



**NOTICE AND AGENDA
CITY OF GLENN HEIGHTS
PLANNING AND ZONING COMMISSION
MONDAY, DECEMBER 16, 2024, 6:30 P.M.**

Notice is hereby given that the City of Glenn Heights Planning and Zoning Commission will hold a Planning and Zoning Commission Meeting on Monday, December 16, 2024, beginning at 6:30 P.M. in the City Hall, City Council Chambers, located at 1938 South Hampton Road, Bldg. C, Glenn Heights, Texas, 75154, as prescribed by Vernon's Texas Civil Statutes, Government Code Section §551.041, to consider and possibly take action on the following agenda items. Items do not have to be taken in the same order as shown in this meeting Notice and Agenda.

This Notice and Meeting Agenda, and the Agenda Packet, are posted online at <https://www.glennheightstx.gov/129/Agendas-Minutes>.

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT

The Planning and Zoning Commission will recess temporarily.

**GLENN HEIGHTS CAPITAL IMPROVEMENT ADVISORY COMMITTEE
COMMISSION MEETING**

1. Consideration and action on providing written comments to City Council on proposed water, wastewater, and roadway impact fees.

Adjourn. The Capital Improvement Advisory Committee will adjourn its meeting.

The Planning and Zoning Commission will reconvene into its Regular Called Meeting.

CONSENT AGENDA

1. Discuss and take action to approve the meeting minutes of November 18, 2024.

AGENDA

1. **Site Plan SP-01-25:** Discuss and receive testimony to consider making a recommendation to City Council of the City of Glenn Heights, Texas, regarding a request concerning a Site Plan for Popeyes Louisiana Kitchen by David Swan with RUAR Popeyes Properties. The 1.499-acre property

situated in the Bear Creek Plaza Addition, an addition to the City of Glenn Heights, Dallas County, Texas, described as Lot 2B, Block B, and being commonly known as 1709 S. Beckley Road, Glenn Heights, Dallas County, Texas (Parviz Pourazizian, Director of Development Services).

2. **Specific Use Permit SUP-01-25:** Public hearing to receive testimony regarding SUP request by Mohammad Allan for the purpose of a Neighborhood Market/Grocery Store, for approximately, 1.25 acres tract of land situated in Lot 2, in Block A of Lots 1 and 2 in Block A of Family Dollar Addition, an Addition, being commonly known as 1710 S. Hampton Road, Glenn Heights, Dallas County, Texas (Parviz Pourazizian, Director of Development Services).
3. **Specific Use Permit SUP-01-25:** Discuss taking action to consider providing a recommendation to City Council of the City of Glenn Heights, Texas, regarding granting a Specific Use Permit (SUP) for the purpose of a Neighborhood Market/Grocery Store, for approximately, 1.25 acres tract of land situated in Lot 2, in Block A of Lots 1 and 2 in Block A of Family Dollar Addition, an Addition, being commonly known as 1710 S. Hampton Road, Glenn Heights, Dallas County, Texas (Parviz Pourazizian, Director of Development Services) .

ADJOURNMENT

In accordance with the Americans with Disabilities Act, if you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodations, please contact the City Secretary at least 48 hours in advance of the event at 972-223-1690 ext. 125 or email brandi.brown@glennheightstx.gov. Advance notification within this guideline will enable the city to make reasonable arrangements to ensure accessibility.

I, Brandi Brown, City Secretary, do hereby certify that the above Meeting Notice and Agenda was posted in a place convenient to the Public at Glenn Heights City Hall, 1938 South Hampton Road, Bldg. C, Glenn Heights, Texas by 6:30 P.M. on Friday, December 13, 2024.

Pursuant to Section 551.071 of the Texas Government Code, the Planning and Zoning Commission reserves the right to consult in closed session with its attorney at any time during the course of this meeting and to receive legal advice regarding any item listed on this agenda.

Brandi Brown, City Secretary

[illegible]

WATER, WASTEWATER, AND ROADWAY

IMPACT FEE STUDY

LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENT PLAN REPORT

Prepared for:

City of Glenn Heights



Prepared by:

FREESE AND NICHOLS, INC.
801 Cherry St, Suite 2800
Fort Worth, Texas 76102

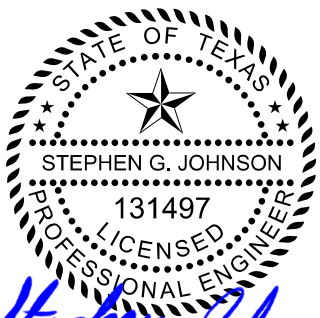
FNI Project #: GLN23959

WATER, WASTEWATER, AND ROADWAY IMPACT FEE STUDY

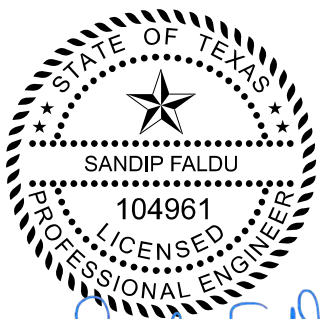
LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENT PLAN REPORT

Prepared for:

City of Glenn Heights



10/10/2024
FREESE AND NICHOLS, INC.
TEXAS REGISTERED
ENGINEERING FIRM
F-2144

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EXECUTIVE SUMMARY

The City of Glenn Heights (City) authorized Freese and Nichols, Inc. (FNI) to create master plans for the City's water and wastewater systems in order to identify future projects for the impact fee program. The purpose of this report is to summarize the methodology used in the development of the land use assumptions and capital improvement plan (CIP) in preparation for calculating water, wastewater, and roadway impact fees.

LAND USE ASSUMPTIONS

Population projections, employment projections, and land use assumptions are important elements in the analysis of water, wastewater, and roadway systems. A reasonable estimation of future growth is required to determine the need and timing of capital improvements to serve future development. Growth and future development projections were formulated based on assumptions pertaining to the type, location, quantity, and timing of various future land uses within the community. These land use assumptions, which include population and employment projections, are the basis for the water, wastewater, and roadway CIP.

CAPITAL IMPROVEMENT PLANS

Water, wastewater, and roadway impact fee CIPs were developed for the City based on the land use assumptions, input from City staff, and known development information. The recommended improvements were determined based on the required capacity to meet projected water, wastewater, and roadway demands through the ten-year period for this impact fee study and were sized for the eventual buildout population of the City. The projects identified are consistent with Chapter 395 of the Texas Local Government Code definition of impact fee eligible projects. The water, wastewater, and roadway impact fee CIP projects and their costs are summarized in **Tables ES-1, ES-2, and ES-3**, respectively.

Table ES-1: Water Impact Fee Capital Improvement Plan Projects

Project Number	Project Name
Existing Impact Fee Eligible Projects	
A	Water Impact Fee
Proposed Impact Fee Eligible Projects	
1	Harborview/Bear Creek 36/30-inch Water Lines
2	Hampton/Bear Creek 20/16-inch Water Lines
3	Lower Hampton 20-inch Water Line
4	Bear Creek/Westmoreland 24/16/12-inch Water Lines
5	Loop 9 Western 12-inch Water Line
6	Mourning Dove 12-inch Water Line
7	Lillian 16/12-inch Water Line
8	Loop 9 Eastern 12/8-inch Water Line
9	1.0 MG GST
10	Pump Station Firm Capacity Expansion to 9,000 gpm
11	2.0 MG Upper Pressure Plane Elevated Storage Tank
12	Pump Station Firm Capacity Expansion to 12,000 gpm
13	0.5 MG Lower Pressure Plane Elevated Storage Tank
14	Decommission 1.0 MG Elevated Storage Tank

Table ES-2: Wastewater Impact Fee Capital Improvement Plan Projects

Project Number	Project Name
Existing Impact Fee Eligible Projects	
A	Lake Ridge Drive 15-inch Gravity Main (Phase 1)
B	Wastewater Impact Fee
Proposed Impact Fee Eligible Projects	
1	Turn Bridge Drive 12-inch Gravity Main
2	Kingston Meadows 12/15-inch Gravity Mains
3	West Milas Lane 12/21-inch Gravity Mains
4	Maplewood Drive 12/15-inch Gravity Mains
5	Vancouver Drive 12-inch Gravity Main
6	Flow Diversion to Trinity River Authority
7	Sagebrush Drive 12-inch Gravity Main
8	Stone Creek Lift Station Decommission and 8-inch Gravity Main
9	Lake Ridge Drive 12/15-inch Gravity Mains (Phase 2)
10	Courtney Lane 8/12/21-inch Gravity Mains
11	Ovila Road 15-inch Gravity Main
12	Sunset Strip Drive 15-inch Gravity Main
13	Water Crest Lane 8-inch Gravity Main

Table ES-3: Roadway Impact Fee Capital Improvement Plan Projects

Project Number*	Roadway	From	To
1	East Bear Creek Road	Interstate Highway 35	South Uhl Road
2	East Bear Creek Road	South Uhl Road	South Hampton Road
3	West Bear Creek Road	South Hampton Road	South Westmoreland Road
4	West Bear Creek Road	South Westmoreland Road	South Cockrell Hill Road
5	South Westmoreland Road	South City Limits	West Bear Creek Road
6	South Westmoreland Road	West Bear Creek Road	North City Limits
7	South Hampton Road	Ovilla Road (FM 664)	Stone Creek Blvd
8	South Hampton Road	Stone Creek Blvd	East Bear Creek Road
9	South Hampton Road	East Bear Creek Road	North City Limits
10	South Uhl Road	Ovilla Road (FM 664)	Harmony Way
11	South Uhl Road	East Bear Creek Road	North City Limits

**All roadway projects include adding two lanes to existing two-lane sections for an ultimate four-lane Divided Arterial section*

1.0 INTRODUCTION

The City of Glenn Heights (City) authorized Freese and Nichols, Inc. (FNI) to create master plans for the City's water and wastewater systems in order to identify future projects for the impact fee program. The purpose of this report is to summarize the methodology used in the development of the land use assumptions and capital improvement plans (CIP) in preparation for calculating water, wastewater, and roadway impact fees.

Chapter 395 of the Texas Local Government Code (TLGC) requires an impact fee analysis before impact fees can be created and assessed. Chapter 395 defines an impact fee as "a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development." Chapter 395 identifies the following items as impact fee eligible costs:

- Construction contract price
- Surveying and engineering fees
- Land acquisition costs
- Fees paid to the consultant preparing or updating the CIP
- Projected interest charges and other financing costs for projects identified in the CIP

Chapter 395 also identifies items that impact fees cannot be used to pay for, such as:

- Construction, acquisition, or expansion of public facilities or assets other than those identified in the impact fee CIP
- Repair, operation, or maintenance of existing or new capital improvements
- Upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards
- Upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development
- Administrative and operating costs of the political subdivision
- Principal payments and interest or other finance charges on bonds or other indebtedness, except as allowed above

An initial step in the impact fee development process is the establishment of land use assumptions that address growth and development for a ten-year planning period (TLGC Section 395.001(5)). These land use assumptions, which also include population projections, will become the basis for the impact fee CIP for water, wastewater, and roadway facilities. Legislation mandates an impact fee CIP be prepared that

addresses long-term growth and that such plan be approved by the governing body prior to a public hearing for the consideration of imposing an impact fee.

To assist the City in determining the need and timing of capital improvements to serve future development, a reasonable estimation of future growth is required. One purpose of this report is to summarize the growth and development projections based upon assumptions pertaining to the type, location, quantity, and timing of various future land uses within the community. This report documents the established methodology used for preparing the land use assumptions and impact fee CIP.

This report describes the water, wastewater, and roadway improvements where costs can be recovered by new growth to serve future development. Statutory requirements mandate that impact fees be based on a specific list of improvements identified in the program and only the cost attributed (and necessitated) by new growth over a ten-year period be considered. As projects in the program are completed, planned costs are updated with actual costs to reflect the capital expenditure of the program more accurately. New capital improvement projects may be added in an official update to the program and resulting impact fee calculations.

2.0 METHODOLOGY

The data in this report has been formulated using reasonable and generally accepted planning principles for the preparation of impact fee systems in Texas and meets the requirements of the TLGC Chapter 395 for the establishment of impact fees.

For the formulation of the land use assumptions and impact fee CIP, a series of work tasks were undertaken and are described below:

1. A kickoff meeting was held to describe the general methodological approach in the study.
2. The service areas were determined in conformance with legislative mandate and consideration for future expansion of the water and wastewater services in accordance with the City's water and wastewater Certificates of Convenience and Necessity (CCN).
3. Current and historical population and employment data were gathered from the North Central Texas Council of Governments (NCTCOG), United States Census Bureau (Census) forecasts, and input from City staff. These served as a basis for future growth.
4. The City's existing water and wastewater systems were modeled in GIS with the use of record drawings and input from City staff. These hydraulic models, in conjunction with wastewater flow monitoring and water pressure recording, were then used to perform existing system analysis.
5. An existing conditions inventory was conducted to document system roadway utilization, capacity, and deficiencies based on existing users. To support the roadway existing condition inventory, traffic volume count data was gathered.
6. A base year (2024) estimate of population and employment was defined using the latest NCTCOG data, Census data, and input from City staff.
7. A ten-year population and employment projection (2034) was prepared using input from City staff on upcoming developments, future land use plans, and Census forecasts. Distribution adjustments were then made to consider the known or anticipated development activity within the ten-year planning period.
8. Base and ten-year demographics were prepared for the respective service areas for water, wastewater, and roadways.
9. A CIP to address projected growth was developed for the water, wastewater, and roadway systems based upon all the data collected.

Based on the growth assumptions and the capital improvements needed to support growth, an impact fee structure can be developed. This methodology fairly allocates improvement costs to growth areas in relationship to their impact upon the entire infrastructure system.

3.0 LAND USE ASSUMPTIONS

Population projections, employment projections, and land use assumptions are important elements in the analysis of water, wastewater, and roadway systems. To assist the City in determining the need and timing of capital improvements to serve future development, a reasonable estimation of future growth is required. Growth and future development projections were formulated based on assumptions pertaining to the type, location, quantity, and timing of various future land uses within the community. These land use assumptions, which include population, non-residential acreage, and employment projections, will become the basis of the impact fee CIP.

3.1 SERVICE AREAS

Chapter 395 requires that service areas be defined for impact fees to ensure that facility improvements are near areas generating need. The areas defined in the City's CCNs were used as water and wastewater service areas, illustrated in **Figures 3-1** and **3-2**.

Legislative requirements stipulate roadway service areas be limited to city limits and a maximum diameter of six miles. For roadways, new development can only be assessed an impact fee based on the cost of necessary capital improvements within that service area. A single roadway service area has been developed for the City since city limits are within a six-mile diameter, shown in **Figure 3-3**.

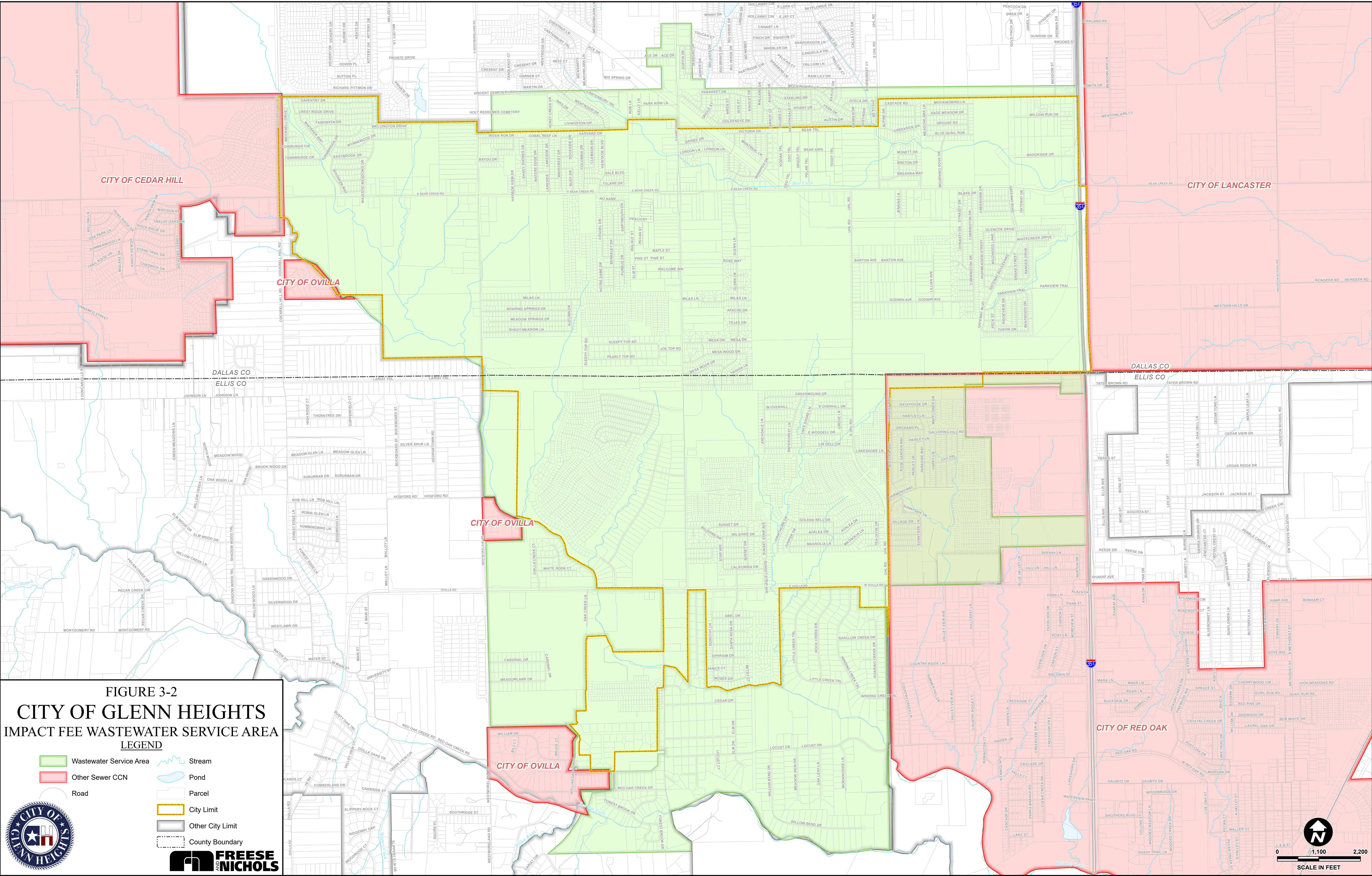


FIGURE 3-2
CITY OF GLENN HEIGHTS
IMPACT FEE WASTEWATER SERVICE AREA
LEGEND

Wastewater Service Area
Other Sewer CCN
Road
Stream
Pond
Parcel
City Limit
Other City Limit
County Boundary

