Texas.

THE STATE OF TEXAS

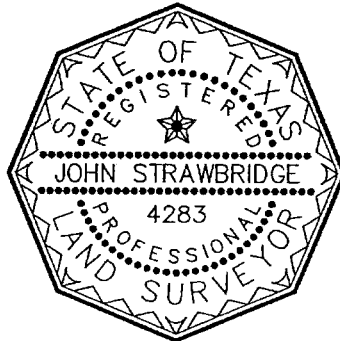
KNOW ALL MEN BY THESE PRESENTS:

COUNTY OF TRAVIS

That I, John Strawbridge, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein is based upon a survey performed under my direction and supervision during September, 2000.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, this the 20th day of April, 2001 A.D.

Carter & Burgess, Inc.
901 South Mopac Blvd., Suite 200
Austin, Texas 78746





John Strawbridge
Registered Professional Land Surveyor
No. 4283 - State of Texas

EXHIBIT B

THE STATE OF TEXAS §
 §
COUNTY OF TRAVIS §

That Continental Homes of Texas, L.P., the outright owners of the certain tract of land described in Document Number 2000066004, Document Number 2000065504, and Document Number 2000066002 of the Official Records of Williamson County, Texas (the "Property") do hereby state that there are no lien holders of the Property.

THE STATE OF TEXAS §
 §
COUNTY OF TRAVIS §

This instrument was acknowledged before me this ____ day of _____, 2001, by Terry E. Mitchell, Vice President of CHTEX of Texas, Inc., a Delaware corporation, sole general partner of Continental Homes of Texas, L.P., a Texas limited partnership, on behalf of said partnership and corporation.

Name: _____
Notary Public – State of Texas

EXHIBIT "C"

DEVELOPMENT AREA "A" - SINGLE FAMILY DETACHED RESIDENTIAL DEVELOPMENT STANDARDS

The development areas labeled "Single Family Detached Residential" as shown on the attached Exhibit "K" contain approximately 88 net developable acres.

The development standards for the "Single Family Detached Residential" development areas shall be as follows:

1. PERMITTED USES

1.1 Residential Uses.

- (a) Single family residential, as defined in Section 1 of this Development Plan, shall be permitted.

1.2 Non-residential uses.

- (a) Conservation areas
- (b) Outdoor recreational/athletic facilities
- (c) Outdoor swimming pools
- (d) Parks, playgrounds and playfields
- (e) Streams, lakes, waterways, or their drainageways
- (f) Wetlands
- (g) Club houses and community centers
- (h) Trail systems

2. SITE DEVELOPMENT REGULATIONS

(see lot diagram attachment for Lot 'A' and Lot 'B')

2.1 Lot Size.

Lot Type 'A'

| | |
|------------------|------------------------|
| Minimum lot size | 4,500 SF |
| | 5,250 SF on corner lot |

| | |
|----------------------|---------------------|
| Minimum lot width | 45 ft |
| at the building line | 50 ft on corner lot |

Lot Type 'B'

Minimum lot size 5,500 SF
 6,050 SF on a corner lot

Minimum lot width 50 ft
at the building line 55 ft on corner lot

2.2 Height Regulations.

No building shall exceed thirty-five feet (35'), exclusive of Appurtenances.

2.3 Minimum Setbacks.

- (i) Front Yard. There shall be a front yard setback having a depth of not less than ten feet (10') from the front property line to the closest projection of the building face not including roof overhangs, provided that dry utilities are located in a private alley or public utility easement which abuts the private alley. In the event that dry utilities are located in the front of the building, there shall be a front yard setback having a depth of not less than fifteen (15') from the property line to the closest projection of the building face, not including roof overhangs. There shall be a minimum of twenty foot (20') setback from the front property line to the front of a garage to allow for permitted parking in the paved surface area of the front yard for lots that do not have private alley access.
- (ii) Interior Side Yard. There shall be a side yard of not less than five feet (5') from the walls of building or accessory building to the interior side property line. The roof overhang may extend two feet into the side yard setback provided no easements are encroached upon.
- (iii) Street Side Yard. There shall be a side yard of not less than ten feet (10') from the walls of building to the street side property line. The roof overhang may extend two feet into the street side yard setback provided no easements are encroached upon.
- (iv) Rear Yard. There shall be a rear yard setback of not less than ten feet (10') from the rear most wall of the dwelling unit to the back property line and five feet (5') from rearmost wall of the garage to the back of the property line. Parking is permitted within the driveway of the rear yard. If the driveway in the rear yard is located behind the garage, the garage setback shall be increased to twenty feet (20'). The driveway may be located adjacent to the garage on a concrete slab and shall have a depth of no less than twenty feet (20'). In the event that dry utilities are located within a public utility easement abutting a private alley, there shall be a rear yard setback of not less than twenty feet (20'). The tandem parking provided in the driveway shall be credited towards Owner's required number of parking spaces.

2.4 Garage Regulations.

Garages may be either attached or detached and shall be accessible from a public street or private alley.

3. PARKING REQUIREMENTS

The number of parking spaces for Single Family Detached Residential shall be provided in accordance with the standards set forth in Exhibit "F" to this agreement. The parking and loading requirements for all other uses shall be in accordance with the Code.

EXHIBIT "D"

DEVELOPMENT AREA "B" - SINGLE FAMILY ATTACHED RESIDENTIAL (RESIDENTIAL CONDOMINIUM/ RESIDENTIAL TOWNHOUSE) DEVELOPMENT STANDARDS

The development areas labeled "Single Family Attached Residential" on the attached Exhibit "K", consists of approximately 22 net developable acres.

The development standards for the Single Family Attached development areas shall be as follows:

1. PERMITTED USES

1.1 Residential Uses.

- (a) Residential Condominium, as defined in Section 1 of the Development Plan
- (b) Residential Townhouse, as defined in Section 1 of the Development Plan

1.2 Non- residential uses.

- (a) Conservation areas
- (b) Outdoor recreational/athletic facilities
- (c) Outdoor swimming pools
- (d) Parks, playgrounds and playfields
- (e) Streams, lakes, waterways, or their drainageways
- (f) Wetlands
- (g) Club houses and community centers
- (h) Trail systems

2. RESIDENTIAL CONDOMINIUM SITE DEVELOPMENT REGULATIONS

(see lot diagram attachment)

2.1 Lot Size and Lot Width.

| | |
|---|------------------------------------|
| Minimum lot size | 4,500 SF 4,950 SF on corner lot |
| Minimum lot width at the building line | 50 ft 55 ft on corner lot |

2.2 Density.

The overall density for any Residential Condominium area shall not exceed sixteen (16) units per developable acre. (The overall density for Development Area "D" shall not exceed three hundred fifty (350) units.)

2.3 Height Regulations.

No building shall exceed thirty-five feet (35'), exclusive of appurtenances.

2.4 Minimum Setbacks.

- (a) **Front Yard.** There shall be a front yard setback having a depth of not less than ten feet (10') from the front property line to the closest projection of the building face not including roof overhangs, provided that dry utilities are located in a private alley or public utility easement which abuts the private alley. In the event that dry utilities are located in the front of the building, there shall be a front yard setback having a depth of not less than fifteen (15') from the property line to the closest projection of the building face, not including roof overhangs.
- (b) **Interior Side Yard.** There shall be a side yard setback of not less than ten feet (10') from the walls of the building to the interior side property line, not including a stoop, covered porch, covered terrace, balcony or bay. The roof overhang may extend two feet into the side yard setback provided no easements are encroached upon.
- (c) **Street Side Yard.** There shall be a side yard of not less than ten feet (10') from the walls of building to the street side property line. The roof overhang may extend two feet into the street side yard setback provided no easements are encroached upon.
- (d) **Rear Yard.** There shall be a rear yard setback of not less than ten feet (10') from the rear most wall of the dwelling unit to the back property line and five feet (5') from rearmost wall of the garage or carport to the back of the property line. Parking is permitted within the paved surface area of the rear yard. If the driveway in the rear yard is located behind the garage, the garage setback shall be increased to twenty feet (20'). The driveway may be located adjacent to the garage on a concrete slab and shall have a depth of no less than twenty feet (20'). In the event that dry utilities are located within a public utility easement abutting a private alley, there shall be a rear yard setback of not less than twenty feet (20').

3.4 Height Regulations.

No building shall exceed thirty-five feet (35'), exclusive of appurtenances.

3.5 Minimum Setbacks.

- (i) **Front Yard.** There shall be a front yard setback having a depth of not less than ten feet (10') from the front property line to the closest projection of the building face not including roof overhangs, provided that dry utilities are located in a private alley or public utility easement which abuts the private alley. In the event that dry utilities are located in the front of the building, there shall be a front yard setback having a depth of not less than fifteen (15') from the property line to the closest projection of the building face, not including roof overhangs.
- (ii) **Interior Side Yard.** No setback is required if a common wall is provided or five feet (5') where no common wall is provided. The roof overhang may extend two feet into the interior side yard setback provided no easements are encroached upon.
- (iii) **Street Side Yard.** There shall be a side yard of not less than five feet (5') from the walls of building to the street side property line. The roof overhang may extend two feet into the street side yard setback provided no easements are encroached upon.
- (iv) **Rear Yard.** There shall be a rear yard setback of not less than ten feet (10') from the rear most wall of the dwelling unit to the back property line and five feet (5') from rear most wall of the garage to the back of the property line. Parking is permitted within the driveway of the rear yard. If the driveway in the rear yard is located behind the garage, the garage setback shall be increased to twenty feet (20'). The driveway may be located adjacent to the garage on a concrete slab and shall have a depth of no less than twenty feet (20'). The tandem parking provided in the driveway shall be credited towards Owner's required number of parking spaces.

3.6 Garage/Carport Regulations.

- (i) Garages or carports shall be either attached or detached and accessible from a private alley.
- (ii) Carports, if any, shall be effectively screened from public rights-of way.

4. PARKING REQUIREMENTS

The number of parking and loading spaces for Residential Condominiums and Residential Townhouse development areas shall be provided in accordance with the standards set

forth in Exhibit "F" to this agreement. The parking and loading requirements for all other uses shall be in accordance with the Code.

EXHIBIT "E"

DEVELOPMENT AREA "E" - OPEN SPACE CRITERIA AND STANDARDS

Open Space is a tract of land provided as a general benefit for the community. The open space for Turtle Creek Village PUD, as shown on the attached Exhibit "K", comprises approximately thirty-five (35) acres, including the 100-year flood plain. Common open space, as identified on the attached Exhibit "K", may be usable for recreational purposes or may provide visual, aesthetic and environmental amenities.

1. PERMITTED USES

- (a) Conservation areas
- (b) Outdoor recreational/athletic facilities
- (c) Outdoor swimming pools
- (d) Parks, playgrounds and playfields
- (e) Streams, lakes, waterways, or their drainageways
- (f) Wetlands
- (g) Club houses and community centers
- (h) Trail systems for pedestrian and bicycle traffic
- (i) Off-street parking

2. SITE DEVELOPMENT REGULATIONS

2.1 Maximum height of buildings.

No building shall exceed thirty-five feet (35'), exclusive of appurtenances.

2.2 Minimum Lot Size.

The minimum lot size shall be thirty-five hundred (3,500) square feet, except for landscaped lots in the right-of-way, which may be smaller, as approved as a part of the final plat.

2.3 Minimum Lot Width.

The minimum lot width shall be forty feet (40').

2.4 Minimum Setbacks.

- (i) Front Yard. Fifteen feet (15').
- (ii) Side Yard. Ten feet (10').
- (iii) Rear Yard. Ten feet (10').

2.5 Linear Park.

Linear parks shall generally be a minimum of forty feet (40') in width but in no event less than twenty-five feet (25') in width.

3. COMMON OPEN SPACE CONVEYANCE

Common open space and structures thereon must be either:

- (i) conveyed to a public body, if said public body agrees to accept conveyance and to maintain the common open space and buildings, structures, or improvements which have been placed on it; or
- (ii) conveyed to a Property Owners Association or some other party responsible for maintaining common buildings, areas and land within the subdivision. The common open space shall be restricted to the uses specified on the final plat and which provide for the maintenance of the common open space in a manner which assures its long term maintenance for its intended purpose.

4. PARK LAND DEDICATION

4.1 Private Park Land.

Owner will designate a minimum of 1.5 acres out of the Common Open Space, as shown on Exhibit "K", as private park land to be maintained by the Property Owners Association for the area. The private park land may contain open space improvements such as a swimming pool, amenity center and other related uses. In the event that Owner elects to change the location of the 1.5 acres to another location on the Property, which location shall be mutually agreed upon between Owner and the Director of Parks and Recreation Department, the revision shall be considered a minor change, as defined in Article III of this Agreement.

4.2 Park Land Dedication Requirements.

Owner will dedicate not less than 15 acres out of the common Open Space to the City for the purpose of creating a pedestrian and bicycle trail within the Turtle Creek Village PUD. Owner will provide the City with a dedication deed for the public park land within 15 business days from the time a written request is received from the City's Director of Parks and Recreation Department. The City will maintain all dedicated public park land after the aforementioned conveyance by Owner.

4.3 Total Parkland Requirements.

Owner shall provide a combined total acreage for private park and public park of no less than thirty-five (35) acres.

5. EASEMENTS WITHIN OPEN SPACE

5.1 Owner shall be permitted to locate a public utility easement within any area of public open space that abuts Owner's residential development.

EXHIBIT "F"

PARKING REGULATIONS

1. PARKING REGULATIONS

1.1 Parking and Storage of Certain Vehicles.

Automotive vehicles or trailers not bearing current license plates and state motor vehicles inspection stickers shall be parked or stored on any residential area only in completely enclosed buildings. No recreational vehicle, trailer or major recreational equipment shall be parked or stored on any lot except that it shall be enclosed in a building. No commercial vehicles larger than a standard three-quarter (3/4) ton pickup truck or standard two-axle passenger van shall be permitted to remain overnight on any Lot or to be parked on any roadway within the Property.

1.2 Single Family Detached Residential Parking Regulations.

Development of any use permitted in the Single Family Detached Residential areas shall comply with Section 11.321 of the Code.

1.3 Residential Condominium Parking Regulations.

- (i) Development of any use permitted in the Residential Condominium development areas shall provide parking spaces equal to the following: a minimum of two parking spaces for up to two bedrooms and one additional space for units that contain three or more bedrooms, which shall be located either in a garage, on the driveway or in a convenient location to the building. Tandem parking spaces provided on the driveway shall be credited towards parking space requirements provided that the driveway is located directly in front of the garage of a dwelling unit and that driveway provides direct access to that dwelling unit from the garage.
- (ii) Residential Condominium development areas shall include garage parking for residents, which shall be accessible from private driveways or alleys.
- (iii) Additional parking shall also be provided for guests and visitors of residents. A minimum of five percent (5%) of the total parking spaces that are required for the condominium residences shall be provided for additional guest and visitor parking.

1.4 Residential Townhouse Parking Regulations

Residential Townhouse development areas shall include covered parking (garage or carport) for residents, which shall be accessible from private alleys. Development of any use permitted on the Residential Townhouse development areas shall provide (i) a minimum of one (1) covered parking space per dwelling unit and (ii) one (1) additional parking space per dwelling unit, which may be located on the driveway behind or next to the garage or carport. Residential Townhouse units with three or more bedrooms shall provide one additional parking space at a location to be approved by the City Director of Planning.

1.5 Shared Parking.

The City may approve as appropriate for two or more non-residential uses to share parking spaces. Any parking spaces that the City allows to be shared count toward the number of parking spaces each must provide.

1.6 Daycare Services and Primary Educational Facilities.

Development of any use permitted for daycare and educational uses shall provide one parking space for each employee.

1.7 Open Space Parking Regulations

Parking for open space uses is provided from adjacent on-street parking unless, at the Owner's option, off-street parking is provided within an open space lot.

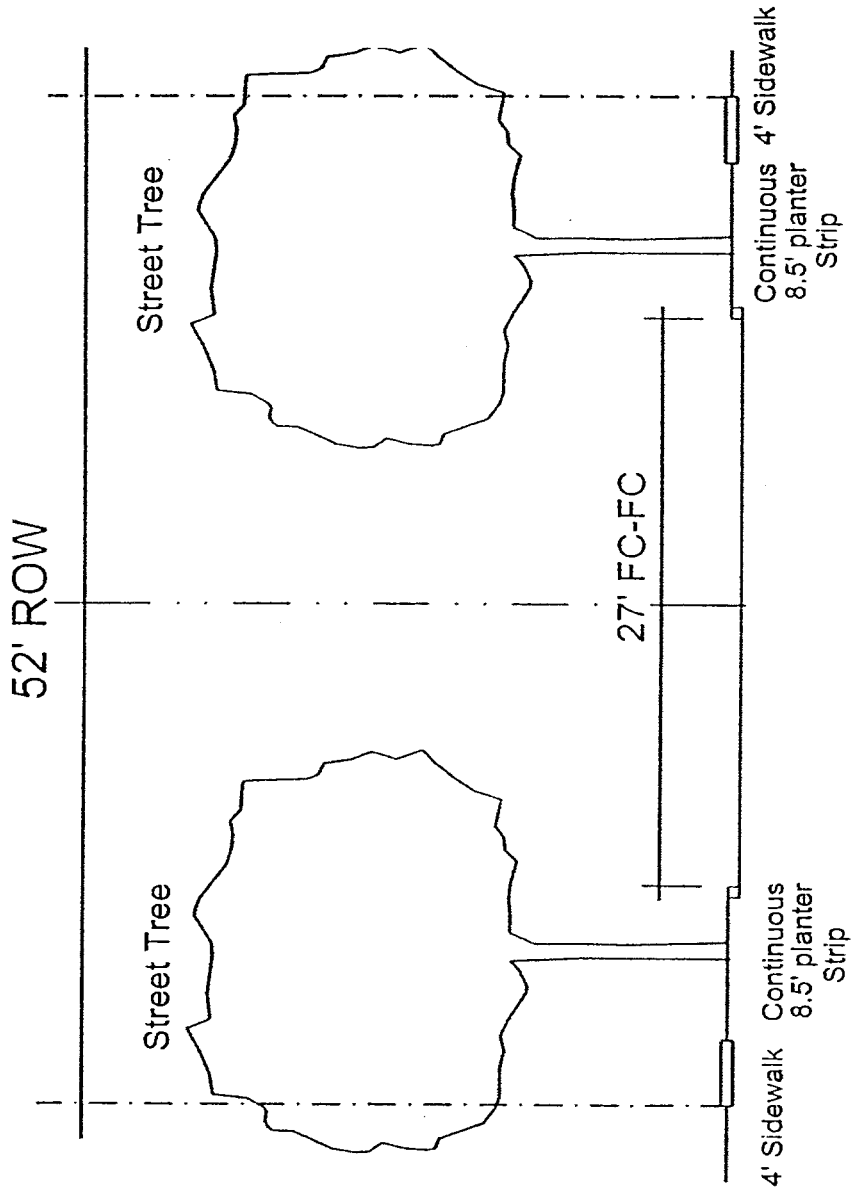
EXHIBIT "G"

DAYCARE AND PRIMARY PUBLIC EDUCATIONAL FACILITIES

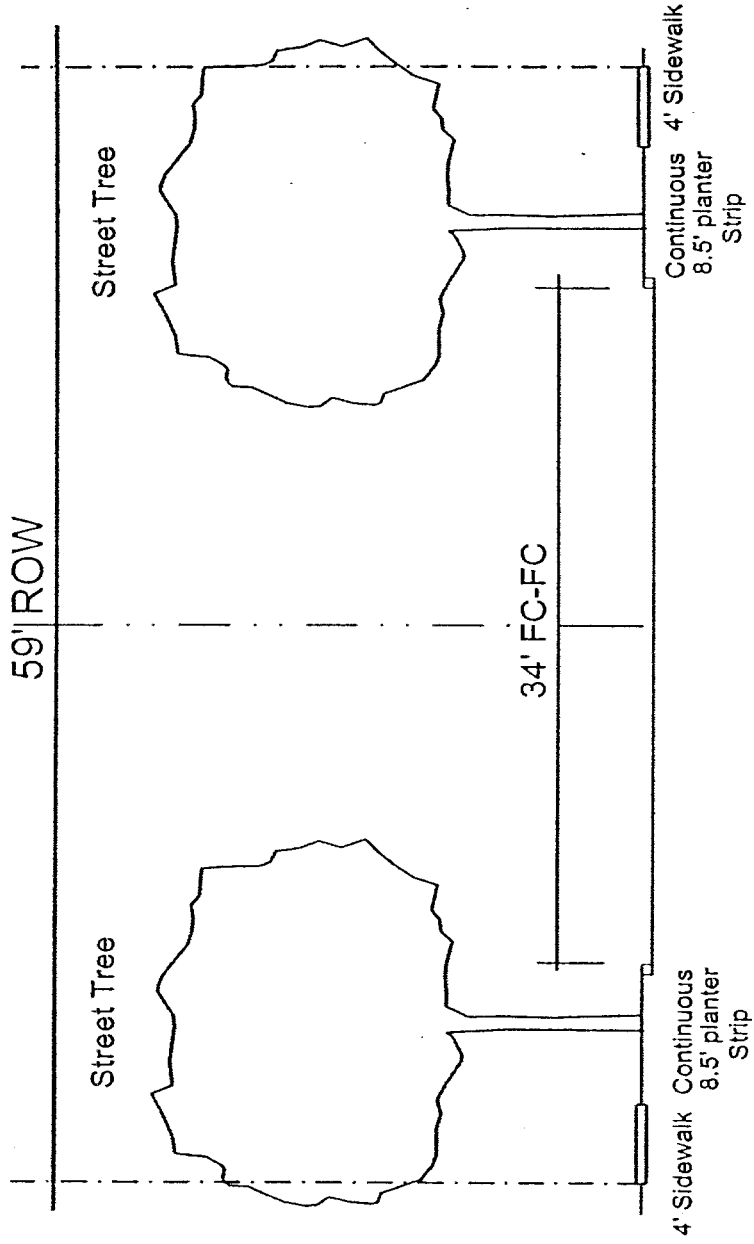
Any daycare or public educational facilities within the Turtle Creek Village PUD shall be in compliance with the Code.