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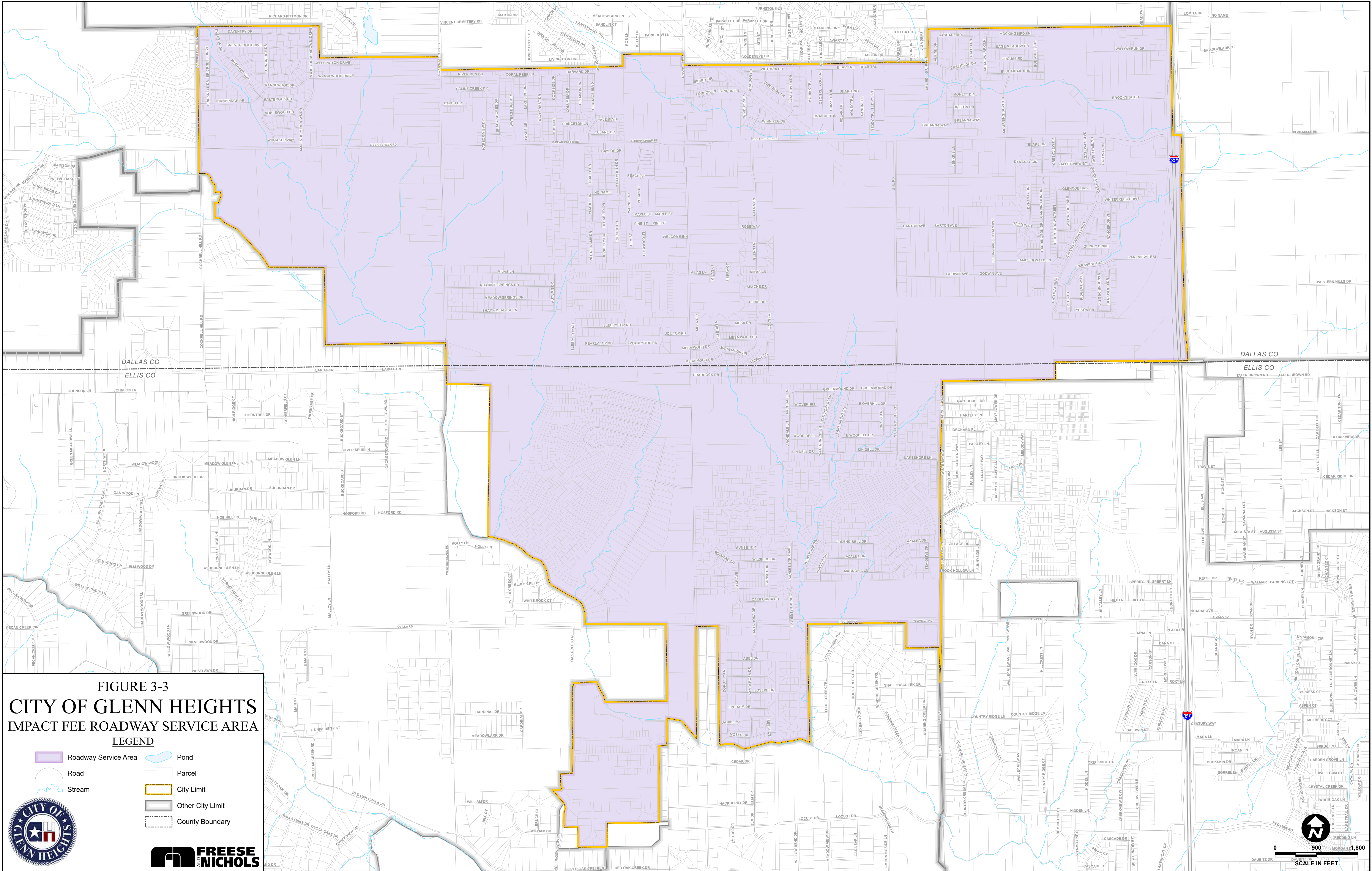
FIGURE 3-3
CITY OF GLENN HEIGHTS
IMPACT FEE ROADWAY SERVICE AREA

LEGEND

- Roadway Service Area
- Road
- Stream
- Pond
- Parcel
- City Limit
- Other City Limit
- County Boundary



FREESE AND NICHOLS



3.2 POPULATION AND EMPLOYMENT GROWTH

Population estimates were used to provide a historical baseline for population and employment growth within the City. Using the City's historical growth trends, the 2024 base year population estimate for the City and future growth rate were derived. This benchmark information provides a starting basis of data for the ten-year growth assumptions.

3.2.1 Historical Population

A City's past growth rates can be an indicator of future growth rates. Therefore, a review of population statistics from a variety of sources was conducted to examine the City's recent growth rate. Population estimates from the Census and NCTCOG were reviewed to determine potential growth rates. **Table 3-1** presents the City's historical Census population data.

Table 3-1: Historical City Population

Year	Census Population	Population Growth	Annual Growth Rate
2010	11,278	-	-
2011	11,433	155	1.37%
2012	11,645	212	1.85%
2013	11,758	113	0.97%
2014	11,891	133	1.13%
2015	12,046	155	1.30%
2016	12,405	359	2.98%
2017	13,030	625	5.04%
2018	13,140	110	0.84%
2019	13,377	237	1.80%
2020	15,803	2,426	18.14%
2021	17,134	1,331	8.42%
2022	18,087	953	5.56%
2023	18,718	631	3.49%
2024	19,533	815	4.35%
10-Year Average Growth Rate			5.19%
5-Year Average Growth Rate			7.99%
3-Year Average Growth Rate			4.47%

Census data suggests the City has experienced an average population growth rate of approximately 5.19% over the last ten years. The more notable average growth rate occurred during the last five years, when a 7.99% growth rate was observed.

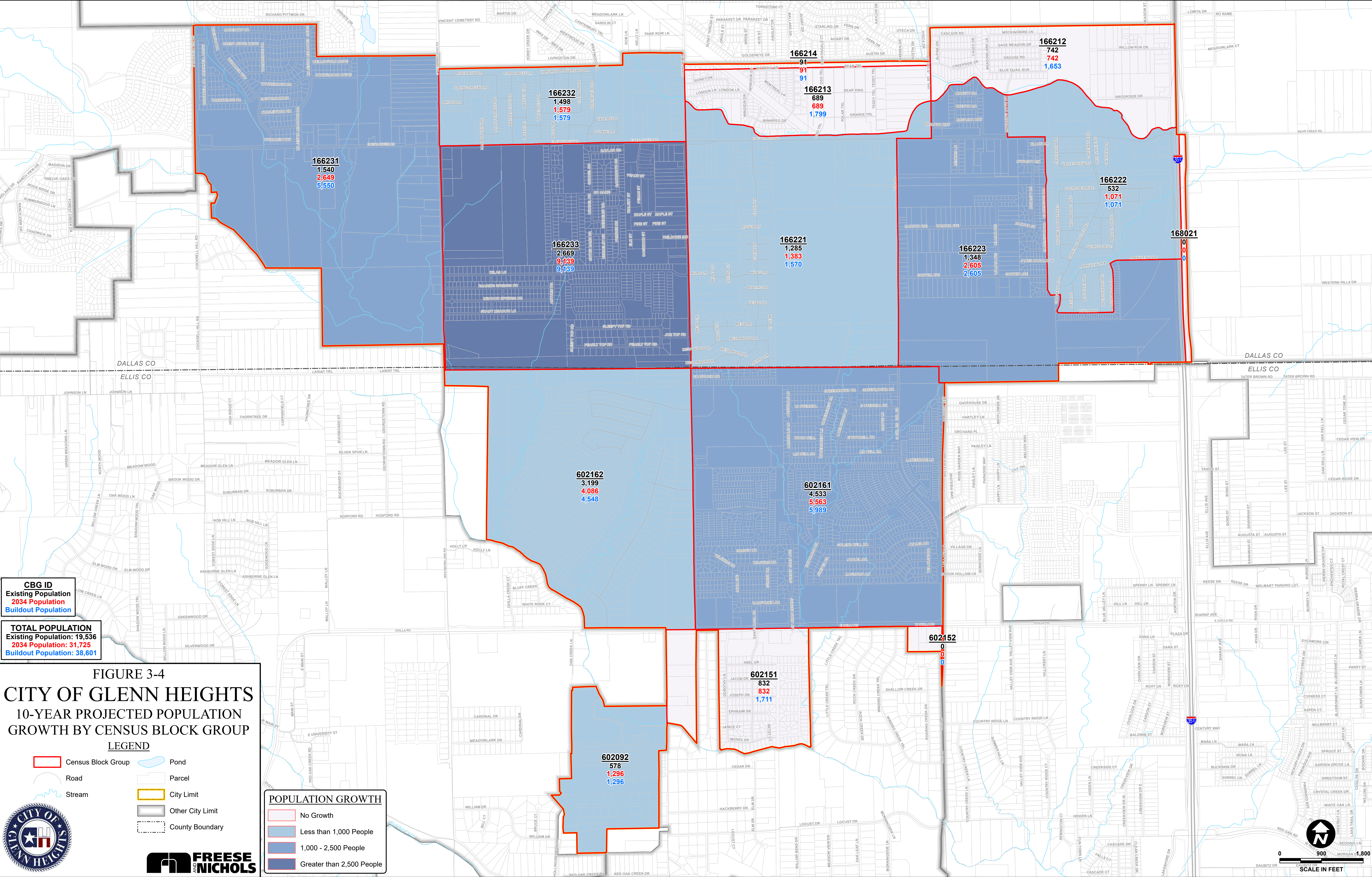
3.2.2 Population and Non-Residential Acreage Projections

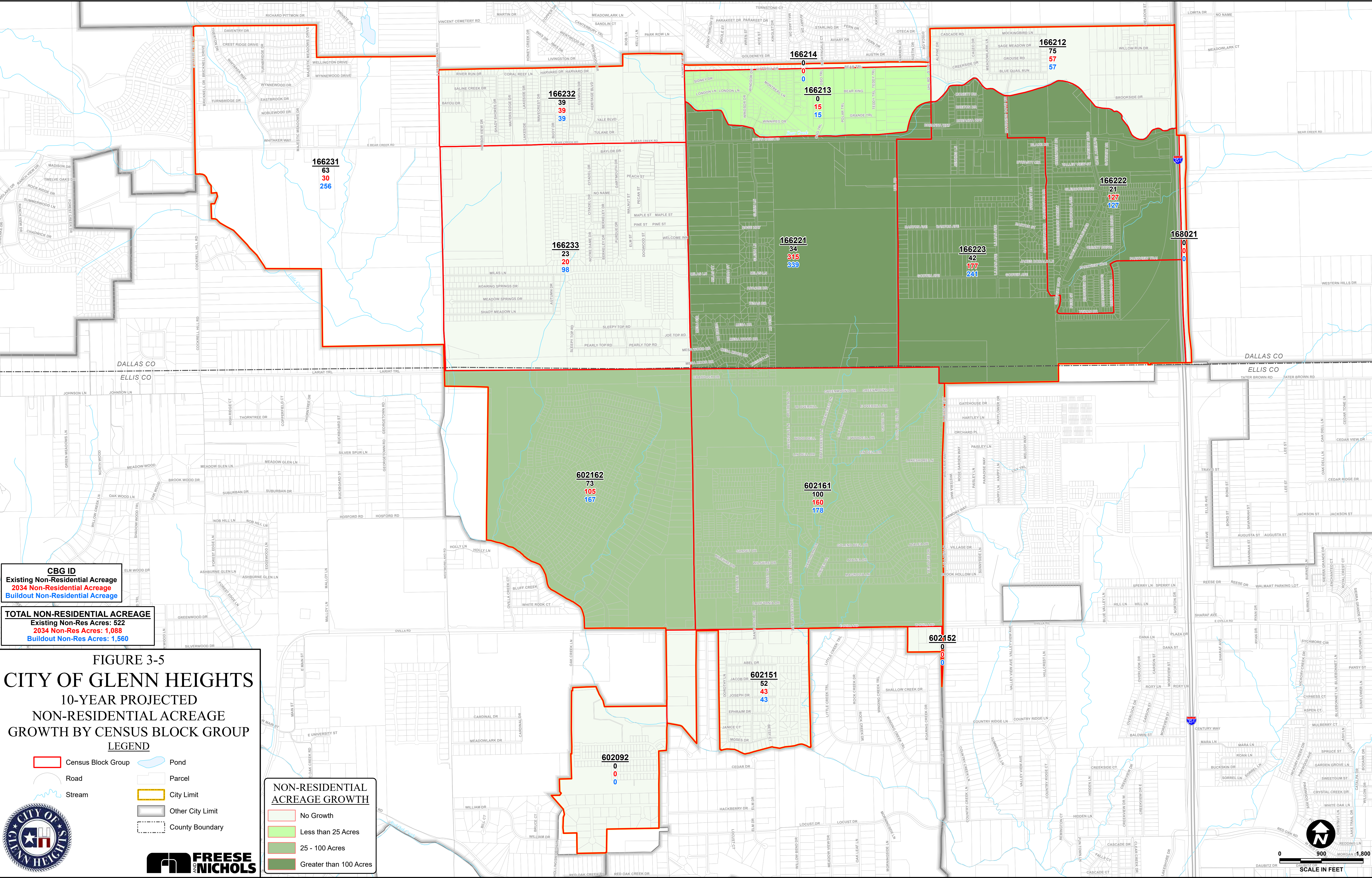
In addition to reviewing the historical growth rates and potential development information provided by City staff, FNI prepared a projections database to determine a population and non-residential acreage for each parcel within the City's service area. The City's future land use plan and input from City staff was used to develop ten-year projections. **Table 3-2** summarizes the population and non-residential acreage projections for the impact fee service areas. The projected overall annual growth rate of 5.0% aligns with historical growth rates while also anticipating significant growth in the central and western sections of the City.

Table 3-2: Population and Non-Residential Acreage Projections

Planning Year	Population	Annual Growth	Average Growth Rate	Non-Residential Acreage
2024	19,533	--	--	523
2034	31,725	1,219	5.0%	1,087

Census Block Groups (CBG) are a geographical unit used by the Census to subdivide tracts and the populations contained. **Figure 3-4** presents the population projections by CBG, and **Figure 3-5** presents the non-residential acreage projections by CBG within the service area.





3.2.3 Employment Projections

Employment projections are critical for the roadway element of impact fee analysis because vehicle trips to homes and jobs exhibit different characteristics, which translate into unique types of demand for roadway usage. Data from the Census and NCTCOG were reviewed to determine likely rates of growth for employment in the next ten years. Employment classifications evaluated include:

- **Basic:** Land use activities that produce goods and services exported outside the local economy, such as manufacturing, construction, transportation, wholesale trade, warehousing, and other industrial uses
- **Retail:** Land use activities that provide for the retail sale of goods that primarily serve households and whose location choice is oriented to the household sector, such as grocery stores, restaurants, and shopping centers
- **Service:** Land use activities that provide personal and professional services such as financial, insurance, government, and other professional administrative offices

Based on known development trends, incoming employment centers, and the time expected until the City's buildout, a compound annual growth rate of 5.50% aligns with employment expectations for non-residential acreage within the City. This will result in approximately a 70% total increase in employment over ten years. **Table 3-3** shows this projected employment data.

Table 3-3: Employment Projections Summary

Year	Employment Type			Total
	Basic	Retail	Service	
2024	245	162	1,218	1,625
2034	694	278	1,803	2,775
Compound Average Annual Growth	10.97%	5.55%	4.00%	5.50%
Net Change	+449	+116	+585	+1,150

3.3 SUMMARY

The City's population estimates, derived from historical growth trends, serve as a baseline for forecasting future growth over a ten-year period. Historical data indicates a significant increase in population growth rates, with an average of 5.19% over the past decade and a notable spike to 7.99% over the last five years.



This information, coupled with input from City staff and a future land use plan, has been utilized to project population and non-residential acreage, essential for master planning and impact fee assessments. **Table 3-4** summarizes the population, non-residential acreage, and employment projections within the City for the impact fee assessment.

Table 3-4: Population and Non-Residential Acreage Projections Summary

Demographic	2024	2034	10-Year Growth	Percent Change
Population	19,533	31,725	12,192	62%
Non-Residential Acreage	523	1,087	564	108%
Employment	1,625	2,775	1,150	71%

4.0 CAPITAL IMPROVEMENT PLAN

The water, wastewater, and roadway impact fee analysis involves determining the eligible portion of total projected costs to serve new development and the projected number of service units attributed to new development over the next ten years. The total projected costs include the ten-year capital costs, financing costs for the capital improvements, and consultant costs for preparing and updating the study.