EXHIBIT "H"

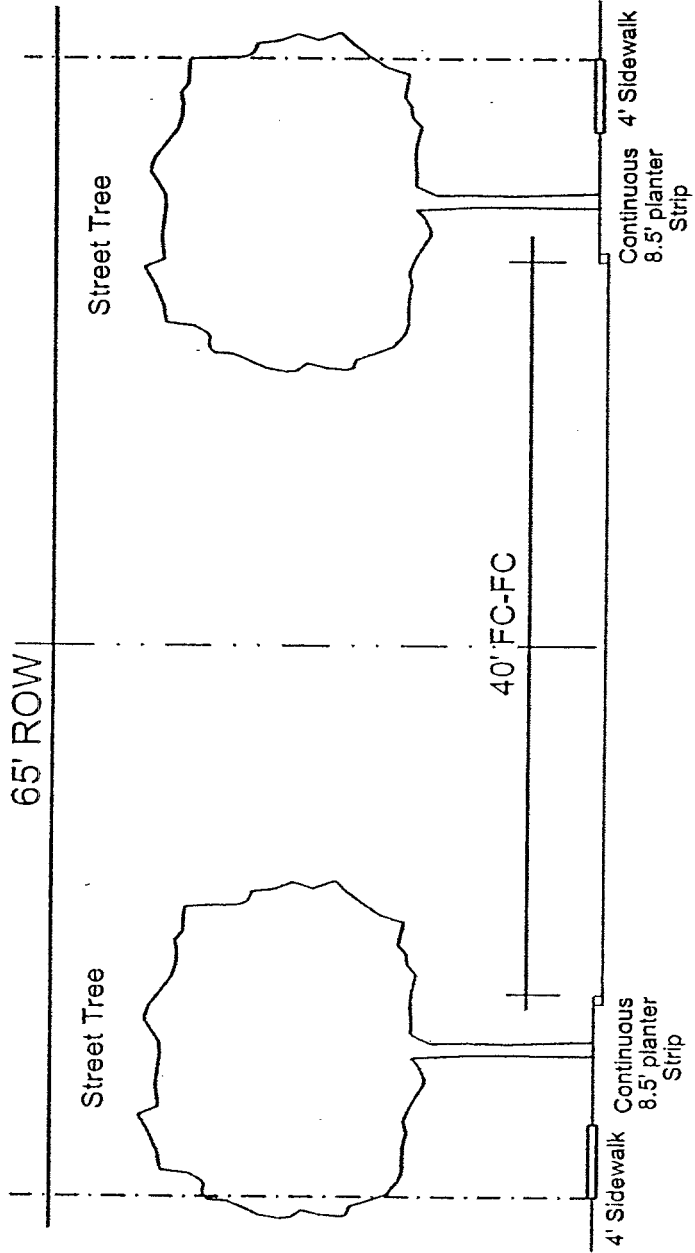
[See Attached Street Diagrams]



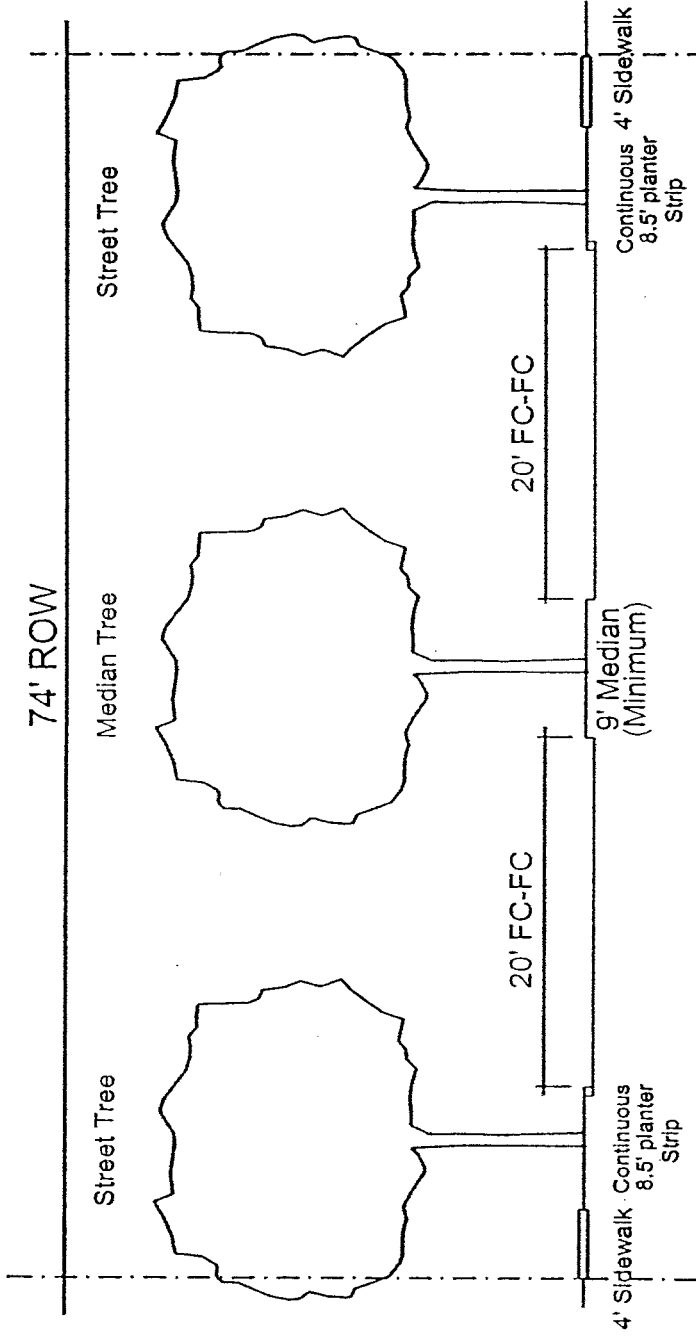
Alternative Local Street



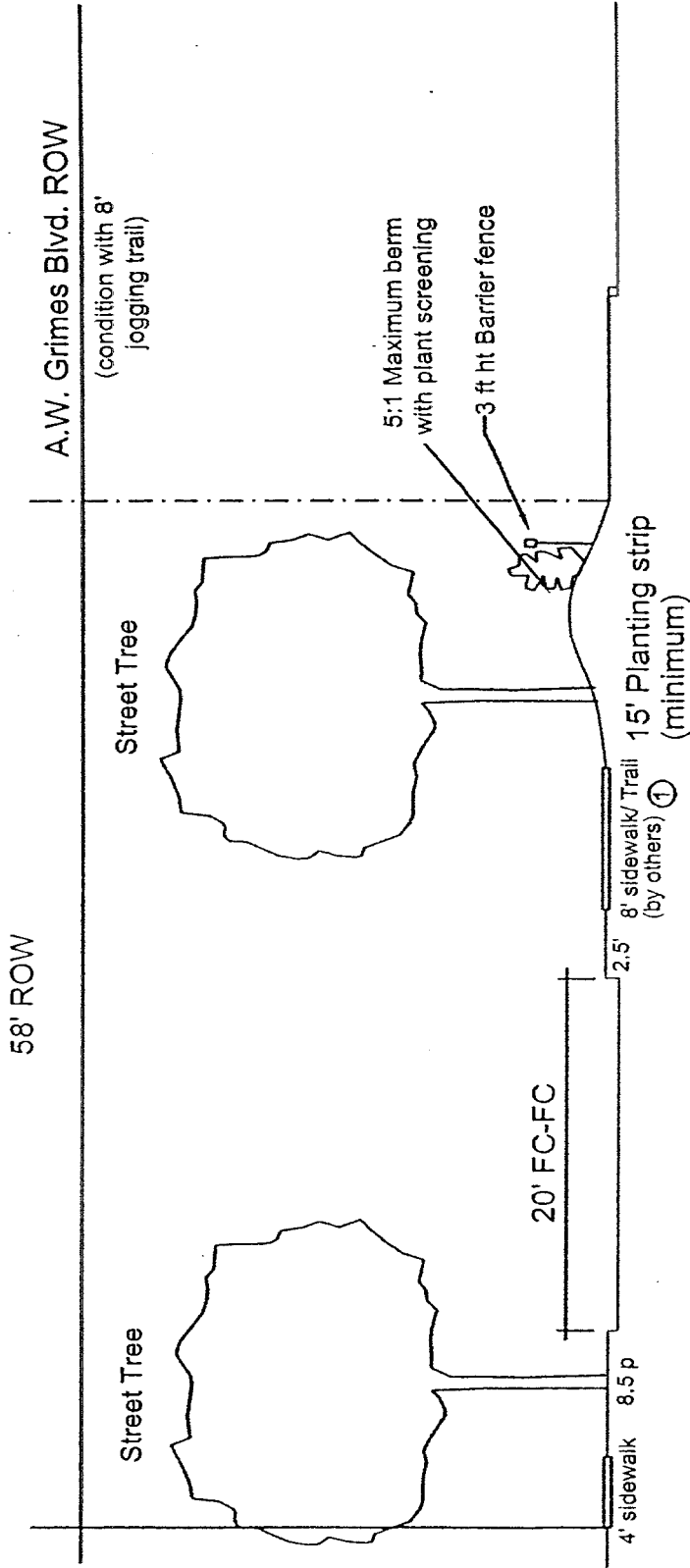
Alternative Residential Collector



Residential Collector

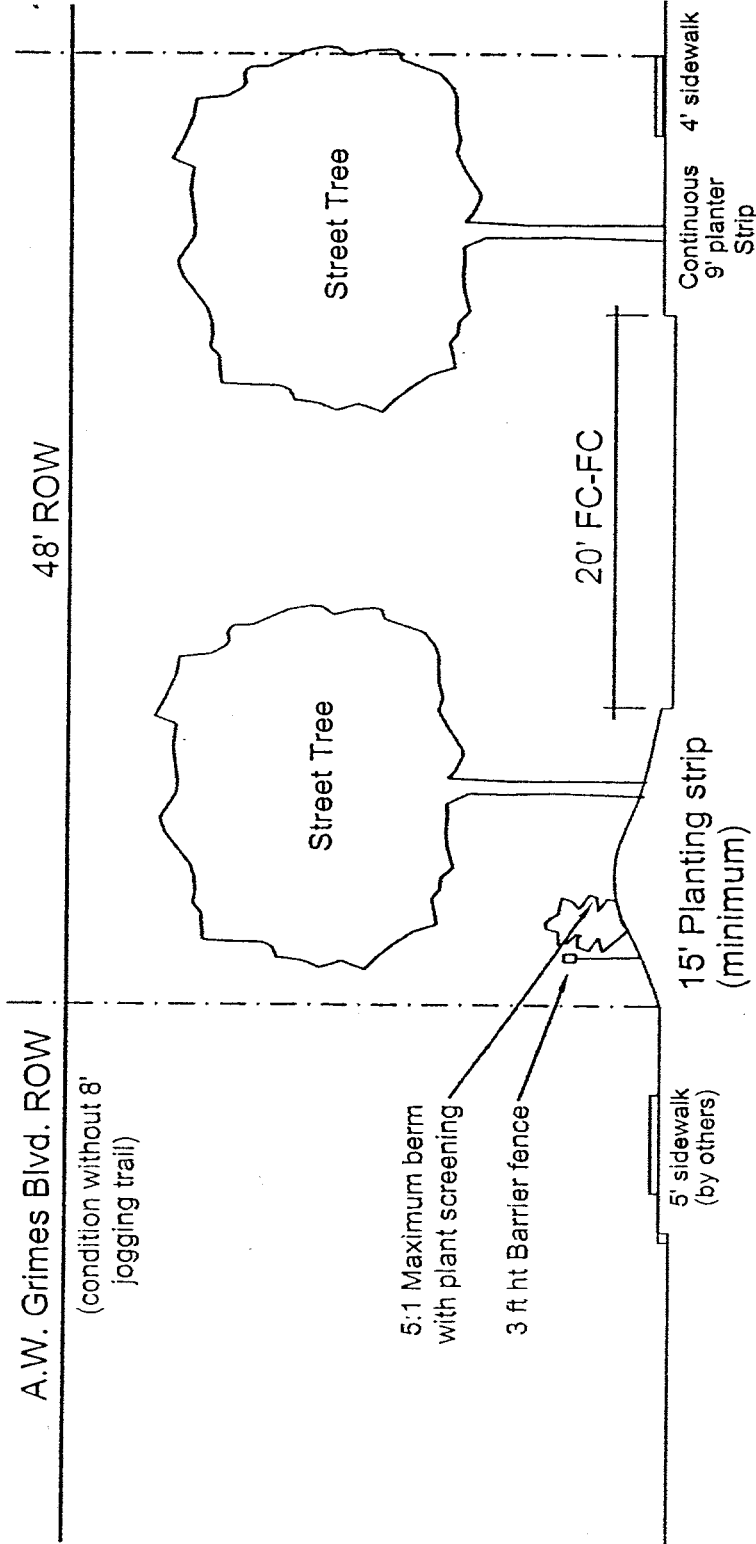


Boulevard Collector



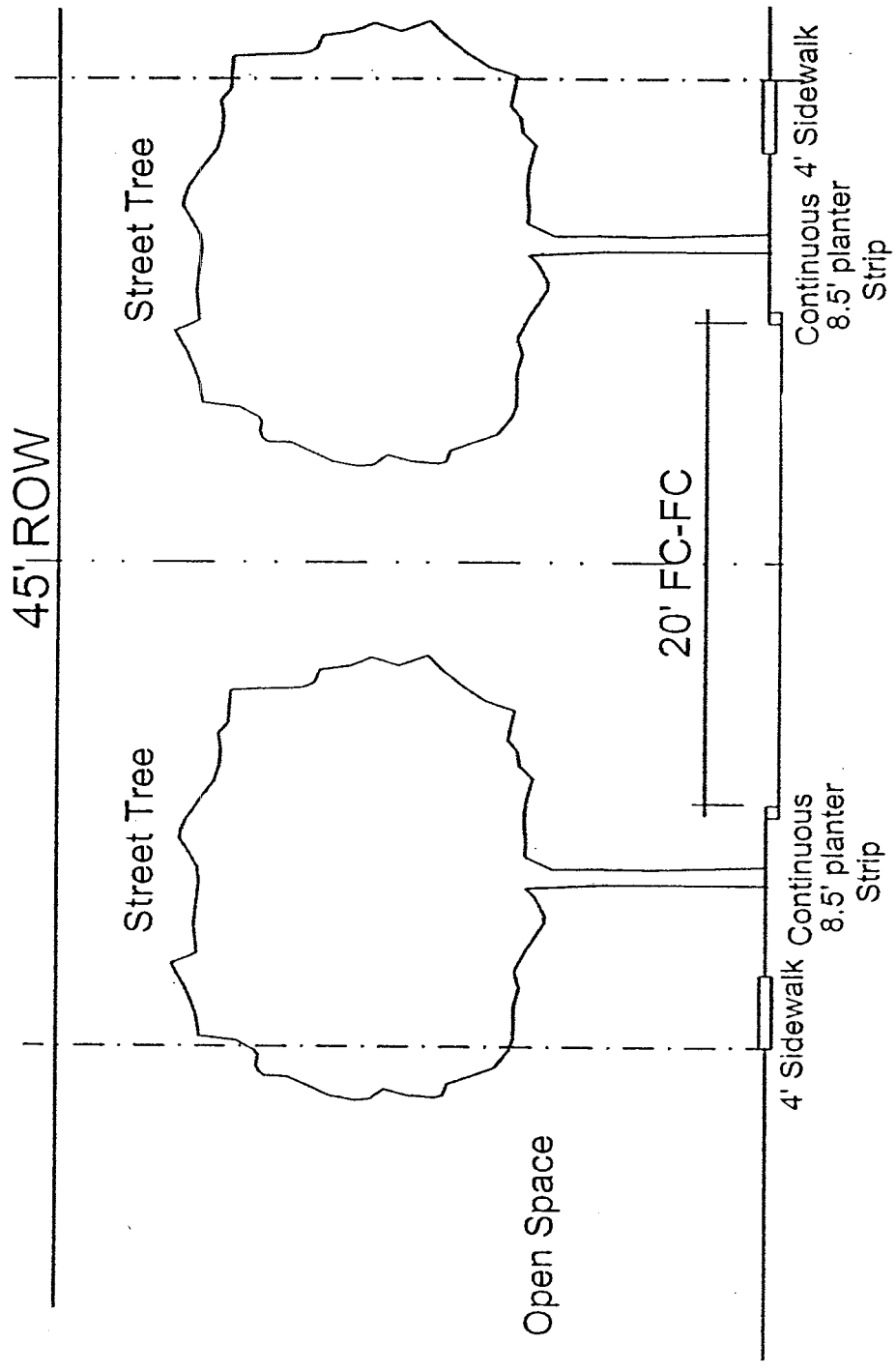
Access Lane (Fronting A.W. Grimes Blvd. with jogging trail)

- ① Sidewalk is part of the A.W. Grimes Blvd. improvements. This pavement is the consolidated jogging trail/ sidewalk.



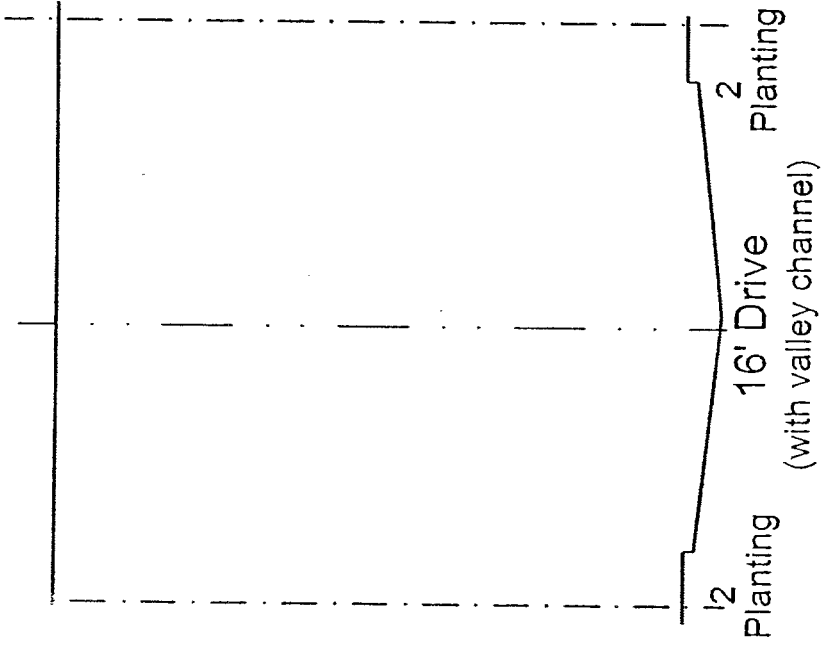
Access Lane

(Fronting A.W. Grimes Blvd. without jogging trail)



Access Lane (fronting open space)

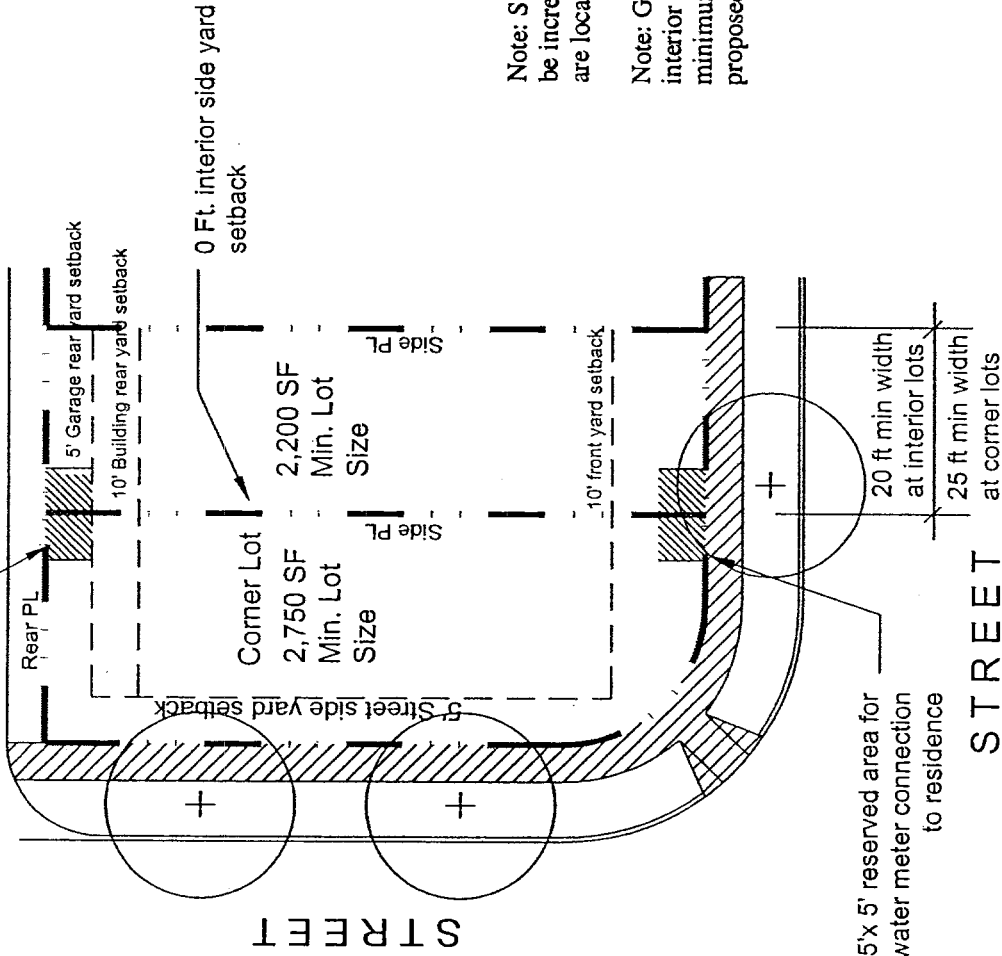
20' ROW



Two-Way Alley

5' x 5' reserved area for utility meter/boxes for individual connections to residences

ALLEY



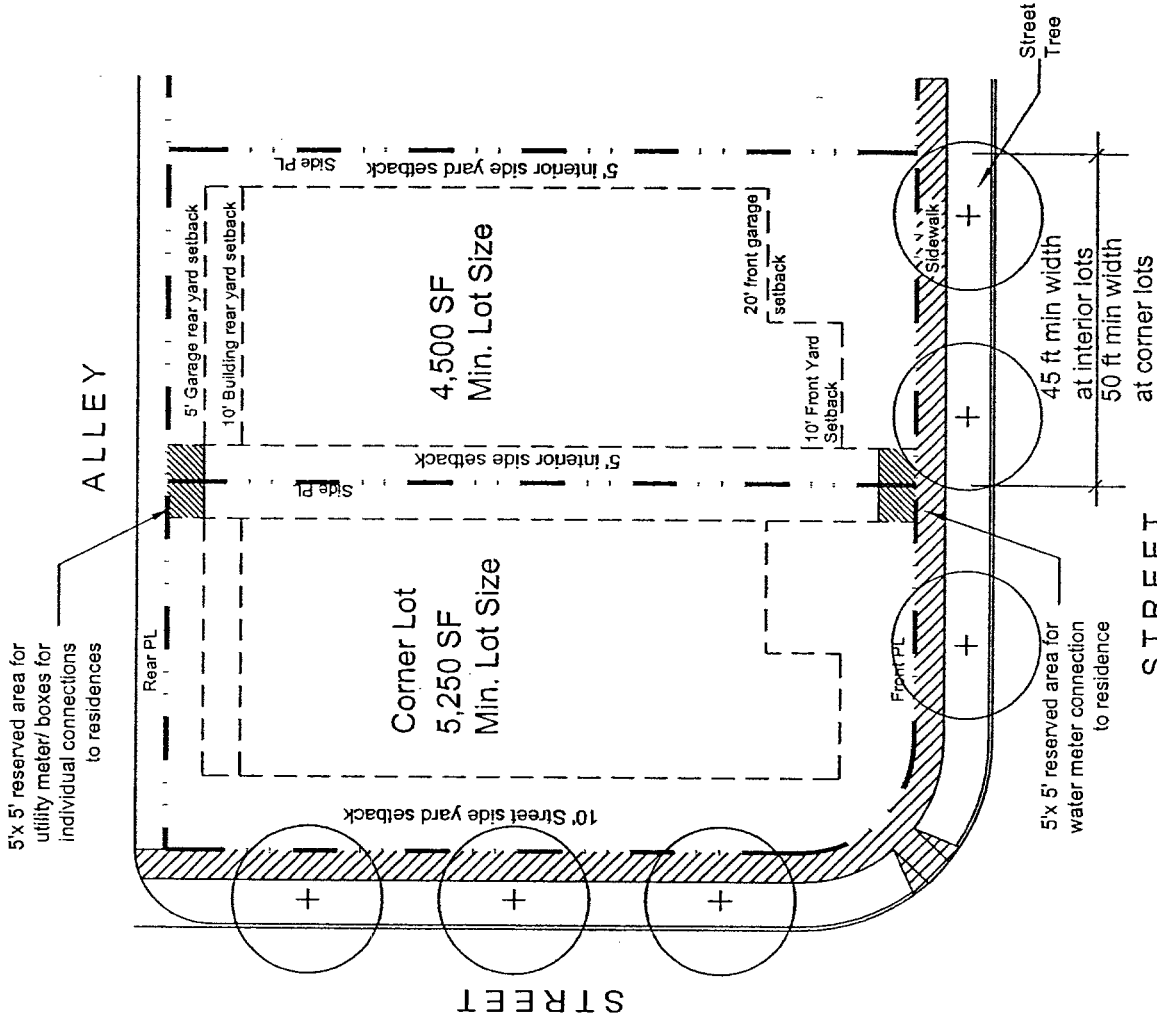
Note: Street yard building setbacks shall be increased to 15 feet if "dry utilities" are located in a PUE abutting the street.

Note: Garage setback from alley or private interior drives shall be increased to a minimum of 20 feet if parking spaces are proposed in driveway in front of garage.

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LOT DIAGRAM
Residential Townhouse



Note: Street yard building setbacks shall be increased to 15 feet if "dry utilities" are located in a PUE abutting the street.

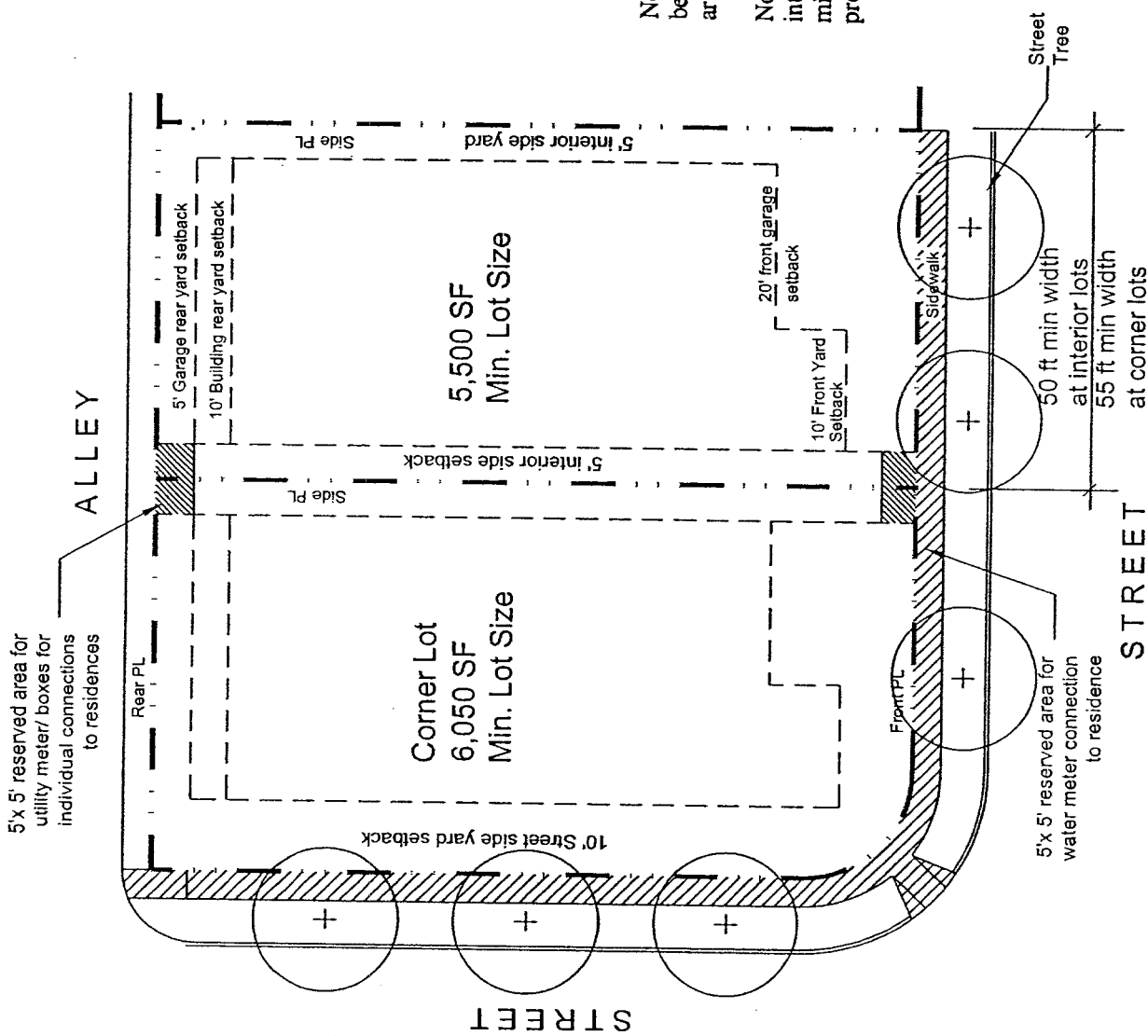
Note: Garage setback from alley or private interior drives shall be increased to a minimum of 20 feet if parking spaces are proposed in driveway in front of garage.

LOT DIAGRAM

Single Family Detached Residential

LOT TYPE 'A'

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Note: Street yard building setbacks shall be increased to 15 feet if "dry utilities" are located in a PUE abutting the street.

Note: Garage setback from alley or private interior drives shall be increased to a minimum of 20 feet if parking spaces are proposed in driveway in front of garage.

LOT DIAGRAM

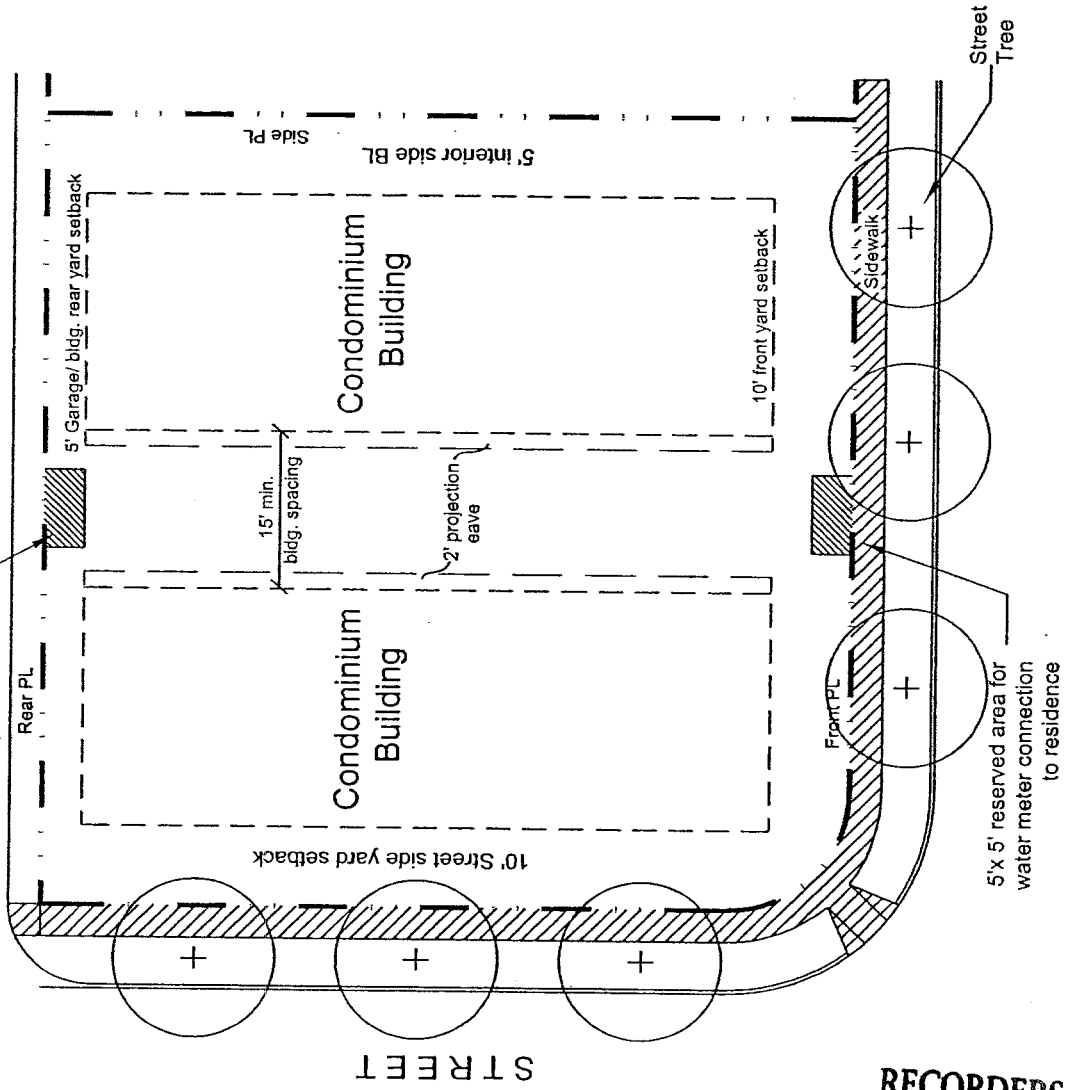
Single Family Detached Residential
LOT TYPE 'B'

RECORDERS MEMORANDUM

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ALLEY OR PRIVATE INTERIOR DRIVE

5' x 5' reserved area for utility meter/boxes for individual connections to residences



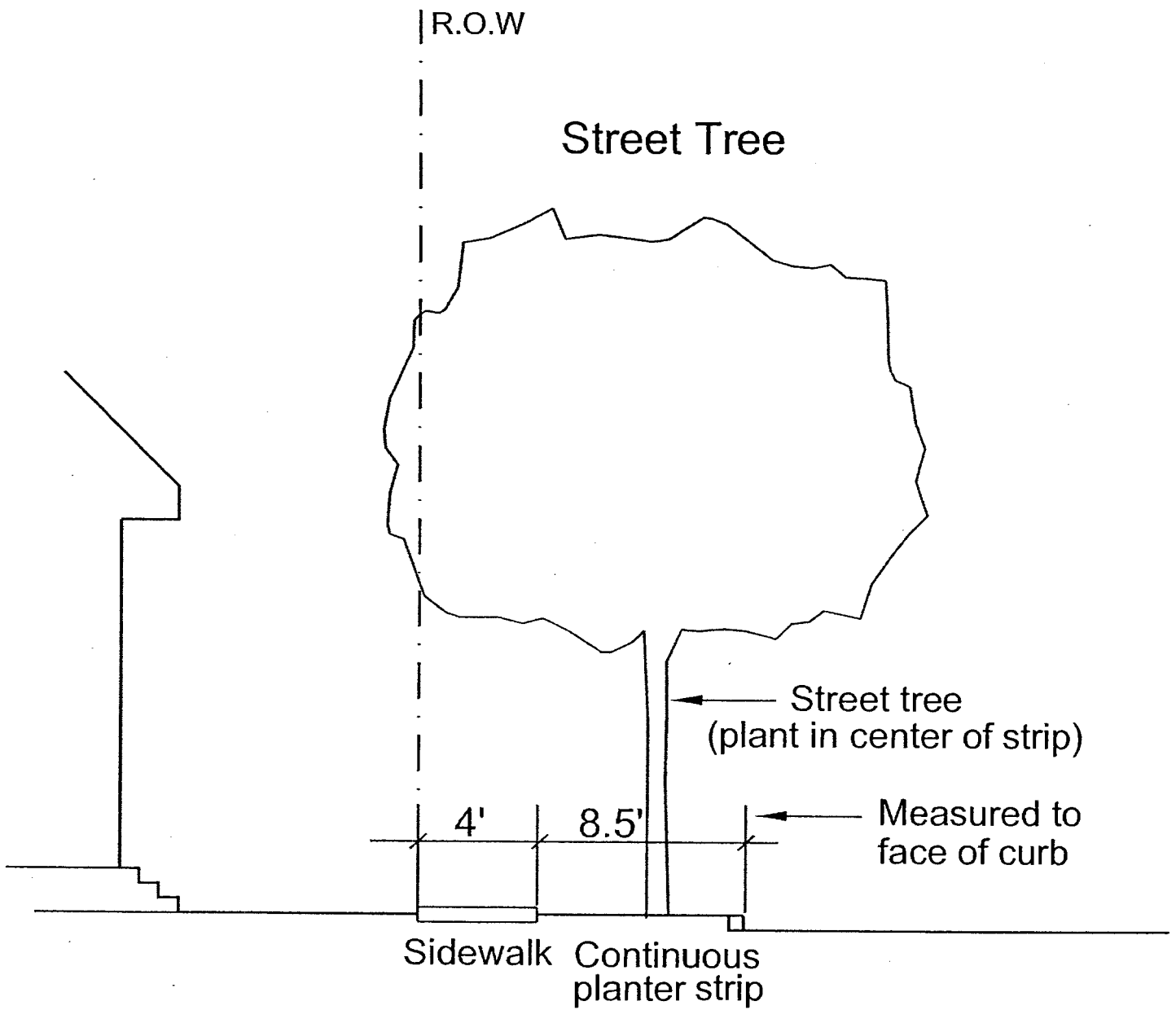
STREET OR PEDESTRIAN WAY

LOT DIAGRAM
Residential Condominium

Note: Street yard building setbacks shall be increased to 15 feet if "dry utilities" are located in a PUE abutting the street.

Note: Garage setback from alley or private interior drives shall be increased to a minimum of 20 feet if parking spaces are proposed in driveway in front of garage.

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Typical Planting Strip
Exhibit "I"

EXHIBIT J

TRAFFIC IMPACT ANALYSIS

EXHIBIT J



TRAFFIC IMPACT STUDY

Milburn Homes – Turtle Creek Village
Williamson County, Texas

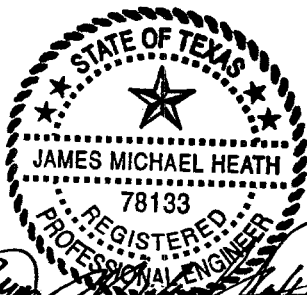
Performed for:

Milburn Homes
12554 Riata Vista Circle
Second Floor
Austin, TX 78727

by:

Alliance-Texas Engineering Company
100 East Anderson Lane Suite 300
Austin, Texas 78752
Phone (512) 821-2081
FAX (512) 821-2085

April 20, 2001
Revised June 15, 2001



[Handwritten signature]
6/15/01

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MILBURN HOME SUBDIVISION TRAFFIC IMPACT ANALYSIS June 15, 2001

Section One: Introduction

Overview

The Turtle Creek Village Planned Unit Development is located in southeast Williamson County, within the limits of the City of Round Rock. It is proposed as a Traditional Neighborhood Development (TND), with the land uses listed in **Table 1**. Generally described, the site is located north of the Gattis School Road, south of Highway 79, east of Green Lawn Blvd, and west of South Creek. Access to the development will be along the proposed A.W. Grimes Blvd which will run through the site. It is anticipated that the site will be fully developed by 2006.

Projected traffic volumes are based on information taken from traffic counts performed on August 15, 2000. Proposed land uses are provided in **Table 1**.

Table 1: Land Use Summary

| Size | Land Use |
|--------------------|------------------------------|
| 422 Dwellings | Single Family Homes |
| 273 Dwelling Units | Single Family Attached Homes |
| 250 Students | Day Care Facility |
| 800 Student | Elementary |

Figure 1 shows the location of the Milburn Home Subdivision and the surrounding roadway network. Other than the completion of A.W Grimes Blvd, the roadway network surrounding this site is not expected to significantly change from the time of this study to the build-out completion date; therefore, the build-out year analysis will assume the existing network with modifications to include the subdivision and A.W Grimes Blvd. The trips generated by this site are distributed according to driveway accessibility as shown in **Figure 2**.

One of the primary goals of Milburn Homes is to design a Traditional Neighborhood Development that incorporates mixed residential areas and civic areas. The Turtle Creek Village TND includes single family detached housing, single family attached housing, an elementary school, a daycare center, and public space.

One of the major goals of a TND is to be pedestrian oriented. To accomplish this goal, street pattern and design is used to reduce vehicle travel speeds and encourage pedestrian activity. Streets may be smaller than in conventional development and more varied in size and form to control traffic and give character to the neighborhood.

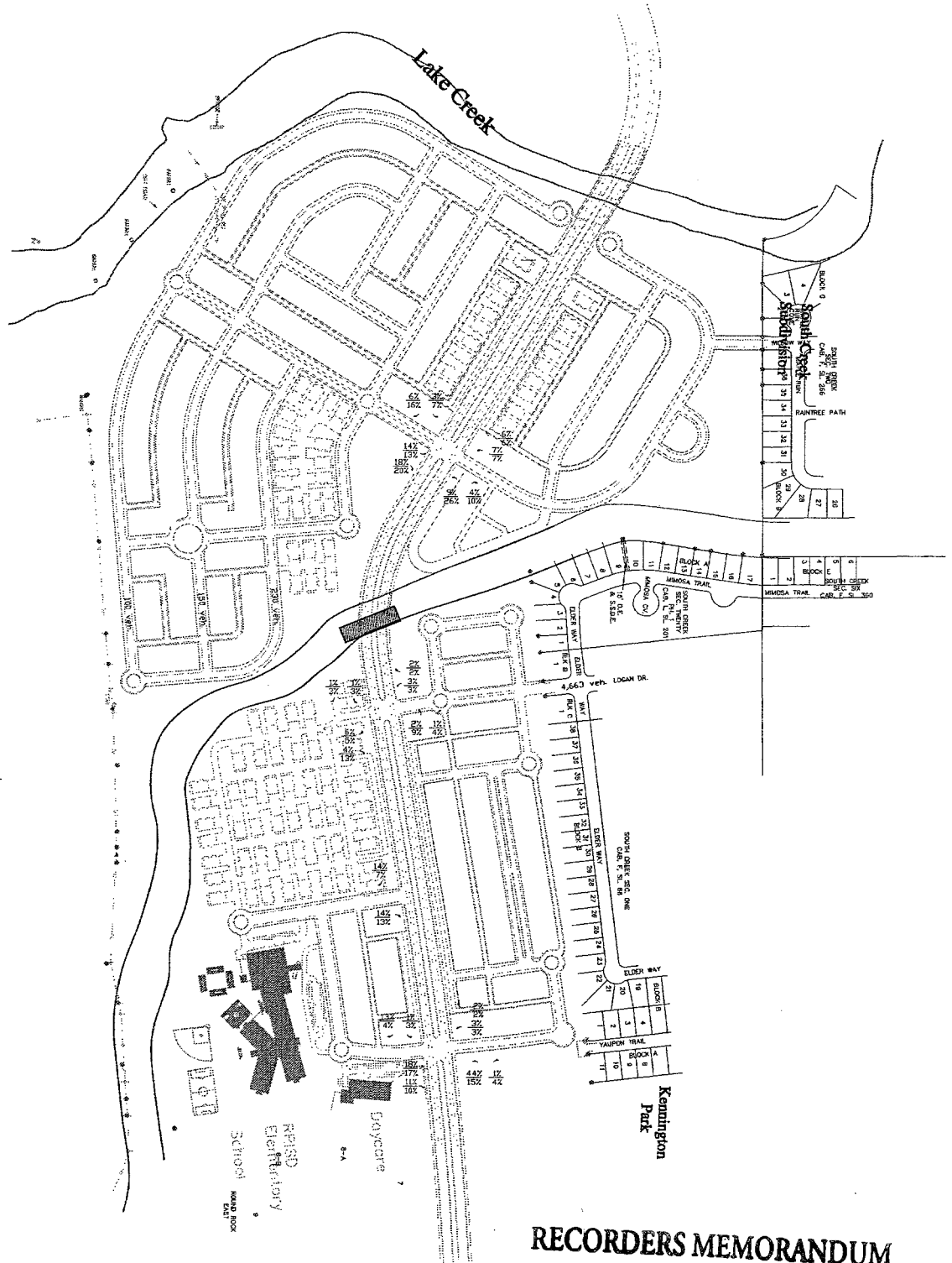
The projected traffic along the roadway segments in the development was analyzed to determine the roadway size needed to serve vehicle traffic and encourage pedestrian activity. In addition, the intersections along A.W Grimes Blvd within the subdivision were analyzed to determine operating Level of Service (LOS), and recommend improvements so that these intersections operate at an acceptable LOS.