The water, wastewater, and roadway impact fee CIP were developed for the City to provide high quality infrastructure based on the growth patterns detailed in the land use assumptions. The eligible existing and future improvements were designed to provide the required capacity to meet projected water, wastewater, and roadway demands through the next ten years (2034) and are sized to buildout (2050) conditions. The water, wastewater, and roadway projects required to meet growth in the ten-year period were used in the impact fee analysis and calculation.

4.1 WATER SYSTEM ANALYSIS

4.1.1 Existing Water System

The City's existing water service area covers approximately 7.22 square miles. The existing water system is supplied by a 30-inch Dallas Water Utilities supply line entering from the north. The City's water system includes one elevated storage tank (EST), one ground storage tank (GST), and approximately 93.4 miles of water lines ranging in diameter from 2-inch to 30-inch. The system is currently operated as one pressure plane with one pump station. **Figure 4-1** illustrates the City's existing water system.

4.1.2 Water Demand Projections

The water demand projections were determined using the land use assumptions from **Section 3.0** of this report. The average day water demand was calculated by multiplying a projected average daily water usage per person per day by the projected population. The maximum day demand was then calculated by multiplying that average day demand by a peaking factor. **Table 4-1** shows the water design criteria used that was developed utilizing historical demand data, and **Table 4-2** shows the resulting water demand projections.

Table 4-1: Water Design Criteria

Criteria	Factor
Residential Average Day Per Capita Usage (gpcd)	130
Average Day to Max Day Peaking Factor	2.14
Max Day to Peak Hour Peaking Factor	1.50

Table 4-2: Projected Water Demands

Planning Year	Population	Average Day Demand (MGD)	Maximum Day Demand (MGD)	Peak Hour Demand (MGD)
2024	19,533	2.54	5.43	8.15
2034	31,725	4.12	8.83	13.24

4.1.3 Water System Improvements

Proposed water system projects were identified utilizing the hydraulic model. Impact fee eligible projects were determined based on projects needed to meet the ten-year growth requirements. A summary of the projects eligible for impact fees for the water system are shown in **Table 4-5**. The proposed ten-year impact fee eligible water system projects are shown in **Figure 4-2**.

Table 4-3: Water Impact Fee Eligible CIP

Project Number	Project Name
Existing Impact Fee Eligible Projects	
A	Water Impact Fee
Proposed Impact Fee Eligible Projects	
1	Harborview/Bear Creek 36/30-inch Water Lines
2	Hampton/Bear Creek 20/16-inch Water Lines
3	Lower Hampton 20-inch Water Line
4	Bear Creek/Westmoreland 24/16/12-inch Water Lines
5	Loop 9 Western 12-inch Water Line
6	Mourning Dove 12-inch Water Line
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8	Loop 9 Eastern 12/8-inch Water Line
9	1.0 MG Ground Storage Tank
10	Pump Station Firm Capacity Expansion to 9,000 gpm
11	2.0 MG Upper Pressure Plane Elevated Storage Tank
12	Pump Station Firm Capacity Expansion to 12,000 gpm
13	0.5 MG Lower Pressure Plane Elevated Storage Tank
14	Decommission 1.0 MG Elevated Storage Tank

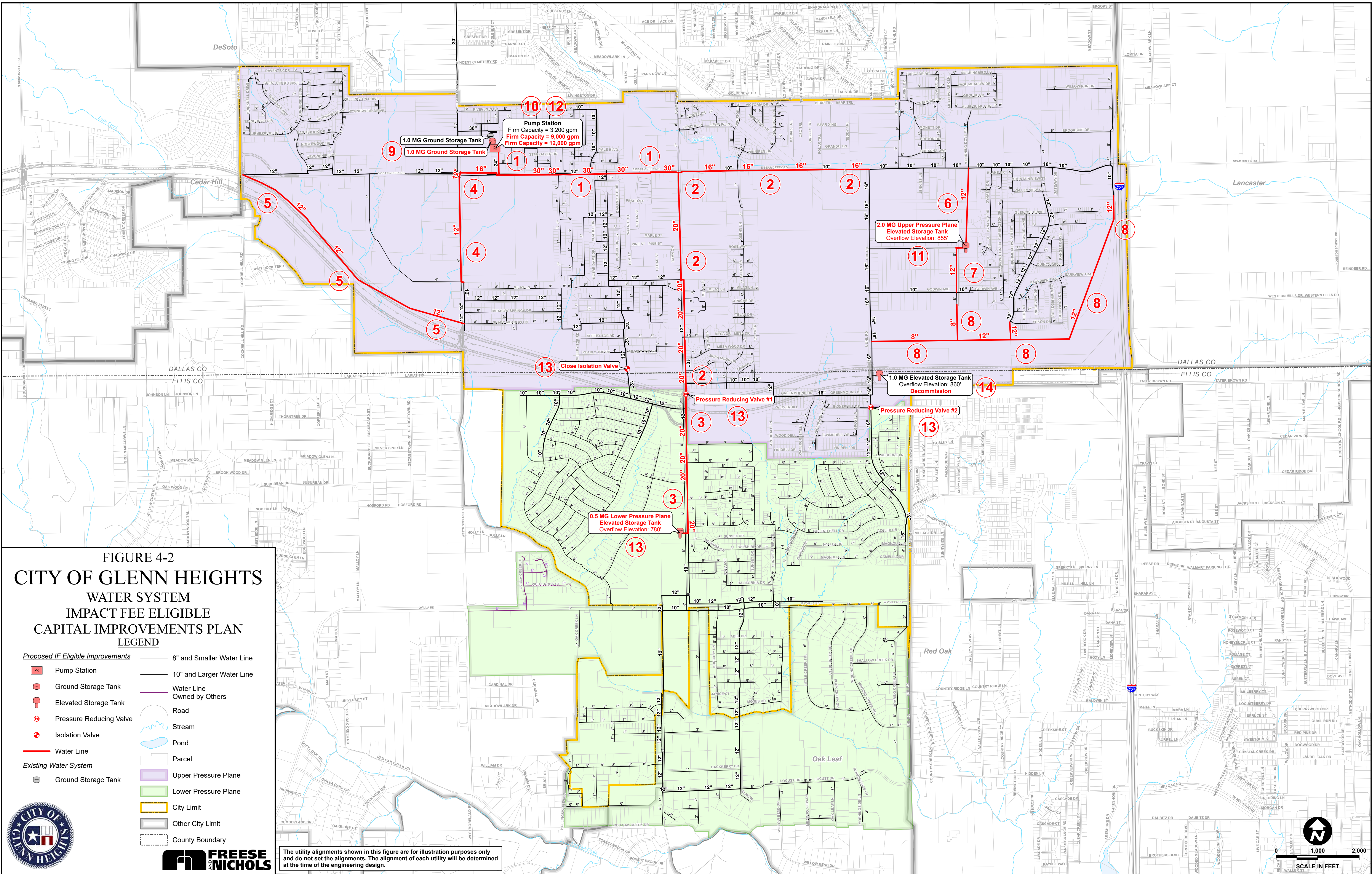


FIGURE 4-2
CITY OF GLENN HEIGHTS
WATER SYSTEM
IMPACT FEE ELIGIBLE
CAPITAL IMPROVEMENTS PLAN

LEGEND

Proposed IF Eligible Improvements

- PS Pump Station
- Ground Storage Tank
- Elevated Storage Tank
- Pressure Reducing Valve
- Isolation Valve
- Water Line

Existing Water System

- Ground Storage Tank

8" and Smaller Water Line

10" and Larger Water Line

Water Line Owned by Others

Road

Stream

Pond

Parcel

Upper Pressure Plane

Lower Pressure Plane

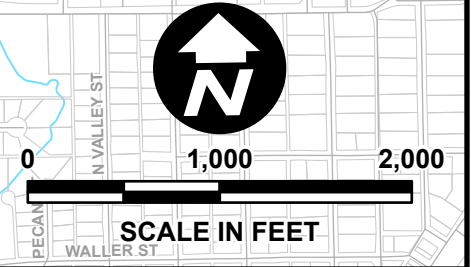
City Limit

Other City Limit

County Boundary



The utility alignments shown in this figure are for illustration purposes only and do not set the alignments. The alignment of each utility will be determined at the time of the engineering design.



4.2 WASTEWATER SYSTEM ANALYSIS

4.2.1 Existing Wastewater System

The City's existing wastewater service area covers approximately 7.22 square miles. Within the service area, there are approximately 68.7 miles of wastewater lines owned by the City, ranging from 2-inch to 21-inch in diameter. The City currently sends their wastewater flow to the Trinity River Authority of Texas (TRA) Red Oak Creek Regional Wastewater System. The wastewater collection system is primarily a gravity flow system that follows the major drainage features of the service area. There are currently five lift stations in the wastewater collection system which convey wastewater flow into gravity sewers. These lift stations are required because of local topographic constraints. **Figure 4-3** illustrates the existing wastewater system.

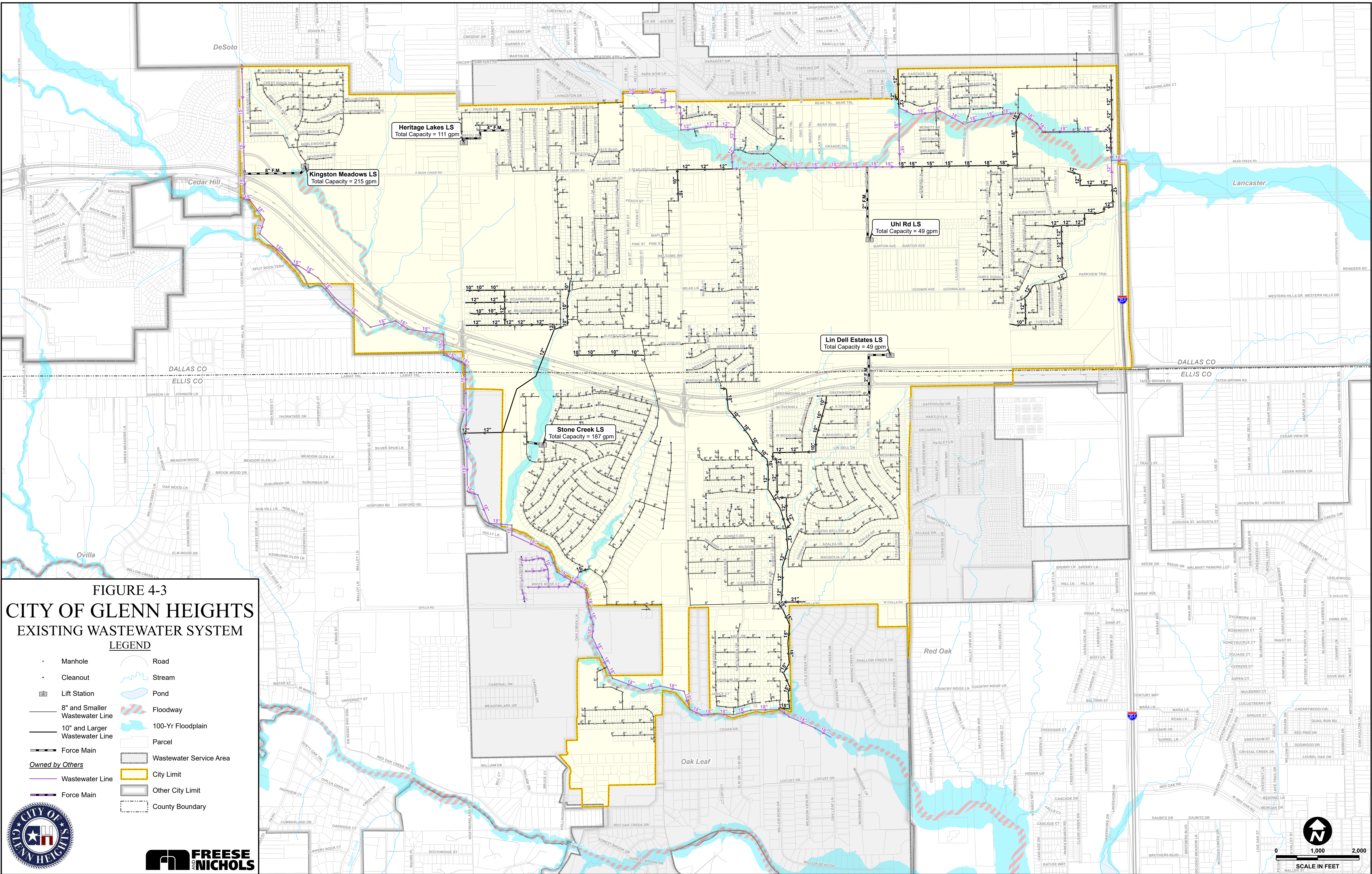
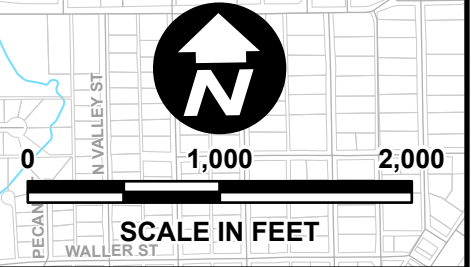


FIGURE 4-3
CITY OF GLENN HEIGHTS
EXISTING WASTEWATER SYSTEM
LEGEND

- Manhole
- Cleanout
- ☐ Lift Station
- 8" and Smaller Wastewater Line
- 10" and Larger Wastewater Line
- Force Main
- Owned by Others*
- Wastewater Line
- Force Main
- Road
- Stream
- Pond
- Floodway
- 100-Yr Floodplain
- Parcel
- Wastewater Service Area
- City Limit
- Other City Limit
- County Boundary



4.2.2 Wastewater Flow Projections

The wastewater load projections were determined by utilizing the land use assumptions from Section 3.0 of this report. The wastewater flows were calculated by multiplying a projected average daily water usage per person per day by the projected population, followed by multiplying that average day flow by a assumed peaking factor to generate peak wet weather flow. FNI utilized these projections as the basis for determining the location and magnitude of the CIP projects. Utilizing the wastewater design criteria shown in **Table 4-4**, wastewater flow projections were created and are summarized in **Table 4-5**.

Table 4-4: Wastewater Design Criteria

Criteria	Factor
Residential Average Day Per Capita Production (gpcd)	100
Peak Wet Weather to Average Day Peaking Factor	4.0

Table 4-5: Projected Wastewater Flows

Planning Year	Population	Average Day Flow (MGD)	Peak Wet Weather Flow (MGD)
2024	18,639	1.86	14.55
2034	29,641	2.96	18.94

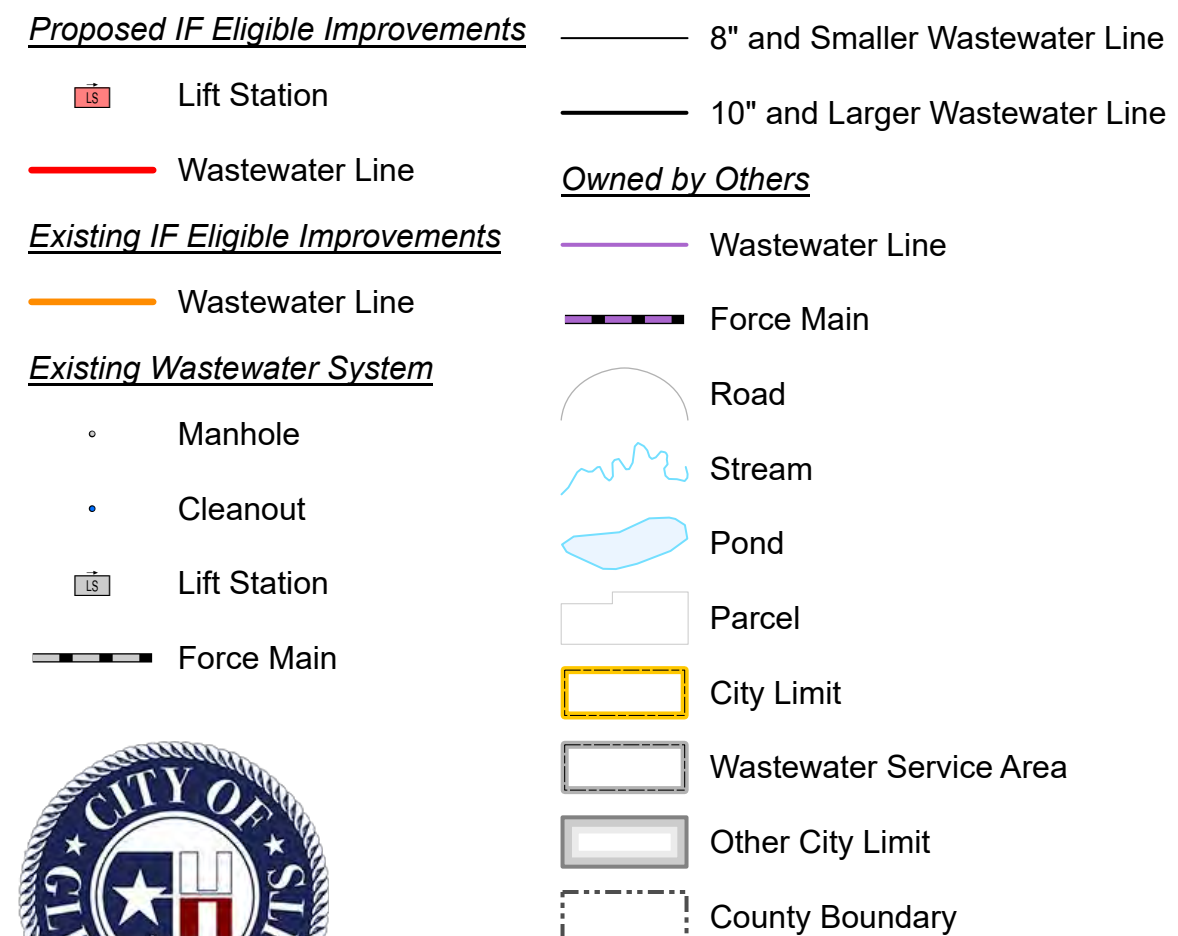
4.2.3 Wastewater System Improvements

Proposed wastewater system projects were identified utilizing the hydraulic model. Impact fee eligible projects were determined based on projects needed to meet the ten-year growth requirements. A summary of the projects eligible for impact fees for the wastewater systems are shown in **Table 4-6**. The proposed ten-year impact fee eligible wastewater system projects are shown in **Figure 4-4**.

Table 4-6: Wastewater Impact Fee Eligible CIP

Project Number	Project Name
Existing Impact Fee Eligible Projects	
A	Lake Ridge Drive 15-inch Gravity Main (Phase 1)
B	Wastewater Impact Fee
Proposed Impact Fee Eligible Projects	
1	Turn Bridge Drive 12-inch Gravity Main
2	Kingston Meadows 12/15-inch Gravity Mains
3	West Milas Lane 12/21-inch Gravity Mains
4	Maplewood Drive 12/15-inch Gravity Mains
5	Vancouver Drive 12-inch Gravity Main
6	Flow Diversion to TRA
7	Sagebrush Drive 12-inch Gravity Main
8	Stone Creek LS Decommission and 8-inch Gravity Main
9	Lake Ridge Drive 12/15-inch Gravity Mains (Phase 2)
10	Courtney Lane 8/12/21-inch Gravity Mains
11	Ovila Road 15-inch Gravity Main
12	Sunset Strip Drive 15-inch Gravity Main
13	Water Crest Lane 8-inch Gravity Main

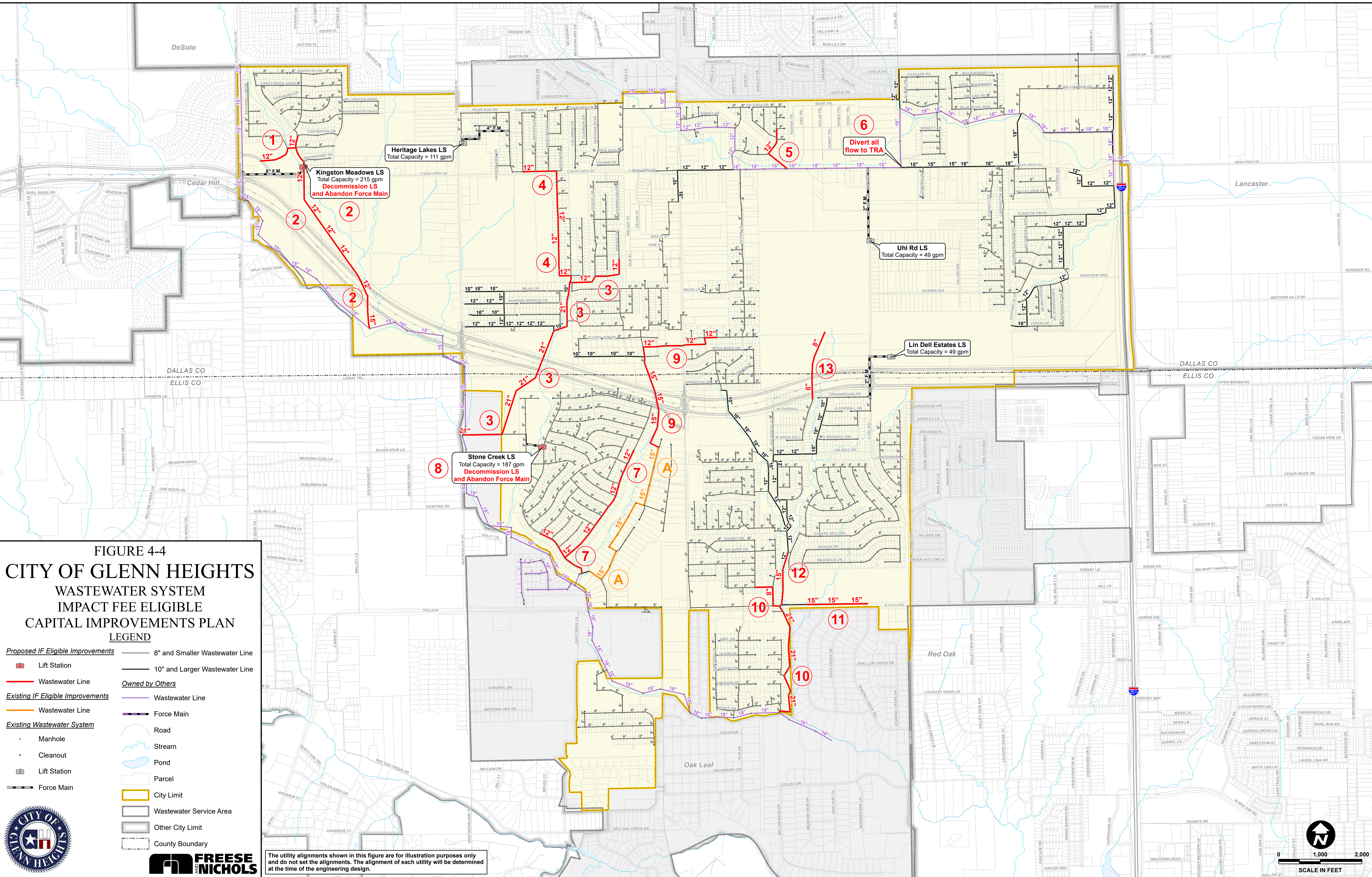
FIGURE 4-4
CITY OF GLENN HEIGHTS
WASTEWATER SYSTEM
IMPACT FEE ELIGIBLE
CAPITAL IMPROVEMENTS PLAN
LEGEND



**FREESE
NICHOLS**

Created By Freese and Nichols, Inc.
File No. 15-000000
Location: H100_WW_PLANNING.DWG
Updated: Tuesday, October 6, 2015 12:00 PM
User Name: C0499

The utility alignments shown in this figure are for illustration purposes only and do not set the alignments. The alignment of each utility will be determined at the time of the engineering design.



4.3 ROADWAY SYSTEM ANALYSIS

An inventory of the collector and arterial roadway facilities within the city limits was conducted to determine existing conditions throughout the City. This analysis determined the capacity provided by the existing roadway system, the demand currently placed on the system, and the potential existence of deficiencies on the roadway system. Updated data for the inventory was obtained from traffic volume counts and field reconnaissance of current roadway sections.

The roadways were divided into segments based on volume changes, major intersections, service area boundaries, and capacity changes. The length, number of lanes, cross-section, and peak hour volume data were obtained for each roadway segment. Lane capacities were assigned to each segment based on functional street classification, associated roadway lane capacities, and the present number of lanes. Lane capacities used in the analysis are shown in **Table 4-7**.

Table 4-7: Roadway Facility Vehicle-Mile Lane Capacities

Roadway Type	Capacity (vehicle per hour per lane)
Undivided Minor Collector (UC)	450
Divided Major Collector (DC)	500
Undivided Minor Arterial (UA)	600
Divided Major Arterial (DA)	600

4.3.1 Existing Roadway Volumes

Existing directional peak hour volumes were obtained from automated traffic counts on major roadways (as identified in the Thoroughfare Plan as arterial or collector status) throughout the City. To minimize the total number of counts, data was collected at locations where traffic volumes would typify link volumes on the major segments within the immediate area. For segments not counted, existing volumes were used or estimates were developed based on data from adjoining roadway counts. Data was compiled for roadway segments throughout the city and entered into the database for use in calculations. The unit for many of these calculations is vehicle-mile traveled (VMT), and the existing roadway capacity analysis is shown in **Table 4-8**.

Table 4-8: Existing Roadway Capacity Analysis

Roadway	From	To	Type	Lanes	Miles	Peak Hour Volumes (VMT)			Supply (VMT)	Demand (VMT)	Excess Capacity (VMT)	Existing Deficiency (VMT)
						Total	A	B				
E Bear Creek Road	IH35	Gateway Blvd	0.35	2	UA	100%	635	692	1,327	414	458	0
E Bear Creek Road	Gateway Blvd	S Uhl Road	0.66	2	UA	100%	595	644	1,239	786	812	3
E Bear Creek Road	S Uhl Road	S Uhl Road	0.14	2	UA	100%	595	644	1,239	173	179	1
E Bear Creek Road	S Uhl Road	S Hampton Road	0.86	2	UA	100%	501	411	912	1,037	788	249
W Bear Creek Road	S Hampton Road	S Westmoreland Road	1.01	2	UA	100%	461	371	832	1,207	837	370
W Bear Creek Road	S Westmoreland Road	S Cockrell Hill Road	0.98	2	UA	100%	515	284	799	1,182	787	395
Ovilla Road (FM 664)	S. Uhl Road	S. Hampton Road	1.01	6	DA	100%	829	962	1,791	3,629	1,806	1,824
Ovilla Road (FM 664)	S. Hampton Road	S. Hampton Road	0.12	6	DA	100%	827	961	1,788	443	220	223
S. Cockrell Hill Road	W. Bear Creek Road	North City Limits	0.50	2	UA	100%	229	440	669	602	336	267
S. Westmoreland Road	South City Limits	W. Bear Creek Road	0.81	2	UA	100%	159	248	407	972	330	642
S. Westmoreland Road	W. Bear Creek Road	North City Limits	0.32	2	UA	100%	125	185	310	380	98	282

Table 4-8: Existing Roadway Capacity Analysis (Cont.)

Roadway	From	To	Type	Lanes	Miles	Peak Hour Volumes (VMT)			Supply (VMT)	Demand (VMT)	Excess Capacity (VMT)	Existing Deficiency (VMT)
						Total	A	B				
S. Hampton Road	South City Limits	Ovilla Road (FM 664)	0.81	2	UA	100%	250	176	426	974	346	628
S. Hampton Road	Ovilla Road (FM 664)	Stone Creek Blvd.	0.90	2	UA	100%	364	554	918	1,082	828	254
S. Hampton Road	Stone Creek Blvd.	Bear Creek Road	1.09	2	UA	100%	377	602	979	1,310	1,068	243
S. Hampton Road	Bear Creek Road	North City Limits	0.32	2	UA	100%	351	654	1,005	381	319	79
S. Uhl Road	Ovilla Road (FM 664)	Lindell Road	0.83	2	UA	100%	201	238	439	1,000	366	634
S. Uhl Road	Lindell Road	E. Bear Creek Road	1.32	2	UA	100%	219	270	489	1,585	646	939
S. Uhl Road	E. Bear Creek Road	North City Limits	0.45	2	UA	100%	129	215	344	537	154	383
Godwin Avenue	Carrington Drive	S. Uhl Road	0.61	2	UC	100%	100	75	175	550	107	443
Carrington Drive	Godwin Avenue	E. Bear Creek Road	0.57	2	UC	100%	96	145	241	509	136	373
Gateway Blvd.	E. Bear Creek Road	Parkview Trail	0.65	2	DC	100%	129	143	272	653	178	476
Total									19,406	10,797	8,708	98

4.3.2 Roadway Existing Capacity Analysis

An analysis of the total capacity for each service area was performed. For each roadway segment, the existing vehicle-miles of capacity supplied were calculated using the following equation:

$$\text{Vehicle-Miles of Capacity} = \text{Link capac. per peak hour per lane} \times \text{Number lanes} \times \text{Segment length}$$

A summary of the current capacity available on the roadway system is shown in **Table 4-9**. It is important to note that the roadway capacity depicted in **Table 4-9** is system-wide for most major roadways and not restricted to those roadways proposed in the impact fee CIP. Directional calculations of capacity were performed separately. For a detailed listing of vehicle-miles of capacity by roadway segment, refer to **Table 4-8**.

The level of current usage in terms of vehicle-miles was calculated for each roadway segment. The vehicle-miles of existing demand were calculated by the following equation:

$$\text{Vehicle-Miles of Demand} = \text{Peak hour volume} \times \text{Segment length}$$

Table 4-8 also lists total vehicle-miles of demand. For each roadway segment, the existing vehicle-miles of excess capacity and/or deficiencies were calculated. Each direction was evaluated to determine if vehicle demands exceeded the available capacity. If demand exceeded capacity in one or both directions, the deficiency is deducted from the supply associated with the impact fee CIP.

Table 4-9: Peak Hour Vehicle-Miles of Capacity, Demand, and Deficiencies

Capacity (vehicle-mile)	Demand (vehicle-mile)	Excess Capacity (vehicle-mile)	Deficiencies (vehicle-mile)
19,406	10,797	8,708	98

4.3.3 Roadway Demand Projections

The projected growth for the transportation service area is represented by the increase in the number of new vehicle-miles generated over the ten-year planning period. The basis for calculating new demand is the population and employment projections outlined in **Section 3.0**. Population and employment data were provided in terms of the number of persons and jobs, respectively.

Projected vehicle-miles of demand were calculated based on the growth expected to occur during the ten-year planning period and the service unit generation for each of the population and employment data components (basic, service and retail). Separate calculations were performed for each data component

and were then aggregated for the service area. Vehicle-miles of demand for population growth were based on dwelling units, and vehicle-miles of demand for employment were based on the number of employees and estimates of square footage per employee. Information extracted from the NCTCOG regional travel demand model provides information on average trip lengths for four general types of land uses. These are: 4.77 vehicle-miles per dwelling unit for residential, 2.91 vehicle-miles per thousand square feet for basic employment, 2.52 vehicle-miles per thousand square feet of retail employment, and 6.00 vehicle-miles per thousand square feet for service employment. **Table 4-10** lists the projected vehicle-miles of demand over the ten-year planning period for the City.

Table 4-10: Vehicle-Miles of New Demand

A		B	C	D	E
Additional Population		Persons per Dwelling Unit	Added Dwelling Units (A / B)	Vehicle-Miles per Dwelling Unit	Total Vehicle-Miles (C x D)
12,192		3.19	3,822	4.77	18,231
Additional Employees		Square Feet per Employee	Added Square Feet (A x B)	Vehicle-Miles per 1,000 Square Feet	Total Vehicle-Miles (C / D)
Basic	449	1,500	673,500	2.91	1,960
Retail	116	1,000	116,000	2.52	292
Service	585	500	292,500	6.00	1,755
Total Growth (Vehicle-Miles)					22,238

4.3.4 Roadway System Improvements

The roadway portion of the impact fee CIP aims to address the substantial growth expected for the City, provide the ability to credit development-driven road improvements against assessed impact fees, and reduce program amendment needs to incorporate eligible facilities not in the impact fee program. To this end, most arterial and collector roads on the Thoroughfare Plan are incorporated into the impact fee program. This approach also satisfies recently adopted legislation regarding “funded” roads through the impact fee program. The CIP includes 11 new project segments. Projects identified are rooted in the current officially adopted Thoroughfare Plan and include only new capacity lanes needed to achieve thoroughfare plan standard. For example, if two lanes of a future six-lane arterial exist, the four new lanes of added capacity are incorporated into the program. **Figure 4-5** illustrates the 2024 impact fee CIP.

Table 4-11 lists the proposed CIP projects that correspond with **Figure 4-5**.

Table 4-11: Roadway Impact Fee CIP Projects

Project Number*	Roadway	From	To	Length (miles)	Added Lanes
1	East Bear Creek Road	Interstate Highway 35	South Uhl Road	1.00	2
2	East Bear Creek Road	South Uhl Road	South Hampton Road	1.00	2
3	West Bear Creek Road	South Hampton Road	South Westmoreland Road	1.01	2
4	West Bear Creek Road	South Westmoreland Road	South Cockrell Hill Road	0.99	2
5	South Westmoreland Road	South City Limits	West Bear Creek Road	0.98	2
6	South Westmoreland Road	West Bear Creek Road	North City Limits	0.37	2
7	South Hampton Road	Ovilla Road (FM 664)	Stone Creek Blvd	0.89	2
8	South Hampton Road	Stone Creek Boulevard	East Bear Creek Road	1.00	2
9	South Hampton Road	East Bear Creek Road	North City Limits	0.32	2
10	South Uhl Road	Ovilla Road (FM 664)	Harmony Way	0.42	2
11	South Uhl Road	East Bear Creek Road	North City Limits	0.32	2
Total				8.30	

**All roadway projects include adding two lanes to existing two-lane section for an ultimate four-lane Divided Arterial section*



[illegible]

**MINUTES OF THE PLANNING AND ZONING COMMITTEE OF
THE CITY OF GLENN HEIGHTS, TEXAS**

NOVEMBER 18, 2024

STATE OF TEXAS *

COUNTIES OF DALLAS AND ELLIS *

CITY OF GLENN HEIGHTS *

On the 18th day of November 2024, the Planning and Zoning Committee of the City of Glenn Heights, Texas met in a joint meeting in the City Hall, City Council Chambers, located at 1938 South Hampton Road, Bldg. C, Glenn Heights, Texas, 75154, with the following members present:

BOARD MEMBERS:

Austin Kelley	*	Chair, Place 1
Stevelyn Miller	*	Board Member, Place 4
Brodrick K. Rhodes	*	Board Member, Place 5
Tabitha Gamble	*	Board Member, Place 7

STAFF:

Parviz Pourazizian	*	Director of Planning & Development Services
Dr. LaSheyla Jones	*	City Planner

CALL TO ORDER

After establishing a quorum, Commissioner Austin Kelley called the Meeting of the Planning and Zoning Committee to order at 6:31 PM

INVOCATION

Commissioner Kelley delivered the Invocation at 6:32 PM

PLEDGE OF ALLEGIANCE

Commissioner Kelly led the assembly in the Pledge of Allegiance.

PUBLIC COMMENT

The public is invited to address the Planning and Zoning Commission on any topic. Speakers should complete a Public Comment form and submit it to the City Secretary prior to the beginning of the meeting. The Texas Open Meetings Act prohibits Planning and Zoning Commission from discussing or taking action on issues not posted on the agenda; however, the Planning and Zoning Commission Chair, City Manager or designee may provide specific factual information, recite an existing policy, or schedule a discussion of the issue for possible placement on a future agenda. Speakers are limited to a maximum of three (3) minutes.