Figure 1: Local Roadway Network



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clearly legible for satisfactory recordation.

Figure 2: Site Trip Distribution



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clearly legible for satisfactory recordation.

Study Methodology

The following information provides a summary of the field data and technical analysis used for this Traffic Impact Study. The methodology is based upon a thorough analysis of existing and projected site-generated traffic on area roadways. The study methodology is as follows:

1. Review the proposed land use information for this site with Milburn Homes representatives.
2. Using the Williamson County Long Range Travel Demand Model, obtain 2006 Daily traffic volumes and Peak hour traffic volume projections for the AM and PM period on A.W. Grimes Boulevard between Highway 79 and Gattis School Road.
3. Using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 6th Edition*, estimate site trip generation for the AM and PM Peak traffic periods for the Milburn Home Subdivision.
4. Using Aerial Photographs and the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 6th Edition*, estimate site trip generation for the development adjacent to Milburn Home Subdivision that will be using the site as access to A.W. Grimes Blvd.
5. Develop trip distribution percentage factors for the Milburn Home site based on the Williamson County Long Range Travel Demand Model and proposed site access points.
6. Distribute traffic generated by the Milburn Home site onto area roadways using the above noted trip distribution factors.
7. Analyze the four intersection access points along A.W. Grimes using the methodology found in the Transportation Research Board's *Highway Capacity Manual Special Report 209, 1994 ed.* ⁽¹⁾:
8. Formulate improvement recommendations, if required, for access to the site.
9. Calculate the vehicular traffic along all the roadway segments in the site.
10. Determine the residential street type and width for each roadway segment
11. Review the proposed circulation plan to determine if the proposed roadway cross sections are adequate to serve projected traffic volumes.

Roadway Level of Service

The 1997 Highway Capacity Manual, ⁽¹⁾ uses Level of Service (LOS) as the method by which the quality of traffic flow is described. LOS describes operational conditions in six levels based upon speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. These six levels are given the letters “A” through “F” and are given different descriptions and defining criteria depending on the roadway element analyzed. The roadway elements within the study area include arterial roadways, signalized intersections, and stop-controlled intersections.

Table 2 presents the criteria used to identify arterial roadway LOS. Arterial LOS is based on the average travel speed in miles per hour. Arterial LOS is further subdivided based on the classification of the arterial analyzed. Thus large arterials, with higher posted speed limits, are expected to have higher speeds and the LOS criteria are defined accordingly.

Table 2: LOS Criteria for Roadway Arterials¹

| | Arterial Classification | | | |
|---------------------------------|----------------------------|----------|----------|----------|
| | I | II | III | IV |
| Range of free-flow speeds (mph) | 45 to 55 | 35 to 45 | 30 to 35 | 25 to 35 |
| Typical free-flow speeds (mph) | 50 | 40 | 33 | 30 |
| Level of Service | Average Travel Speed (MPH) | | | |
| A | 42 | 35 | 30 | 25 |
| B | 34 | 28 | 24 | 19 |
| C | 27 | 22 | 18 | 13 |
| D | 21 | 17 | 14 | 9 |
| E | 16 | 13 | 10 | 7 |
| F | <16 | <13 | <10 | <7 |

LOS “A” represents free flow conditions. Drivers travel at desired speed and are virtually unaffected by other vehicles. With LOS “B”, other vehicles in the traffic stream become noticeable. Under LOS “C”, the traffic stream significantly affects a driver’s behavior. LOS “D” represents high-density traffic flow where speed and maneuverability are severely restricted and poor levels of comfort and convenience are experienced. LOS “E” generally describes a traffic stream at capacity where traffic is flowing but at a very slow rate, and any additional vehicles or unusual conditions will cause the system to break down. LOS “F” depicts a breakdown state where stop and go conditions and excessive queues form.

LOS criteria for traffic signals are based on the average control delay per vehicle. Control delay includes deceleration and acceleration delay, queue move-up time, and stopped delay. These criteria are shown in **Table 3**. Thus, if the average control delay for vehicles at an intersection is fifty five seconds or less, the intersection is defined as operating at a LOS “D” or better. Stopped delay of fifty five through eighty seconds represent LOS “E” and values greater than eighty seconds define LOS “F”.

For signalized intersection operation, LOS "A" represents very low delay; most vehicles do not stop at all. With LOS "B", more vehicles stop than LOS "A", increasing the average delay. Under LOS "C", the number of vehicles stopping is significant; however, many still pass through the intersection without stopping. LOS "D" describes conditions where congestion is readily apparent with many vehicles stopping and individual cycle failures (i.e., not all vehicles waiting in the intersection queue are able to get through the intersection on the first green indication) are noticeable. LOS "E" generally describes operations with poor progression, long cycle lengths and frequent cycle failures. LOS "F" describes unacceptable operations which include many cycle failures caused by arrival flows rates exceeding intersection capacity.

Table 3: LOS Criteria for Signalized Intersections ⁽¹⁾

| Level of Service | Average Control Delay (sec./veh.) |
|------------------|-----------------------------------|
| A | < 10 |
| B | >10 and < 20 |
| C | >20 and < 35 |
| D | >35 and < 55 |
| E | >55 and < 80 |
| F | >80 |

Stop controlled intersections are analyzed in a similar manner; however, LOS is based on total delay per vehicle. The values that define LOS, shown in **Table 4**, are more restrictive than those for signalized intersections because it is assumed that drivers stopped at signalized intersections are able to relax while drivers waiting at stop signs must remain alert and continue to move ahead in the queue. Total delay includes both stopped delay and time spent in the queue waiting to enter the intersection. Two-way stop controlled intersections with the minor street average total delay greater than thirty seconds identifies LOS "E" or worse.

Table 4: LOS Criteria for Two-Way Stop Controlled Intersections ⁽¹⁾

| Level of Service | Average Total Delay (sec/veh) |
|------------------|-------------------------------|
| A | < 10 |
| B | >10 and < 15 |
| C | >15 and < 25 |
| D | >25 and < 35 |
| E | >35 and < 50 |
| F | >50 |

For this study, the criteria for minimum acceptable traffic conditions is Level of Service "D".

Section Two: Development Year - 2006

A technical approach for simulating future travel demand was utilized in evaluating the roadway system in and around the Milburn Home Subdivision. Information used to develop the projection of future traffic for this area is documented in the following sections of the report.

Background Traffic

Projected traffic volumes using the roadway system without the proposed project are commonly called background traffic volumes. For the Milburn Home Subdivision, projected background traffic along A. W. Grimes is based upon the Williamson County Traffic Model. Background traffic for the adjacent subdivisions that will use the roads of the Turtle Creek Village TND is based on aerial photography and model outputs to determine land use and the *ITE's Trip Generation Manual, 6th edition* ⁽²⁾ to determine trip generation

Trip Generation

Trip generation for the Milburn Home Subdivision site was calculated from information contained in *ITE's Trip Generation Manual, 6th edition* ⁽²⁾. The number of trips generated is estimated using historical data from existing similar land uses. The trips generated for the Milburn Home Subdivision are shown in **Table 5**.

Trip Distribution

Trip distribution takes into account where vehicles using the site are going to or coming from based on the roadway network. External distribution percentages were arrived at by analyzing the projected background traffic volumes along A.W. Grimes Blvd. Internal distributions were arrived at by analyzing the physical layout of the subdivision and geometric characteristics of the roadway. All future site traffic was then distributed using the determined percentages. The percentages shown in **Figure 2** were applied to the site generated traffic for the year 2006.

Area Roadway Facilities

A.W. Grimes Blvd.

The 2025 Austin Metropolitan Area Transportation Plan recommends a six lane Major Divided Arterial. The 2007 Round Rock Road Plan plans for A.W. Grimes Blvd to be initially constructed as a two lane cross section. As the build-out year coincides with the Round Rock roadway plan, the two lane cross-section is used in this analysis.

Table 5: Site Generated Trips

| ITE CODE | ITE DESCRIPTION | UNITS | | UNADJUSTED TRIPS | | | | | | | | |
|----------|--------------------------|-------|----------|------------------|-------|-------|---------|-------|------|---------|-------|------|
| | | | | 24 HOUR | | | AM PEAK | | | PM PEAK | | |
| | | | | TOTAL | ENTER | EXIT | TOTAL | ENTER | EXIT | TOTAL | ENTER | EXIT |
| 210 | Single Family Housing | 421 | DU | 4,063 | 2,032 | 2,032 | 318 | 80 | 239 | 429 | 274 | 154 |
| 230 | Residential Condominiums | 273 | OCC.DU | 1,796 | 899 | 899 | 141 | 24 | 117 | 169 | 113 | 56 |
| 520 | Elementary School | 800 | Students | 770 | 385 | 385 | 232 | 137 | 95 | 0 | 0 | 0 |
| 565 | Day Care Center | 250 | Students | 1,130 | 565 | 565 | 185 | 98 | 87 | 188 | 88 | 100 |
| | | | | 7,759 | 3,881 | 3,881 | 876 | 339 | 538 | 786 | 475 | 310 |

Intersection Analysis

This study analyzes four intersections along A.W Grimes (**Figure 3**):

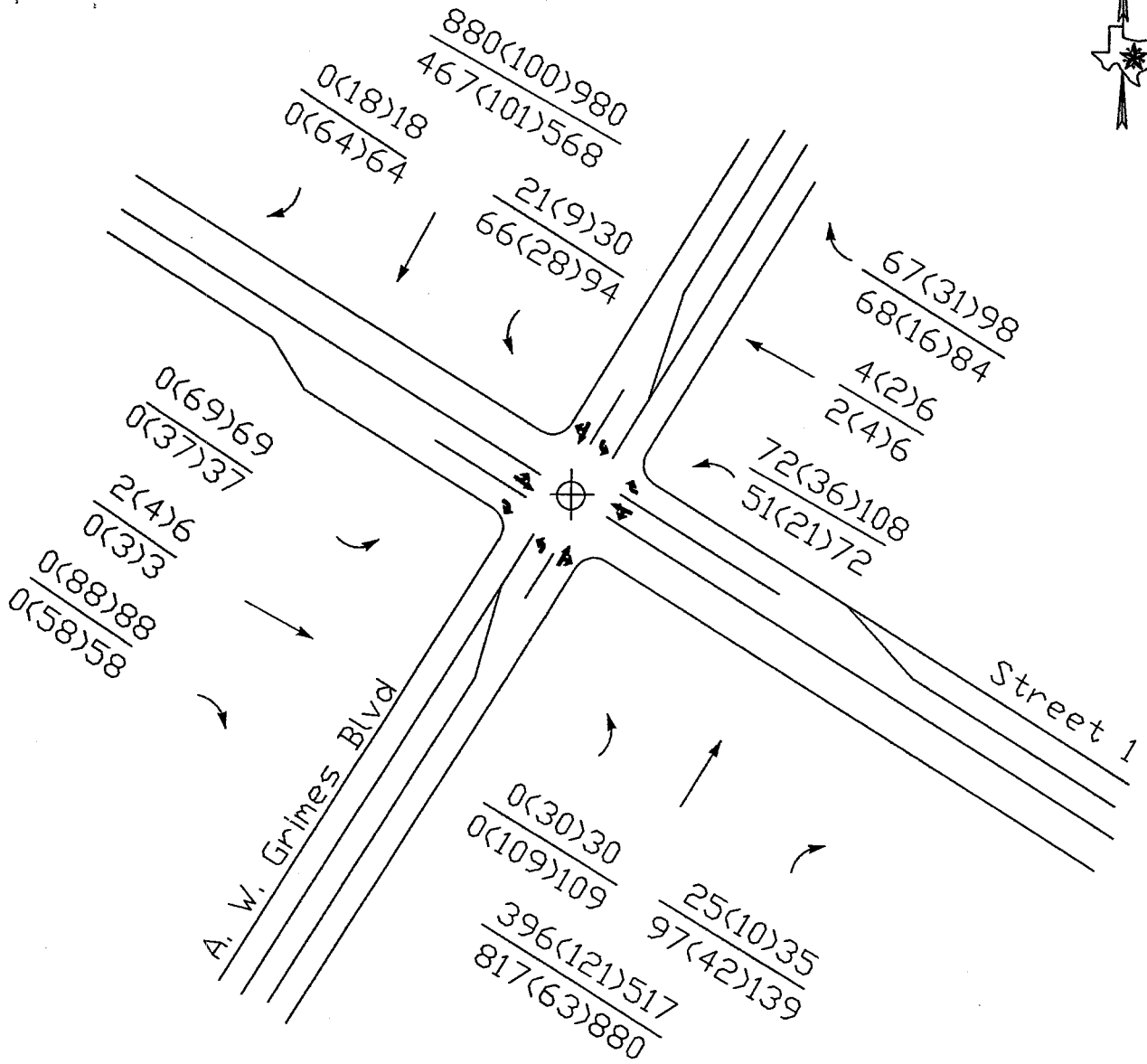
1. A.W. Grimes & Intersection 1
2. A.W. Grimes & Logan Dr
3. A.W. Grimes & Intersection 3
4. A.W. Grimes & Intersection 4

The results of the intersection analysis are presented in **Table 6**. The geometry of these intersections are shown in **Figures 4 through 8**. The worksheets from this analysis are included in the **Appendix A**. The signal warrant analysis worksheets for the signalized intersections are included in **Appendix B**.

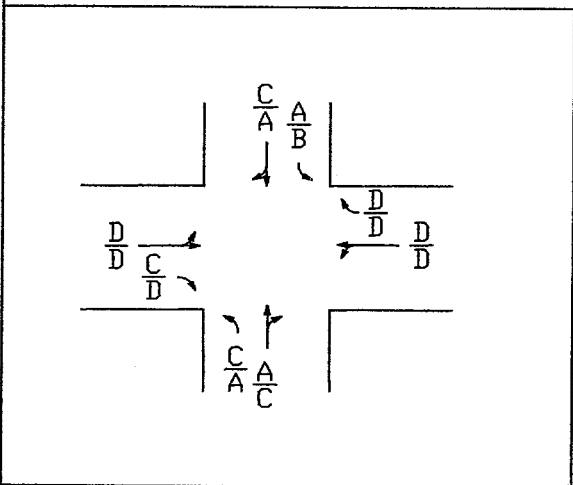
Table 6: Year 2006 Levels of Service

| Intersection | Type of Intersection Control | Level of Service | |
|-----------------------------|-------------------------------------|-------------------------|----------------|
| | | AM Peak | PM Peak |
| A.W Grimes & Intersection 1 | Signalized | B | A |
| A.W Grimes & Logan Dr | Signalized | A | A |
| A.W Grimes & Intersection 2 | Unsignalized | A | A |
| A.W Grimes & Intersection 3 | Signalized | C | A |

All of the intersections studied operate at an acceptable Level of Service with the geometries and traffic control shown in Figures 4 through 7.



LEVEL OF SERVICE MEASURES

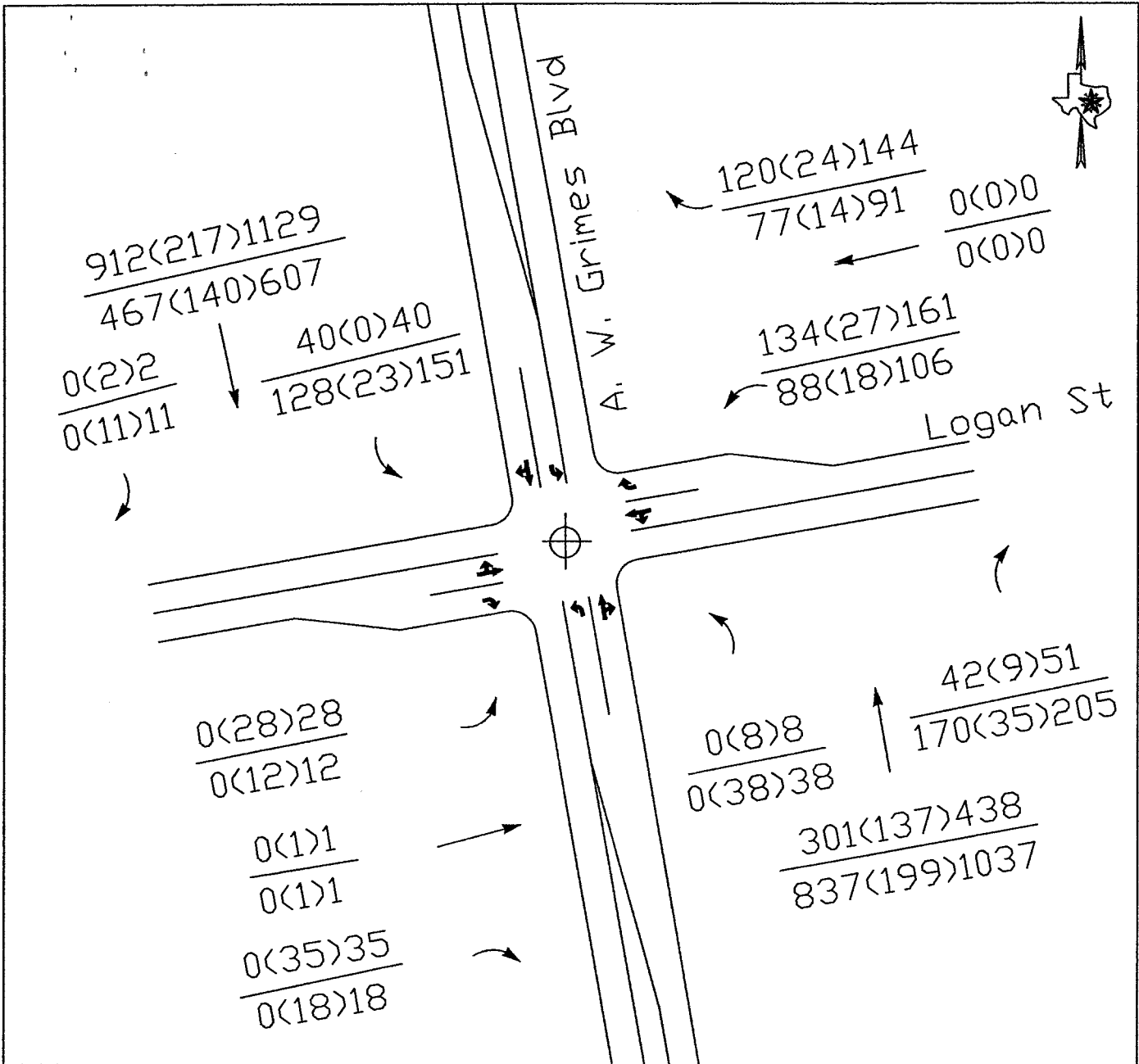


LEGEND:

OVERALL LOS: $\frac{C \text{ AM PEAK}}{A \text{ PM PEAK}}$
 $\frac{X(X)X \text{ AM BACKGROUND(SITE)TOTAL}}{Y(Y)Y \text{ PM BACKGROUND(SITE)TOTAL}}$

FIGURE 4

A.W. Grimes Blvd &
 STREET 1
 2006 PROJECTED
 TURNING MOVEMENTS



LEVEL OF SERVICE MEASURES

LEGEND:

OVERALL LOS: $\frac{B}{C}$ AM PEAK / PM PEAK

X(X)X AM BACKGROUND(SITE)TOTAL
 Y(Y)Y PM BACKGROUND(SITE)TOTAL

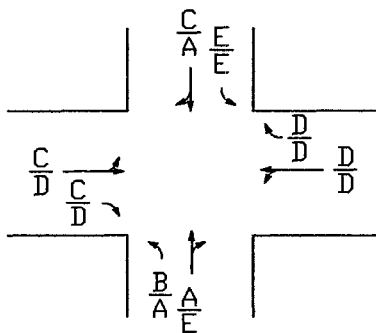


FIGURE 5

A.W. Grimes Blvd & Logan St

2006 PROJECTED TURNING MOVEMENTS



A. W. Grimes Blvd

$\frac{1046(198)1244}{467(127)594}$
↓
 $\frac{0(46)46}{0(30)30}$

Street 2

$\frac{0(54)54}{0(33)33}$

$\frac{343(146)489}{1007(234)1241}$

LEVEL OF SERVICE MEASURES

LEGEND:

OVERALL LOS: $\frac{C}{A}$ AM PEAK
PM PEAK

$\frac{X(X)X}{Y(Y)Y}$ AM BACKGROUND(SITE)TOTAL
PM BACKGROUND(SITE)TOTAL

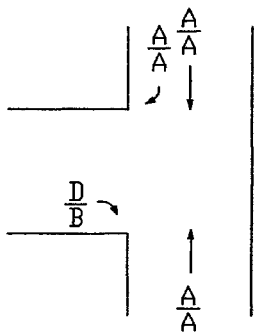
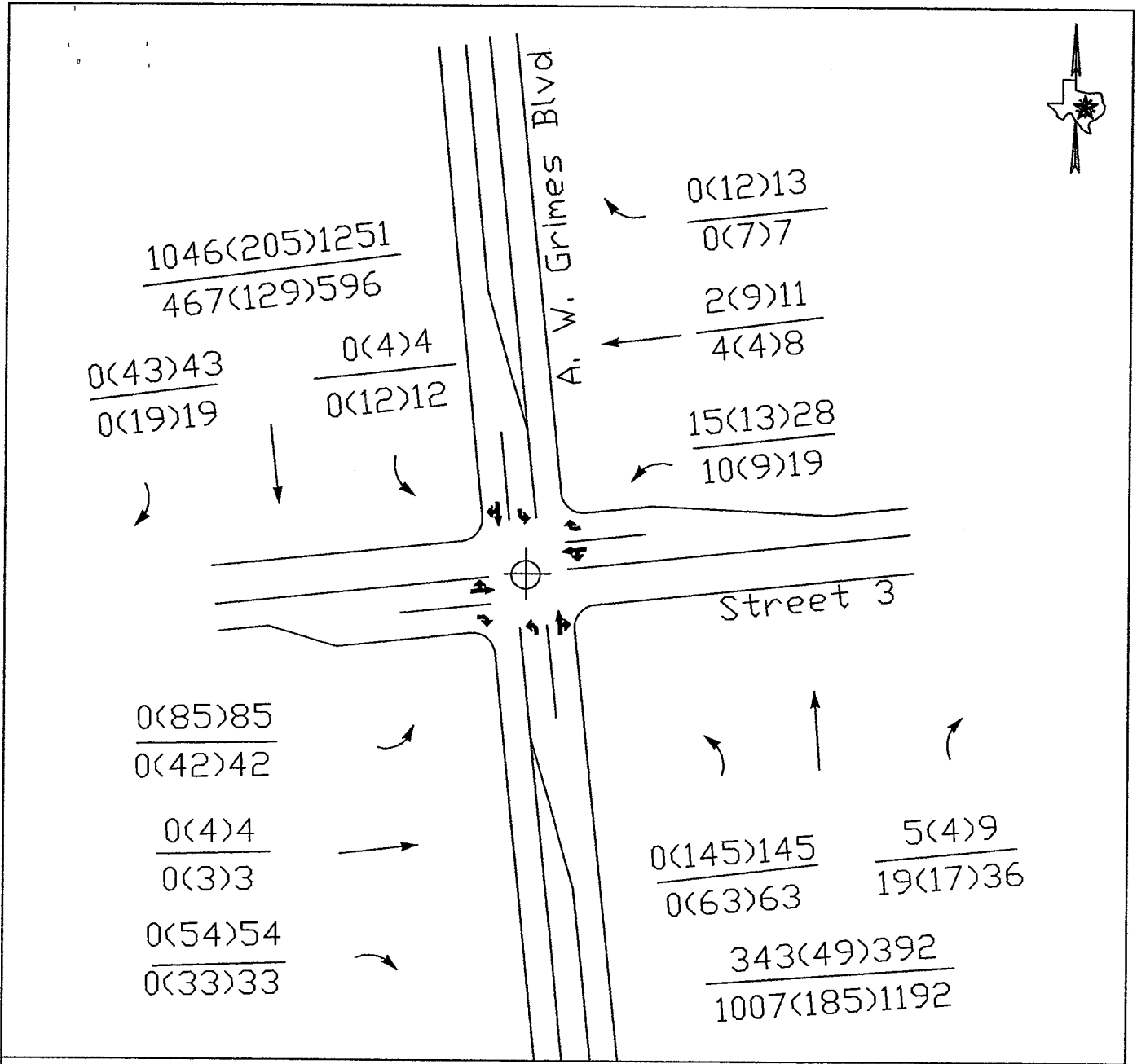


FIGURE 6

A. W. Grimes Blvd &
STREET 2
2006 PROJECTED
TURNING MOVEMENTS



LEVEL OF SERVICE MEASURES

LEGEND:

OVERALL LOS: $\frac{D}{B}$ AM PEAK / PM PEAK
 $\frac{X(X)X}{Y(Y)Y}$ AM BACKGROUND(SITE)TOTAL / PM BACKGROUND(SITE)TOTAL

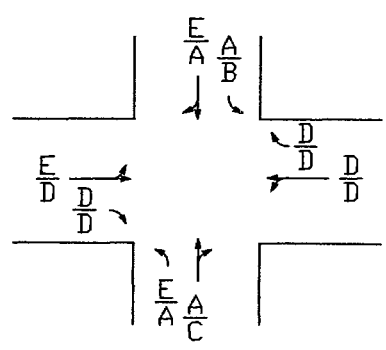


FIGURE 7

A.W. Grimes Blvd &
 STREET 3
 2006 PROJECTED
 TURNING MOVEMENTS

Section Three: Review of Proposed Geometric Design Standards

The Public Circulation Plan provided to Alliance-Texas Engineering Company included the proposed residential street types and right of way allocation. This plan was reviewed to determine if the roadway widths were adequate for the type and amount of daily traffic on each roadway segment. The review of the development plan included the following.

1. Determine the twenty four (24) hour traffic volume on all roadway segments,
2. Review literature to determine minimum roadway widths,
3. Review proposed street type widths and classifications, and
4. Recommend roadway pavement widths.

Roadway Traffic Volumes

The traffic volumes on each roadway segment are based on the traffic generated by the TND and the background traffic calculated in the Intersection Analysis Section of the report. For this analysis, the 24 hour volume was used as the primary criteria to determine roadway classification and roadway width. The AM & PM peak period volumes were examined to ensure adequate roadway capacity during peak periods.

Roadway size is typically based on functional classification and traffic volumes. Local residential roads primarily serve two major functions: providing access and conveying traffic. In designing roadways for these two functions, pavement widths have generally been over designed as a means to efficiently move vehicles. Unfortunately, high speeds and high traffic volumes often occur as a result. The high speeds and volumes typically run contrary to what residents along the roads desire. Roadway widths in Traditional Neighborhood Developments (TNDs) tend to be narrower than in typical developments with the goal of reducing travel speeds and traffic volumes. As a result, pedestrian activity is encouraged.

Site traffic was distributed over the roadway network based on the site layout. In addition to site traffic, traffic from adjacent subdivisions may use the roads in The Lake Creek TND as a means to get to A.W. Grimes Boulevard. The two roads in the TND that will connect to the adjacent subdivisions are Willow Dr and Logan Drive. In addition to site traffic, it is anticipated that approximately 2,500 vehicles per day will use Willow Drive as a cut through route to A.W. Grimes Blvd. Additionally, approximately 4,700 vehicles per day will use Logan Drive to access A.W. Grimes Boulevard. The traffic volumes on most of the roadway segments in the TND are shown in **Figure 8**.

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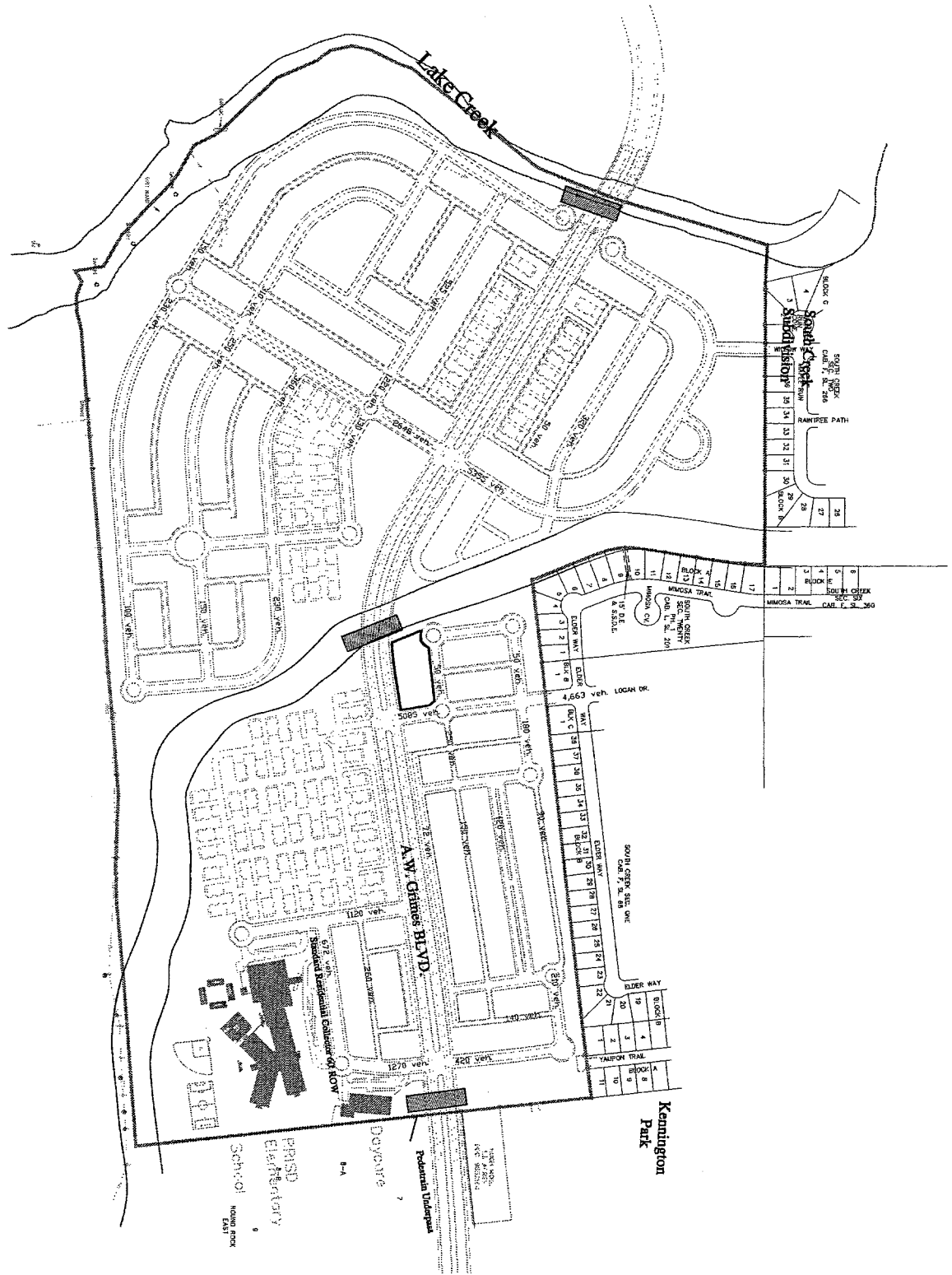
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Site traffic was distributed over the roadway network based on the site layout. In addition to site traffic, traffic from adjacent subdivisions may use the roads in The Turtle Creek Village TND as a means to get to A.W. Grimes Boulevard. The two roads in the TND that will connect to the adjacent subdivisions are Willow Dr and Logan Drive. In addition to site traffic, it is anticipated that approximately 2,500 vehicles per day will use Willow Drive as a cut through route to A.W. Grimes Blvd. Additionally, approximately 4,700 vehicles per day will use Logan Drive to access A.W. Grimes Boulevard. The traffic volumes on most of the roadway segments in the TND are shown in **Figure 8**.

Figure 8: Daily Traffic on Development Roadways



RECORDERS MEMORANDUM
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 clearly legible for satisfactory recordation.

Literature Review

Recently many communities throughout the country have adopted reduced street width standards. A review of these standards was undertaken to determine the minimum pavement width acceptable to various communities through out the country. Residential Street widths for a number of communities are list below in **Table 7**. This data has been compiled from "The Congress For The New Urbanism," *Transportation Task Force Initiative*. As **Table 7** illustrates, numerous communities have adopted street width standards of 20-21' with parking on one side and 24-28' with parking on both sides.

Table 7: Community Street Width Standards

| State | Jurisdiction | Standard |
|------------|------------------------|-----------------------------------|
| Arizona | Phoenix | 28' – Parking both sides |
| California | Santa Rosa | 26' parking One Side |
| | | 20' No Parking |
| | Novata | 24' – Parking Both Sides |
| Delaware | Delaware DOT | 21' – Parking One Side – Local St |
| | | 22' parking One Side –Minor Col. |
| Maryland | Howard and Charles Co. | 24' Parking Unregulated |
| Michigan | Birmingham | 26' Parking Both Sides |
| | | 20' Parking One Side |
| Oregon | Eugene | 12' One Way Alley |
| | | 16' Two Way Alley |
| | Portland | 26' Parking Both Sides |
| | | 20' Parking One Side |

Proposed Roadway Type

A proposed Public Circulation Plan was provided for review (**Figure 9**). A review of the circulation plan, literature review, and the 24 hour traffic on each of the road segments indicates that the roadway facilities proposed are adequately sized for the traffic projected. Below is a list of the proposed roadway types and a brief description of each.

Standard Residential Collector, (65' ROW)

The proposed standard residential collector cross section includes forty feet (40') of traveled way (2 x 20' lanes), with parallel parking, in sixty five feet (65') of right of way. Design speed is twenty five (25) miles per hour. Intersection curb radii are proposed to be ten feet (10'). Parking is provided on both sides of the street through parallel stalls.

As with the alternative residential collector, the stall depth and travel lane width should be increased to eight feet (8') and twelve feet (12'), respectively.

Boulevard Collector (74' ROW)

The proposed Boulevard Collector cross section includes forty feet (40') of traveled way (2 x 20' lanes), with parallel parking, and a median of at least nine feet (9') in width, in seventy four feet (74') of right of way. Design speed is twenty five (25) miles per hour. Intersection curb radii are proposed to be ten feet (10'). Parallel parking is provided on both sides of the street

Alternative Residential Collector (59' ROW)

The proposed alternative residential collector cross section includes thirty four feet (34') of traveled way, with onsite parallel parking, in fifty nine feet (59') of right of way. Design speed is twenty five (25) miles per hour. Intersection curb radii are proposed to be ten feet (10'). Parking is provided on both sides of the street through parallel stalls.

Using the information presented in *Residential Streets* (ULI, ASCE, NAHB 1990), we would recommend a stall depth of eight feet (8') and a travel lane width of nine feet (9') to accommodate the needs on this street.

Local Street (55' ROW)

The proposed local street cross section includes thirty feet (30') of traveled way with onsite parallel parking, in fifty five feet (55') of right of way. Design speed is twenty five (25) miles per hour. Intersection curb radii are proposed to be ten feet (10'). Parking is provided on both sides of the street through parallel stalls.

Alternative Local Street (52' ROW)

The proposed local street cross section includes twenty seven feet (27') of traveled way with onsite parallel parking, in fifty feet of right of way. Design speed is twenty (20) miles per hour. Intersection curb radii are proposed to be ten feet (10'). Parking is provided on both sides of the street through parallel stalls.

Access Street (45' R.O.W to 58' ROW)(One-Way)

The proposed Access Street cross section includes twenty feet (20') of traveled way with parallel parking, in forty feet (45'-58') of right of way. Design speed is fifteen (15) miles per hour. Intersection curb radii are proposed to be five feet (5'). Parallel parking is allowed on one side of the street in the traveled way.

It is recommended that the Access Street have parking restricted to one side of the road.

Two Way Alley (20' Access Easement)

The proposed Access Street cross section includes sixteen feet (16') of traveled way with parking prohibited, in twenty feet (20') of the access easement. Design speed is five (5) miles per hour. Intersection curb radii are proposed to be five feet (5'). On street parking is prohibited in the traveled way. The traveled way should be kept clear at all times.

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Using the information presented in *Residential Streets* (ULI, ASCE, NAHB 1990), we would recommend a stall depth of seven feet (7') and a travel lane width of ten feet (10') to accommodate the needs on this street.

Local Street (55' ROW)

The proposed local street cross section includes thirty feet (30') of traveled way with onsite parallel parking, in fifty five feet (55') of right of way. Design speed is twenty five (25) miles per hour. Intersection curb radii are proposed to be ten feet (10'). Parking is provided on both sides of the street through parallel stalls.

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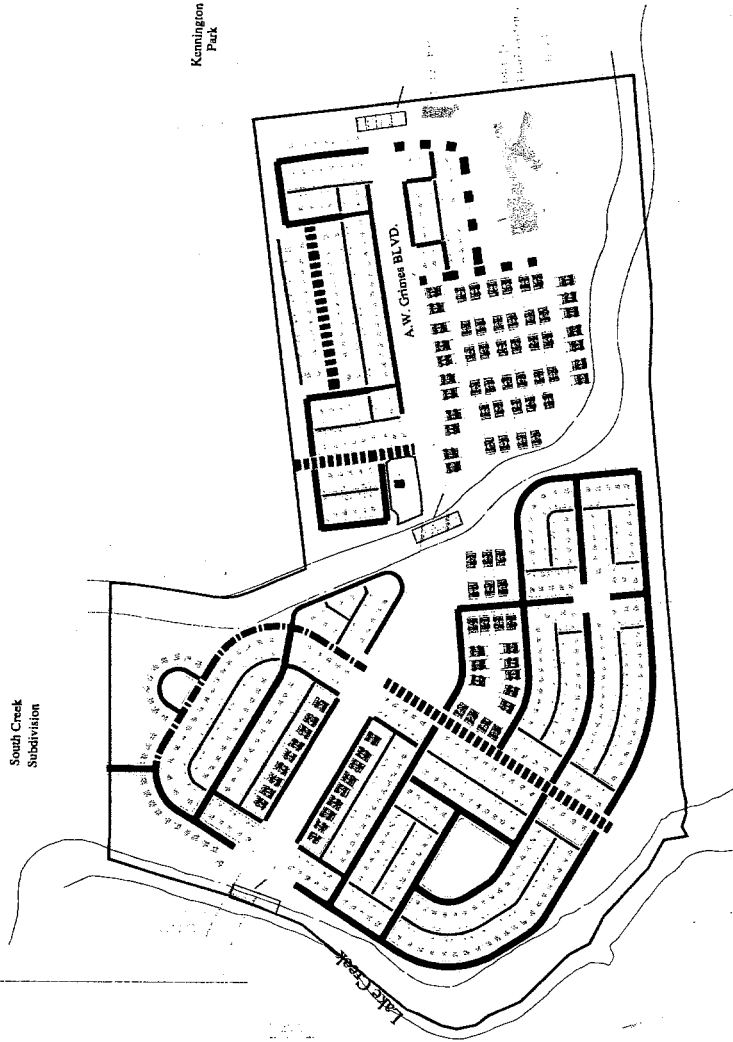
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Figure 9: Public Circulation Plan

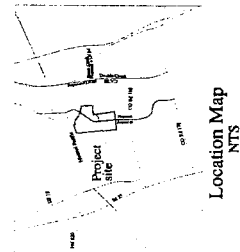
PUD PUBLIC CIRCULATION
 Turtle Creek Village Planned Unit Development
 DEVELOPMENT PLAN

- Residential Streets**
- Standard Residential Collector
40 ft. pavement PC/PC/15 ft. ROW
 - Boulevard Collector
2 x 20 ft. pavement PC/PC/74 ft. ROW
 - Alternative Residential Collector
24 ft. pavement PC/PC/25 ft. ROW
 - Local Street
30 ft. pavement PC/PC/15 ft. ROW
 - Alternative Local Street
27 ft. pavement PC/PC/15 ft. ROW
 - Access Lane
20 ft. pavement PC/PC/45-55 ft. ROW
 - Two Way Alley
16 ft. pavement PC/PC/20 ft. ROW



12 April 2001
 Scale 1" = 200'
 0 100' 200' 400'

for Milburn Homes
 Engineer:
 Curier & Burgess
 Planner:
 Bosses Compton & Turner



Section Four: Findings and Recommendations

The proposed Turtle Creek Village TND and its interaction with the surrounding roadway network has been evaluated in this study. The five intersections along A.W. Grime have been analyzed to determine the Level of Service (LOS) and identify improvements necessary for these intersections to operate at an acceptable LOS. Additionally, the roadway segments were analyzed to determine the appropriate pavement width for each roadway segment in the development.

A listing of all the improvements necessary is provided in the section below:

Geometric Improvements (Year 2006)

1. Left Turn Bays recommended on A.W. Grimes Blvd at all intersections where left turns are permitted
2. All side streets on A.W. Grimes Blvd should have separate right turn bays to separate right turning vehicles from thru and left turning vehicles

The following traffic control improvements are necessary for the intersections to operate at an acceptable LOS:

1. Signalize the intersection of A.W Grimes & Street 1
2. Signalize the intersection of A.W Grimes & Logan Dr.
3. Signalize the intersection of A.W Grimes & Street 5

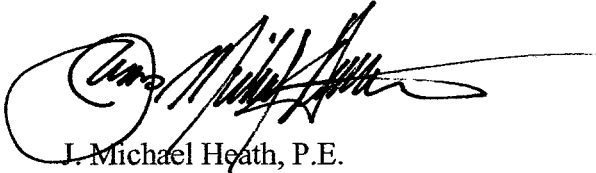
The Circulation Plan provided to Alliance-Texas Engineering Company for review was analyzed to determine if the proposed residential street types were adequate for the developments traffic volumes. Additionally, a literature review was performed to determine the minimum pavement widths of various street types in use nationally. The analysis shows that the proposed residential street types are adequate for the traffic using these facilities. Following is a listing of the street types to be used in this development and the right of way and pavement width associated with each.

- Alternative Residential Collector (59' ROW) – 34' Pavement
- Standard Residential Collector, (65' ROW) – 40' Pavement
- Boulevard Collector (74' ROW) – 40' Pavement
- Standard Local Street (55' ROW) – 27' Pavement
- Alternative Local Street (52' ROW) – 30' Pavement
- Access Street (45' to 58' ROW) – 20' Pavement
- Two Way Alley (20' ROW) – 16" Pavement

Section Five: Certification Statement

I hereby certify that this report complies with applicable technical requirements of the City of Round Rock and is complete to the best of my knowledge.

Alliance-Texas Engineering Company

A handwritten signature in black ink, appearing to read "J. Michael Heath", written over a horizontal line.

J. Michael Heath, P.E.
Principal

References:

1. Highway Capacity Manual, (SR 209), Transportation Research Board, Washington D.C., 1994.
2. Trip Generation, An Informal Report, 5th. Edition, Institute of Transportation Engineers, Washington D.C., January 1991.
3. "Synchro 5.0 ", Trafficware, 2001.
4. Austin Metropolitan Area Roadway Plan", Austin Transportation Study, December, 1994.
5. "Congress For The New Urbanism", Transportation Task Force Initiative, June 2000
6. Residential Streets, ASCE, NAHB, ULI, 1990

Appendix

Appendix A: Intersection Analysis Sheets

AM

HCM Signalized Intersection Capacity Analysis
5: Street 5 & A.W.GRIMES

4/16/2001



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-----------------------------------|------|-------|--------|------|----------------------|------|-------|------|------|-------|-------|------|--|
| Lane Configurations | | ↑ | ↑ | | ↑ | ↑ | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Fr _t | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 0.99 | | |
| Fl _t Protected | | 0.95 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | | 1778 | 1583 | | 1799 | 1583 | 1770 | 1856 | | 1770 | 1853 | | |
| Fl _t Permitted | | 0.70 | 1.00 | | 0.68 | 1.00 | 0.06 | 1.00 | | 0.51 | 1.00 | | |
| Satd. Flow (perm) | | 1312 | 1583 | | 1271 | 1583 | 111 | 1856 | | 949 | 1853 | | |
| Volume (vph) | 85 | 4 | 54 | 28 | 11 | 12 | 145 | 392 | 9 | 4 | 1251 | 43 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 92 | 4 | 59 | 30 | 12 | 13 | 158 | 426 | 10 | 4 | 1360 | 47 | |
| Lane Group Flow (vph) | 0 | 96 | 59 | 0 | 42 | 13 | 158 | 436 | 0 | 4 | 1407 | 0 | |
| Turn Type | Perm | | Perm | Perm | | Perm | pm+pt | | | pm+pt | | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | | |
| Actuated Green, G (s) | | 8.0 | 8.0 | | 8.0 | 8.0 | 71.0 | 66.0 | | 63.0 | 62.0 | | |
| Effective Green, g (s) | | 9.0 | 9.0 | | 9.0 | 9.0 | 73.0 | 67.0 | | 65.0 | 63.0 | | |
| Actuated g/C Ratio | | 0.10 | 0.10 | | 0.10 | 0.10 | 0.81 | 0.74 | | 0.72 | 0.70 | | |
| Clearance Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | | 131 | 158 | | 127 | 158 | 201 | 1382 | | 704 | 1297 | | |
| v/s Ratio Prot | | | | | | | c0.05 | 0.23 | | 0.00 | c0.76 | | |
| v/s Ratio Perm | | c0.07 | 0.04 | | 0.03 | 0.01 | 0.59 | | | 0.00 | | | |
| v/c Ratio | | 0.73 | 0.37 | | 0.33 | 0.08 | 0.79 | 0.32 | | 0.01 | 1.08 | | |
| Uniform Delay, d ₁ | | 39.3 | 37.9 | | 37.7 | 36.8 | 43.0 | 3.8 | | 3.5 | 13.5 | | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.28 | 0.77 | | |
| Incremental Delay, d ₂ | | 18.9 | 1.5 | | 1.5 | 0.2 | 18.1 | 0.6 | | 0.0 | 45.9 | | |
| Delay (s) | | 58.3 | 39.3 | | 39.2 | 37.0 | 61.1 | 4.4 | | 4.5 | 56.3 | | |
| Level of Service | | E | D | | D | D | E | A | | A | E | | |
| Approach Delay (s) | | 51.1 | | | 38.7 | | | 19.5 | | | 56.1 | | |
| Approach LOS | | D | | | D | | | B | | | E | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM Average Control Delay | | | 45.5 | | HCM Level of Service | | | | | | D | | |
| HCM Volume to Capacity ratio | | | 1.02 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 90.0 | | Sum of lost time (s) | | | | | | 12.0 | | |
| Intersection Capacity Utilization | | | 105.1% | | ICU Level of Service | | | | | | F | | |
| c Critical Lane Group | | | | | | | | | | | | | |

RECORDERS MEMORANDUM
All or parts of the text on this page was not clearly legible for satisfactory recordation.

HCM Unsignalized Intersection Capacity Analysis
 8: Street 4 & A.W.GRIMES

4/16/2001



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 54 | 0 | 489 | 1244 | 46 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 0 | 59 | 0 | 532 | 1352 | 50 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| vC, conflicting volume | 1909 | 1377 | 1402 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 67 | 100 | | | |
| cM capacity (veh/h) | 75 | 177 | 487 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|--------------------|------|------|------|
| Volume Total | 59 | 532 | 1402 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 59 | 0 | 50 |
| cSH | 177 | 1700 | 1700 |
| Volume to Capacity | 0.33 | 0.31 | 0.82 |
| Queue Length (ft) | 34 | 0 | 0 |
| Control Delay (s) | 35.0 | 0.0 | 0.0 |
| Lane LOS | E | | |
| Approach Delay (s) | 35.0 | 0.0 | 0.0 |
| Approach LOS | E | | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | | 1.0 | |
| Intersection Capacity Utilization | 84.5% | ICU Level of Service | D |

RECORDERS MEMORANDUM
 All or parts of the text on this page was not
 clearly legible for satisfactory recordation.

HCM Signalized Intersection Capacity Analysis
 10: Logan & A.W.GRIMES

4/16/2001



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NET | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|------------|-------|--------|-------|------|------|------|-------|-------|------------------------|
| Lane Configurations | | ↑ | ↑ | ↑ | | ↑ | ↑ | ↑ | | ↑ | ↑ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 1.00 | 0.85 | 1.00 | | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | |
| Flt Protected | | 0.95 | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1777 | 1583 | 1770 | | 1583 | 1770 | 1834 | | 1770 | 1862 | |
| Flt Permitted | | 0.95 | 1.00 | 0.74 | | 1.00 | 0.07 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1777 | 1583 | 1373 | | 1583 | 127 | 1834 | | 1770 | 1862 | |
| Volume (vph) | 28 | 1 | 35 | 161 | 0 | 144 | 8 | 438 | 51 | 40 | 1129 | 2 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 30 | 1 | 38 | 175 | 0 | 157 | 9 | 476 | 55 | 43 | 1227 | 2 |
| Lane Group Flow (vph) | 0 | 31 | 38 | 175 | 0 | 157 | 9 | 531 | 0 | 43 | 1229 | 0 |
| Turn Type | Perm | | Permcustom | | custom | pm+pt | | | | Prot | | |
| Protected Phases | | 4 | | | | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | | | |
| Actuated Green, G (s) | | 14.4 | 14.4 | 14.4 | | 14.4 | 58.6 | 57.6 | | 3.0 | 59.6 | |
| Effective Green, g (s) | | 15.4 | 15.4 | 15.4 | | 15.4 | 60.6 | 58.6 | | 4.0 | 60.6 | |
| Actuated g/C Ratio | | 0.17 | 0.17 | 0.17 | | 0.17 | 0.67 | 0.65 | | 0.04 | 0.67 | |
| Clearance Time (s) | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 304 | 271 | 235 | | 271 | 122 | 1194 | | 79 | 1254 | |
| v/s Ratio Prot | | | | | | | 0.00 | 0.29 | | c0.02 | c0.66 | |
| v/s Ratio Perm | | 0.02 | 0.02 | c0.13 | | 0.10 | 0.05 | | | | | |
| v/c Ratio | | 0.10 | 0.14 | 0.74 | | 0.58 | 0.07 | 0.44 | | 0.54 | 0.98 | |
| Uniform Delay, d1 | | 31.5 | 31.7 | 35.4 | | 34.3 | 23.1 | 7.7 | | 42.1 | 14.1 | |
| Progression Factor | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.81 | 0.85 | | 1.26 | 0.66 | |
| Incremental Delay, d2 | | 0.1 | 0.2 | 12.1 | | 3.0 | 0.2 | 1.2 | | 4.6 | 15.7 | |
| Delay (s) | | 31.6 | 31.9 | 47.5 | | 37.3 | 19.0 | 7.7 | | 57.7 | 25.1 | |
| Level of Service | | C | C | D | | D | B | A | | E | C | |
| Approach Delay (s) | | 31.8 | | | 42.7 | | | 7.9 | | | 26.2 | |
| Approach LOS | | C | | | D | | | A | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 24.4 | | | | | | | | | HCM Level of Service C |
| HCM Volume to Capacity ratio | | | 0.89 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 90.0 | | | | | | | | 8.0 | |
| Intersection Capacity Utilization | | | 87.7% | | | | | | | | | ICU Level of Service D |
| c Critical Lane Group | | | | | | | | | | | | |

RECORDERS MEMORANDUM
 All or parts of the text on this page was not clearly legible for satisfactory recordation.

HCM Signalized Intersection Capacity Analysis
 12: Street 2 & A.W.GRIMES

4/16/2001



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|-------|------|------|----------------------|------|-------|------|------|-------|-------|------|
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | ↖ | ↕ | | ↖ | ↗ | |
| Ideal Flow (voph) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Frt Protected | | 0.96 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1781 | 1583 | | 1779 | 1583 | 1770 | 1845 | | 1770 | 1858 | |
| Frt Permitted | | 0.58 | 1.00 | | 0.68 | 1.00 | 0.08 | 1.00 | | 0.36 | 1.00 | |
| Satd. Flow (perm) | | 1086 | 1583 | | 1265 | 1583 | 156 | 1845 | | 664 | 1858 | |
| Volume (vph) | 69 | 6 | 88 | 108 | 6 | 98 | 30 | 517 | 35 | 30 | 980 | 18 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 75 | 7 | 96 | 117 | 7 | 107 | 33 | 562 | 38 | 33 | 1065 | 20 |
| Lane Group Flow (vph) | 0 | 82 | 96 | 0 | 124 | 107 | 33 | 600 | 0 | 33 | 1085 | 0 |
| Turn Type | Perm | | Perm | Perm | | Perm | pm+pt | | | pm+pt | | |
| Protected Phases | | 4 | | 8 | | 8 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | -4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | | 13.2 | 13.2 | | 13.2 | 13.2 | 61.8 | 58.8 | | 61.8 | 58.8 | |
| Effective Green, g (s) | | 14.2 | 14.2 | | 14.2 | 14.2 | 63.8 | 59.8 | | 63.8 | 59.8 | |
| Actuated g/C Ratio | | 0.16 | 0.16 | | 0.16 | 0.16 | 0.71 | 0.66 | | 0.71 | 0.66 | |
| Clearance Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 171 | 250 | | 200 | 250 | 182 | 1226 | | 520 | 1235 | |
| v/s Ratio Prot | | | | | | | c0.01 | 0.33 | | 0.00 | c0.58 | |
| v/s Ratio Perm | | 0.08 | 0.06 | | c0.10 | 0.07 | 0.12 | | | 0.04 | | |
| v/c Ratio | | 0.48 | 0.38 | | 0.62 | 0.43 | 0.18 | 0.49 | | 0.06 | 0.88 | |
| Uniform Delay, d1 | | 34.5 | 34.0 | | 35.4 | 34.2 | 14.3 | 7.5 | | 4.6 | 12.2 | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.48 | 1.16 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 2.1 | 1.0 | | 5.6 | 1.2 | 0.4 | 1.3 | | 0.1 | 9.0 | |
| Delay (s) | | 36.6 | 35.0 | | 41.0 | 35.4 | 21.6 | 10.0 | | 4.7 | 21.2 | |
| Level of Service | | D | C | | D | D | C | A | | A | C | |
| Approach Delay (s) | | 35.7 | | | 38.4 | | | 10.6 | | | 20.7 | |
| Approach LOS | | D | | | D | | | B | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | 20.9 | | | HCM Level of Service | | C | | | | | |
| HCM Volume to Capacity ratio | | 0.80 | | | | | | | | | | |
| Actuated Cycle Length (s) | | 90.0 | | | Sum of lost time (s) | | 12.0 | | | | | |
| Intersection Capacity Utilization | | 80.0% | | | ICU Level of Service | | D | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

RECORDERS MEMORANDUM

All or parts of the text on this page was not clearly legible for satisfactory recordation.

PM

HCM Signalized Intersection Capacity Analysis
 5: Street 5 & A.W. GRIMES

4/16/2001



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|-------|-------|------|-------|------|------|
| Lane Configurations | | ↕ | ↗ | | ↖ | ↗ | ↖ | ↖ | ↖ | ↖ | ↖ | ↖ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flt Protected | | 0.96 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1779 | 1583 | | 1800 | 1583 | 1770 | 1855 | | 1770 | 1854 | |
| Flt Permitted | | 0.72 | 1.00 | | 0.77 | 1.00 | 0.32 | 1.00 | | 0.06 | 1.00 | |
| Satd. Flow (perm) | | 1336 | 1583 | | 1426 | 1583 | 588 | 1855 | | 117 | 1854 | |
| Volume (vph) | 42 | 3 | 33 | 19 | 8 | 7 | 63 | 1192 | 36 | 12 | 596 | 19 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 46 | 3 | 36 | 21 | 9 | 8 | 68 | 1296 | 39 | 13 | 648 | 21 |
| Lane Group Flow (vph) | 0 | 49 | 36 | 0 | 30 | 8 | 68 | 1335 | 0 | 13 | 669 | 0 |
| Turn Type | Perm | | Perm | Perm | | Perm | pm+pt | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 1 | 6 |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | | 6 | |
| Actuated Green, G (s) | | 7.4 | 7.4 | | 7.4 | 7.4 | 71.5 | 66.4 | | | 63.7 | 62.5 |
| Effective Green, g (s) | | 8.4 | 8.4 | | 8.4 | 8.4 | 73.5 | 67.4 | | | 65.7 | 63.5 |
| Actuated g/C Ratio | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.82 | 0.75 | | | 0.73 | 0.71 |
| Clearance Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 125 | 148 | | 133 | 148 | 560 | 1389 | | | 126 | 1308 |
| v/s Ratio Prot | | | | | | | c0.01 | c0.72 | | | 0.00 | 0.36 |
| v/s Ratio Perm | | c0.04 | 0.02 | | 0.02 | 0.01 | 0.09 | | | | 0.07 | |
| v/c Ratio | | 0.39 | 0.24 | | 0.23 | 0.05 | 0.12 | 0.96 | | | 0.10 | 0.51 |
| Uniform Delay, d1 | | 38.4 | 37.9 | | 37.8 | 37.2 | 3.1 | 10.1 | | | 21.6 | 6.1 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | | 0.83 | 0.77 |
| Incremental Delay, d2 | | 2.0 | 0.9 | | 0.9 | 0.2 | 0.1 | 16.5 | | | 0.3 | 1.3 |
| Delay (s) | | 40.4 | 38.7 | | 38.7 | 37.3 | 3.1 | 26.6 | | | 18.3 | 6.0 |
| Level of Service | | D | D | | D | D | A | C | | | B | A |
| Approach Delay (s) | | 39.7 | | | 38.4 | | | 25.5 | | | | 6.2 |
| Approach LOS | | D | | | D | | | C | | | | A |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | 20.3 | | HCM Level of Service | | | | C | | | | |
| HCM Volume to Capacity ratio | | 0.88 | | | | | | | | | | |
| Actuated Cycle Length (s) | | 90.0 | | Sum of lost time (s) | | | | 12.0 | | | | |
| Intersection Capacity Utilization | | 87.2% | | ICU Level of Service | | | | D | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

RECORDERS MEMORANDUM
 All or parts of the text on this page was not clearly legible for satisfactory recordation.

HCM Unsignalized Intersection Capacity Analysis
 8: Street 4 & A.W. GRIMES

4/16/2001



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 33 | 0 | 1241 | 585 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 0 | 36 | 0 | 1349 | 636 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type None | | | | | | |
| Median storage (veh) | | | | | | |
| vC, conflicting volume | 2001 | 652 | 668 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| pQ queue free % | 100 | 92 | 100 | | | |
| cM capacity (veh/h) | 66 | 468 | 921 | | | |

| Direction Lane # | EB 1 | NB 1 | SB 1 |
|--------------------|------|------|------|
| Volume Total | 36 | 1349 | 668 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 36 | 0 | 33 |
| cSH | 468 | 1700 | 1700 |
| Volume to Capacity | 0.08 | 0.79 | 0.39 |
| Queue Length (ft) | 6 | 0 | 0 |
| Control Delay (s) | 13.3 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 13.3 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | |
|-----------------------------------|-------|------------------------|
| Average Delay | 0.2 | |
| Intersection Capacity Utilization | 74.3% | ICU Level of Service C |

RECORDERS MEMORANDUM
 All or parts of the text on this page was not clearly legible for satisfactory recordation.

HCM Signalized Intersection Capacity Analysis
 10: Logan St & A.W. GRIMES

4/16/2001



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|--------|------|----------------------|-------|------|-------|-------|------|-------|------|------|
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | ↖ | ↖ | | ↖ | ↗ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | |
| Flt Protected | | 0.96 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1780 | 1583 | | 1770 | 1583 | 1770 | 1817 | | 1770 | 1858 | |
| Flt Permitted | | 0.73 | 1.00 | | 0.75 | 1.00 | 0.34 | 1.00 | | 0.06 | 1.00 | |
| Satd. Flow (perm) | | 1363 | 1583 | | 1394 | 1583 | 641 | 1817 | | 117 | 1858 | |
| Volume (vph) | 12 | 1 | 18 | 106 | 0 | 91 | 38 | 1037 | 205 | 151 | 607 | 11 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 13 | 1 | 20 | 115 | 0 | 99 | 41 | 1127 | 223 | 164 | 660 | 12 |
| Lane Group Flow (vph) | 0 | 14 | 20 | 0 | 115 | 99 | 41 | 1350 | 0 | 164 | 672 | 0 |
| Turn Type | Perm | | Perm | Perm | | Perm | pm+pt | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | | 9.5 | 9.5 | | 9.5 | 9.5 | 63.5 | 60.5 | | 67.5 | 62.5 | |
| Effective Green, g (s) | | 10.5 | 10.5 | | 10.5 | 10.5 | 65.5 | 61.5 | | 69.5 | 63.5 | |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.12 | 0.12 | 0.73 | 0.68 | | 0.77 | 0.71 | |
| Clearance Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 159 | 185 | | 163 | 185 | 517 | 1242 | | 201 | 1311 | |
| v/s Ratio Prot | | | | | | | 0.00 | c0.74 | | c0.05 | 0.36 | |
| v/s Ratio Perm | | 0.01 | 0.01 | | c0.08 | 0.06 | 0.05 | | | 0.58 | | |
| v/c Ratio | | 0.09 | 0.11 | | 0.71 | 0.54 | 0.08 | 1.09 | | 0.82 | 0.51 | |
| Uniform Delay, d1 | | 35.5 | 35.6 | | 38.3 | 37.5 | 4.0 | 14.2 | | 43.2 | 6.1 | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.18 | 0.72 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.2 | 0.3 | | 13.0 | 3.0 | 0.0 | 47.1 | | 21.9 | 1.4 | |
| Delay (s) | | 35.7 | 35.8 | | 51.3 | 40.4 | 4.7 | 57.3 | | 65.1 | 7.5 | |
| Level of Service | | D | D | | D | D | A | E | | E | A | |
| Approach Delay (s) | | 35.8 | | | 46.2 | | | 55.8 | | | 18.8 | |
| Approach LOS | | D | | | D | | | E | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | 42.2 | | HCM Level of Service | | | | D | | | | |
| HCM Volume to Capacity ratio | | 1.07 | | | | | | | | | | |
| Actuated Cycle Length (s) | | 90.0 | | Sum of lost time (s) | | | | 16.0 | | | | |
| Intersection Capacity Utilization | | 105.0% | | ICU Level of Service | | | | F | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

RECORDERS MEMORANDUM

All or parts of the text on this page was not clearly legible for satisfactory recordation.

HCM Signalized Intersection Capacity Analysis
 12; Street 2 & A.W. GRIMES

4/16/2001



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NDR | SBL | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|------|-------|------|-------|-------|------|
| Lane Configurations | | 4 | 4 | | 4 | 4 | 4 | 4 | | 4 | 4 | |
| Peak Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Fr _t | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Fr _t Protected | | 0.96 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1780 | 1583 | | 1781 | 1583 | 1770 | 1825 | | 1770 | 1834 | |
| Fr _t Permitted | | 0.70 | 1.00 | | 0.71 | 1.00 | 0.31 | 1.00 | | 0.09 | 1.00 | |
| Satd. Flow (perm) | | 1296 | 1583 | | 1327 | 1583 | 584 | 1825 | | 164 | 1834 | |
| Volume (vph) | 37 | 3 | 58 | 72 | 6 | 98 | 109 | 880 | 139 | 94 | 551 | 64 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 40 | 3 | 63 | 78 | 7 | 107 | 118 | 957 | 151 | 102 | 599 | 70 |
| Lane Group Flow (vph) | 0 | 43 | 63 | 0 | 85 | 107 | 118 | 1108 | 0 | 102 | 669 | 0 |
| Turn Type | | Perm | | Perm | Perm | | Perm | pm+pt | | | pm+pt | |
| Protected Phases | | 4 | | | | 8 | | 5 | 2 | | 1 | 6 |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | | 10.9 | 10.9 | | 10.9 | 10.9 | 66.1 | 61.1 | | 64.1 | 60.1 | |
| Effective Green, g (s) | | 11.9 | 11.9 | | 11.9 | 11.9 | 68.1 | 62.1 | | 66.1 | 61.1 | |
| Actuated g/C Ratio | | 0.13 | 0.13 | | 0.13 | 0.13 | 0.75 | 0.68 | | 0.73 | 0.67 | |
| Clearance Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 169 | 207 | | 174 | 207 | 515 | 1245 | | 207 | 1231 | |
| v/s Ratio Prot | | | | | | | 0.02 | c0.61 | | c0.03 | 0.36 | |
| v/s Ratio Perm | | 0.03 | 0.04 | | 0.06 | 0.07 | 0.16 | | | 0.33 | | |
| v/c Ratio | | 0.25 | 0.30 | | 0.49 | 0.52 | 0.23 | 0.89 | | 0.49 | 0.54 | |
| Uniform Delay, d1 | | 35.6 | 35.8 | | 36.7 | 36.9 | 4.5 | 11.7 | | 15.3 | 7.7 | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.8 | 0.8 | | 2.2 | 2.2 | 0.2 | 9.8 | | 1.8 | 1.7 | |
| Delay (s) | | 36.4 | 36.6 | | 38.9 | 39.0 | 4.7 | 21.5 | | 17.2 | 9.5 | |
| Level of Service | | D | D | | D | D | A | C | | B | A | |
| Approach Delay (s) | | 36.5 | | | 39.0 | | | 19.8 | | | 10.5 | |
| Approach LOS | | D | | | D | | | B | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | 19.1 | | HCM Level of Service | | | | B | | | | |
| HCM Volume to Capacity ratio | | 0.77 | | | | | | | | | | |
| Actuated Cycle Length (s) | | 91.0 | | Sum of lost time (s) | | | | 8.0 | | | | |
| Intersection Capacity Utilization | | 86.5% | | ICU Level of Service | | | | D | | | | |
| c - Critical Lane Group | | | | | | | | | | | | |

RECORDERS MEMORANDUM

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Appendix B: Signal Warrant Analysis Sheets

A traffic signal warrant study based on the projected peak hour volumes was performed. The primary objective of using the peak hour traffic was determining whether Warrants 11 and 12 would be met for the intersections along A.W. Grimes Boulevard. Three of the five intersections met Warrants 11 and 12. The following pages are the results of warrants 11 and 12 for the three intersections.