CONSENT AGENDA

1. Discuss and take action to approve the meeting minutes of October 7, 2024.

Commissioner Gamble Motion, Commissioner Rhodes 2nd

VOTE – Kelley, Gamble, Rhodes, Miller
CARRIED (4-0)

AGENDA

1. **Site Plan SP-05-24:** Discuss and receive testimony to consider making a recommendation to City Council of the City of Glenn Heights, Texas, regarding a request concerning a Site Plan for Tractor Supply by Garret Howicz with SE3, LLC. The 5.09-acre property is zoned Commercial “C” and situated in the James Porter Survey, Abstract No. 1129, Dallas County, Texas, described as lots 2, 3, 4, 5, 6, 7, and 8, in Block B of Willow Run Addition, an Addition to the City of Glenn Heights, Dallas County, Texas and being commonly known as 1523 S. Beckley Road, Glenn Heights, Dallas County, Texas.

Parviz Pourazizian is completing the presentation for Tractor supply in which he is showing the plans, elevations, survey, and replat. Also, showing what was already approved.

Chair Kelley ask if there is any discussion and entertain motion
Commissioner Gamble Motion, Commissioner Miller 2nd

VOTE – Kelley, Gamble, Rhodes, Miller
CARRIED (4-0)

2. **Replat Case RP-05-24:** Discuss and receive testimony to consider making a recommendation to City Council of the City of Glenn Heights, Texas, regarding a Replat Request for a tract of land situated in the James Porter Survey, Abstract No. 1129, Dallas County, Texas, described as lots 2, 3, 4, 5, 6, 7, and 8, in Block B of Willow Run Addition, an Addition to the City of Glenn Heights, Dallas County, Texas and being commonly known as 1523 S. Beckley Road, Glenn Heights, Dallas County, Texas.

Commissioners discussing and entertain motion
Commissioner Gamble Motion, Commissioner Rhodes 2nd

VOTE – Kelley, Gamble, Rhodes, Miller
CARRIED (4-0)

3. **Final Plat Case FP-04-24:** Discuss and receive testimony to consider making a recommendation to City Council of the City of Glenn Heights, Texas, regarding a Final Plat Request by Todd Wintters, on behalf of Bloomfield Homes L.P. for Hampton Park Phase 2. This Final Plat request is for an addition to the City of Glenn

Heights, Texas, being 26.396-acre, situated in the John C. Patton Survey, Abstract No. 841 and William G. Berry Survey, Abstract No. 74, City of Glenn Heights, Ellis County, Texas.

Parviz Pourazizian is presenting the Final plat to the Commissioner and recommends final approval to plat. Commissioner Gamble question if it is Ellis County. It is not currently fully constructed. Questions the County Line. Mr. Pourazizian explains where the county line lies

Commissioners discussing and entertain motion
Commissioner Gamble Motion, Commissioner Rhodes 2nd

VOTE – Kelley, Gamble, Rhodes, Miller
CARRIED (4-0)

ADJOURNMENT

Motion to Adjourn by Commissioner Gamble, 2nd by Commissioner Miller

VOTE – Kelley, Gamble, Rhodes, Miller
CARRIED (4-0)

Commissioner Austin Kelley adjourned the meeting at 6:48 PM

Austin Kelley, Chairperson

Attest:

Dr. LaSheyla Jones, City Planner
Passed and approved on the 7th day of October 2024



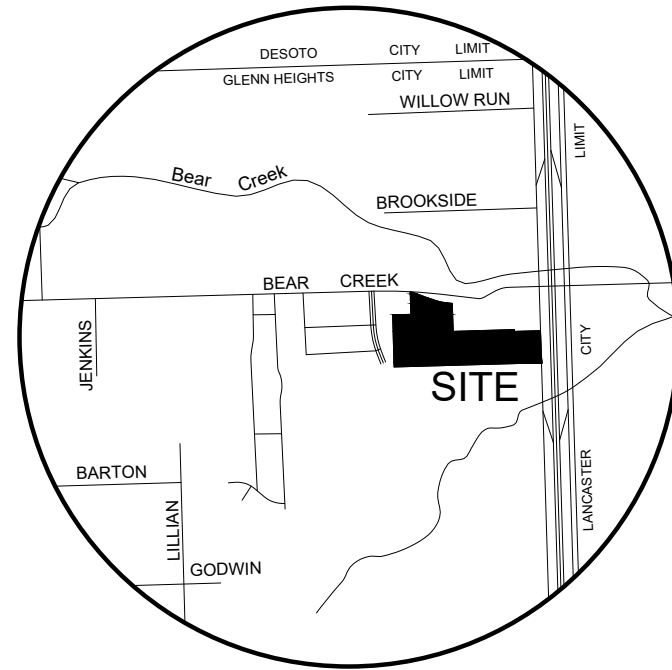
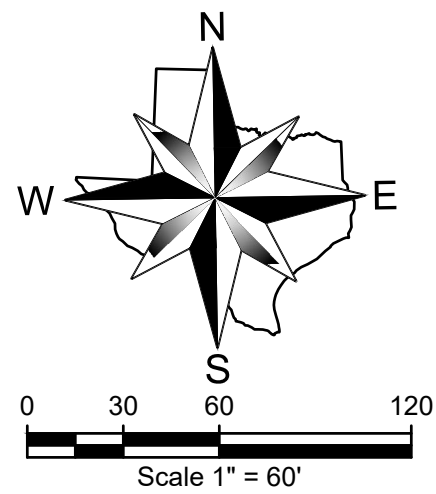
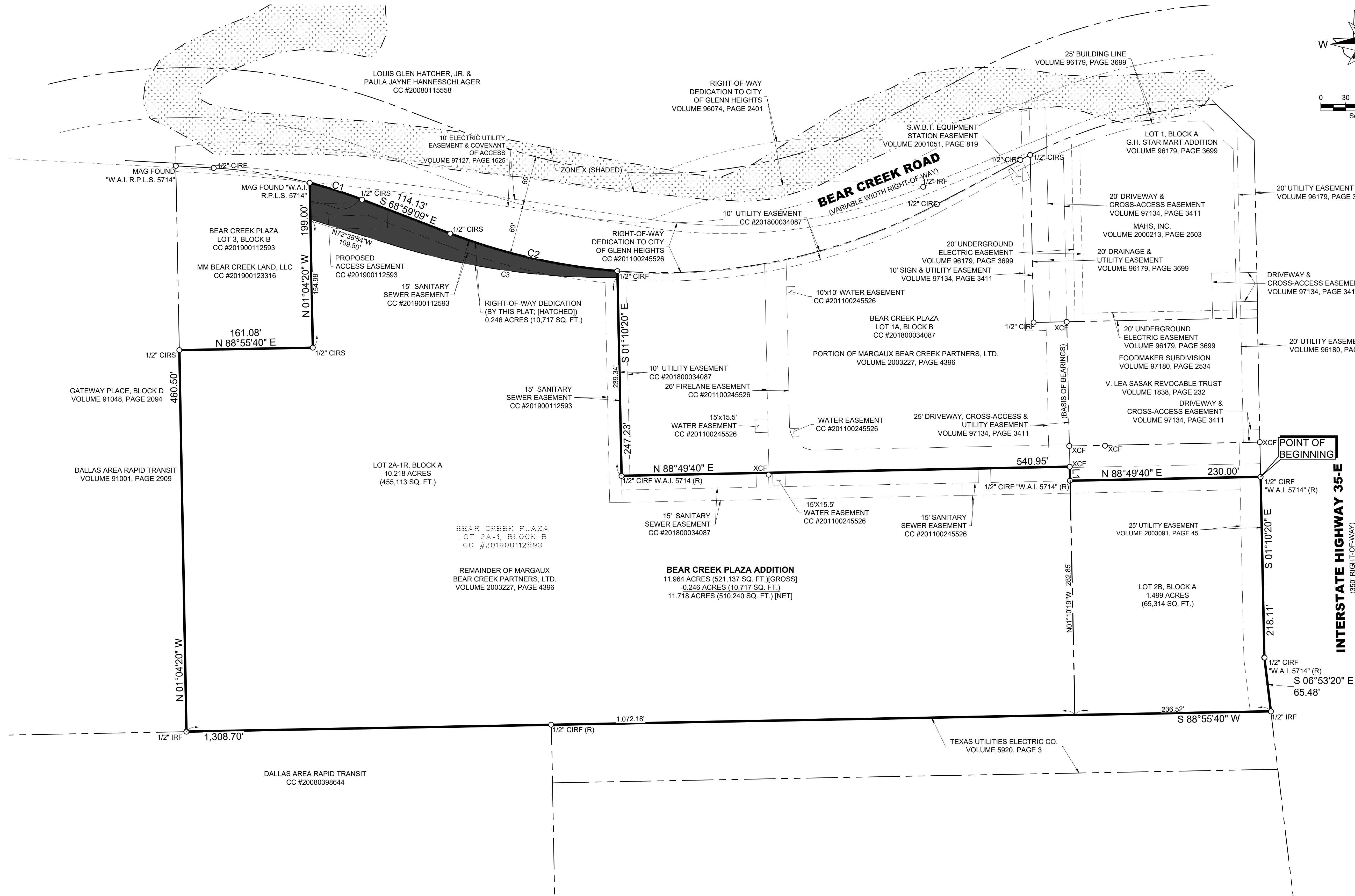
AGENDA SUMMARY SHEET

December 16, 2024

AGENDA, ITEM 1

Site Plan SP-01-25: Discuss and receive testimony to consider making a recommendation to City Council of the City of Glenn Heights, Texas, regarding a request concerning a Site Plan for Popeyes Louisiana Kitchen by David Swan with RUAR Popeyes Properties. The 1.499-acre property situated in the Bear Creek Plaza Addition, an addition to the City of Glenn Heights, Dallas County, Texas, described as Lot 2B, Block B, and being commonly known as 1709 S. Beckley Road, Glenn Heights, Dallas County, Texas.

[illegible]



VICINITY MAP
NOT TO SCALE

ABBREVIATION LEGEND

ABBR.	DEFINITION
IRF	Iron rod found
CIRS	Iron rod w/ red plastic cap stamped "W.A.I. 5714" set
CIRF	Iron rod with a plastic cap (as noted)
XCF	"X" cut in concrete found
(R)	Red
CC #	County Clerk's Instrument No.
CM	Controlling Monument
MAG	Mag-nail with metal disk stamped "W.A.I. R.P.L.S. 5714"

LINE TABLE

LINE #	BEARING	DISTANCE
L1	S01°10'19"E	17.00'

CURVE TABLE

NO.	DELTA	RADIUS	LENGTH	CH. L	CH. B
C1	6°26'58"	590.00'	66.41'	66.38'	S72°12'39"E
C2	16°43'32"	710.00'	207.26'	206.52'	S77°20'54"E
C3	17°46'07"	870.00'	269.81'	268.73'	S81°56'35"E

FLOOD NOTE

According to the Federal Emergency Management Agency, Flood Insurance Rate Map Community Panel No. 48113C0605 J, dated August 23, 2001, this property is within Flood Zone X.

Zone X - Areas determined to be outside the 0.2% annual chance floodplain. (Areas determined to be outside the 500-year floodplain.)

This flood statement does not imply that the property and/or the structure thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This flood statement shall not create liability on the part of the surveyor.

NOTES:

- This replat does not attempt to amend or remove any covenants or restrictions.
- Building setbacks shall comply with the zoning ordinance at the time of the building permit.

OWNER:

Margeaux Bear Creek Partners, Ltd.
307 W. 7th Street, Suite, 1912
Fort Worth, Texas 76102

SURVEYOR:

Winkelmann & Associates, Inc.
6750 Hillcrest Plaza Drive
Suite 215
Dallas, Texas 75230
(972) 490-7090

ENGINEER:

Winkelmann & Associates, Inc.
6750 Hillcrest Plaza Drive
Suite 215
Dallas, Texas 75230
(972) 490-7090

REPLAT
LOT 2A-1R & 2B, BLOCK A
BEAR CREEK PLAZA ADDITION

BEING A REPLAT OF LOT 2A-1, BLOCK A, RECORDED IN CC #201900112593, OFFICIAL PUBLIC RECORDS, DALLAS COUNTY, TEXAS, AND BEING 11.964 ACRES (521,137 SQ. FT.) OUT OF THE W. P. HOLMAN, ABSTRACT NO. 619, CITY OF GLENN HEIGHTS, DALLAS COUNTY, TEXAS
PREPARED: May, 2024
CASE NO. _____

Date : 05.07.24

Scale : 1" = 60'

File : 34224.0D-PPLT

Project No. : 34224.0D

SHEET

1
OF
2

W. P. HOLMAN SURVEY

ABSTRACT NO. 619

CITY OF GLENN HEIGHTS, DALLAS COUNTY, TEXAS

MARGEAUX BEAR CREEK PARTNERS, LTD.

307 W. 7TH STREET, SUITE, 1912, FORT WORTH, TEXAS

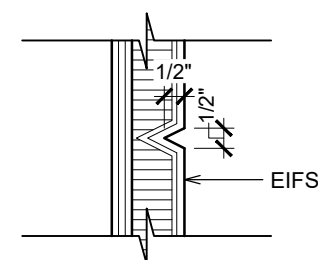
76102

REPLAT

BEAR CREEK PLAZA ADDITION

LOT 2A-1R & 2B, BLOCK A

G:\34224\0D\SURVEY\Plats\34224.0D-PPLT.dwg



SCALE: 1/4"=1' - 0"

SCALE: 1/4"=1' - 0"

A5.0

A5.0 SCALE: 2 1/2"=1'-0"

FIFS REVEAL



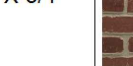
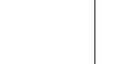
A5.0

A5.0 SCALE: 1/4"=1' - 0"

1. SEALANT / CAULKING AROUND DOOR / WINDOW FRAMES. COLOUR: TO MATCH WINDOW / DOOR FRAMES.
2. THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DRAWINGS AND SPECIFICATIONS.

- 1 NOTE REFERENCE. REFER TO ELEVATION NOTES
- FN# FINISH TYPE

- | | |
|----|--|
| | PRE-FINISHED METAL CAP FLASHING C/W DRIP. |
| 2 | G.C TO PROVIDE AND INSTALL DOUBLE LAYER OF REINFORCING MESH TO MIN. 2"-2" ABOVE GRADE AT ALL EIFS LOCATIONS (TYP.) IN ORDER TO ATTAIN ABUSE RESISTANCE STUCCO SYSTEM. |
| 3 | NICHIHA VINTAGE BRICK, COLOR: ALEXANDRIA BUFF. REFER TO POPEYES MASTER SCHEDULE. |
| 4 | NICHIHA VINTAGEBRICK, COLOR: WHITE SMOKE. REFER TO POPEYES MASTER SCHEDULE. |
| 5 | EIFS. REFER TO POPEYES MASTER SCHEDULE. |
| 6 | PRE-FINISHED "BLACK ANODIZED" ALUMINUM STOREFRONT SYSTEM WITH INSULATED GLAZING. |
| 7 | EXPPOSED FOUNDATION TO BE PARGED AND FREE OF IMPERFECTIONS. |
| 8 | GAS UTILITY METER. |
| 9 | REFER TO STRUCTURAL DRAWINGS FOR FOUNDATION WALL AND FOOTING DETAILS. |
| 10 | INTERNALLY ILLUMINATED BUILDING SIGNAGE PROVIDED AND INSTALLED BY SIGN COMPANY. G.C TO PROVIDE AND INSTALL 1" EXTERIOR GRADE PRESSURE TREATED PLYWOOD BACKING AND ALL FINAL ELECTRICAL CONNECTION. SIGN MANUFACTURER SHALL OBTAIN STRUCTURALLY SEALED DRAWINGS AND SIGNAGE PERMITS FROM THE CITY BASED ON LOCAL REQUIREMENTS. G.C SHALL VERIFY ACTUAL LOCATION & SIZE OF SIGN WITH SIGN MANUFACTURER'S APPROVED DRAWINGS AND COORDINATE LOCATIONS OF BLOCKING AND UTILITIES. G.C TO COORDINATE WITH SIGN INSTALLER TO USE VHM DRILL BIT WHILE DRILLING FOR ELECTRICAL FEED LINES AND SIGNAGE FASTENERS. ALL ELEMENTS PROVIDED BY SIGNAGE FABRICATOR TO BE REVIEWED AND APPROVED BY POPEYES PRIOR TO PRODUCTION |
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| 16 | EXTERIOR ROOF LADDER. |
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| 18 | DASHED LINE INDICATES TO OF ROOF BEHIND PARAPET. |
| 19 | C/T CABINET AND METER. |
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| 25 | ALL BASE FLASHING TO MATCH ADJACENT MATERIAL COLORS. |
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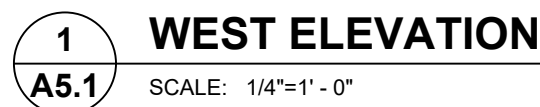
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EB-1	BRICK (CLIP SYSTEM)	FRONT OF BUILDING	NICHIHA FIBER CEMENT	VINTAGE BRICK	WHITE SMOKE	7-3/8" X 2-1/2" X 3/4"	
EB-2	BRICK (CLIP SYSTEM)	FRONT OF BUILDING	NICHIHA FIBER CEMENT	VINTAGE BRICK	ALEXANDRIA BUFF	7-3/8" X 2-1/2" X 3/4"	
EP-1	EXTERIOR PAINT	MAIN WALL SURFACE, REAR DOOR	BENJAMIN MOORE	ULTRA SPEC EXT LOW LUSTRE (N455)	OC-125 MOONLIGHT WHITE	N/A	
	EXTERIOR PAINT	MAIN WALL SURFACE, REAR DOOR	SHERWIN WILLIAMS	A-100 EXTERIOR LAXTEX SATIN	SW-7551 GREEK VILLA	N/A	
EP-2	EXTERIOR PAINT	BRICK TOWER PARAPET	BENJAMIN MOORE	ULTRA SPEC EXT LOW LUSTRE (N455)	2105-20 ROOT BEER CANDY	N/A	
	EXTERIOR PAINT	BRICK TOWER PARAPET	SHERWIN WILLIAMS	A-100 EXTERIOR LAXTEX SATIN	SW-6062 RUGGED BROWN	N/A	
EP-3	EXTERIOR PAINT	DUMPSTER WALLS	BENJAMIN MOORE	ULTRA SPEC EXT LOW LUSTRE (N455)	HC-170 STONINGTON GREY	N/A	
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	ANTI GRAFFITTI COAT	EXTERIOR WALLS	SHERWIN WILLIAMS	2K WATER BASED URETHANE - GLOSS	B65-190/B65V190	N/A	
C-1	CANOPY - METAL	DRIVE THRU WINDOW CANOPY	PROVIDED BY MANUFACTURER	PROVIDED BY MANUFACTURER	ORANGE. PANTONE #3654 C	N/A	
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DP-1	DOOR	MAIN ENTRANCE DOORS	PROVIDED BY MANUFACTURER	PROVIDED BY MANUFACTURER	ORANGE. PANTONE #3654 C	N/A	
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Seal		
<i>Ghassan Jahchan</i> Sep 04, 2024		
Consultant		
Ghassan E. Jahchan Architect SUITE 3891 479-636-5004 1805 N 2ND ST JOB NO.: 30453 ROGERS, AR 72756 DESIGNED BY: ABR		
Project		
POPEYES®		
Store Type		
US 2112 PROTOTYPE 2112-21		
Location		
E BEAR CREEK RD. & I35 E STORE # XXXX GLENN HEIGHTS, TX 75154		
Drawing Title		
EXTERIOR ELEVATIONS		
Drawn		Checked
ABR		EDC
Scale		Date
1/4"=1'-0"		09.03.2024
Project No.		Drawing No.
31991		A5.0

1. SEALANT / CAULKING AROUND DOOR / WINDOW FRAMES. COLOUR: TO MATCH WINDOW / DOOR FRAMES.
2. THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DRAWINGS AND SPECIFICATIONS.