Intersection 2

| Warrant | Passed? |
|---|---------|
| 1 Minimum Vehicular Volume | No |
| 2 Interruption of continuous traffic | No |
| 3 Minimum pedestrian volume | N/A |
| 4 School Crossings | N/A |
| 5 Progressive Movement | No |
| 6 Accident Experience | N/A |
| 7 Systems | N/A |
| 8 Combination of Warrants | No |
| 9 Four Hour Volumes | No |
| 10 Peak Hour Delay | N/A |
| 11 Peak Hour Volume | Yes |
| 12 Warrant Volumes for Traffic Actuated Signals | Yes |

Figure 4-5: Peak Hour Volume Warrant
Full Warrant Criteria

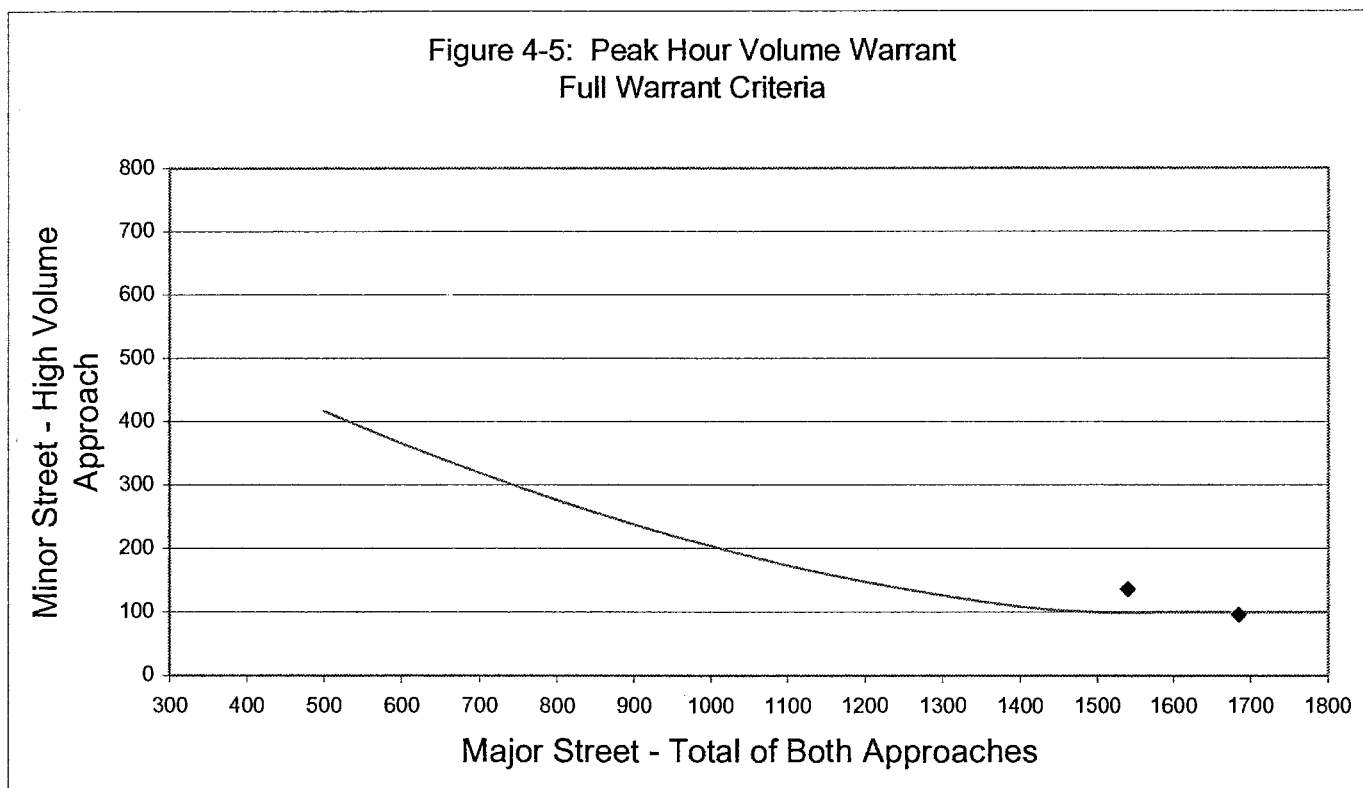


Figure 4-2.6 Warrant Volumes for Traffic Actuated Signals Two High Hours

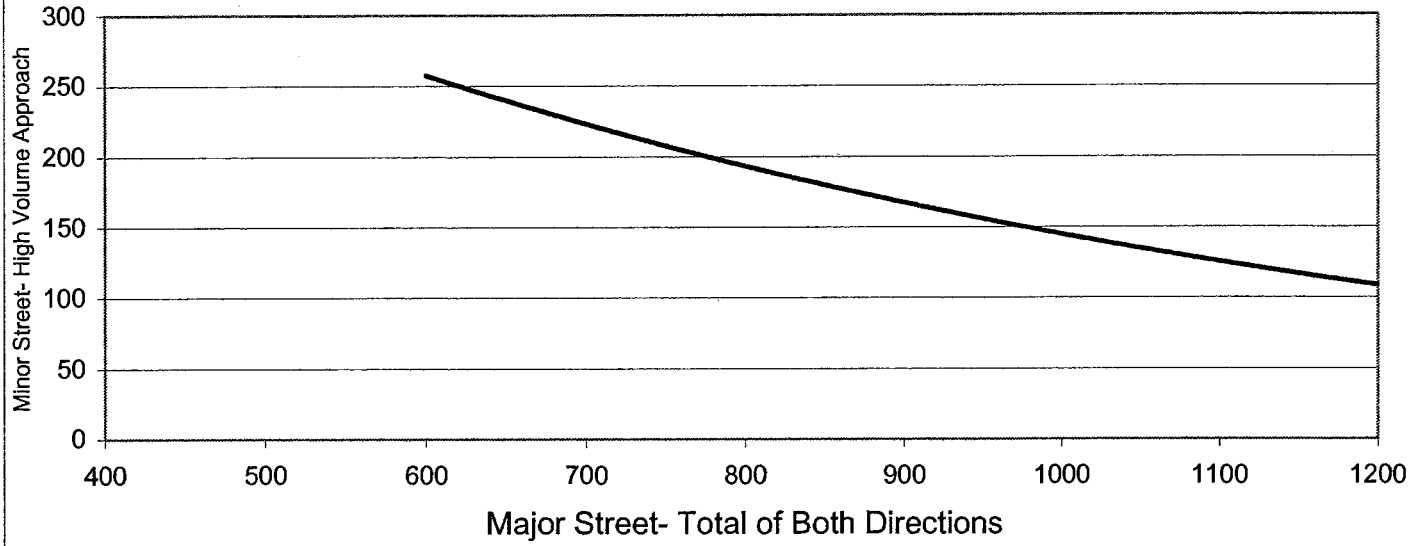
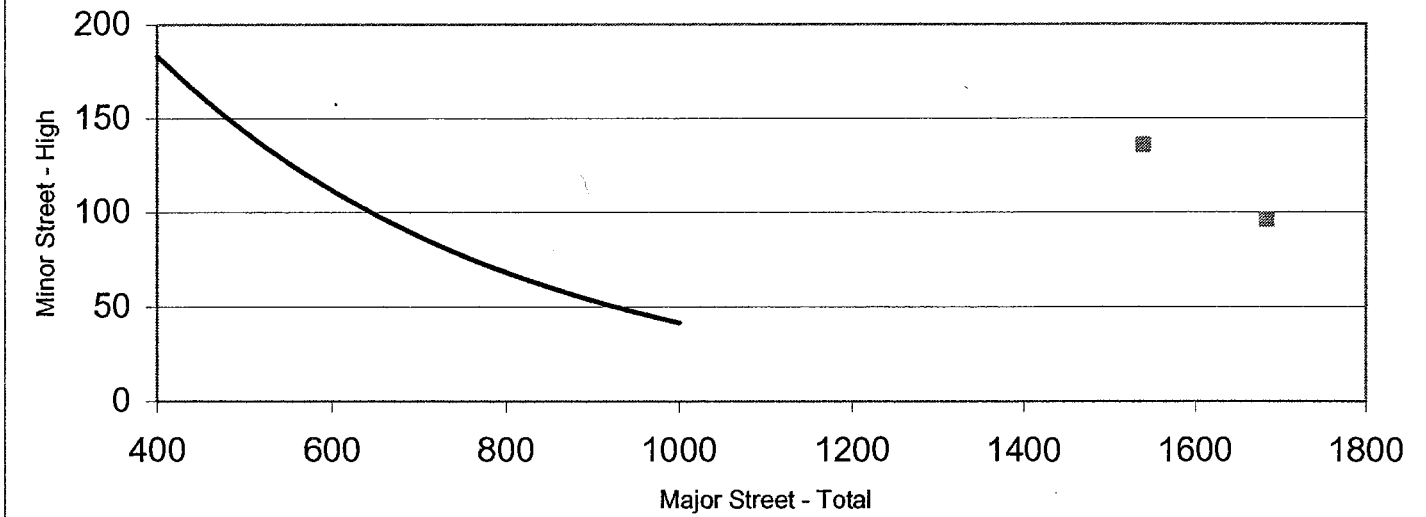


Figure 4-2.4 Warrant Volumes for Traffic Actuated Signals Eight High Hours



A.W Grimes Blvd and Logan Dr

| Warrant | Passed? |
|---|---------|
| 1 Minimum Vehicular Volume | No |
| 2 Interruption of continuous traffic | No |
| 3 Minimum pedestrian volume | N/A |
| 4 School Crossings | N/A |
| 5 Progressive Movement | No |
| 6 Accident Experience | N/A |
| 7 Systems | N/A |
| 8 Combination of Warrants | No |
| 9 Four Hour Volumes | No |
| 10 Peak Hour Delay | N/A |
| 11 Peak Hour Volume | Yes |
| 12 Warrant Volumes for Traffic Actuated Signals | Yes |

Figure 4-5: Peak Hour Volume Warrant
Full Warrant Criteria

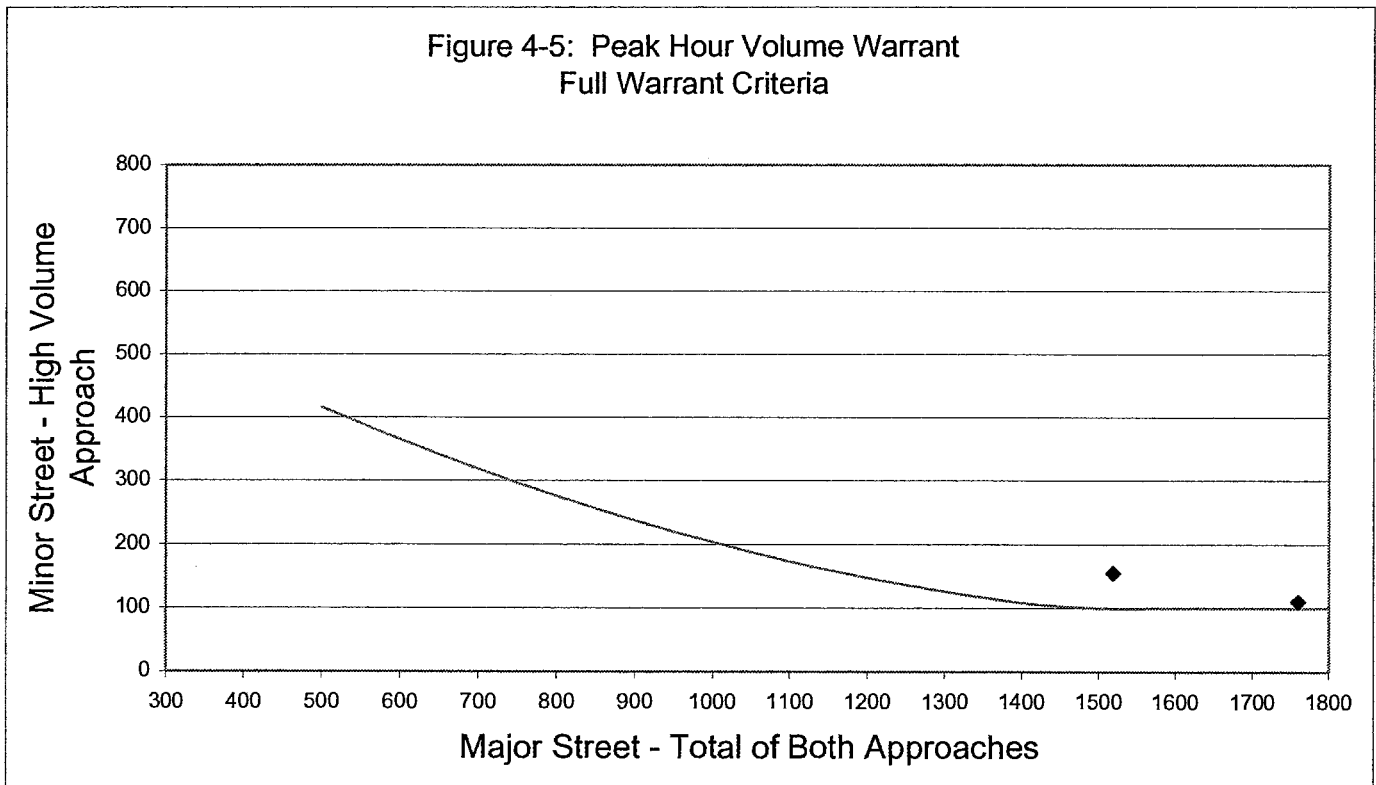


Figure 4-2.6 Warrant Volumes for Traffic Actuated Signals Two High Hours

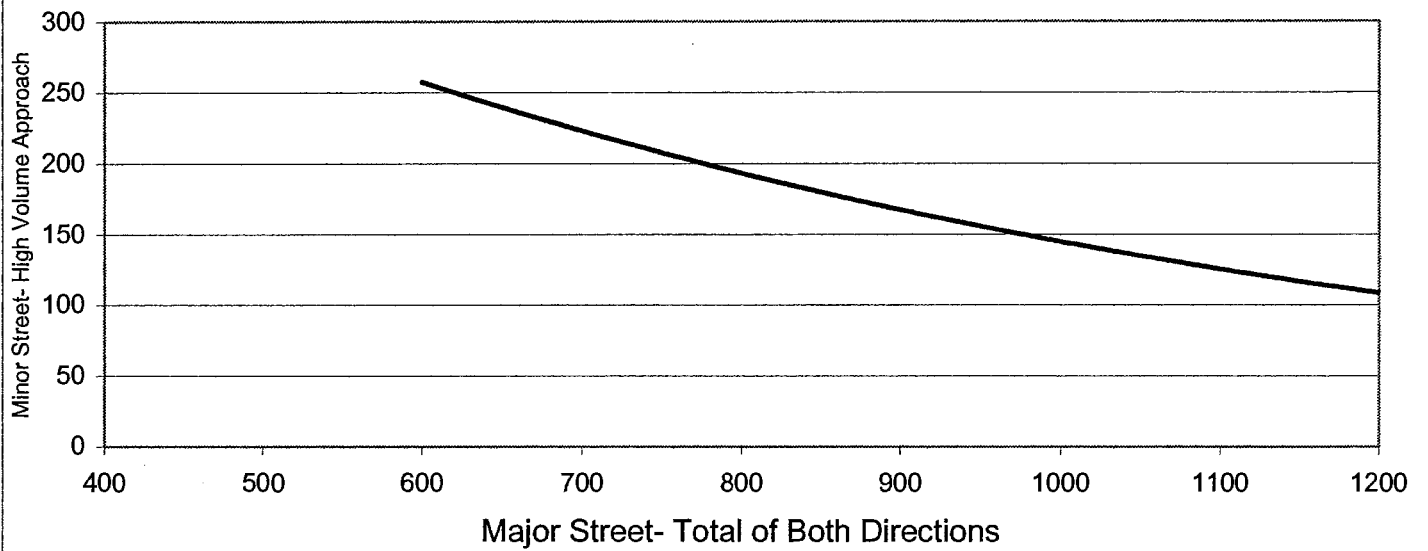
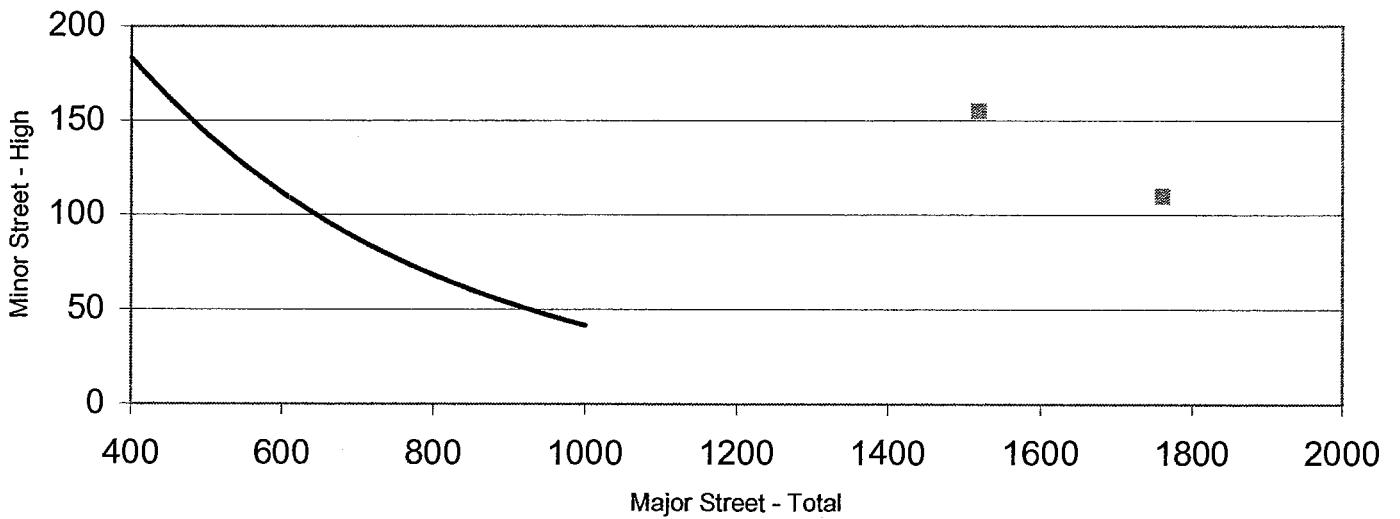


Figure 4-2.4 Warrant Volumes for Traffic Actuated Signals Eight High Hours



Intersection 5

| Warrant | Passed? |
|---|---------|
| 1 Minimum Vehicular Volume | No |
| 2 Interruption of continuous traffic | No |
| 3 Minimum pedestrian volume | N/A |
| 4 School Crossings | N/A |
| 5 Progressive Movement | No |
| 6 Accident Experience | N/A |
| 7 Systems | N/A |
| 8 Combination of Warrants | No |
| 9 Four Hour Volumes | No |
| 10 Peak Hour Delay | N/A |
| 11 Peak Hour Volume | Yes |
| 12 Warrant Volumes for Traffic Actuated Signals | Yes |

Figure 4-5: Peak Hour Volume Warrant
Full Warrant Criteria

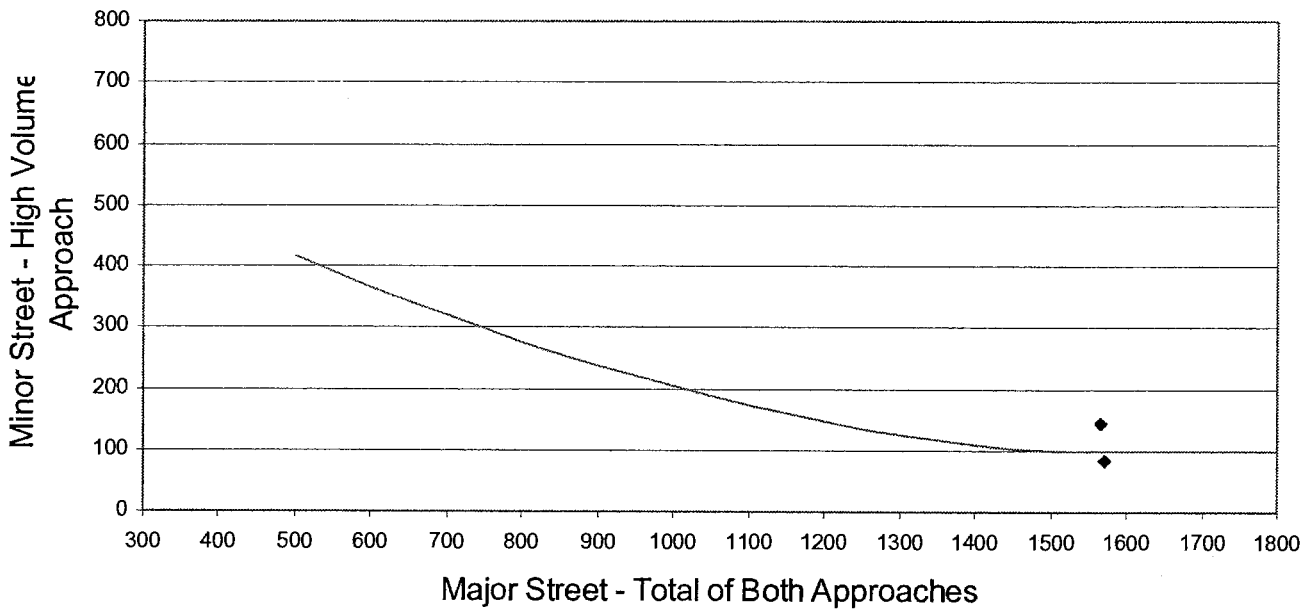


Figure 4-2.6 Warrant Volumes for Traffic Actuated Signals Two High Hours

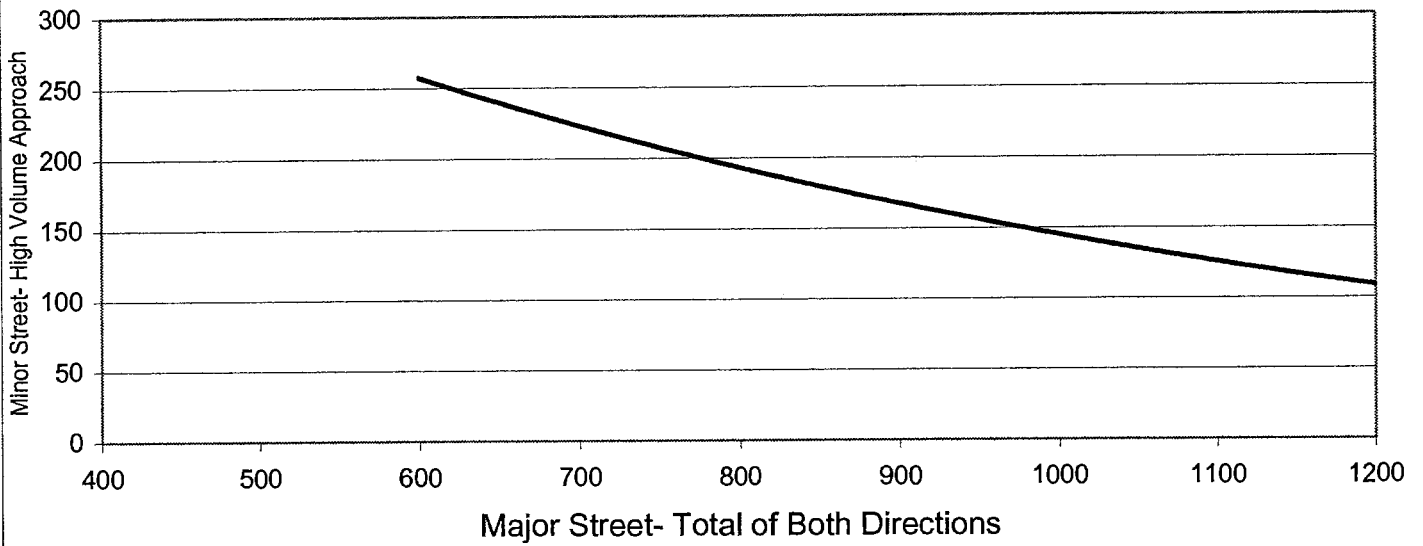


Figure 4-2.4 Warrant Volumes for Traffic Actuated Signals Eight High Hours

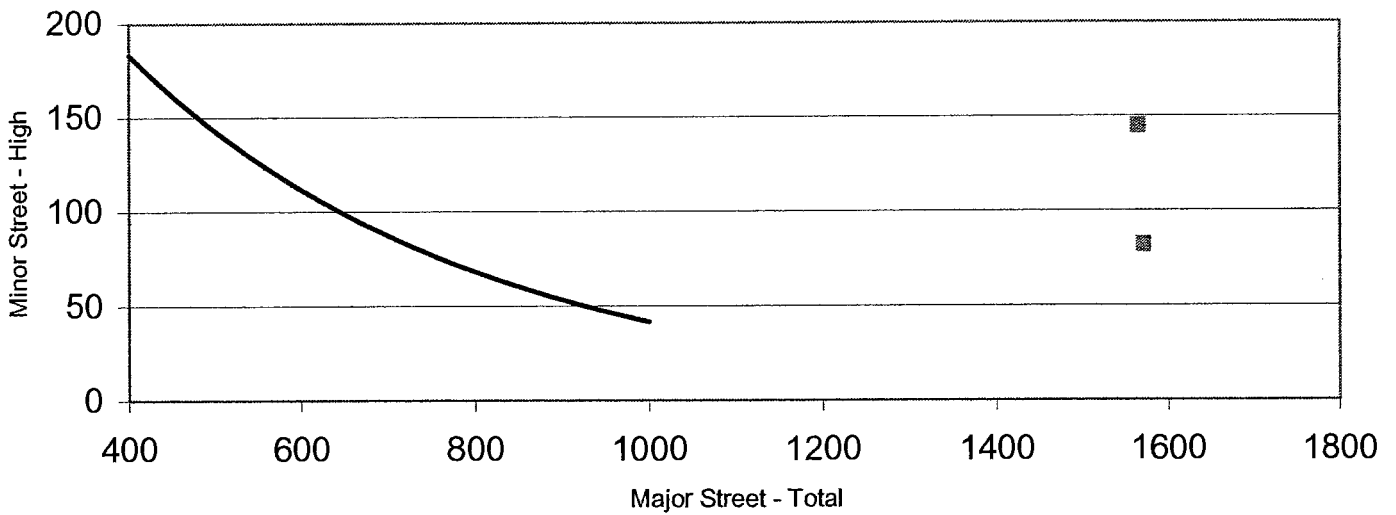
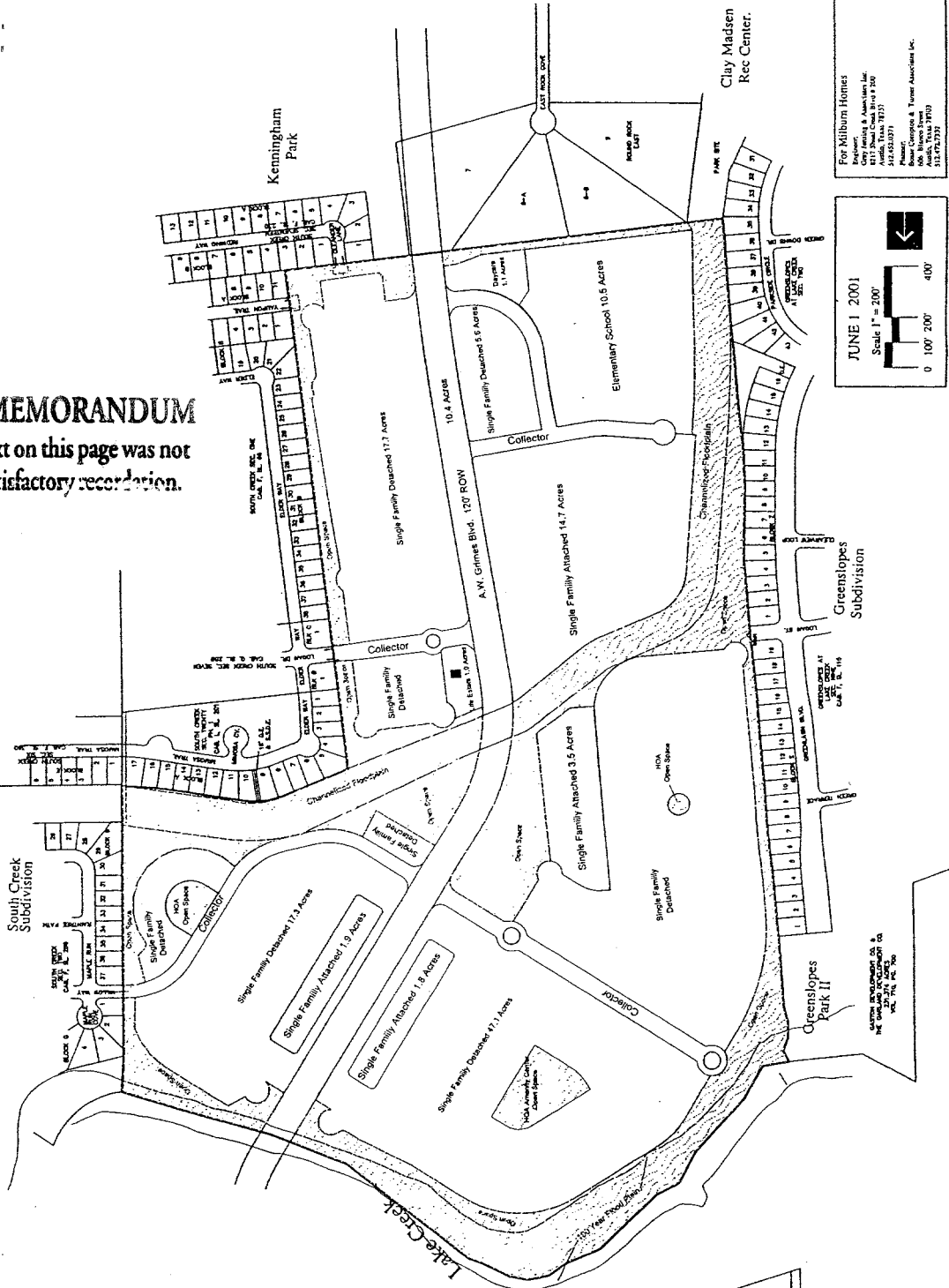


EXHIBIT 'K' LAND USE PLAN Turtle Creek Village Planned Unit Development

RECORDERS MEMORANDUM
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| Land Use | Approximate Acres ⁽¹⁾ | Other Uses |
|---|----------------------------------|---|
| Open Space | 2.4 Ac | Amenity Center |
| HOA Open Space | 19.4 Ac | 3 pedestrian underpasses (proposed) |
| Public Open Space @ 100 yr flood plain outside 100 yr flood plain | 16.0Ac | 2.5 miles pedestrian footpaths (proposed) |
| Total (37.8 Ac) | | |
| Single Family Detached | 87.7 Ac | |
| Single Family Attached | 22.0 Ac | |
| Private Education (day care) | 1.1 Ac | |
| Public Education (Round Rock ISD Elementary School) | 10.5 Ac | |
| Life Estate | 1.0 Ac | |
| Collector Street | 6.5 Ac | |
| A.W. Grimes ROW | 10.4 Ac | |
| TOTAL | 177.0 Ac | |

- ① Acreage subject to change
- ② Subject to approval by the city of Round Rock



For Millium Homes
City Planning & Amenities Ltd.
8111 Doral Creek Blvd # 200
Austin, Texas 78717
512-753-3771
Project: Millium Homes, Turner Associates Inc.
Austin, Texas 78703
512-753-3721

JUNE 1 2001
Scale 1" = 200'
0 100' 200' 400'

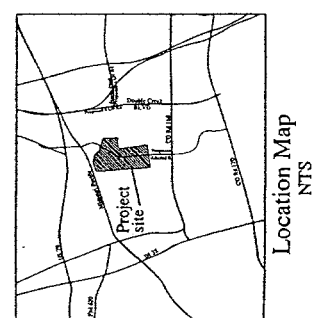
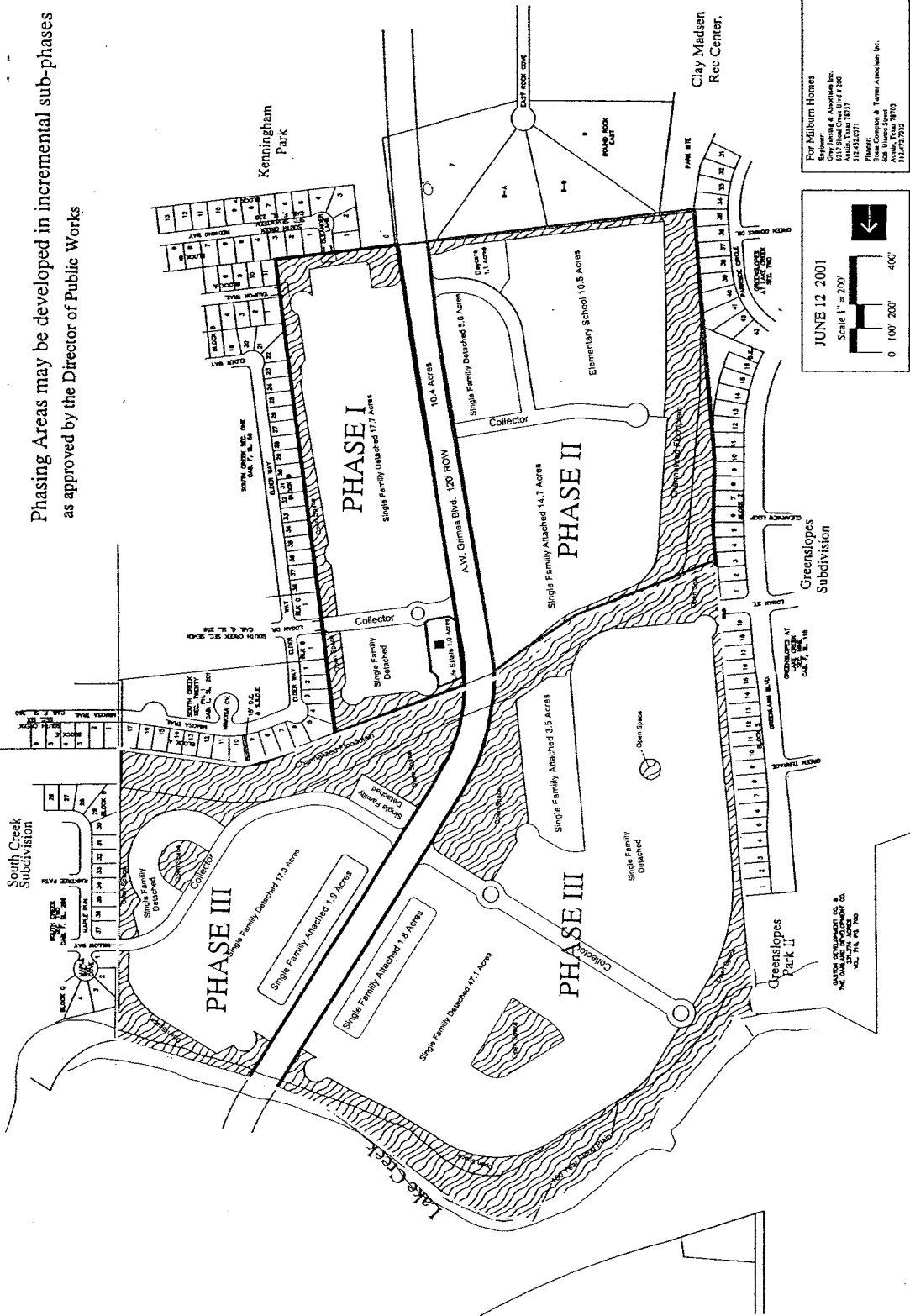


EXHIBIT 'L' PHASING PLAN

Turtle Creek Village Planned Unit Development

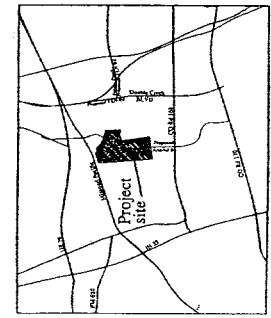
Phasing Areas may be developed in incremental sub-phases as approved by the Director of Public Works



For Millburn Homes
 City Planning & Associates Inc.
 6215 South Creek Blvd # 200
 Dallas, Texas 75249
 Phone: 972-455-1071
 Fax: 972-455-1072
 Email: info@millburnhomes.com

JUNE 12 2001
 Scale 1" = 200'
 0 100' 200' 400'

RECORDERS MEMORANDUM
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Location Map
 NTS

LICENSE AGREEMENT

This Agreement is made this 12 day of July, 2001, by and between the CITY OF ROUND ROCK, (hereinafter "Licensor"), a Texas home rule municipality, and the CONTINENTAL HOMES OF TEXAS, L.P., (hereinafter, "Licensee", whether one or more).

Whereas, Licensor is the owner of the public right-of-way located within the Turtle Creek Planned Unit Development as depicted in Exhibit "A", attached hereto and incorporated herein; and

Whereas, Licensee desires to exercise certain rights and privileges upon public rights-of-way located within the Property; and

Whereas, Licensor desires to grant Licensee certain rights and privileges upon public rights-of-way within the Property; and

NOW, THEREFORE, it is agreed as follows:

License

1. Licensee shall have the right to install, construct, operate, maintain, upgrade, and repair landscaping, lighting and irrigation systems in, over and upon public rights-of-way located within the Property, as described in Exhibit "A".

It is understood that this Agreement creates a license only and that Licensee does not and shall not claim at any time any interest or estate of any kind in the public rights-of-way located within the Property by virtue of this license.

It is further understood that before the installation of any current or subsequent landscaping or irrigation systems, Licensee shall present a detailed landscaping plan, with associated irrigation, to the Director of Planning and the Director of Public Works for review and approval.

It is further understood that Licensee must comply with all other requirements of the Code of Ordinances of the City of Round Rock, Texas.

It is further understood that Licensor has no duty to maintain, operate, replace, upgrade, or repair any improvement in or upon the Property, including the payment of any fees of any kind associated with any improvements.

Consideration

2. In consideration for this license, Licensee shall pay Licensor \$10.00 and other valuable consideration paid by Licensee to Licensor.

Nonassignable

3. This license granted in this Agreement is personal to Licensee or any property owners association created to maintain Licensee's Improvements. This Agreement is not assignable except to said property owners association. Any other assignment of this Agreement will automatically terminate the license. Notwithstanding the foregoing, Licensee shall be permitted to assign Licensee's license under this Agreement for any entity acquiring all or a portion of Licensee's property adjacent to the Property provided such assignee assumes Licensee's obligations and rights granted under this Agreement, and

Licensee shall be released from any and all obligations hereunder accruing after such assignment.

Terminable at Will

4. This Agreement is terminable by either party at will by the giving of actual notice to the other party. Upon termination, any improvements to Property will become the property of Licensor and it is agreed that Licensor will not need to reimburse Licensee for any costs expended for said improvements.

Indemnity

5. Licensee shall comply with the requirements of all applicable laws, rules and regulations, and shall indemnify and hold harmless Licensor, its officers, agents and employees from and against any and all claims, losses, damages, causes of action, expenses of litigation, court costs, and attorney's fees, for injury to or death of any person, or for damage to any property, arising out of or in connection with Licensee's exercise of the license under this Agreement.

Release

6. Licensee assumes full responsibility for its exercise of the license, and hereby releases, relinquishes and discharges Licensor, its officers, agents and employees, from all claims, demands, and causes of action of every kind and character, including the cost of defense thereof, for any injury to, including death, of person (whether they be third persons, contractor, or employees of either of the parties hereto) and any loss of or damage to property (whether the same be that either of the parties hereto or of third parties) caused by or alleged to be caused, arising out of, or in connection with Licensee's exercise of the license under this Agreement whether or not said claims, demands and causes of action in whole or in part are covered by insurance.

Venue

7. This Agreement shall be construed under and accord with the laws of the State of Texas, and all obligations of the parties created hereunder are performable in Williamson County, Texas.

Notice

8. Notice shall be mailed to the addresses designated herein or as may be designated in writing by the parties from time to time and shall be deemed received when sent postage prepaid U.S. mail to the following addresses:

CITY: City of Round Rock
ATTN: City Manager
221 East Main Street
Round Rock, Texas 78664

COMPANY:
Attn: _____

IN WITNESS WHEREOF, this AGREEMENT is executed on this 12 day of July, 20 .

CITY OF ROUND ROCK

By: *Robert A. Stluka, Jr.*
ROBERT A. STLUKA, JR., Mayor

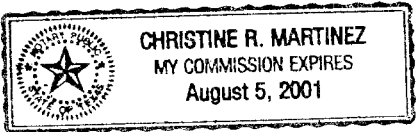
CONTINENTAL HOMES OF TEXAS, L.P.

By: *Terry Mitchell*
Printed Name: Terry Mitchell
Title: Vice President

STATE OF TEXAS)
)
COUNTY OF WILLIAMSON)

BEFORE ME, the undersigned, a notary public in and for said county and state, on this day personally appeared ROBERT A. STLUKA, JR., as Mayor of the City of Round Rock, a Texas Home Rule Municipality, on behalf of said municipality, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

Given under my hand and seal of office on this the 12 day of July, 20 .

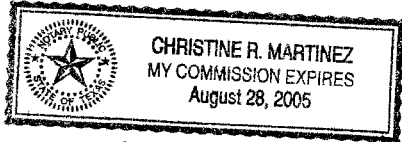


Christine R. Martinez
NOTARY PUBLIC in and for the
State of Texas

STATE OF TEXAS)
COUNTY OF WILLIAMSON)

BEFORE ME, the undersigned, a notary public in and for said county and state, on this day personally appeared TERRY EUGENE MITCHELL of CONTINENTAL HOMES OF TEXAS, L.P. known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

Given under my hand and seal of office on this the 24th day of JUNE, 2003.



Christine R. Martinez
NOTARY PUBLIC in and for the
State of Texas

After Recording, Please Return To:

Sheets & Crossfield, P.C.
309 East Main
Round Rock, Texas 78664

After Recording, Please Return To:

Brown, McCarroll Sheets & Crossfield, L.L.P.
309 East Main
Round Rock, Texas 78664

FILED AND RECORDED
OFFICIAL PUBLIC RECORDS

Nancy E. Rister

01-14-2002 10:27 AM 2002003703
ANDERSON \$245.00
NANCY E. RISTER, COUNTY CLERK
WILLIAMSON COUNTY, TEXAS

Please return to:

(17) CITY OF ROUND ROCK
ADMINISTRATION
221 EAST MAIN STREET
ROUND ROCK, TEXAS 78664

5.

2-01-07-12-10B2