1 NOTE REFERENCE. REFER TO ELEVATION NOTES

FN# FINISH TYPE



1 PRE-FINISHED METAL C/P FLASHING C/W DRIP.

2 G. C. TO PROVIDE AND INSTALL DOUBLE LAYER OF REINFORCING MESH TO MIN. 2"-2" ABOVE GRADE AT ALL EIFFS LOCATIONS (TYP.) IN ORDER TO ATTAIN ABUSE RESISTANCE STUCCO SYSTEM.

3 NICCHIA WINDOW/BACK, COLOR: ALEXANDRIA BUFF. REFER TO POPEYES MASTER SCHEDULE.

4 NICCHIA WINDOW/BACK, COLOR: WHITE SMOKE. REFER TO POPEYES MASTER SCHEDULE.

5 EIFS. REFER TO POPEYES MASTER SCHEDULE.

6 PRE-FINISHED 'BLACK ANODIZED' ALUMINUM STOREFRONT SYSTEM WITH INSULATED GLAZING.

7 EXPOSED FOUNDATION TO BE PARGED AND FREE OF IMPERFECTIONS.

8 GAS UTILITY METER.

9 REFER TO STRUCTURAL DRAWINGS FOR FOUNDATION WALL AND FOOTING DETAILS.

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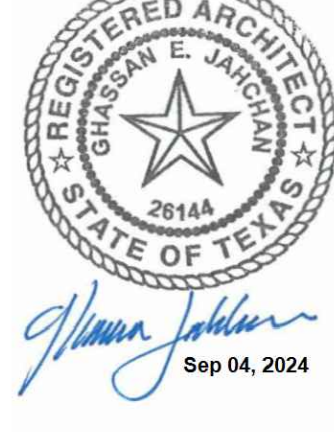
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Seal		
Consultant	 Ghassan E. Jahchan Architect SUITE 3891 1805 N 2ND ST ROGERS, AR 72756 478-636-5004 JOB NO.: 30453 DESIGNED BY: ABR	
Project		
Store Type	US 2112 PROTOTYPE 2112-21	
Location	E BEAR CREEK RD. & I35 E STORE # XXXX GLENNE HEIGHTS, TX 75154	
Drawing Title	EXTERIOR ELEVATIONS	
Drawn	ABR	Checked EDC
Scale	1/4"=1'-0"	Date 09.03.2024
Project No.	31991	Drawing No. A5.1





AGENDA SUMMARY SHEET

December 16, 2024

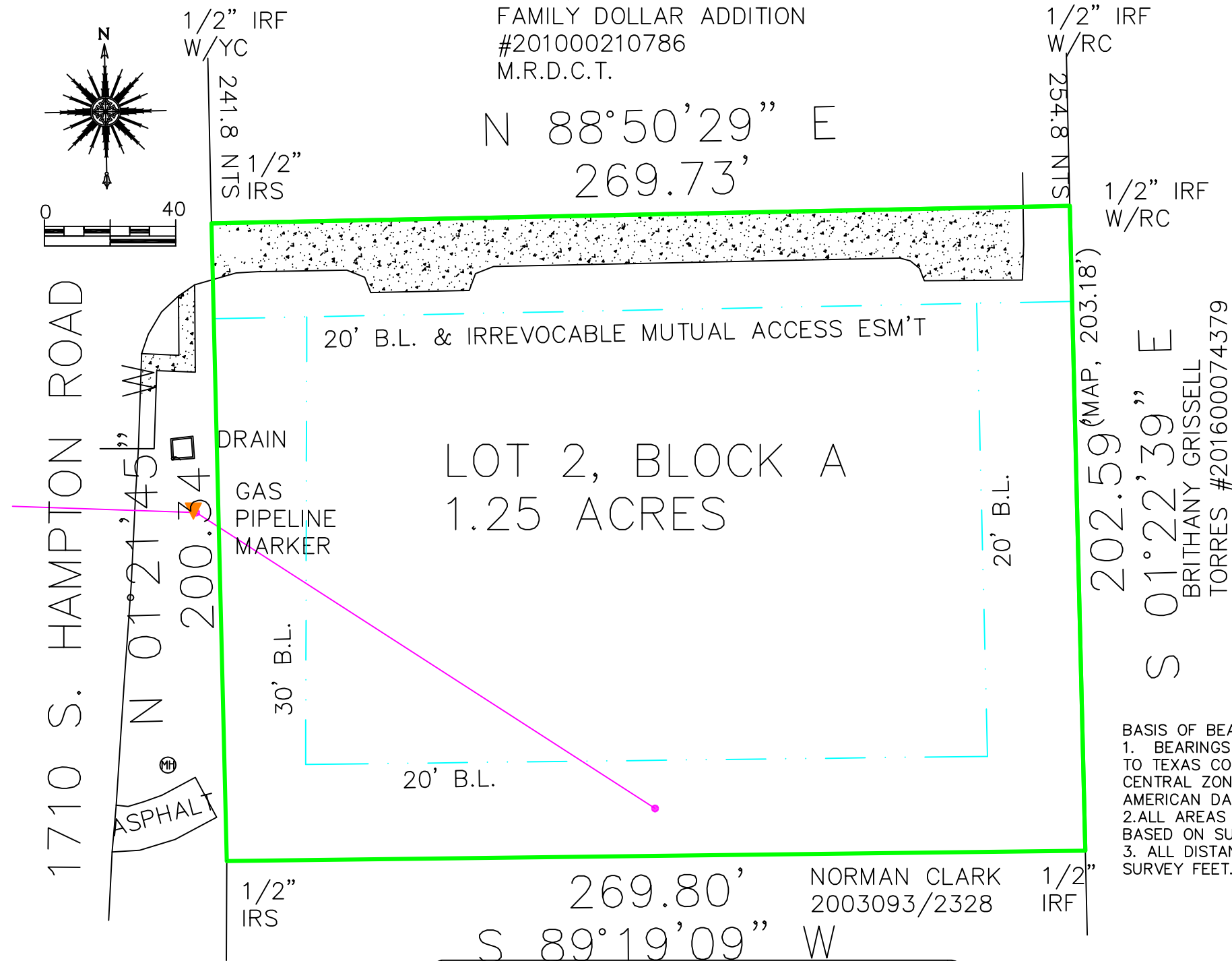
AGENDA, ITEM 3

Specific Use Permit SUP-01-25: Discuss taking action to consider providing a recommendation to City Council of the City of Glenn Heights, Texas, regarding granting a Specific Use Permit (SUP) for the purpose of a Neighborhood Market/Grocery Store, for approximately, 1.25 acres tract of land situated in Lot 2, in Block A of Lots 1 and 2 in Block A of Family Dollar Addition, an Addition, being commonly known as 1710 S. Hampton Road, Glenn Heights, Dallas County, Texas.

[illegible]

COPYRIGHT © DATE 05/06/2024

LOT 1, BLOCK A
FAMILY DOLLAR ADDITION
#201000210786
M.R.D.C.T.



BASIS OF BEARING

1. BEARINGS SHOWN HEREON ARE REFERENCED TO TEXAS COORDINATE SYSTEM OF 1983, NORTH CENTRAL ZONE, AND ARE BASED ON THE NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT.
2. ALL AREAS SHOWN HEREON ARE CALCULATED BASED ON SURFACE MEASUREMENTS
3. ALL DISTANCES ARE MEASURED IN US SURVEY FEET.

LEGEND			
	POWER POLE		FENCE
	WOOD DECK		BUILDING LINE
	CONCRETE		EASEMENT LINE
	GRAVEL		IRON ROD FOUND
	BRICK		IRON ROD SET
	SEPTIC LIDS		POWER LINE
	GAS METER		NOT TO SCALE
	COVERED AREA		UTILITY PEDESTAL
	AC PAD		ELECT. BOX
	FIRE HYDRANT		UTILITY EASEMENT
	BUTANE TANK		WATER METER
	PROPERTY LINE		BUILDINGS

	JIMMY W. POGUE, INC. "Registered Professional Land Surveyors"	
	5611 SWEET WATER DRIVE MIDLOTHIAN, TX 76065	(214) 371-0666 Jimmilyn D. Woodard R.P.L.S. 5398
FIRM #101219-00	Email: kstuart@jimmywpogue.com	
Job Number: 131757	Date: 05/06/2024	Drawn by: KS
G.F. Number: 30170022400097	Title Company: ALLEGIANCE TITLE	
Certified to: KHALED ALI REFALE		

1. Jimmilyn D. Woodard, Registered Professional Land Surveyor of the State of Texas, does hereby certify that this Survey Plat is a representation of the property shown hereon as determined by a survey on the ground.

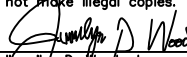
The lines and dimensions of said property being as indicated by the plat; The size, location and type of above ground improvements are as shown.

Corner monuments are as shown on survey.

EXCEPT AS SHOWN ON SURVEY, THERE ARE NO ABOVE GROUND ENCROACHMENTS OR ABOVE GROUND PROTRUSIONS.

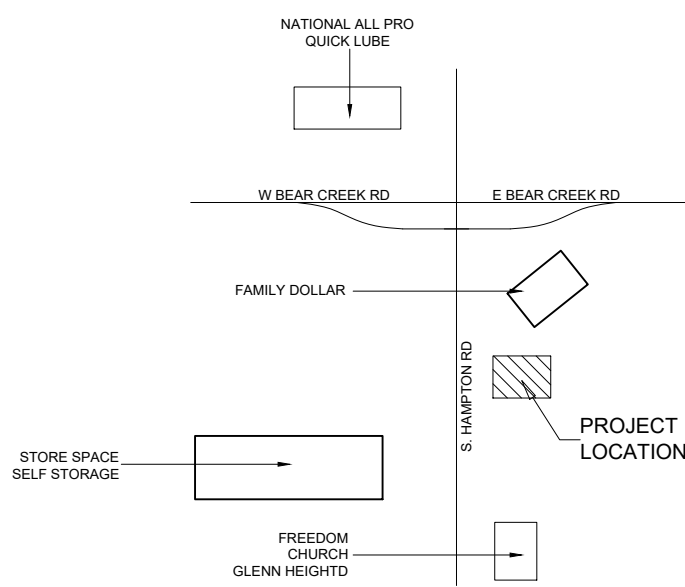
This survey makes no judgements as to the ownership of the property, only that the property exist on the ground as shown and surveyed from a description provided to the surveyor.

This Survey was performed exclusively for the parties shown hereon and is licensed for a single use. This Survey remains the property of the Jimmy W. Pogue, Inc.. Unauthorized reuse is not permitted without the expressed written permission of the President of company. This survey is an original work protected by United States Copyright Law and International Trusts. All rights reserved. Do not create illegal copies.

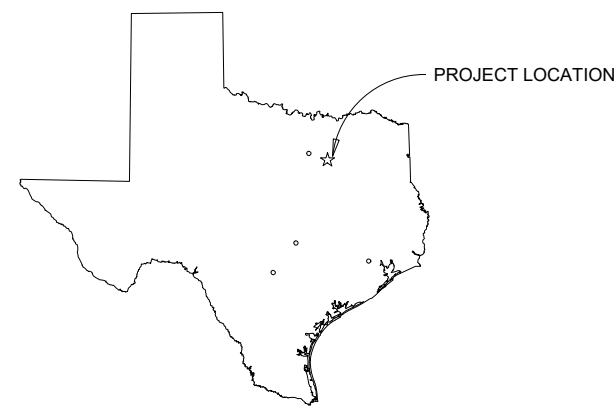

Jimmilyn D. Woodard
RPLS #5398

THIS SURVEY VALID WITH EMBOSSED SEAL.





VICINITY MAP
NTS



PROJECT LOCATION
NTS

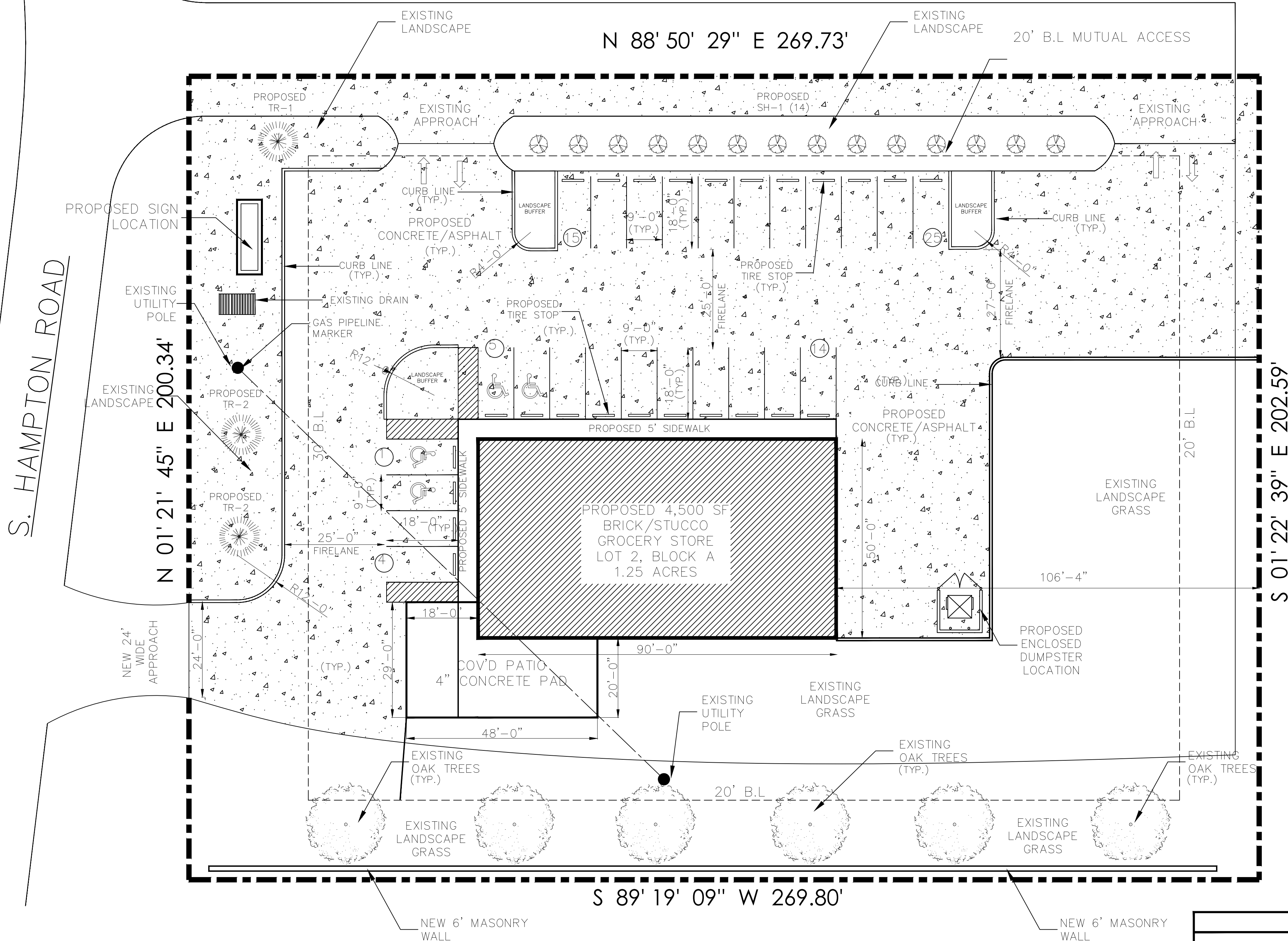
SITE PLAN GRAPHIC LEGEND

- PROPERTY LINE
- BUILD LINE
- PLATTED LOT LINE



LOT 1, BLOCK A
FAMILY DOLLAR ADDITION
#201000210786
M.R.D.C.T.

SITE DATA SUMMARY TABLE	
ZONING (FROM ZONING MAP)	COMMERCIAL
LOT AREA (SQUARE FEET & ACRES)	1,249 ACRES/54,407 SF
BUILDING FOOTPRINT AREA (SQUARE FEET)	4,500 SF
TOTAL BUILDING AREA (SQUARE FEET)	4,500 SF
BUILDING HEIGHT PERMITTED	20'-0"
BUILDING HEIGHT (FEET - DISTANCE TO TALLEST BUILDING ELEMENT)	14'-0"
LOT COVERAGE -	9 %
PARKING	
PARKING RATIO (FROM ZONING ORDINANCE)	3 SPOTS/100 SF
REQUIRED PARKING (# SPACES)	15
PROVIDED PARKING (# SPACES)	29
ACCESSIBLE PARKING REQUIRED (# SPACES)	2
ACCESSIBLE PARKING PROVIDED (# SPACES)	4
PARKING IN EXCESS OF 10% OF REQUIRED PARKING (# SPACES)	0
LANDSCAPE AREA (INCLUDING TURF AREAS, 20% REQUIRED)	3,160 SF REQUIRED
TREES IN FRONT YARD AREA SHALL BE 1/1000 SQUARE FEET	1
SHRUBBERY SHALL BE 1/50 SF	15
GROUND COVER 10% OF LANDSCAPE AREA, THE REST CAN BE GRASSES	
REQUIRED INTERIOR LANDSCAPE AREA (PARKING LOT LANDSCAPING) (SQ. FT.)	
INTERIOR LANDSCAPE AREA PROVIDED (SQUARE FEET)	25,251 SF
TOTAL LANDSCAPE AREA (SQUARE FEET) - EXISTING	450 SF
TOTAL LANDSCAPE AREA (SQUARE FEET) - PROPOSED	323
PERMEABLE AREA (NOT INCLUDING LANDSCAPING OF TURF AREAS)	0
PERMEABLE PAVEMENT (SQUARE FEET)	0
OTHER PERMEABLE AREA WITHIN THE LOT NOT INCLUDING LANDSCAPING OR TURF AREAS	0
TOTAL PERMEABLE AREA (SQUARE FEET)	323
IMPERVIOUS AREA	
BUILDING FOOTPRINT AREA (SQUARE FEET)	4,500 SF
AREA OF SIDEWALKS, PAVEMENT & OTHER IMPERVIOUS FLATWORK (SQ. FT.)	19,893 SF
OTHER IMPERVIOUS AREA - DUMPSTER	121 SF
TOTAL IMPERVIOUS AREA	24,514 SF
TOTAL LANDSCAPE + TOTAL PERMEABLE AREA - EXISTING	29,893 SF
SUM OF TOTAL LANDSCAPE AREA + TOTAL PERMEABLE AREA + TOTAL IMPERVIOUS AREA (SQUARE FEET) NOTE: SUM MUST EQUAL LOT AREA	54,407 SF



BRITHANY GRISSSELL
#201600074379

PROJECT DIRECTORY		
OWNER (TENANT): MOHAMMAD ALLAN AL NEJMAH MARKET 1710 S. HAMPTON ROAD GLENN HEIGHTS, TX. 75154 P: 504.329.8179 chefscount@yahoo.com	PROJECT ARCHITECT: ART ARCHULETA A3 ARCHITECTURAL SERVICES, LLC LANCASTER, TX. 75134 P: 469.605.5438 artarchuleta.aa@gmail.com	LANDSCAPE: ART ARCHULETA A3 ARCHITECTURAL SERVICES, LLC LANCASTER, TX. 75134 P: 469.605.5438 artarchuleta.aa@gmail.com

CITY STAMP:

SCOPE OF WORK:

NEW CONSTRUCTION

JOB ADDRESS:

**1710 S. HAMPTON RD.
GLENN HEIGHTS, TX.
75154**

PROJECT NAME:

AL NEJMAH MARKET

LEGAL DESCRIPTION:

**FAMILY DOLLAR
BLOCK A LOT 2
ACS 1.249**

DRAWING CONTENT:

SITE PLAN

SCALE:

1/16" = 1'-0"

DATE:

10 / 9 / 2024

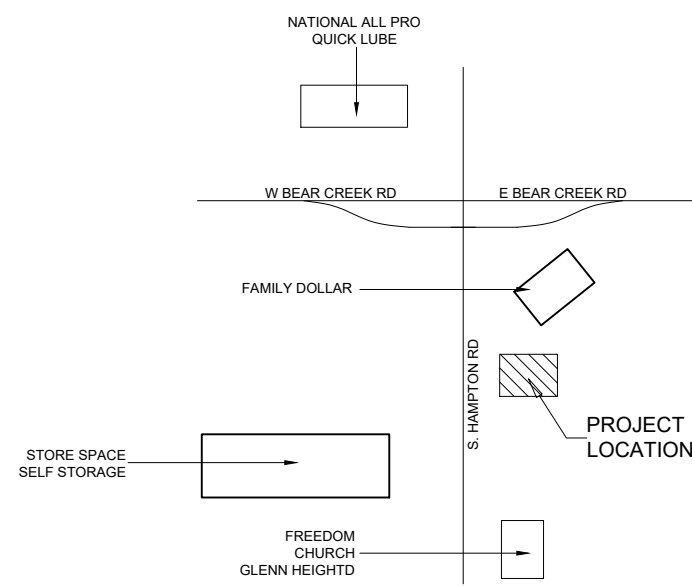
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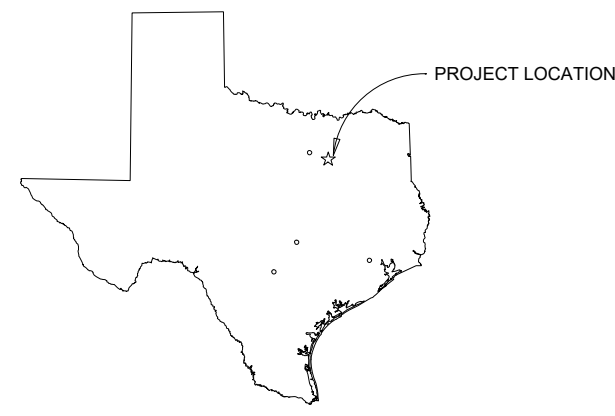


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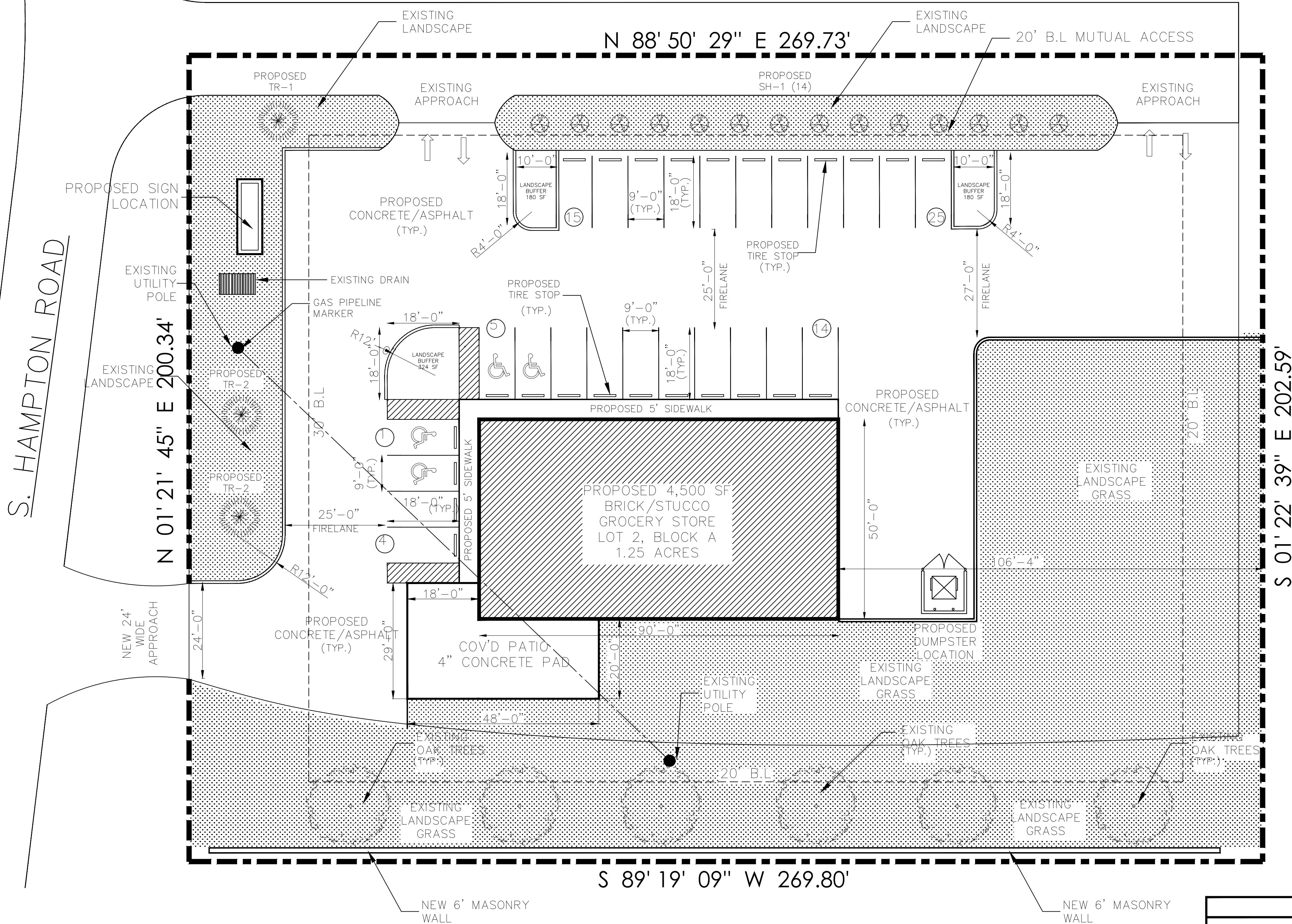
VICINITY MAP
NTS



PROJECT LOCATION
NTS

LOT 1, BLOCK A
FAMILY DOLLAR ADDITION
#201000210786
M.R.D.C.T.

LANDSCAPE LEGEND	
	NEW SHRUB
	NEW LARGE TREE,
	NEW MEDIUM TREE
	NEW SMALL TREE
	GRASS



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**LANDSCAPE
PLAN**

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1/16" = 1'-0"

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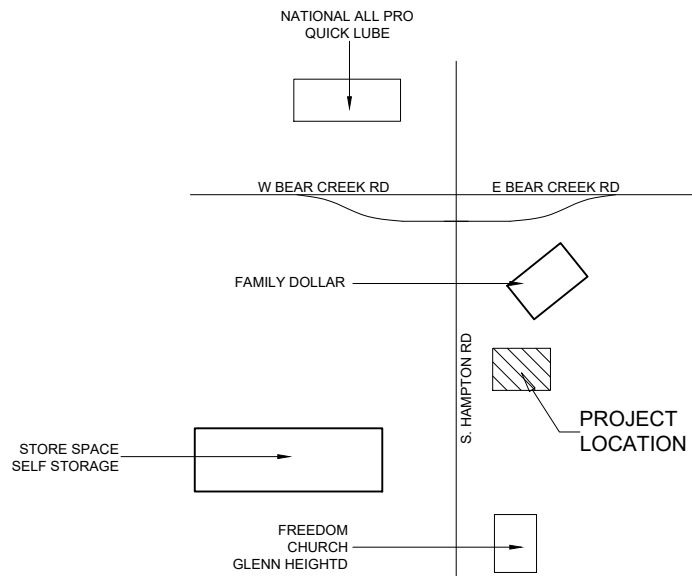
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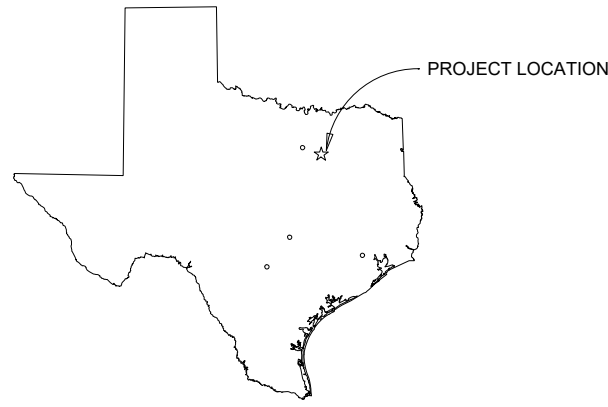


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VICINITY MAP
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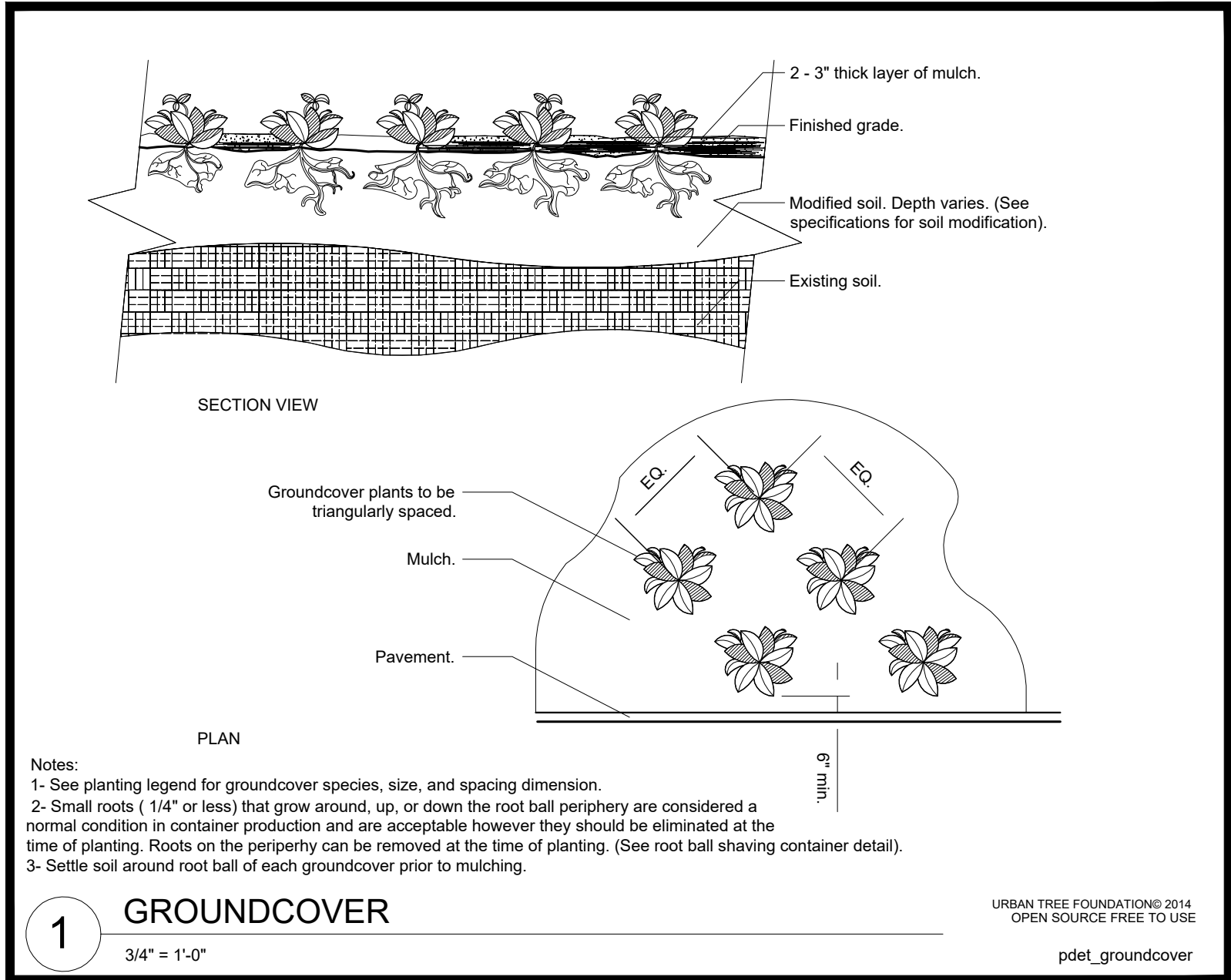
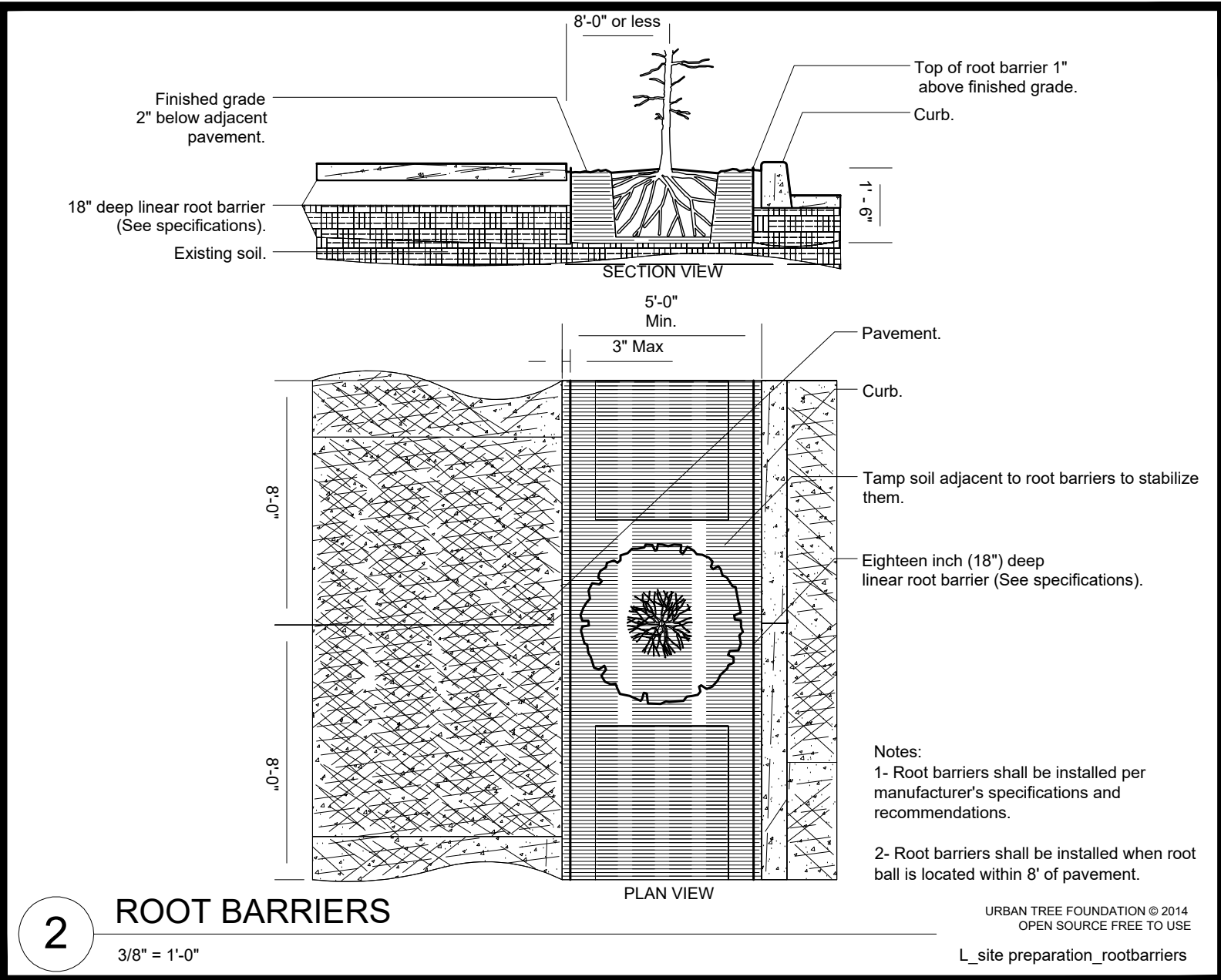
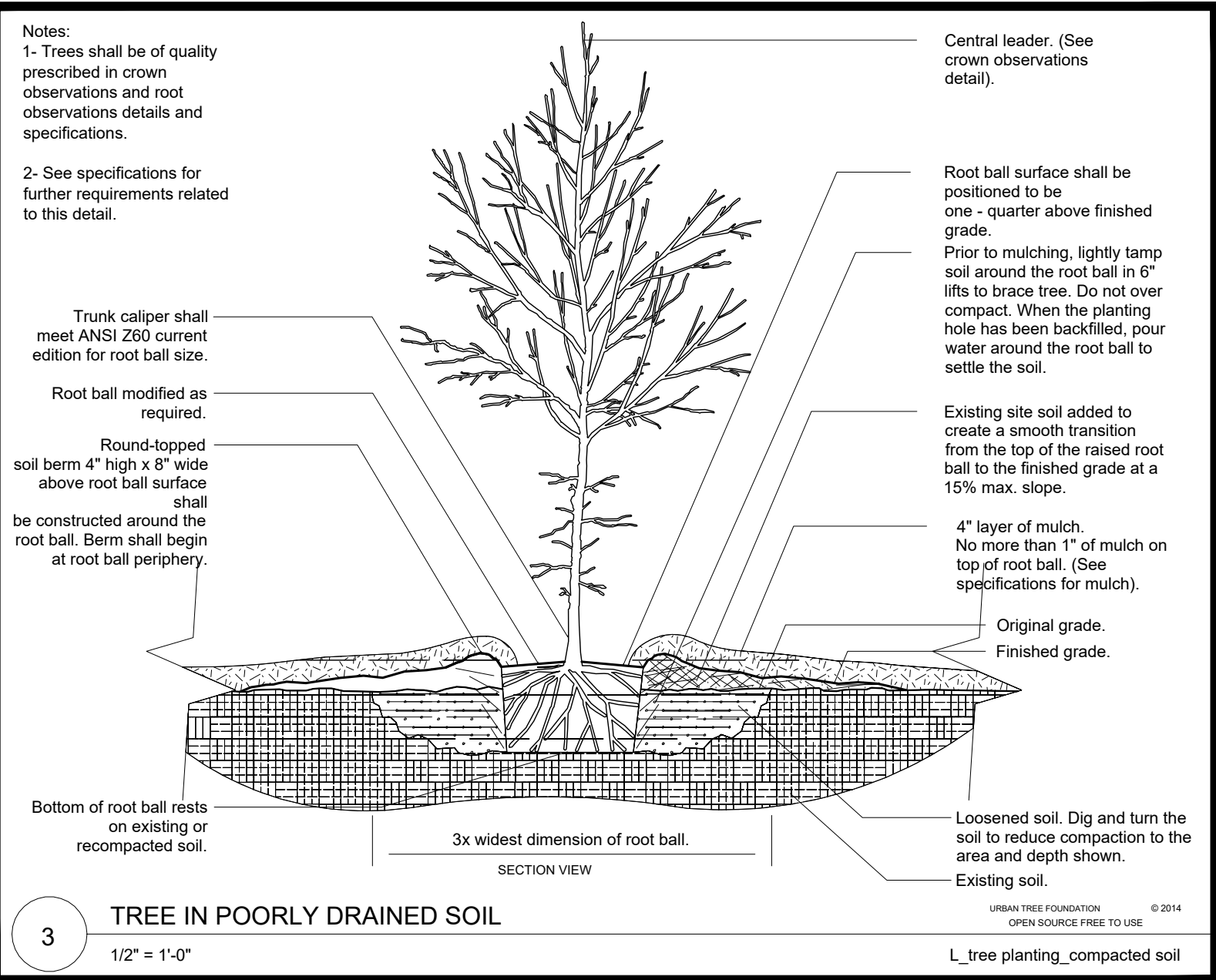
PROJECT LOCATION
NTS

LANDSCAPE REQUIREMENTS:		
MANDATORY PROVISION	REQUIRED:	PROVIDED:
ROW STREETSCAPE BUFFER: MIN OF 6' BETWEEN B.O.C & SIDEWALK	6'	6'
STREET TREE : 1 MEDIUM SHADE TREE/ 50' OF STREET FRONTAGE	200' FRONTAGE, 24'-0" DRIVE= 324'	3 SMALL TREES/ 2 MEDIUM
STREET LANDSCAPE SHALL HAVE GROUND COVER OR GRASS W/ APPROPRIATE IRRIGATION & MAINTENANCE	GROUND COVER OR GRASS	EXISTING GRASS SPECIFIED
SITE LANDSCAPING		
20% OF SITE SHALL HAVE PERMANENT LANDSCAPE	54,407/ 20% = 10,881 SF	25,251 SF
STREET YARD LESS THAN 10,000 SF	1 TREE / 1000 SF, 5382/1000= 5	0 LARGE TREE
CREDIT FOR EXISTING TREES	10	10
2 ORNAMENTAL TREES MAY BE SUBSTITUTED FOR 1 REQ. LARGE TREE, MAX 50% ALLOWED SUBSTITUTION, 6' HIGH WHEN PLANTED	-	-
SHRUBBERY: 1 SHRUB/ 50 SF OF REQ. LANDSCAPE	15	15
GROUND COVER: MIN 10% OF REQ. LANDSCAPE IS GROUND COVER	N/A	
90% LAWN GRASSES AND MULCH AROUND BEDDING PLANTS	N/A	
30% OF TOTAL REQUIRED LANDSCAPE IN FRONT & SIDE YARD	N/A	
PARKING SCREENING: 10' MIN BUFFER, 3'-4' HEIGHT, MAX 36" OC	10' MIN BUFFER, 3'-4' HGT, MAX 36" OC	10' , 3'-4' HIGH, MAX. 36" OC
AREA OF PARKING SCREENING BUFFER		
INTERNAL PARKING LOT LANDSCAPE % OF PARKING BETWEEN BLDG FACADE AND ROW	> 75% = 19 SF/PARKING STALL 11*19= 209 SF	450 SF
PARKING PLANTER ISLAND SHALL CONTAIN: 1 CANOPY TREE OR 2 UNDESTORY/ ACCENT TREE IN, THE REST IN SHRUBS	1	1
NO PARKING SPACE MAY BE LOCATED MORE THAN 80 FEET FROM THE TRUNK OF A LARGE CANOPY TREE	80'	65'-0"

LANDSCAPE LEGEND	
	NEW SHRUB
	NEW LARGE TREE,
	NEW MEDIUM TREE
	NEW SMALL TREE
	GRASS

LANDSCAPE NOTES	
1. CONTRACTOR SHALL STAKE OUT TREE LOCATIONS AND BED CONFIGURATION FOR APPROVAL BY OWNER PRIOR TO INSTALLATION.	
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ADVISE THE OWNERS REPRESENTATIVE OF ANY CONDITION FOUND ON-SITE WHICH PROHIBITS INSTALLATION AS SHOWN ON THESE PLANS.	
4. ALL SHRUB AND GROUND COVER BEDS SHALL HAVE A MINIMUM OF (2") TWO INCHES OF HARDWOOD BARK MULCH.	
5. TREES SHALL BE PLANTED A LEAST FIVE (4') FEET FROM PAVEMENT AND A (3') CLEAR DIAMETER AROUND FIRE HYDRANTS.	
6. ALL TREES PLANTED WITHIN FIVE (5') FEET OF A CURB, WALK OR DRIVE MUST INCLUDE AN APPROVED RIGID PLASTIC ROOT BARRIER	
7. FOR EACH SMALL TREE INSTALLATION, A MIN 24" OF SOIL DEPTH AND 25 SF OF OPEN SOIL AREA.	
8. FOR EACH MEDIUM OR LARGE TREE A MIN 36" OF SOIL DEPTH AND 200 SF OF OPEN SOIL AREA REQUIRED.	
9. TREES OVERHANGING WALKS AND PARKING AREAS SHALL HAVE A MIN. CLEAR TRUNK HEIGHT OF (7') FEET.	
10. TREES OVERHANGING PUBLIC STREET PAVEMENT, DRIVE AISLES, AND FIRELANES WILL HAVE A MINIMUM CLEAR TRUNK HEIGHT OF (14') FEET.	
11. LARGE AND MEDIUM TREES MUST BE PLANTED A MIN OF 30' FORM THE CLOSEST POINT OF AN OVERHEAD ELEC. DISTRIBUTION LINE.	
12. A VISIBILITY TRIANGLE MUST BE PROVIDED AT ALL INTERSECTIONS AS REQUIRED BY THE THROUGHFARE STANDARDS ORDINANCE. SHRUBS ARE NOT TO EXCEED 24" IN HEIGHT. TREES WILL HAVE A MINIMUM CLEAR TRUNK BRANCHING HEIGHT OF (9') FEET.	
13. ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY AND GROWING CONDITION, AND MUST BE REPLACED WITH PLANT MATERIAL OF SIMILAR VARIETY AND SIZE, IF DAMAGED, DESTROYED OR REMOVED.	
14. LANDSCAPE AREAS SHALL BE KEPT FREE OF TRASH, LITTER AND WEEDS.	
15. SIGNAGE AND FENCING SHALL BE CONTINGENT UPON BUILDING INSPECTION DEPARTMENT APPROVAL.	
16. AN IRRIGATION SYSTEM SHALL BE PROVIDED & MAINTAINED OPERATIONAL AT ALL LANDSCAPE AREAS. A PERMIT FROM THE BUILDING INSPECTION DEPARTMENT IS REQUIRED FOR THE IRRIGATION SYSTEM.	
17. SOIL: CONTRACTOR TO MODIFY THE TOP 10-12 INCHES OF THE EXISTING NATIVE SOIL FOR TREES AND SHRUBS BEDS BY MIXING EXISTING SOIL OR IMPORTED TOP SOIL WITH COARSE SAND AND COMPOST IN THE APPROXIMATE MIX RATIOS INDICATED BELOW TO GET A FINAL ORGANIC MATTER BETWEEN 3-4% (BY DRY WEIGHT) :	
MIX COMPONENT % BY MOIST VOLUME	
NATIVE OR IMPORTED TOPSOIL, UNSCREENED	45-50%
COARSE SAND	40-45%
COMPOST	10%

GROUND COVER, SHRUBS AND TREE SCHEDULE								
	MARK	COMMON NAME	SCIENTIFIC NAME	QTY	DESCRIPTION	SPREAD	HEIGHT	CALIPER & HEIGHT @ PLANTING
GRASS-SOD		BERMUDA GRSS	CYNODON DACTYLON		AS NEEDED WHERE ON PLAN			
GROUND COVER	N/A							
SHRUB	SH-1	RED YUCCA	HESPERALOE PARVIFOLIA		3 GALLON EA, 4' OC SHOWN	3 FT	1- 3 FT	2 FT
SMALL TREE	TR-1	RED CREPE MYRTLE	LAGERSTROEMIA INDICA	3	1 GALLON EA, SHOWN ON PLAN	6-8 FT	8- 25 FT	1" CALIPER/ 5 FT
LARGE TREE	TR-2	PALM TREE	ARECACEAE	2	1 GALLON EA, SHOWN ON PLAN	6-8 FT	8- 25 FT	1" CALIPER/ 5 FT



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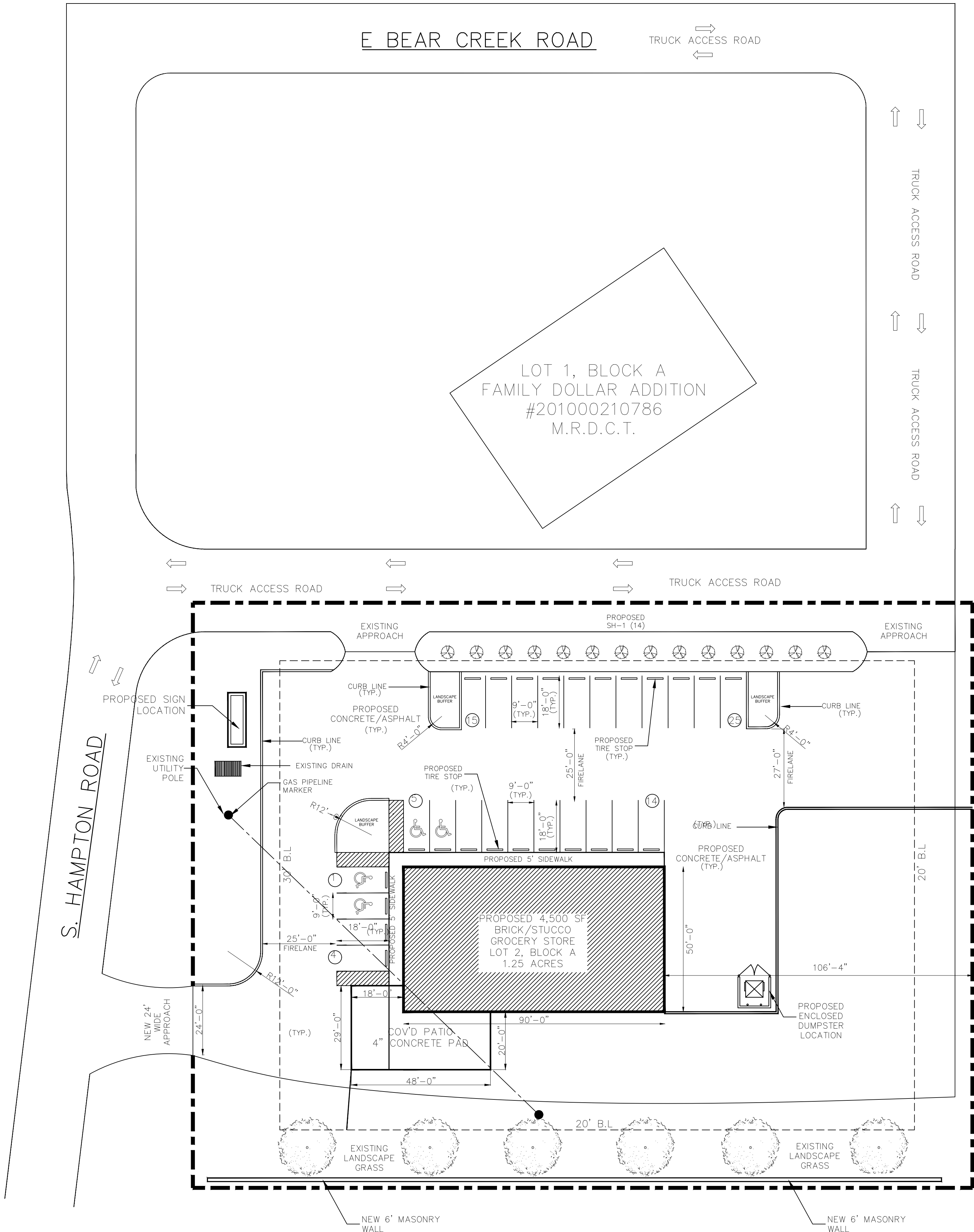
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NORMAN CLARK
#2003093/2328

BRITHANY GRISSSELL
#201600074379

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